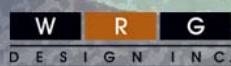
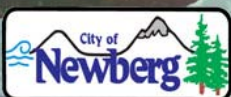




# City of Newberg South Industrial Area Master Plan

October 2009





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## PLAN PARTICIPANTS

### NEWBERG CITY COUNCIL

Bob Andrews – Mayor  
Marc Shelton – Councilor District 1  
Wade Witherspoon – Councilor District 2  
Denise Bacon – Councilor District 3  
Bart Rierson – Councilor District 4  
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### NEWBERG PLANNING COMMISSION

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Jerry Gardner – Oregon Department of Agriculture  
Mike Gougler – Local Developer, MJG Development, Inc.  
Kirk Jarvie – Oregon Department of State Lands  
Mary Martin Miller – Local Realtor, Keller Williams Realty  
Michael Morter – Oregon Department of Consumer & Business Services  
Susan Mundy – Yamhill County Roads\*  
Marguerite Nabeta – Governor’s Office  
Steve Oulman – Oregon Department of Land Conservation and Development  
Tim Potter – Oregon Department of Transportation  
Les Sasaki – Marion County PW/Planning  
Ryan Van Gordon – NW Natural

\* The Yamhill County Planning and Development Department chose not to participate

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## INTRODUCTION

### PLAN BACKGROUND AND OBJECTIVES

Planning for the south study area was sparked by recommendations from the Ad Hoc Committee on Newberg's Future in their 2005 *Report to City Council*. The Newberg City Council created the Ad Hoc Committee in 2004 to provide a forum for citizen involvement in planning for Newberg's future land use patterns and to make recommendations to the City Council for future land use amendments. The Committee considered Newberg's future land use needs for the 20 year period from 2005 to 2025, and also looked at future land use needs out to the year 2040 to give recommendations for possible Urban Reserve Area expansions. The Committee's full review included considering future population and housing needs, and the land requirements for residential, industrial, commercial and industrial development. Based on long-range employment forecasts by the Oregon Employment Department and community goals, the Committee determined that Newberg had a long-term need for 4-5 large industrial sites (20+ acres) over the next 20 years in addition to needing other smaller sized industrial parcels. The Committee also discussed ways that industrial development could and should be provided in our community. Their recommendations included the following:

- "Expand the industrial area along Highway 219 south of Wynooski Street and the proposed Newberg-Dundee Bypass interchange to accommodate and encourage large site industrial development; and
- Create zoning standards that maintain large parcels in the area planned for large-lot industrial uses."

The Report and its recommendations helped identify a need for future planning to accommodate the city's identified industrial needs. As stated in the report, a commonly repeated value of both community leaders and citizens is that Newberg should be a place where its citizens can live, work, shop and play, while still maintaining our agricultural heritage. To fulfill that desired objective, Newberg must be able to provide enough jobs for its citizens so that it does not become just another commuter suburb to Portland. Providing jobs requires adequate industrial land for businesses to locate and grow. Newberg currently offers a limited selection of industrial sites, and many of them are too small, have height limitations, or offer poor highway access. To provide the employment centers that will meet the growth needs of local and regional businesses over the next 30 years, Newberg must provide "shovel ready" industrial sites that are the right size and in the right location.

Analysis by the City's consultants, staff, and the Ad Hoc Committee on Newberg's Future identified an area south of Newberg, on either side of Hwy 219, as the area best suited to meet the City's needs for large site (20 acres+) industrial development. A portion of this area will need to be brought into Newberg's Urban Growth Boundary (UGB) to meet the City's Industrial land needs for the next 20 years. That portion will eventually be annexed into the City and will serve as the first phase of development of the future South Industrial Area.

The South Industrial Area Master Plan will enable Newberg to create a well-planned industrial area that is ready for development. The Plan contains many components that will help make the area ripe and attractive for development, including: a transportation system that provides for local circulation now

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and after bypass construction, non-motorized trail connections to existing and planned trails in the area, a utility plan that provides a clear path to development, a small commercial core area to serve the needs of the industrial area, and landscape and design standards to ensure that the overall look of the industrial area is an attractive gateway to the city. In addition, the Plan promotes sustainable policies and infrastructure, a principle that citizens at the community visioning meeting named as being important.

### **Plan Context**

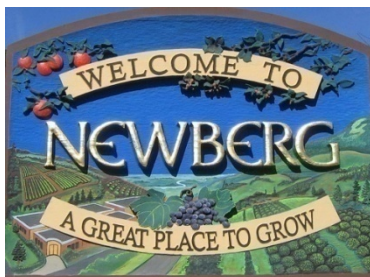
The Plan guides the planning, public investment, and ultimate development of the study area by providing a desired urban form and implementation strategy. This is accomplished by providing a preferred plan layout and specifying the necessary infrastructure components to support the anticipated development demands. In addition, the Plan takes into consideration other long-range planning efforts and capital improvements in and around the study area. The long-range plans considered in the planning process for this Plan include the City’s Urban Reserve Area process, the anticipated Newberg-Dundee Bypass, the community’s parks and recreation master plans, the City’s utility expansion plans, and private property owner’s future intentions for their land.

The plan works within Oregon’s land use framework and its requirement for careful consideration of the community’s actual employment land need when compared to its current inventory and anticipated population growth. The findings and recommendations include logical phasing to ensure that incremental urban growth boundary expansions coincide with infrastructure and development needs.

The Plan also acknowledges anticipated private development and market needs, including careful consideration of parcel size, site configuration and suitability, access, utilities, and quality of life elements. Additionally, the plan considers complementary uses and design elements that will contribute to successful and viable employment centers. The plan is structured so that the initial development can occur without excessive costs, time constraints, and entitlement hurdles.

### **Plan Implementation**

The plan is structured to provide choice and flexibility to respond to existing and potential employers’ needs. The Master Plan has been designed to accommodate a range of development sizes to meet the projected needs of Newberg’s target employers. The plan provides a road map for the development of the area from inclusion with the urban growth boundary to designation of “shovel ready” development sites. The plan specifies the necessary infrastructure to support the anticipated development as well as possible funding sources to finance the various capital expenditures. The plan also acknowledges that some areas must be included within the UGB and City Limits. Prior to inclusion of these areas the City will need to adopt standards for development review to ensure the vision of the plan is carried forward.



EXISTING STUDY AREA WITH FLOODPLAINS AND WETLANDS



LEGEND

-  STUDY AREA BOUNDARY
-  WETLANDS
-  100 YEAR FLOODPLAIN (FEMA)



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## EXISTING CONDITIONS

The plan area is situated just south of the existing city limits. The area remains agricultural and rural in character. Two riparian corridors surround the plan area to create a natural edge to the anticipated employment districts. Highway 219 bisects the area, and Wynooski Road traverses its western portions. The subsequent sections further describe the plan area in terms of natural features, land use, and infrastructure.

### SETTING AND NATURAL FEATURES

#### Topography

The plan area is defined by its topography. The majority of the site is relatively flat and is bordered by sloped riparian corridors. The resulting “plateau” of land is thereby separated from the adjoining residential and agricultural uses to the west, east, and south by a significant barrier in the form of a mature forested riparian corridor.

#### Natural Hazards

According to the Federal Emergency Management Agency (FEMA), flood hazards are present within the riparian corridors that border the Plan area. A majority of the Plan area lands located in the flood hazard areas are on land classified as being within the 100-year floodplain. A smaller portion of these flood hazards have a more moderate or minimal chance for flooding from principal sources of flooding in the area, but are not considered within the 100-year floodplain.

#### Stream Corridors

Both the western edge and eastern edge of the site are constrained by the two creeks that border the Plan area. The Hess Creek corridor runs from the northwest of the plan area and curves south to define the western edge. Springbrook Creek runs north/south along the eastern edge of the Plan area. The creek corridors are healthy for the most part with little impact from existing development.

#### Wetlands

According to the National Wetland Inventory, freshwater emergent wetlands and freshwater forested or shrubbed wetlands exist on the western edge of the plan area. The wetlands coincide with the Hess Creek corridor running from the west to the southeast. Additional potential wetland areas exist within the southeast portion of the plan area adjacent the Springbrook Creek corridor. These potential wetlands were identified in coordination with the Oregon Department of State Lands.



EXISTING PLAN AREA



LEGEND

-  STUDY AREA BOUNDARY
-  URBAN GROWTH BOUNDARY (UGB)
-  NEWBERG MUNICIPAL LIMITS

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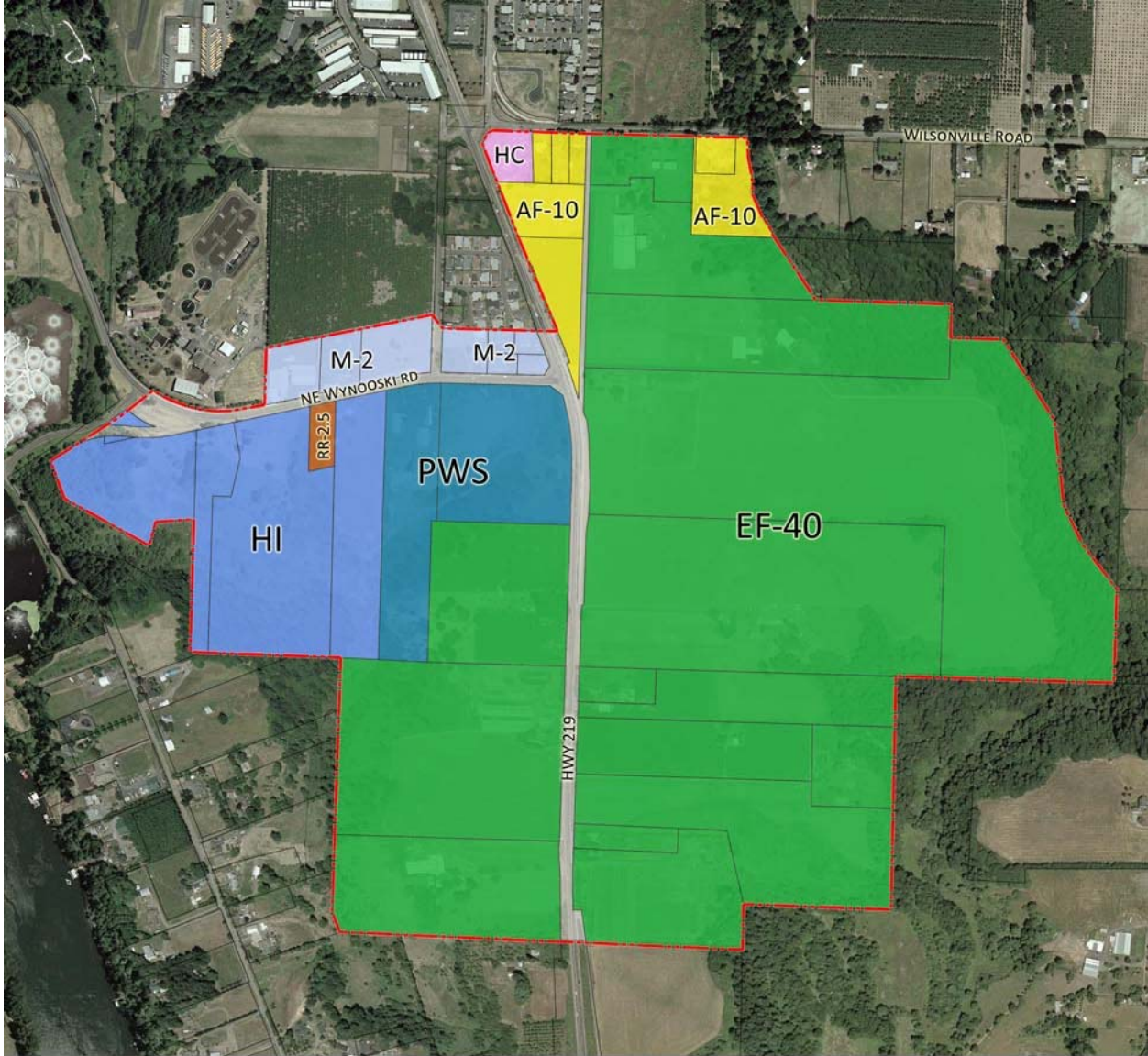
## LAND USE

### Current Use

A majority of the current land uses within the Plan area are agricultural in nature and include associated residential development on large lots (40+ acres). There are small portions of the northwest section of the site that are within the Urban Growth Boundary and are currently residential, commercial, and industrial in use. The corner of Wynooski Road and Highway 219 is used as a refuse transfer station for the community. There are existing, large agriculture buildings located west of Highway 219 that are currently utilized for processing agricultural goods.



EXISTING ZONING DESIGNATIONS



**LEGEND**

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<span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span>	EF-40 EXCLUSIVE FARM USE
<span style="display:inline-block; width:15px; height:15px; background-color:lightpink; border:1px solid black;"></span>	HC HIGHWAY CAMMERICAL
<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span>	HI HEAVY INDUSTRIAL
<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span>	M-2 LIGHT INDUSTRIAL
<span style="display:inline-block; width:15px; height:15px; background-color:darkblue; border:1px solid black;"></span>	PWS PUBLIC WORKS SAFETY
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span>	RR-2.5 RURAL RESIDENTIAL

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## Current Zoning and Comprehensive Plan Designations

A majority of the plan area is located outside of the Newberg City limits. The exception is the area located just north of Wynooski Road in the northwest corner of the plan area, which is within the City limits. This section of the plan area is designated Industrial (IND) under the Newberg Comprehensive Plan and is zoned Light Industrial (M-2). In general, light industrial includes the selling of goods and services for agricultural means, auto sales and repair, manufacturing, and wholesaling.

Located within the Urban Growth Boundary, although not yet within the City limits, the triangular portion of land between Highway 219 and Adolf Road is within the UGB and has been designated Medium Density Residential (MDR) and Commercial (COM) within the Newberg Comprehensive Plan. However, this section does not currently have specific City of Newberg zoning associated with it. The Newberg Comprehensive Plan designations are similar to the designations placed on the subject area by the Yamhill County Comprehensive Plan: Agricultural/Forestry Small Holding and Commercial. Yamhill County has currently placed corresponding zoning on the area as well: Agricultural/Forestry Small Holding District (AF-10) and Highway/Tourist Commercial District (HC) respectively.

A majority of the land in the southern portion of the plan area and to the east of Highway 219 is currently designated as Exclusive Farm Use by the Yamhill County Comprehensive Plan with the corresponding zoning of Exclusive Farm Use – minimum 40 acres (EF-40). The western portion of the plan area, to the west of Highway 219 and South of Wynooski Road is designated Rural Residential, Industrial, and Public Facilities by the Yamhill County Comprehensive Plan, with respective zones of Very Low Density Residential – minimum 2.5 acres (VLDR-2.5) and Public Works/Safety District (PWS).

The Yamhill County zones that encompass the plan area are further discussed below:

AF-10: provides for low density residential lands with small scale or more intensive farming uses. Residential Planned Unit Developments (RPUD) are permitted in this zone.

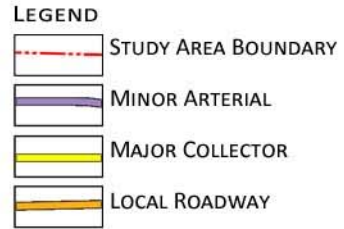
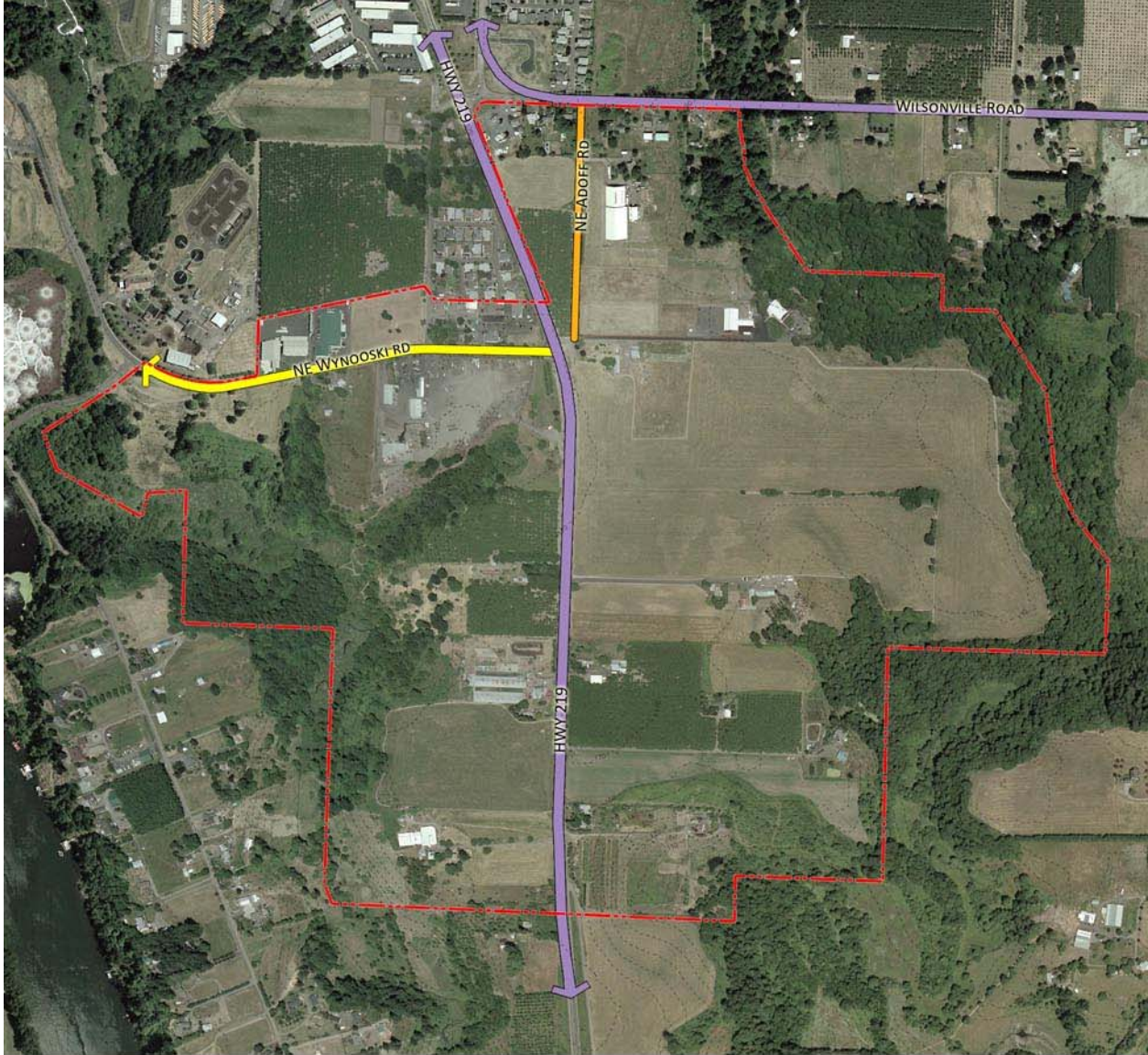
HC: is designed to provide services to the traveling public where space and safety allow. Uses such as restaurants, automobile service stations, and motels are permitted in this zone.

EF-40: provides for larger farm uses and protects prime farmland.

VLDR-2.5: is intended to provide for medium-to-high density rural residential developments and designed to provide minimal services including individual wells and sewage disposal. Small scale and intensive farm and forestry activities are also encouraged.

PWS: is designed to meet the foreseeable demand of public needs for public utilities. Uses permitted include sanitary landfill, municipal sewage collection, and fire stations.

EXISTING TRANSPORTATION NETWORK



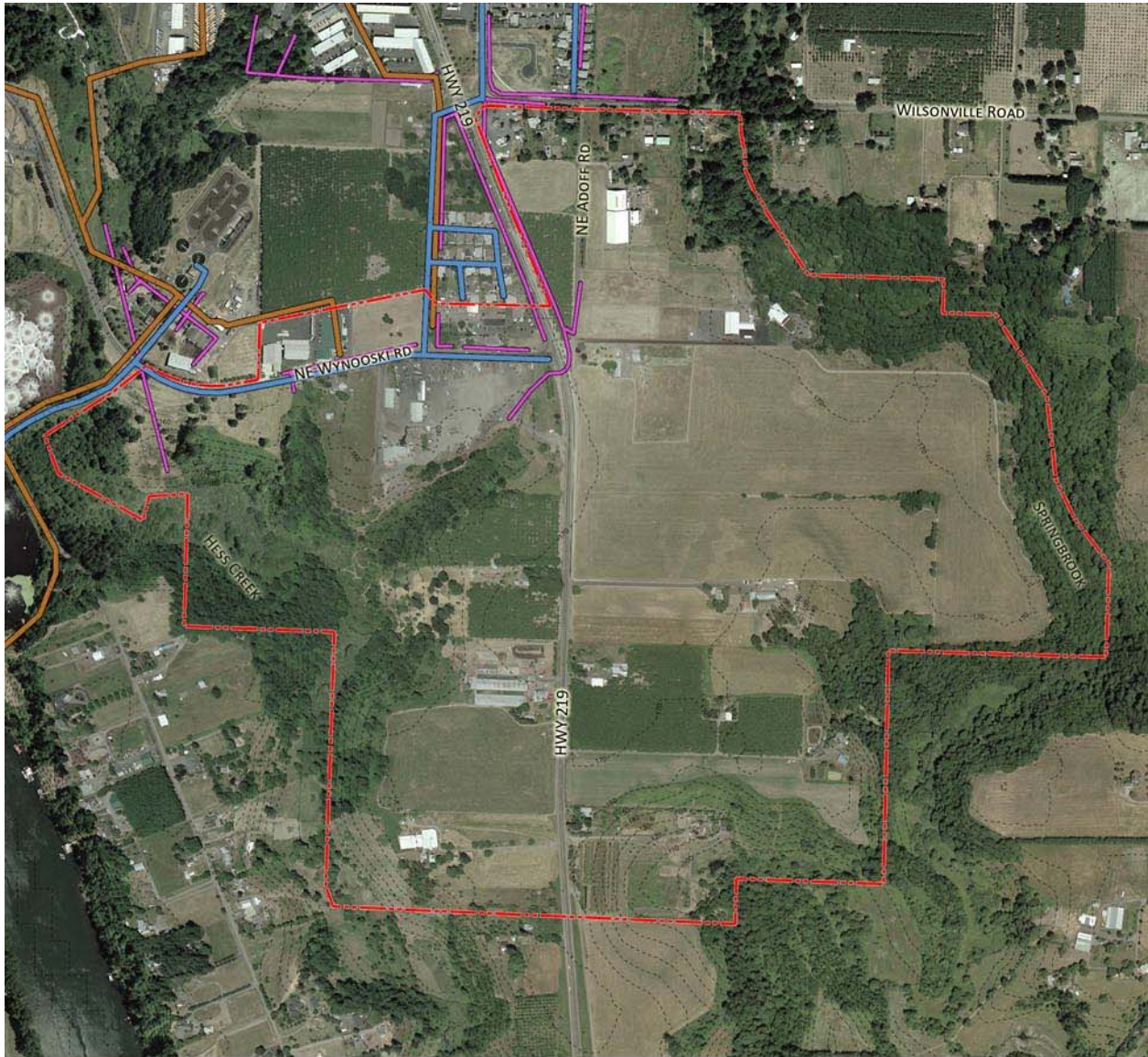
## ACCESS

Primary access to the plan area is taken from Highway 219 which runs north/south through the middle of the plan area. Highway 219 is the highest order street that runs through the immediate vicinity of the plan area. The western portion of the site currently has secondary access through several local streets that connect to properties within the plan area. There are no major roads or access points on the eastern side of the plan area. A portion of the northwest section of the plan area is identified on the Newberg-Dundee Bypass Project map as the approved corridor location for the Newberg Oregon 219 interchange. The following table describes the both the existing improvement and the City's current improvement plans for roadways within the plan area:





Existing Transportation System			
Street Name	Functional Classification	Existing Improvement	Preliminary Improvement Plans
State Highway 219	Minor Arterial	3 lanes	5 lanes
Springbrook	Minor Arterial	2 lanes	3 lanes
Wilsonville Rd	Minor Arterial	2 lanes	3 lanes
Wynoski Rd	Major Collector	2 lanes	3 lanes



# EXISTING UTILITY NETWORK



## LEGEND

-  STUDY AREA BOUNDARY
-  WATER LINE (EXISTING)
-  SEWER LINE (EXISTING)
-  STORM FACILITY (EXISTING)



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## UTILITIES

The storm, wastewater, and water utility connections are all located near the west and northwest borders of the plan area.

### Water

An eighteen-inch water line runs east-west along Wynooski Road to intersect with Sandoz Road. The eighteen-inch line continues along Sandoz Road to Springbrook Road. Several six-inch lines spur off of the Sandoz line to serve local development. A twelve-inch line runs along Wynooski Road from the Wynooski-Sandoz intersection up to dead end around Highway 219.

### Wastewater

A 36-inch wastewater line runs from the intersection of Wynooski Road and Dog Ridge Road, it continues along Dog Ridge, and connects to the Treatment Plant located to the northwest of the plan area. Both 24-inch and 36-inch sections run from the northwest portion of the plan area along Wynooski Road to the north. A 36-inch line runs along Sandoz Road.

### Storm Water

The storm sewer system borders the plan area in a more continuous manner. It runs south along both sides of Highway 219 to the intersection of Wynooski Road and Adolf Road where it turns west and continues down the northern side of Wynooski Road for approximately 1,300 feet. It also runs east along Wilsonville Road and terminates at the 28805 Wilsonville Road property.

### Recycled Water

The City of Newberg provides recycled water for irrigation use in an effort to reduce the amount of demand on the potable water system. It also reduces the amount of treated effluent that is directly discharged into the Willamette River. Wastewater is treated at the City of Newberg Wastewater Treatment Plant and conveyed through a “purple pipe” to private properties. The purple pipe currently runs east under Wynooski Road, north under Sandoz Road, east under Highway 219 and east along Wilsonville Road to the S-turn, then north through the golf course.

### Power

Power is readily available to serve the South Industrial area. There is a Portland General Electric power substation located on Springbrook Road and an existing power line running to the corner of Highway 219 and Wynooski Road. According to PGE, 10 megawatts of power (and possibly more as needed) could be available to serve the site upon development.

### Natural Gas

There is a 12-inch high pressure natural gas line located west of the South Industrial area in Wynooski Road. The gas line has adequate capacity to serve future development in the South Industrial area and can be extended to serve the site as necessary.

OPPORTUNITIES AND CONSTRAINTS MAP



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## ISSUES, OPPORTUNITIES, AND CONSTRAINTS

### Issues

Much of the land in the Plan area is currently used for agricultural purposes. Due to the availability of water and the alluvial character of the land, there is concern regarding how the proposed redevelopment of the area will impact existing agricultural users within and adjacent to the Plan area. There is a perception among some community members that the Plan area is uniquely suitable for agricultural uses and should be retained as such. Some raised a concern that, as a result of the topography and previous agricultural uses, the soil may not be stable enough to support industrial development, though this concern was not based on any knowledge of soil stability issues.

There is evidence to suggest that planning initiatives to urbanize farmland may face opposition in the initial land use process. Some members of the community question the need for additional industrial lands within the City of Newberg, while others see the need as so dire that there is not enough time to wait while the City completes the planning process to add new lands to the UGB and annex it into the City.

There are concerns about the cost of providing services for future development, and how the Community will pay for the capital improvements to attract new businesses to the Plan area. Currently, the Plan area does not contain the infrastructure necessary to serve industrial uses. Development of this area coupled with other regional growth may necessitate improvements to the Interstate 5 Aurora interchange.

New industrial development in the Plan area could generate secondary impacts to the surrounding residents. Of primary concern are air and noise pollution as well as lighting impacts to the night sky. There is a strong awareness in the community of potential impact to the local aquifers and the protection of water quality for other rural users and for the benefit of the natural environment. There is concern regarding how new development in the Plan area will impact the carrying capacity of the local transportation infrastructure, particularly in the time before the Newberg-Dundee Bypass is constructed.

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## Opportunities

The Plan area benefits from the proximity of a good transportation network in Highway 99W, Highway 219, and the future Newberg-Dundee Bypass. The area is accessible to Interstate 5 to the east via Highway 99W. Moreover, the Donald/Aurora interchange at I-5 is a 10-15 minute drive from the plan area via Highway 219 and McKay Road; a route that rarely experiences traffic congestion. The Plan area is adjacent to the southeastern City limits and is a logical area to annex into the City and UGB. The Plan area is buffered by riparian corridors on three sides from the existing surrounding residential and non-industrial development.

The creation of a large area within the City designated for development of future employment uses allows several opportunities for including the creation of a coherent campus-type development with consistent standards for design and a streamlined process for permit approval through the City. Several community members indicated that a well-planned industrial area would include requirements for sustainability such as green building, stormwater management, and increased open space.

## Constraints

The Plan area currently consists of portions of twenty nine (29) parcels, and a smaller corresponding number of property owners. The City expects to face some difficulty gaining unanimous support from the property owners for the eventual annexation and re-zoning of the entire Plan area.

The Plan area is bisected by Highway 219, which provides good regional access to Interstate 5. However, the Plan area does not currently have sufficient secondary access to and through the various parcels. As a result, the redevelopment of the Plan area will require the construction of a new road network.

Infrastructure financing is a constraint that will need to be overcome to successfully develop the area. As several public infrastructure improvements will be required for the Plan area, the City will need to develop a plan and gain public support for funding of the required improvements.

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## COMMUNITY VISIONING PROCESS

The community was involved in creating a common vision for the future employment area. The City facilitated the public process by focusing visioning efforts to three distinct groups; the area's land owners, the general public, and the design team. It was important to first discuss the future intent with area land owners to understand their long term visions for their own properties. The City then engaged the general public through a Community Visioning Meeting and an Open House to gain an understanding of citizen sentiments about the area and to get their feedback and recommendations about what the area should look like and function as in the future. The City also formed a Collaborative Design Team to serve as a technical advisory/steering committee to provide more detailed comments of the project elements. The subsequent sections describe the process and outcome for each community engagement milestone.

Early on, the community identified a list of guiding principles that serve as the framework for planning the Newberg South Industrial Area. Specifically, these principles articulate the community's values and serve as the foundation for the development of the plan.

### Guiding Principles

- Strengthen Newberg as a complete community – a place where people can meet all of their basic needs to “live, work, shop and play”.
- Provide a road map to transform the study area from rural agricultural uses into a shovel-ready employment district.
- Ensure that existing agricultural uses within the area can continue until the land is ready for employment.
- Create an attractive, well-designed employment area that provides amenities for the area employees and overall community.
- Pursue a variety of businesses that will strengthen Newberg's existing industry clusters and diversify its economic base.
- Develop a transportation system that provides for local circulation and connectivity for pedestrians, bicyclists, cars, trucks, and transit.
- Provide non-motorized trail connections to existing and planned trails in and around the area.
- Preserve and enhance stream corridors for natural functions and recreational uses as well as buffering of existing and proposed uses.
- Create an employment area that promotes efficient sustainable policies and infrastructure.

### OWNER'S MEETING

This initial meeting brought together property owners from the Newberg South Industrial Plan area to gather input from immediately impacted stakeholders in order to start developing conceptual plans for the area. The participants were divided into three small groups who were then asked to brainstorm responses to questions related to the vision for the industrial area plan. The answers were captured by the meeting moderators and then put up for further comment from the meeting's participants. In addition, a survey was sent out to property owners within the Plan area to capture opinions on the timeline for development of the area and get input into what the area should look like.

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## COMMUNITY VISIONING MEETING

The Community Visioning Meeting was held on March 10, 2009 and was the first open house event open to the public. Notice of the visioning meeting was sent out to the community via existing e-mail and mail lists, posted in the Newberg Graphic and at public buildings, and announced at meetings of local service clubs. The event drew 29 participants from a broad cross-section of the Newberg community. The participants were divided into five groups and each group was asked to brainstorm responses to five questions. A large number of participants noted industrial development in the plan area should be respectful of the rural and agricultural nature of the area by limiting light and noise pollution, preserving sensitive lands in the plan area, and minimizing impacts to the local transportation system. Many of the respondents indicated a desire to focus on retaining and growing existing businesses. Sustainable development should be encouraged, however, building “green” should not impact the economic viability of the development or discourage businesses from locating in Newberg. Design criteria need to be clear and consistent, but strong enough to ensure that property values are not negatively impacted.

## COLLABORATIVE DESIGN WORKSHOPS

The Collaborative Design Workshops brought together City staff, planning and design consultants, and members from local, regional and state government. The workshops were intended to provide an opportunity for concentrated collaborative work on the design of the industrial area master plan by integrating a group of professionals with expertise in the areas of planning, engineering, transportation, and public policy.

The first Collaborative Design Workshop started with a general discussion of opportunities and constraints facing the master plan area. The workshop participants were then divided into groups based on their interests and/or specialties. The groups examined utilities, transportation, design considerations, phasing and appropriate uses for the plan area. The results of this conversation are listed below.

Opportunities	Constraints
<ul style="list-style-type: none"><li>• City has ample water rights</li><li>• City has reuse water available (purple pipe)</li><li>• 10 minutes to I-5</li><li>• Existing and planned trails</li><li>• Large existing parcels</li><li>• Joint Utility Corridor</li><li>• Site is serviceable with gas and power</li><li>• Proximity to the airport</li><li>• Owner/community support</li></ul>	<ul style="list-style-type: none"><li>• Highway 219 access limitations</li><li>• Wetlands/riparian areas on-site</li><li>• Possible Opposition (Community/Public)</li><li>• Existing capacity of Hwy 99W and Hwy 219</li><li>• Transitioning from agriculture to industrial uses</li><li>• Interchange at I-5 needs improvements</li><li>• Infrastructure financing</li><li>• Existing capacity of the wastewater treatment plant</li></ul>

The second design workshop brought together the same group of experts to review the three conceptual design alternatives developed by the consultant team. Small groups were asked to provide their feedback on the three design alternatives and make recommendations for how to incorporate the best elements of each into one preferred alternative. The group further refined the implementation of the plan, phasing options, and next steps for the project.

The third design workshop introduced the preferred alternative to the group, who reviewed the design to identify barriers to implementation and development of the area. The group also discussed the implementation of the plan in more detail including the draft zoning regulations for the area.

## COMMUNITY OPEN HOUSE

The City presented the three conceptual plan alternatives at a community open house on May 5, 2009. The intent of the open house was to gauge the public’s opinions of the three layouts and gather

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comments and recommendations to refine the preferred layout. The open house was organized to provide a self-guided review of the project concepts and planning components at individual work stations, including an area for written public comments. A presentation introduced each of the three design alternatives, discussed anticipated design standards, revealed possible local street cross section designs, discussed funding options, and explained the future steps to the project's implementation.





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## ALTERNATIVES ANALYSIS

Three conceptual plans were prepared to convey the ideas and recommendations obtained from the Owners Meeting, Community Visioning Meeting and the Collaborative Design Workshops. Each alternative includes common themes and design elements, yet each alternative displays distinct transportation options, development patterns and phasing alternatives. The three conceptual plans were presented to the public at an Open House to gather feedback and recommendations to refine the three concepts into one preferred layout plan.

### Common Design Elements

Each Conceptual Plan Alternative includes continuous conservation corridors along Springbrook and Hess Creeks. A conceptual trail network is aligned within these greenway corridors to connect with a future city-wide network. A new public park is proposed midway along Hess Creek within a cleared sloped area and various trailheads are equally distributed throughout the district. Entry features are proposed at the district edges and at intersections along Highway 219.

All concept plans assume the Newberg-Dundee Bypass will be constructed; therefore future land development expectations are located outside the identified bypass alignment. It is important to note, however, that each of the conceptual plans would still function appropriately before completion of the Newberg-Dundee Bypass. The concepts also assume restricted access along Highway 219 with specific intersection spacing not less than 1,600 feet from the planned bypass and OR 219 interchange. All concepts assume the existing Wynooski and Wilsonville Road alignments will be modified with new connections to Highway 219. Finally, all concepts allow for smaller, incubator type industrial sites to be established within the district.

# CONCEPTUAL MASTER PLAN - ALTERNATIVE A



## LEGEND

-  STUDY AREA BOUNDARY
-  URBAN GROWTH BOUNDARY (UGB)
-  NEWBERG MUNICIPAL LIMITS
-  WETLANDS
-  100 YEAR FLOODPLAIN (FEMA)
-  TRAIL/MULTI-USE PATH
-  TRAIL HEAD/ RECREATIONAL ACCESS
-  ENTRY FEATURE
-  INDUSTRIAL/EMPLOYMENT USE

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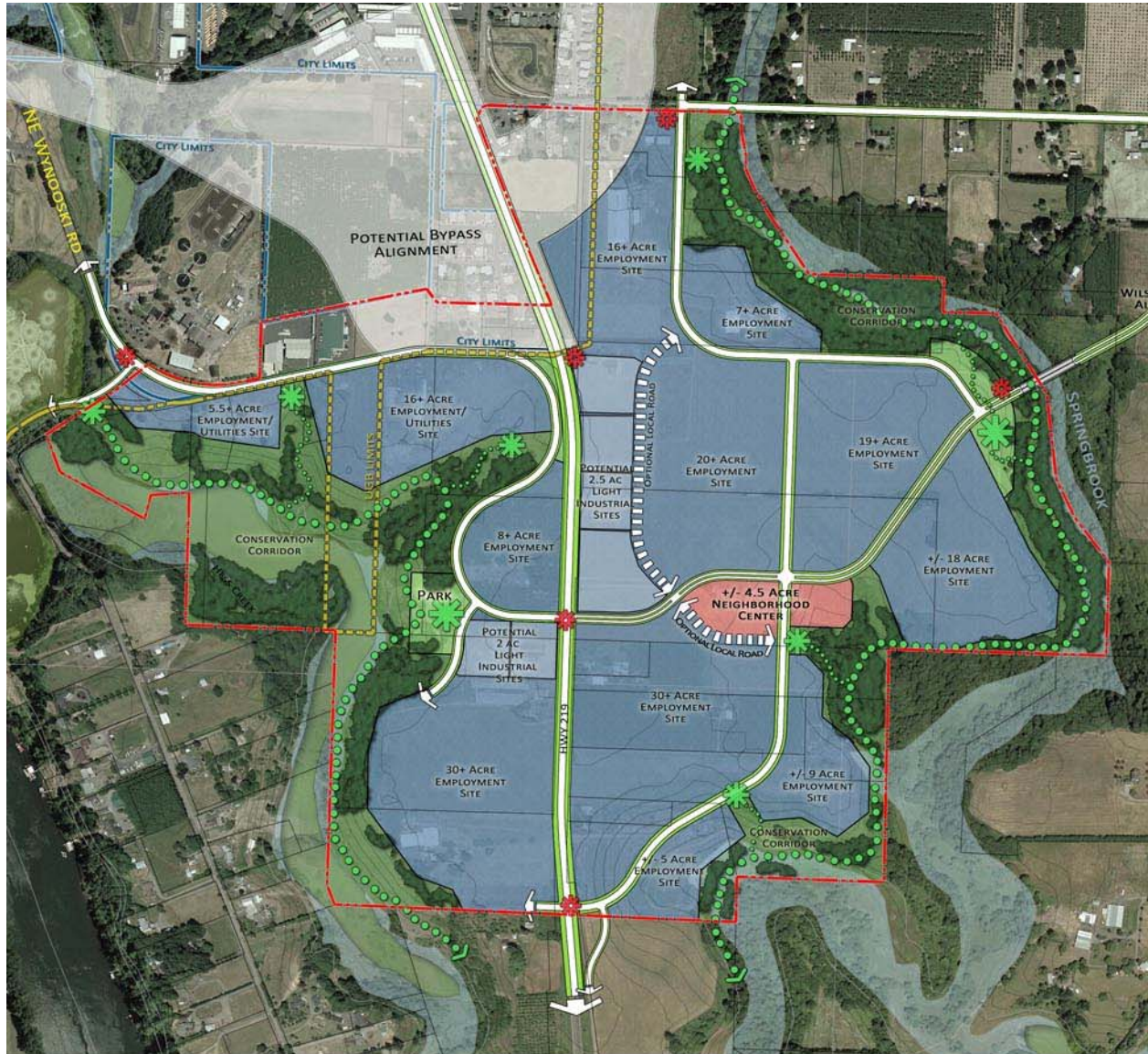
## Concept A

This alternative suggests that a new east-west roadway will be constructed midway through the district approximately 1,600 feet south of the new bypass. Wynooski and Wilsonville Road will be realigned in a continued through-movement at the southern end of the district. These roadways will also serve as the primary internal north-south connectors to parallel Highway 219 within the plan area. This concept allows for smaller incubator sites along Highway 219 between the Bypass and the first primary intersection and specifically capitalizes on the land area between the new Wynooski Road alignment and the highway. No commercial district is designated in this concept as it is suggested that complementing non-employment uses could be allowed as an accessory use in any parcel.

### Key Elements

- Wynooski and Wilsonville Roads function as north-south parallel roadways to Highway 219
- Small Industrial sites along Highway 219
- Entire area developed as an employment district with provisions for accessory commercial uses on individual sites
- Two full access intersections along Highway 219

# CONCEPTUAL MASTER PLAN - ALTERNATIVE B



## LEGEND

-  STUDY AREA BOUNDARY
-  URBAN GROWTH BOUNDARY (UGB)
-  NEWBERG MUNICIPAL LIMITS
-  WETLANDS
-  100 YEAR FLOODPLAIN (FEMA)
-  TRAIL/MULTI-USE PATH
-  TRAIL HEAD/ RECREATIONAL ACCESS
-  ENTRY FEATURE
-  INDUSTRIAL/EMPLOYMENT USE
-  NEIGHBORHOOD CENTER

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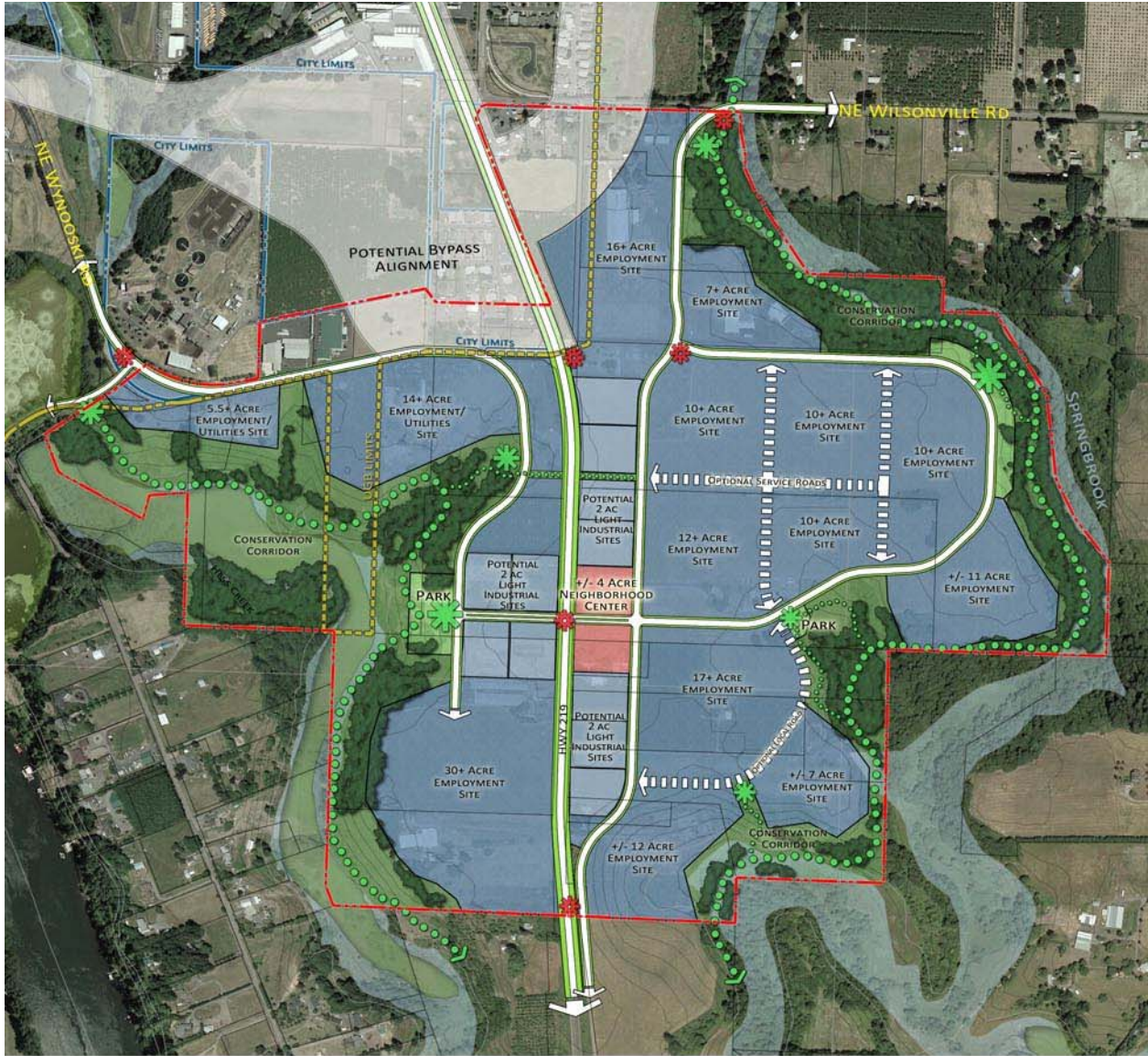
## Concept B

This alternative suggests that Wilsonville Road will be realigned to traverse the Springbrook Creek greenway corridor and connect directly to Highway 219. (The existing Wilsonville Road alignment will remain and transfer into a local roadway.) This alignment will continue westward as Wynooski Road in a through-movement also resulting in the district's primary east-west connector. A new roadway will serve as the north-south internal connector. A commercial node is established as a Neighborhood Center interior to the industrial plan district at the new Wilsonville Road and north-south connector intersection. This location allows for central accessibility and capitalizes on the views to the greenway corridor and recreational access. This concept allows for some incubator sites along the highway but emphasizes the availability of mid to large employment sites.

### Key Elements

- New Wilsonville Road Alignment that crosses Springbrook Creek
- Wynooski Road aligns with new Wilsonville Road connection at Highway 219
- Neighborhood Center located central and internal to the overall plan district, intended to host retail and commercial uses. Center also serves as a "trailhead" to conservation network
- Few smaller industrial sites along Highway 219
- A secondary access located on the southern end of Highway 219

CONCEPTUAL MASTER PLAN – ALTERNATIVE C



LEGEND

-  STUDY AREA BOUNDARY
-  URBAN GROWTH BOUNDARY (UGB)
-  NEWBERG MUNICIPAL LIMITS
-  WETLANDS
-  100 YEAR FLOODPLAIN (FEMA)
-  TRAIL/MULTI-USE PATH
-  TRAIL HEAD/ RECREATIONAL ACCESS
-  ENTRY FEATURE
-  INDUSTRIAL/EMPLOYMENT USE
-  NEIGHBORHOOD CENTER

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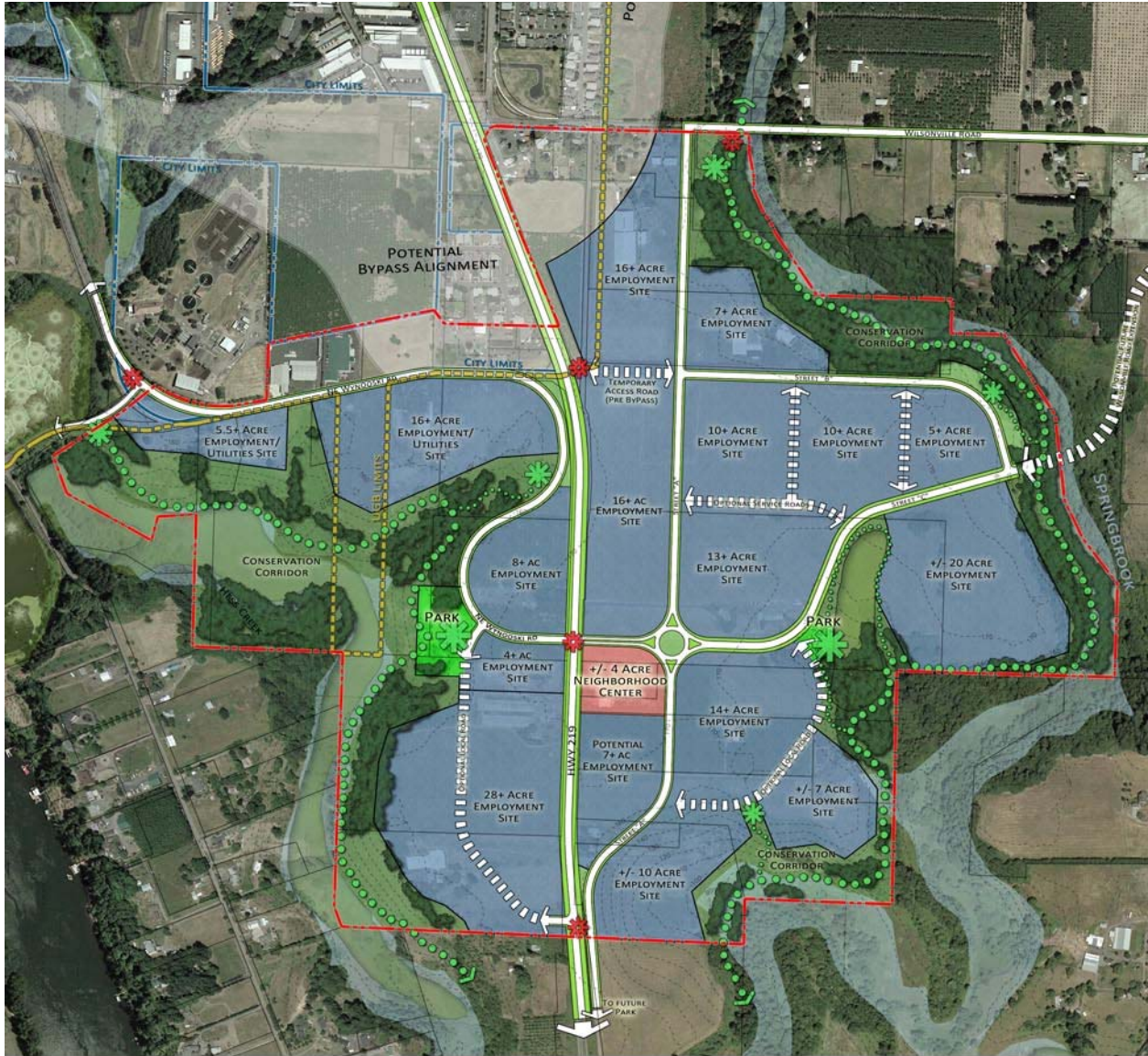
## Concept C

The alternative suggests that Wilsonville Road will be realigned to meander along the Springbrook Creek corridor edge and provide a direct connection to Highway 219. This alignment creates a scenic roadway and suggests that enhanced building facades and landscape treatments would be oriented to this roadway. Internal local/service roads are proposed to the rear of parcels and intended for truck and heavy equipment traffic off the primary connectors. This arrangement also allows for service areas to be oriented to service roads. Additionally, Wynooski will be realigned to serve as a major north-south connector along the western portions of the industrial plan district but allows flexibility for direct connection to the highway. A commercial node is created with a Neighborhood Center designation at the Highway 219 and Wilsonville Road intersection to serve as a gateway to the district and capitalizes on passer-by traffic to ensure its viability during non-working hours.

### Key Elements

- New east-west collector (no name)
- Wynooski and Wilsonville Roads serve as north-south collectors internal to the employment centers
- Internal service roads located behind buildings for trucks, service and deliveries
- Neighborhood center located central to the district but adjacent to Highway 219

PREFERRED MASTER PLAN ALTERNATIVE



LEGEND

-  STUDY AREA BOUNDARY
-  URBAN GROWTH BOUNDARY (UGB)
-  NEWBERG MUNICIPAL LIMITS
-  WETLANDS
-  100 YEAR FLOODPLAIN (FEMA)
-  TRAIL/MULTI-USE PATH
-  TRAIL HEAD/ RECREATIONAL ACCESS
-  ENTRY FEATURE
-  EMPLOYMENT/UTILITIES USE
-  NEIGHBORHOOD CENTER



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## **SOUTH INDUSTRIAL AREA MASTER PLAN**

Feedback from the public process and the Collaborative Design Team resulted in the final preferred master plan alternative. The preferred master plan layout is a combination of the best features from alternatives A, B and C. There are a few new elements not seen in the previous alternatives, including the location of the neighborhood center and the addition of the roundabout. The team decided that the best location for the neighborhood commercial center would be on the south side of future Street “C” due to traffic entering/exiting concerns. The roundabout was added as an aesthetically pleasing way to improve traffic flow through the area. Finally, the proposed road layout preserves the large lot flexibility for future development.

The South Industrial Area Master Plan creates an industrial district that provides opportunity for employment-based development while protecting natural resources, planning for public infrastructure, and implementing specific quality of life elements. The plan includes a design concept that is intended to communicate the preferred development form. Secondly, the plan includes future infrastructure improvements/expansions that are needed to support the desired development form. The plan also includes additional design standards which are intended to implement the community’s values to create an attractive, yet sustainable, employment district.

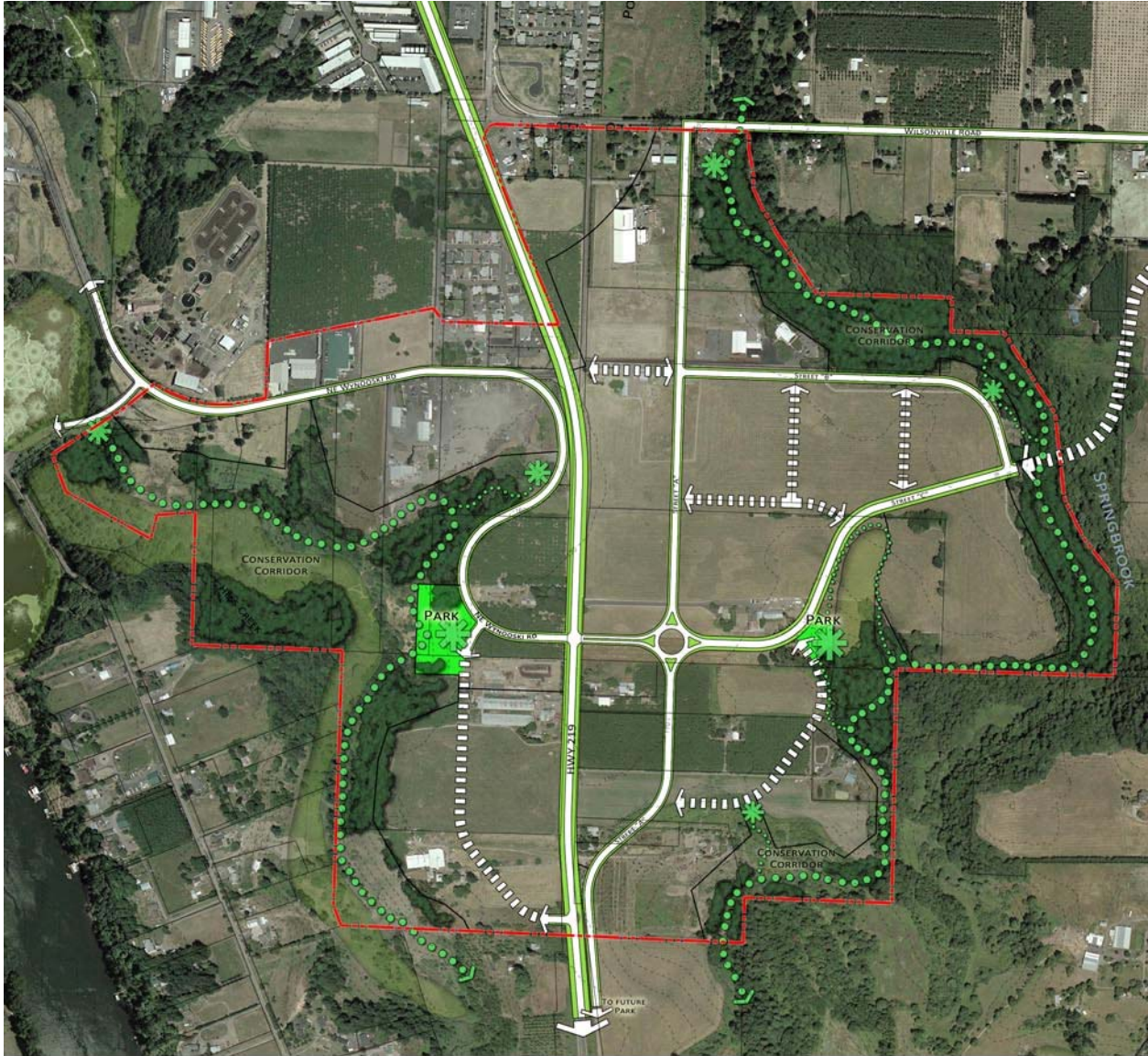
### **MASTER PLAN DESIGN CONCEPT**

The master plan is designed as a predominately industrial/employment district. The master plan layout creates multiple large development sites (10-20 acres), creates smaller sites (2-5 acres) in the areas along Highway 219 and along the primary roadways, and provides the opportunity to combine multiple sites into areas that exceed 20 acres in size to accommodate large employers. A neighborhood center is planned central to the district to provide retail and services to complement employment uses.

The plan district edges are designated as conservation corridors to protect existing natural areas and to provide a buffer to other surrounding uses in the immediate vicinity. The plan district design includes two parks to provide recreational access to the conservation areas and to complement the employment uses. The parks are located on each side of the plan area to ensure that recreational accessibility is evenly-distributed across the employment district. The plan envisions a trail/multi-use path network within the conservation areas to create an integrated system that links this plan district to existing and planned city-wide and regional trail networks.

Highway 219 is planned as the primary north-south roadway connection across the plan district. Wynooski Road and future Street “C” are planned as the district’s primary east-west roadway connection. The plan includes multiple internal streets to provide access to individual development sites and the surrounding vicinity. The plan also includes a roundabout at the intersection adjacent to the neighborhood center. The roundabout will provide traffic control for the intersection while also providing an aesthetically pleasing entrance to the east side of the Plan area.

CONSERVATION CORRIDORS AND PARKS MAP



- LEGEND**
-  STUDY AREA BOUNDARY
  -  WETLANDS (NATIONAL INVENTORY)
  -  TRAIL/MULTI-USE PATH
  -  TRAIL HEAD/ RECREATIONAL ACCESS

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## LAND USE

The master plan is designed with several land use and development areas that collectively create a dynamic employment district that balances the community's vision. The following sections describe these land use and development areas in greater detail.

### Conservation Corridor

The conservation corridor describes the natural areas along Hess Creek and Springbrook Creek that are located along the east and west edges of the plan area. These areas include riparian corridors, wetlands, steep slopes, and the area's most intense tree canopies. The conservation corridor provides a distinctive edge to the plan district while also providing an effective buffer between planned land uses and existing uses in the immediate vicinity. The conservation corridors are also intended to provide linkages to other natural corridors in the area.

#### Key Elements

- Provides for passive recreational activities and park locations
- Contains future trails/multi-use paths to be connection to other regional networks
- Connects with other natural resource corridors within the City and immediate vicinity
- Creates a visual and psychological buffer between industrial and less-intensive uses
- Provides potential areas for treated stormwater discharge
- Restricts development to utilities, roadways, recreational facilities, and accessory structures

### Parks

Two parks are identified within the plan area to provide recreational amenities within the employment area. Park and recreational amenities are envisioned to contribute to the daily health and quality of life for those working within the plan districts and living nearby. One park is planned along Hess Creek on the west side of the district, the second is located adjacent to Springbrook Creek. Each park will provide access to trails, parking areas, and recreational amenities.

#### Key Elements

- Located close to plan district employment areas to ensure easy access
- Situated adjacent to Hess and Springbrook Creeks
- Serve as trailheads/gateways to regional trail network and conservation corridors
- Oriented to a local population and appropriately scaled

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## Industrial Employment Sub-district

The master plan layout provides flexible areas to accommodate the future employment needs of the community by providing large development sites located on relatively flat and unencumbered land. The Industrial Employment Sub-district is intended to support a range of industrial and office uses that will provide living-wage jobs for community members. Development within this Sub-district is envisioned to project an attractive front façade. Outdoor service activities, manufacturing, and material storage are limited to screened areas located to the building's rear.

Office uses such as corporate campuses and those uses ancillary to industrial operations are envisioned to occupy portions of the Industrial Employment Sub-district. Industrial uses are envisioned to include manufacturing, assembly, warehouse, food processing, and research and development. Industrial developments will project a clean appearance with service and manufacturing activities being conducted indoors and/or in screened outdoor areas. Operations are envisioned to be relatively quiet and will limit impacts such as odor and vibration. The plan area will provide the opportunity for industrial uses that complement the community's existing industrial clusters and agricultural activity. Limited retail activity is envisioned to be permitted as an ancillary use to the primary use.

### Key Elements

- Supports industrial uses such as manufacturing, assembly, warehouse, food processing, research and development
- Limits industrial activities from producing excessive noise, odor, light, and vibration
- Supports office uses such as corporate headquarters, technology parks, and offices that are ancillary to manufacturing activity
- Provides flexibility in parcel sizes
- Developed in phases concurrent with infrastructure expansions
- Buildings and development project an attractive appearance. Front building facades are designed with architectural detail and planned material types
- Designed to screen outside industrial activities and/or restrict to indoor locations



## Industrial Commercial Sub-district

The neighborhood center will have an Industrial Commercial Sub-district zoning designation. The Industrial Commercial Sub-district is intended to create a central focus for the employment district and provide for complementing retail/commercial uses in close proximity to employment centers, thereby reducing vehicle trips and creating a gathering place for those employees and residents in the immediate vicinity. Accordingly, uses are limited to those that will support the employment area such as convenience stores, restaurants, fueling stations, banks, clinics, day cares, athletic clubs, and the like. Retail tenants primarily oriented to a regional consumer base are not appropriate for this Sub-district.

The neighborhood center is envisioned to develop at a pedestrian scale to encourage pedestrian and bicycle travel. Sites are intended to be designed with buildings oriented close to the street and parking areas sited behind front façades. The neighborhood center is also intended to provide a range of retail and service options which include multiple tenants.

### Key Elements

- Supports retail and service uses intended to complement industrial and employment uses. Appropriate uses may include: convenience stores, restaurants, fueling stations, banks, clinics, day cares, athletic clubs, and the like
- Oriented to a pedestrian scale with buildings located close to the street and parking located behind the front façade
- Intended to support multiple retail/service tenants with no single tenant or use occupying the entire center
- Limited vehicular-oriented uses and design elements
- Coordinated and complementing architectural design



CONCEPTUAL NEIGHBORHOOD  
CENTER DESIGN



PREFERRED SITE DESIGN  
ARRANGEMENT

PEDESTRIAN AND BICYCLE MULTI-USE TRAIL NETWORK PLAN



- LEGEND**
-  STUDY AREA BOUNDARY
  -  WETLANDS
  -  TRAIL/MULTI-USE PATH
  -  TRAIL HEAD/ RECREATIONAL ACCESS
  -  EMPLOYMENT/UTILITIES USE
  -  NEIGHBORHOOD CENTER

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## TRANSPORTATION PLAN

The access and circulation component of the plan identifies connections for multiple modes to the City's existing and planned transportation system. The plan provides for the needs of multiple users including trucks, automobiles, pedestrians, and bicyclists. The alignments and designations identified in the plan area are conceptual and subject to further study.

### Vehicular Circulation

Vehicular circulation is provided for via both existing and new facilities. The district's transportation network is planned around the anticipated Newberg-Dundee Bypass while recognizing that it may be some time before the facility is constructed. Highway 219 is planned as the primary north-south roadway connection into and through the district. The minimum spacing for a new intersection with Highway 219 is approximately 1,600 feet from the identified Bypass interchange. An interim (Pre-Bypass) connection into the area is identified along Highway 219 across from the current Wynooski Road intersection. When the Bypass is constructed, it will require the realignment of Wynooski Road and move the Wynooski Road/Highway 219 intersection further south out of the Bypass interchange area.

The master plan layout shows Wynooski Road realigned to provide a new intersection midway along Highway 219 that will serve as the district's primary access. Wynooski Road and future Street "C" are planned as the primary east-west roadway connection. Inherent in the design is the flexibility to extend Street "C" eastward over Springbrook Creek and continue as a new Wilsonville Road alignment. This would provide a direct route into the plan area, but would also require an expensive new bridge crossing with environmental impacts. This new connection should be studied in more detail to determine if the benefits of the new connection justify the fiscal and environmental impacts.

Street "A" is designed as an internal north-south collector that provides access into individual development sites, provides a connection to Wilsonville Road, and a connection to parklands located south of the area. Several optional local streets are delineated internal to the district as possible future connections and service accessways. Finally, the roadway network is designed to position streets adjacent to conservation areas in order to create recreational access and project an attractive district streetscape.

Proposed Master Plan Transportation System		
Street Name	Functional Classification	Future Improvement Plans
State Highway 219	Minor Arterial	5 lanes
Wilsonville Rd	Minor Arterial	3 lanes
Wynooski Rd	Major Collector	3 lanes
Street "A"	Minor Collector	2 Lanes
Street "B"	Local	2-Lanes
Street "C"	Minor Collector*	2-Lanes

\*Street "C" has the potential to be expanded to a Minor Arterial if Wilsonville Road is realigned to cross Springbrook Creek and continue at this roadway.

### Pedestrian & Bicycle Circulation

The plan envisions that pedestrian and bicycle traffic will be accommodated and encouraged within the plan district area. It's envisioned that all streets will be improved and constructed to safely and comfortably accommodate these users. In addition, the plan illustrates a trail/multi-use path network within the conservation corridors. This network is intended to connect to an existing and future regional network in and around the plan area. It is envisioned that the trail network will function as a recreational amenity and serve as an alternative transportation mode to and from the employment areas.

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## Design Elements

The plan envisions creating and adopting specific roadway design standards for the plan district. The street designs are intended to include pedestrian amenities, aesthetic features and practical mobility considerations that are unique to a successful industrial/employment district. Additionally, the plan envisions certain sustainability elements be included in the roadway design to manage stormwater runoff and ensure water quality. The district roadway designs should address and accommodate the following fundamentals:

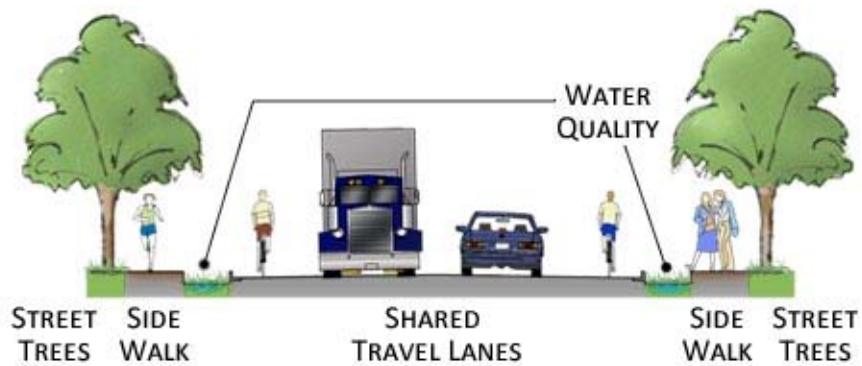
- Safely and effectively accommodate semi-truck and industrial vehicles
- Provide pedestrian sidewalks and/or multi-use paths along all roadways. Use curb-tight sidewalk design on internal roadways to improve pedestrian visibility on narrower streets
- Plan for bicycle traffic on district roadways. Provide designated bicycle lanes or multi-use paths along higher order streets and plan for shared facilities on local internal streets
- Establish a streetscape design that identifies the district as a unique part of the community including uniform landscaping and streetscape elements
- Incorporate stormwater management/water quality facilities into roadway design
- Limit pavement and asphalt width



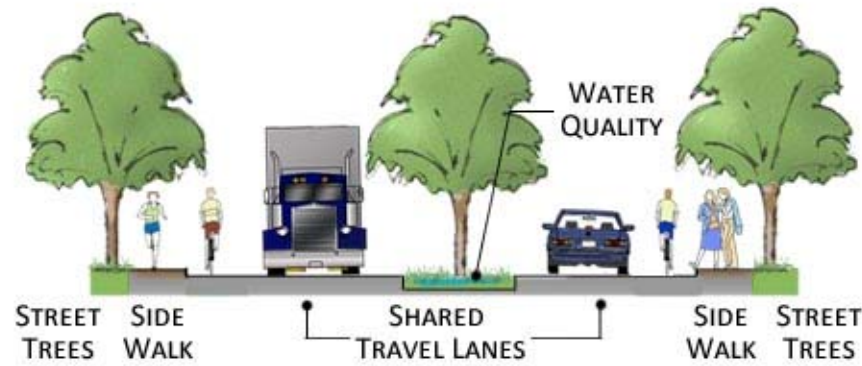
POTENTIAL INTERNAL ROADWAY DESIGNS



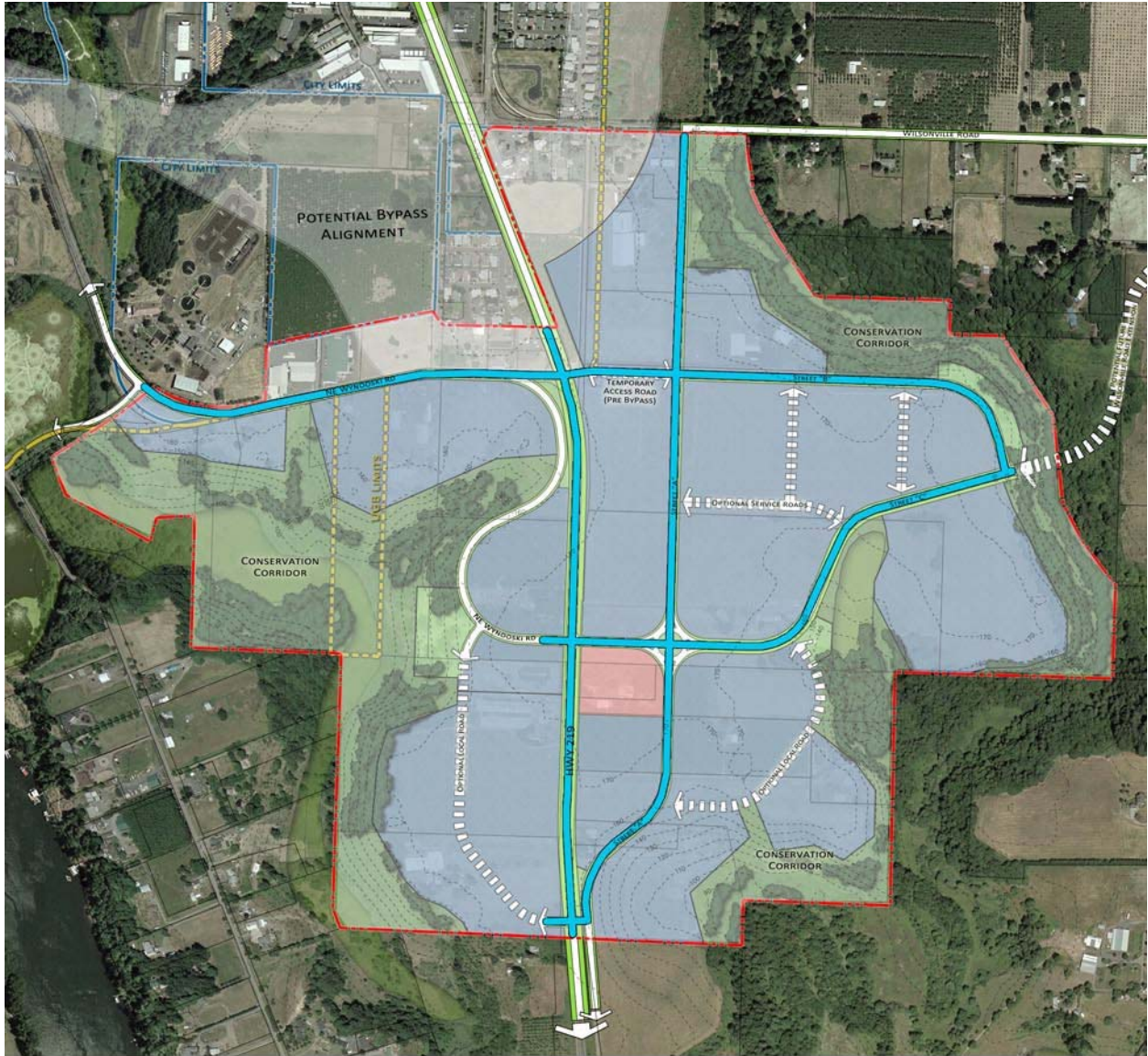
DESIGN - A










DESIGN - B



DESIGN - C



LEGEND

-  STUDY AREA BOUNDARY
-  URBAN GROWTH BOUNDARY (UGB)
-  NEWBERG MUNICIPAL LIMITS
-  WETLANDS
-  WATER LINE (FUTURE)
-  EMPLOYMENT/UTILITIES USE
-  NEIGHBORHOOD CENTER

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## UTILITIES

The plan area rests on a prominent plateau of approximately 375 acres that is bounded by Hess Creek on the west and Springbrook Creek on the east. Elevations of this plateau range from slightly above 170-feet of elevation to 110-feet along the incised drainages at the boundaries of the plan area. Natural existing soils of the Chehalem Valley consist predominately of clays with incidence of perched water tables; these soils typically have very low infiltration rates.

### Water

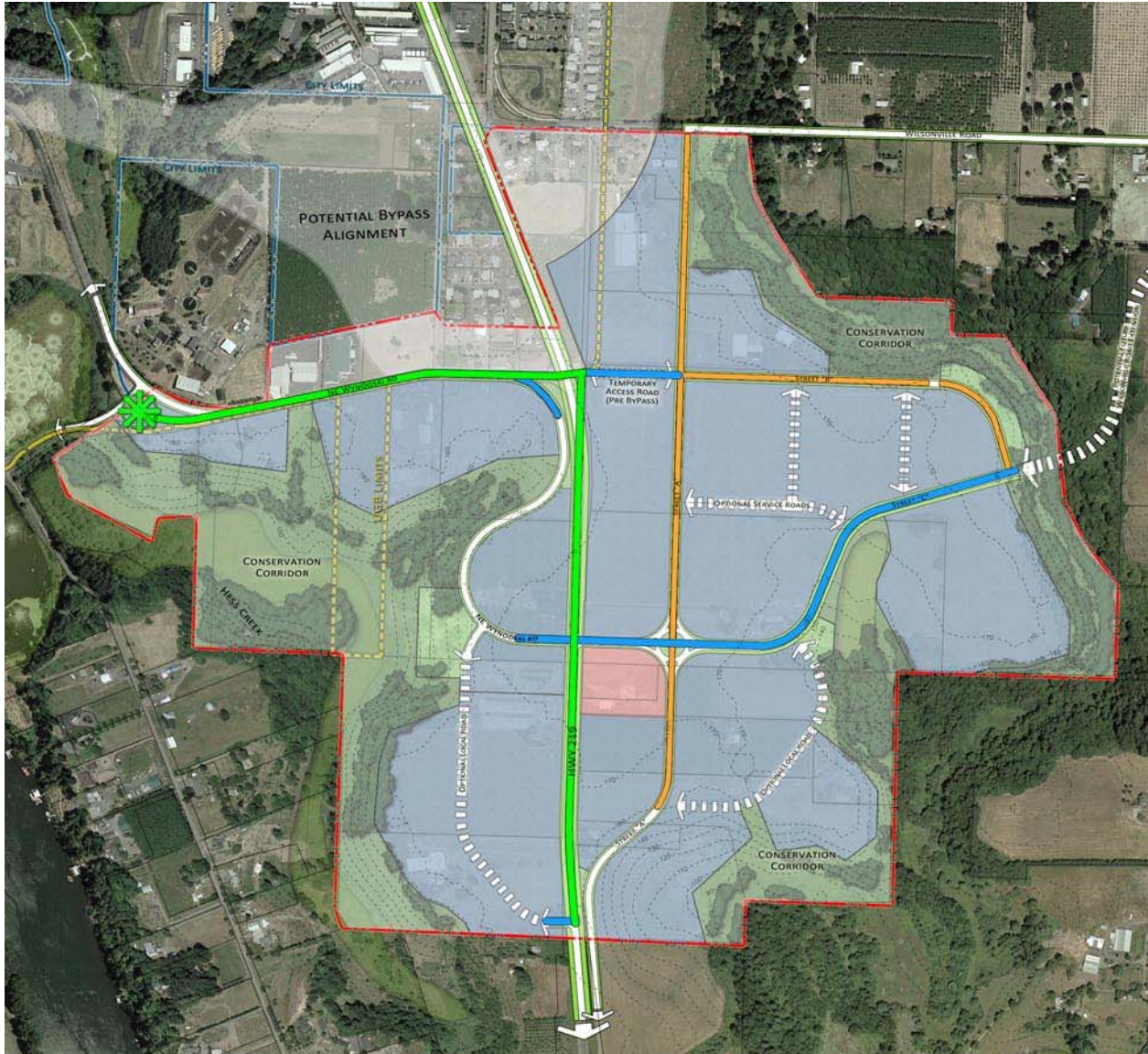
The City of Newberg Water System Master Plan states that a 24-inch main should be extended to the site from the water treatment plant to allow for further extension up Springbrook Road. The existing water system has adequate quantity and pressure sufficient to serve the area. It is assumed that water pressures would be high enough to warrant pressure reduction. Extension of water mains within the alignments of the proposed street will provide adequate service and redundancy to the plan area. Further demand analysis should be implemented with each development to ensure adequate volume and pressure is available for the needs of each individual user.

### Sewer






Sanitary sewer service to the master plan area can be provided by siting a pump station on property south of Wynooski Road across from the existing waste water treatment plant. This location may require the acquisition of additional land to accommodate the pump station and connection. This pump station should be of significant depth to allow a large diameter trunk line to be extended from the head works of the pump station at a depth of 20 to 22 feet. At this depth the sanitary sewer trunk line can be extended east along Wynooski Road to Highway 219 and south along Highway 219 at a minimum slope. This sanitary sewer trunk line along with the pump station will provide the backbone for sanitary sewer service to the area and provide a basis for systematic extension of facilities and services from Highway 219 to the boundaries of the plan area.

Installation of interceptor and service mains from this backbone infrastructure can be further extended along the alignments of Street "A", Street "B", Street "C", the proposed realignment of Wynooski Road and within optional or local service roads to provide sanitary sewer service to the master plan area. The ten acre area east of Highway 219 at the southern end of the planning area will require a small local lift station to address the 50-foot drop in elevation.

Recycled water should be extended to the master plan area to extend the benefits that this service provides. Recycled water can be extended from the waste water treatment plant or a connection could be made to the main that serves the Chehalem Glenn Golf Course in the area of Springbrook Road. Location of the connection to the existing system and transmission main sizes should be determined from further investigation into availability of reclaimed water and demand estimates for the plan area. Currently recycled water is only available on demand and is conveyed via a non-pressurized distribution system. Potential customers would need to work closely with the City of Newberg to address Oregon Department of Environmental Quality standards and requirements.



LEGEND

-  STUDY AREA BOUNDARY
-  URBAN GROWTH BOUNDARY (UGB)
-  NEWBERG MUNICIPAL LIMITS
-  WETLANDS
-  SEWER PUMP STATION
-  SEWER TRUNK LINE (FUTURE)
-  SEWER INTERCEPTOR LINE (FUTURE)
-  SEWER SERVICE LINE (FUTURE)
-  EMPLOYMENT/UTILITIES USE
-  NEIGHBORHOOD CENTER

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## Storm Sewer/Drainage

In July of 2008 the City published the “Willamette TMDL Implementation Plan” that has established the basis for storm water quality treatment in the City of Newberg in anticipation of future requirements of the Oregon Department of Environmental Quality’s (DEQ) Municipal Separate Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Phase II Permit. The City could adopt interim design standards for the area while the City completes work to establish stormwater design standards for water quality and detention. Clean Water Services, a current MS4 NPDES Phase II Permit holder has established standards for development review which could be used on interim basis within the plan area.

New regulations regarding storm water detention are being implemented by The Oregon Department of Environmental Quality based on the direction and authority of the Federal Environmental Protection Agency. The Oregon Department of Environmental Quality in cooperation with the Oregon Department of Transportation is requiring detention for all developments that affect a state highway facility or require a 404 or 401 water quality permit. Development of the Newberg South Industrial Area Master Plan will affect Highway 219, a state facility. Storm water from the plan area will discharge to Springbrook Creek and Hess Creek which contain wetlands. The stormwater outfalls may require 404 and/or 401 permits from DEQ. Accordingly it is reasonable to ascertain that storm water detention can be an anticipated requirement for development of the plan area.

Water quality treatment can be achieved by implementation of multiple best management practices (BMPs) throughout the plan area. Consideration should be given to low impact design water quality treatment facilities. These facilities treat storm water impurities at the source impervious surfaces prior to discharge and collection in a conveyance system. Examples of these facilities are a storm water filter basin in landscape islands that provide treatment to the adjacent asphalt parking area. Other examples include vegetated filter strips, sand filters, planter boxes, and vegetated or grassy swales. These facilities tend to be smaller in size due to the contributing area draining to the facility and may require multiple facilities to serve an area of significant size.

Localized regional water quality treatment areas can be implemented within the plan area. These treatment areas can be swales and or ponds in open spaces, parks and along the drainage ways of Hess Creek and Springbrook Creek. These facilities will tend to be large in size due to the large areas of impervious surfaces contributing to the facility. There is the potential to partner with the Chehalem Parks and Recreation Department (CPRD) to develop a regional treatment area south of the plan area on property that is owned by the CPRD. Individual lot by lot and development by development water quality facilities can also be implemented throughout the plan area. This approach would require the individual industrial development to provide water quality treatment to the impervious surfaces required by its facilities.

Water quality treatment can be provided through implementation of BMPs throughout the plan area. Further investigation and development of the minimum requirements and framework for implementation is necessary to achieve water quality treatment for the plan area, whether it be public or private or a combination of public and private. Detention can be effectively achieved throughout the plan area by utilizing the preferred water quality treatment systems and expanding them for detention. The plan area is of significant size in which the storm drainage treatment and conveyance system can be used to delay the post development peak discharge to achieve significant detention.

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### Phone, Cable, Gas, Electricity

Natural gas services can be provided to the plan area from the existing 12-inch high pressure main in Wynooski Road. A high pressure reduction facility will be necessary to service the area for commercial use. Electrical power services can be provided to the plan area from the existing substation located on Springbrook Road. Existing overhead lines along Highway 219 are anticipated to be relocated underground with the extension of services to the plan area. Telephone and broadband communications can be provided to the plan area by extending the existing services within Springbrook Road. Redundancy in the system, which may be required by individual end users, may be achieved by a secondary connection from Wilsonville Road.

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## **ADDITIONAL MASTER PLAN DESIGN FUNDAMENTALS**

### **Relation to Natural Features**

The design and layout of the site seeks to work in harmony with the existing creeks and wetlands that frame each side of the plan area. The preservation and enhancement of Hess Creek and Springbrook Creek will serve to buffer the future industrial development from adjacent uses and provide recreational opportunities for employees in the plan area and community members. Once annexed into the City of Newberg, these areas will be protected via the City's Stream Corridor Sub-District which provides specific criteria and standards for review of future development.

### **Thematic Design Elements**

The district is intended to be developed with a coordinated design theme which may include landscape design, architecture, façade treatment, signage, fencing and walls, and/or building color. Specifically, it is envisioned that design elements are complementary and the overall district projects a harmonious character. Specific design elements will be adopted in development standards and/or as part of individual master plans.

A thematic design approach may be achieved in both the public and private realms. Specifically, streets standards for the plan district may include standards for pavement design, signage, furniture, lighting, and, landscaping so that capital improvements establish a distinct character and feel. Parks and recreational areas must be designed with common design elements as used in other parts of the district to further strengthen the district character. Individual projects should be designed to include and/or complement design elements used in the district's public areas.

### **Pre-Bypass Considerations**

The plan provides interim strategies for handling development prior to the Newberg-Dundee Bypass development. The plan recognizes that the bypass will significantly alter the layout and design of the plan area. When constructed, the bypass will reroute the Wynooski Road and Wilsonville Road connections to Highway 219 to the south and sever the connection between Springbrook Road and Wilsonville Road. Options are provided to allow for areas targeted for construction of the bypass to be utilized in the interim. The intent is to allow temporary uses such as vehicle parking and storage, portable structures and similar uses to utilize the area while minimizing investment in the properties. Screening will be required as will driveway improvements. Likewise interim options are provided for temporary access to Highway 219.

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## Sustainable Design

The plan area is intended to develop with sustainable design elements that attract businesses with operational characteristics that limit impacts on the natural environment. The plan seeks to reduce waste, pollution, energy use, and water consumption within the plan area. The area's sustainability strategy is multi-faceted and identifies strategies that affect land use planning, public infrastructure, transportation, building design, business operation practices, and area maintenance. Sustainable practices and design will be shared by both public and private entities.

The subsequent sections highlight actions that will ensure future development and land use activities within the plan area are more sustainable.

### Waste Reduction

- *Construction Waste:* Encourage that site development and building construction are designed and managed to minimize the amount of materials used on a given project. Development projects should seek to minimize waste to landfills and explore options to discard excess materials for local reuse. New development should utilize durable building materials with longer life spans.
- *Recycling:* Individual business operations should be planned and/or modified to ensure waste materials are sorted for recycling and reuse. Coordinate with the local waste management hauler to ensure facilities and resources are adequate to accommodate the recyclable materials generated from the plan area. Examine options to consolidate recycling within the area.
- *Composting:* Require existing landscaping material and organic waste to be composted or reused. Explore options to provide composting on individual project sites, a central district facility, or collected by the local waste management hauler.
- *Product Packaging:* Coordinate with individual businesses to reduce product packaging to the absolute minimum to allow for its safe transportation and consumer purchase. Provide incentives for manufacturers that limit packaging or utilize innovative solutions to packaging.

### Pollution

- *Local Materials:* Encourage development projects to use locally available materials to reduce carbon emissions caused by transport. Ensure that local building codes and development standards do not otherwise require construction materials that are only available in or from far away origins (i.e. do not specify street furniture available only at faraway locations, stonework from out of state aggregates or landscaping material that is not available locally).
- *Stormwater Treatment/ Water Quality:* Require that stormwater generated from paved surfaces is adequately cleaned and purified before it is discharged into the natural system. Require water quality facilities for streets, parking areas, roof tops; treatment requirements are applicable to both public and private developments.



- 
- *Mixed Land Use:* Allow for and encourage a mix of complementing land uses within the plan area to provide a collection of services within close proximity. Lessen or eliminate motorized vehicular trips by providing retail and restaurant uses nearby to employment uses with attractive alternative transportation connections.
  - *Alternative Transportation:* Create a transportation network and building pattern that encourages transit use, pedestrian and bicycle travel, carpooling, and rideshare. Develop a trail/multi-use path network within conservation corridors to promote bicycle mobility.
  - *Landscaping and Tree Planting:* Install native plant and tree species as part of all new development to off-set carbon emissions. Explore opportunities to use vegetation in lieu of fence and wall construction.

### Energy Conservation

- *Solar Orientation:* Individual developments and buildings should be sited and oriented to capitalize on solar exposure to lessen energy demands related to lighting and heating.
- *Landscaping for shade and cooling:* Require landscaping along exterior building walls to provide shade and cooling.
- *Daylighting buildings:* Encourage the design of buildings with architectural features that utilize sunlight for interior illumination. Ensure that public structures in parks and recreational areas include daylighting elements to off-set energy consumption.
- *Solar/Wind Harvesting:* Explore opportunities to install solar and wind harvesting elements on large buildings to offset energy consumption and to capitalize on their large surface coverage. Explore opportunities to use solar and wind harvesting devices in public areas (i.e. along rights-of-way, within parks, and atop public buildings).

### Water Conservation

- *Native/Drought Tolerant Landscaping:* Limit landscaping material to native and drought tolerant plant species.
- *Rain Water Harvesting:* Encourage the collection of rain water for irrigation and toilet flushing purposes. Consider the design and construction of harvesting facilities for recreation and other public areas.
- *Water Efficient Irrigation:* Restrict new irrigation facilities to water efficient systems. Adopt development details for efficient irrigation systems as part of the City's building code.
- *Recycled Irrigation:* Extend recycled water service lines to the plan area. Provide incentives to encourage future development to connect to recycled water lines for irrigation and other uses when feasible.
- *Water Efficient Utilities:* Require that buildings and recreational facilities are constructed with water efficient utilities (i.e. toilets, sinks, showers and the like).



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## PLAN IMPLEMENTATION STRATEGIES

The majority of the plan area is currently located outside the City of Newberg's Urban Growth Boundary (UGB) within the City's approved 2007 Urban Reserve Area. The area will need to be included within the City's UGB and annexed into the City Limits prior to an urban level of development occurring. This section of the plan identifies the necessary steps and provides a roadmap for the development of the plan area. It will be important to engage the community with each step of the plan to ensure that the vision being carried forward reflects the community's desires. Public outreach and education will be continued as planning moves forward.

### INFRASTRUCTURE FINANCING

In order to fund the improvements necessary to allow for the development of the plan area, the City will need to examine a comprehensive approach to funding. Such approach should consider the tools identified in Appendix D. System Development Charges (SDC's) and developer exactions should continue to be utilized to finance improvements. Specific projects will need to be identified and included within the City's water, sewer and transportation master plans and their respective capital improvement plans to ensure that adequate SDC's are collected within the plan area and other areas of the City.

### COMPREHENSIVE PLAN

Implementing the vision of this plan will require amendments to the City's acknowledged comprehensive plan. As the plan area is included within the UGB, the corresponding areas on the City's comprehensive plan map will need to be amended to reflect the envisioned urban development. The South Industrial Master Plan can be adopted as a supporting document to the comprehensive plan or specific goals and policies can be included within the comprehensive plan to reflect the vision of the plan. The City's public facility master plans for water, sewer, and transportation which are supporting documents of the comprehensive plan will need to be amended periodically to identify projects necessary to allow for development of the area.

### URBAN GROWTH BOUNDARY

The Urban Growth Boundary (UGB) will need to be expanded to ensure the City has adequate land to meet the community's employment needs as identified within the City's Economic Opportunity Analysis. Land need projections should be updated and a 20-year supply of employment land should be included within the UGB. Areas within the northern portions of the plan area should be sought for inclusion first due to proximity to city limits and services.

A city-initiated process to expand the UGB may be implemented, independent of the current urban reserve planning initiative. This approach will allow the City to pursue inclusion of the area within the UGB prior to acknowledgement of the City's proposed 2007 Urban Reserve Area. Focusing only on the plan area also serves to focus the process and remove concerns regarding proposed development in other areas of the community. Future development of the area can also be facilitated via applicant-initiated UGB and annexation expansions that seek to develop uses consistent with this plan.

### ZONING AND DEVELOPMENT STANDARDS

In order to facilitate development of individual properties, specific standards and controls will need to be in place to ensure the vision of the plan is carried through. The vision of this plan will be implemented through the City of Newberg's draft M-4 Industrial Employment District, a draft of which is included in Appendix B. The M-4 Industrial Employment District is divided into two (2) sub-districts: the Industrial Employment Sub-district and the Industrial Commercial Sub-district. The intent of the M-4 District is to provide for a variety of employment opportunities and complementary uses for the City of Newberg.

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The M-4 Industrial Employment Sub-district provides a tool to preserve and enhance areas for the future employment needs of the community. An approved plan for an industrial planned unit development will be required prior to subdividing the large parcels into lots or parcels that are less than 20 acres. The purpose of the planned unit development is to bring related industries and services that complement each other close together, resulting in synergistic benefits arising from regular face-to-face communications, economies of scale, and reduced transportation time and cost.

The Industrial Commercial Sub-district is intended to create, preserve and enhance areas for retail establishments serving the specific needs of the M-4 Industrial Employment Area. The Sub-district is similar to the C-1 Neighborhood Commercial District, although the type and scale of uses permitted are limited to those that will directly support uses allowed within the M-4 Industrial Employment Area. The intent is to allow uses that complement the area while limiting or eliminating those uses that would have detrimental impact on the overall District.

Prior to properties being included within the City, amendments to the City's Development Code will need to occur. These will include adoption of the proposed M-4 Industrial Employment District standards, amendments to the City's site plan review standards and adoption of "Green Street" standards. Proposed amendments are identified within appendix B of this plan.

### **SHOVEL READY DESIGNATION**

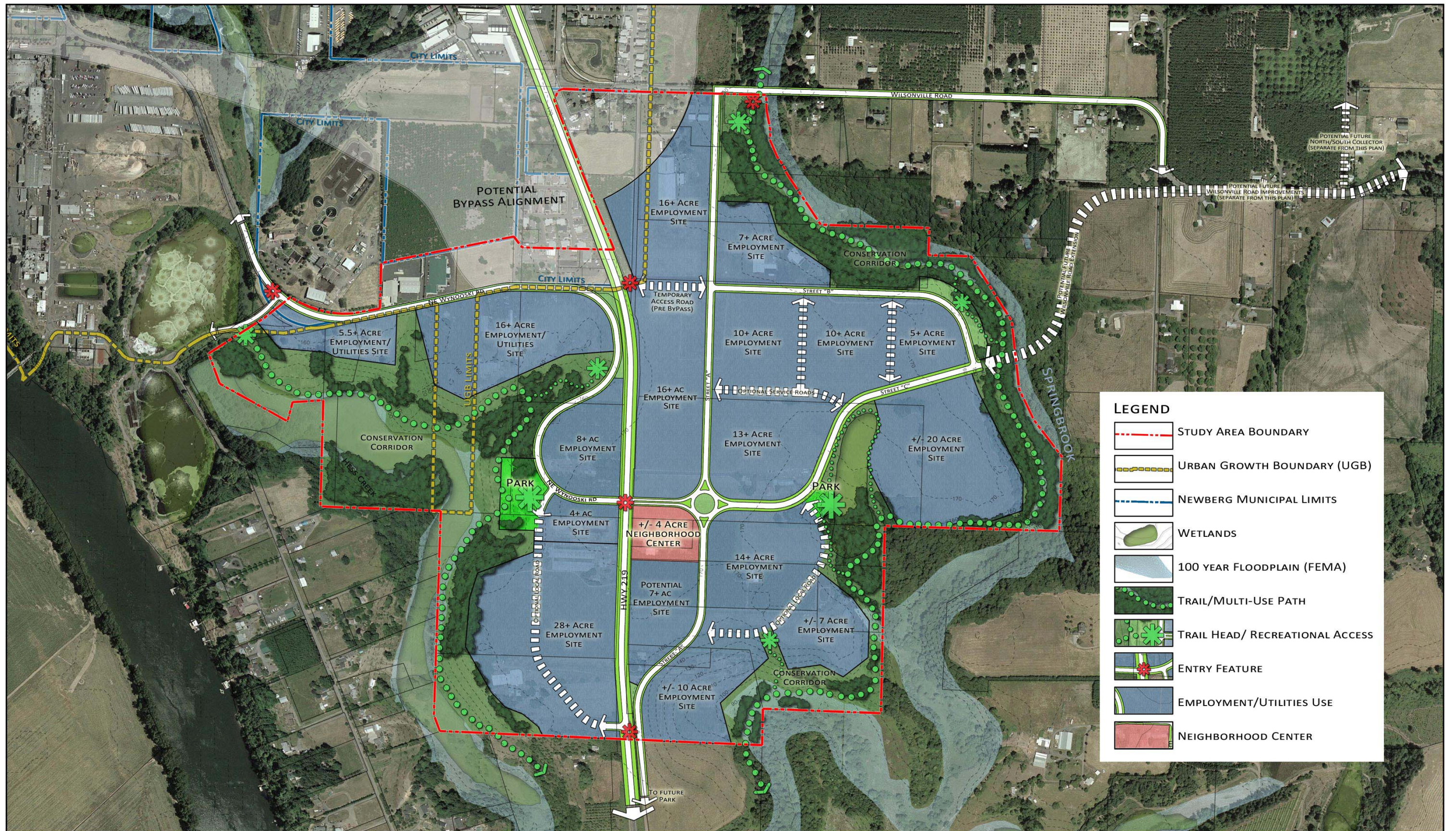
In order to entice existing employers to remain within the community and recruit new business the City should pursue "shovel ready" designation of the lands within the plan area through the State of Oregon's Shovel Ready program. The "Shovel Ready" designation demonstrates to prospective employers that the site has undergone extensive title work, proof of ownership, legal and environmental review and qualifies for expedited permitting. Completion of these basic procedures lowers the cost of site development for business and allows for speedy development of the property, reducing the permitting and feasibility components to development significantly. The State's "Shovel Ready" program will also assist with marketing properties to prospective employer from outside of the community. Once property is included within the UGB, the City should work closely with members of the Governor's Economic Recovery Team to develop a roadmap for designating properties within the plan area as "Shovel Ready".

### **ANNEXATION**

Individual properties within the plan area will need to be annexed into the City prior to development. In order to spur development in the area it is strongly recommended that the City initiate a collective annexation approach to bring properties from the UGB into the City. Coupled with this approach will be the need to outreach to the community as annexations are voter approved. Annexation into the City will be one of the steps necessary to obtain "shovel ready" designation from the state. Property-owner initiated annexation will play a strong role in the ongoing development of the area as it will allow individual property owners the ability to annex into the City when development is anticipated.

### **PARK & TRAIL ACQUISITION**

The parks and trails depicted on the plan map are primarily intended for the use and enjoyment of the industrial users. All properties within the plan area will contribute to the acquisition and development of these parks and trails. To facilitate the acquisition and development of the parks and trails, all properties within the South Industrial Plan Area will contribute to a special Parks and Trails System Development Charge (SDC) fund upon development. Dedication of identified park land or public access easements for identified trails will eligible for reduced SDC fees, SDC credits or payments from SDC funds.



# Newberg South Industrial Area Master Plan

Conceptual Plan - Preferred Alternative

SCALE: IN FEET  
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 DATE: 30 June, 2009  
 W R G  
 DESIGN INC.

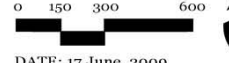
NEWBERG, OREGON



# Newberg South Industrial Area Master Plan

Existing Conditions with Floodplains and Wetlands

SCALE: IN FEET

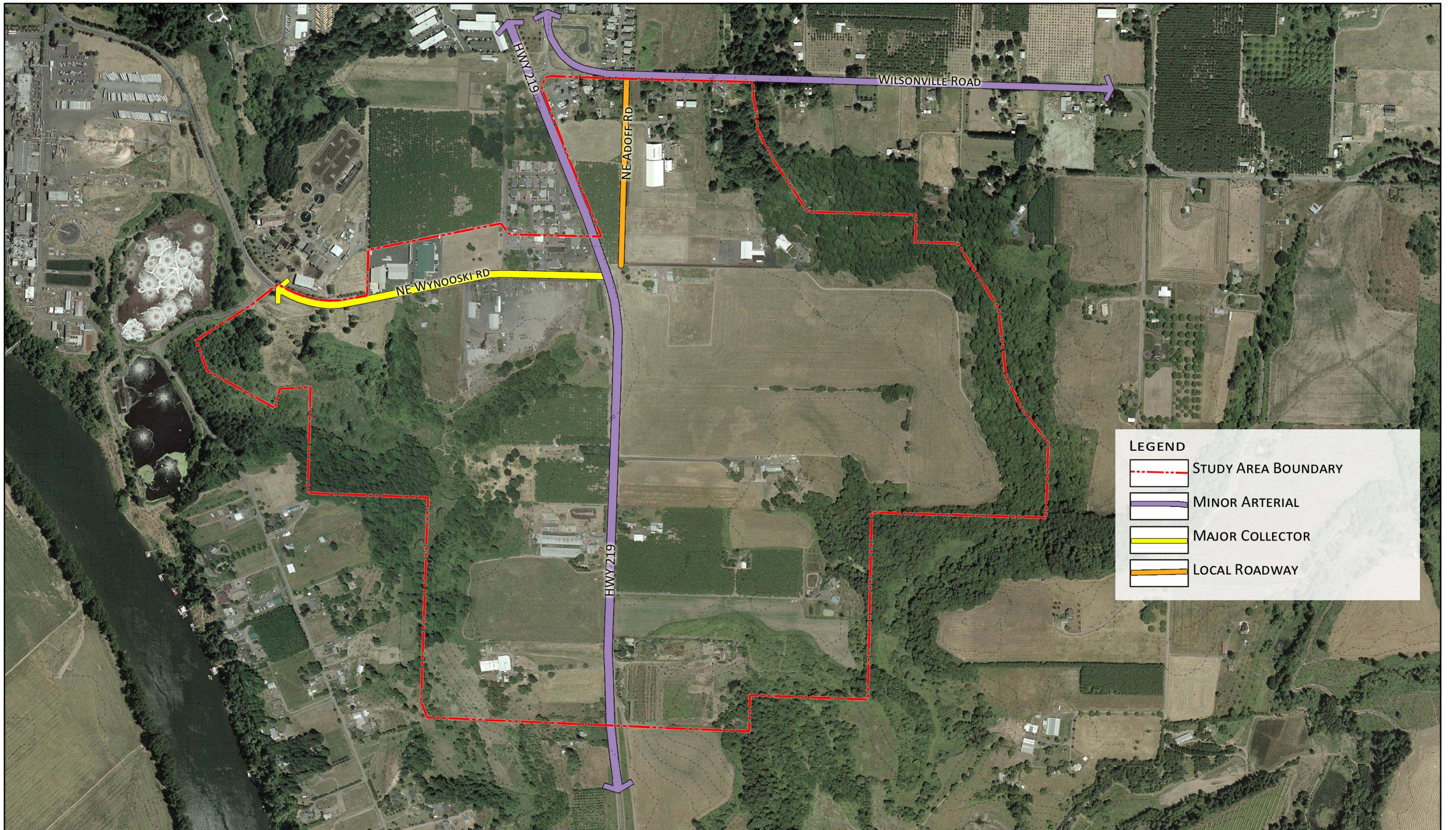


DATE: 17 June, 2009



NEWBERG, OREGON





**LEGEND**

- STUDY AREA BOUNDARY
- MINOR ARTERIAL
- MAJOR COLLECTOR
- LOCAL ROADWAY

# Newberg South Industrial Area Master Plan

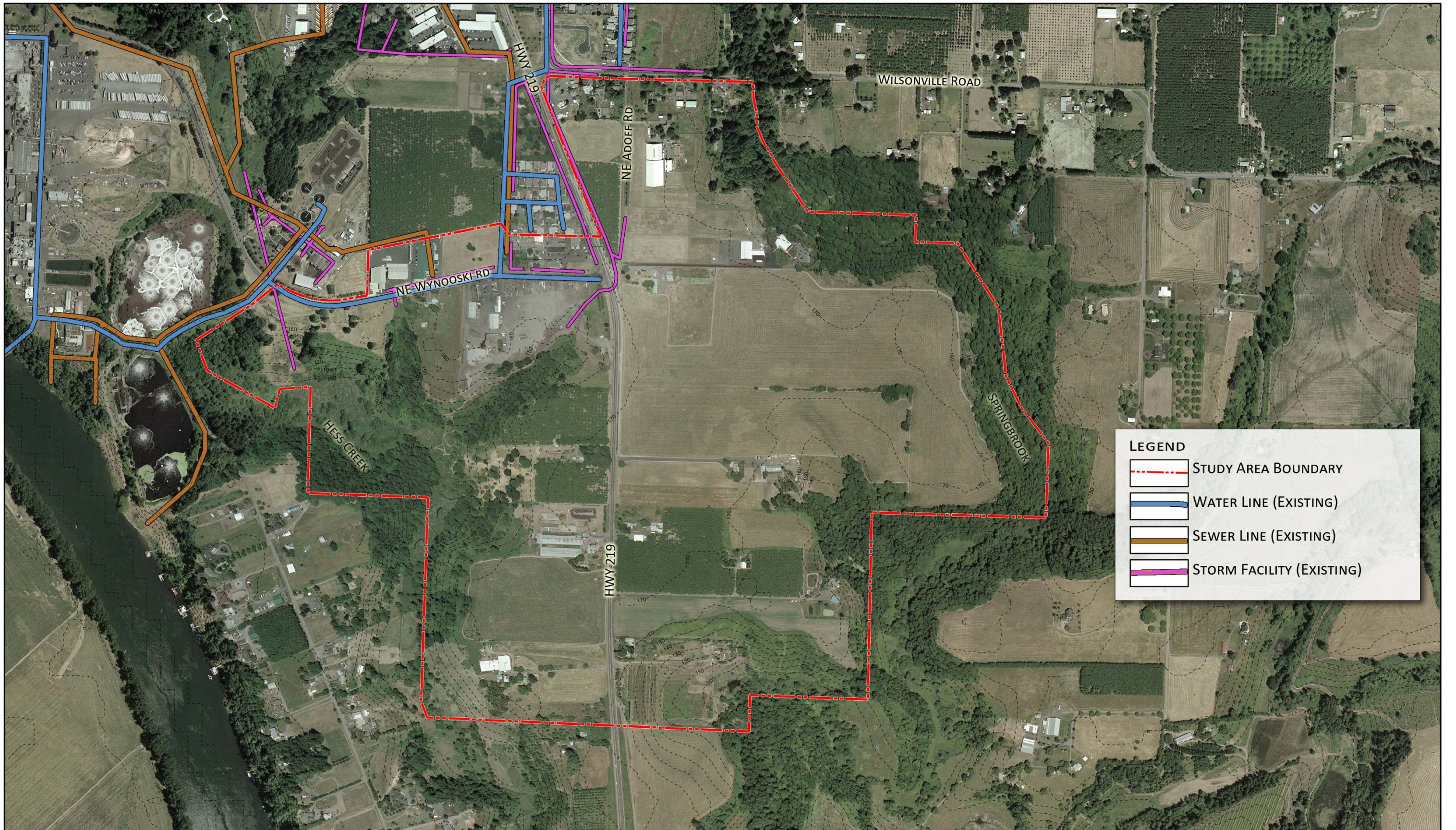
Existing Transportation Network

SCALE: IN FEET  
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DATE: 17 June, 2009

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NEWBERG, OREGON



# Newberg South Industrial Area Master Plan

Existing Conditions with Utilities

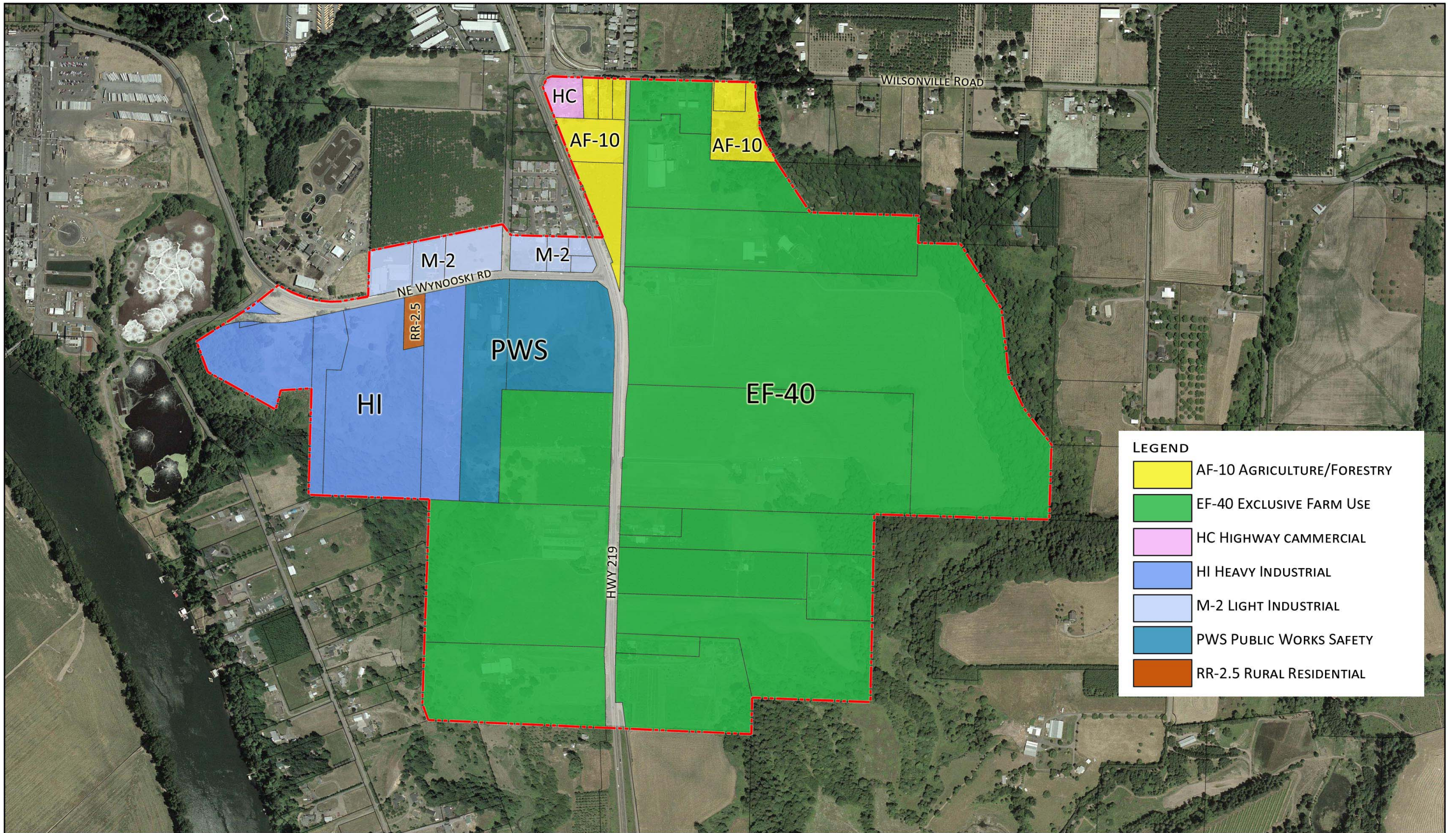
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DATE: 17 June, 2009

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NEWBERG, OREGON





**LEGEND**

- AF-10 AGRICULTURE/FORESTRY
- EF-40 EXCLUSIVE FARM USE
- HC HIGHWAY COMMERCIAL
- HI HEAVY INDUSTRIAL
- M-2 LIGHT INDUSTRIAL
- PWS PUBLIC WORKS SAFETY
- RR-2.5 RURAL RESIDENTIAL

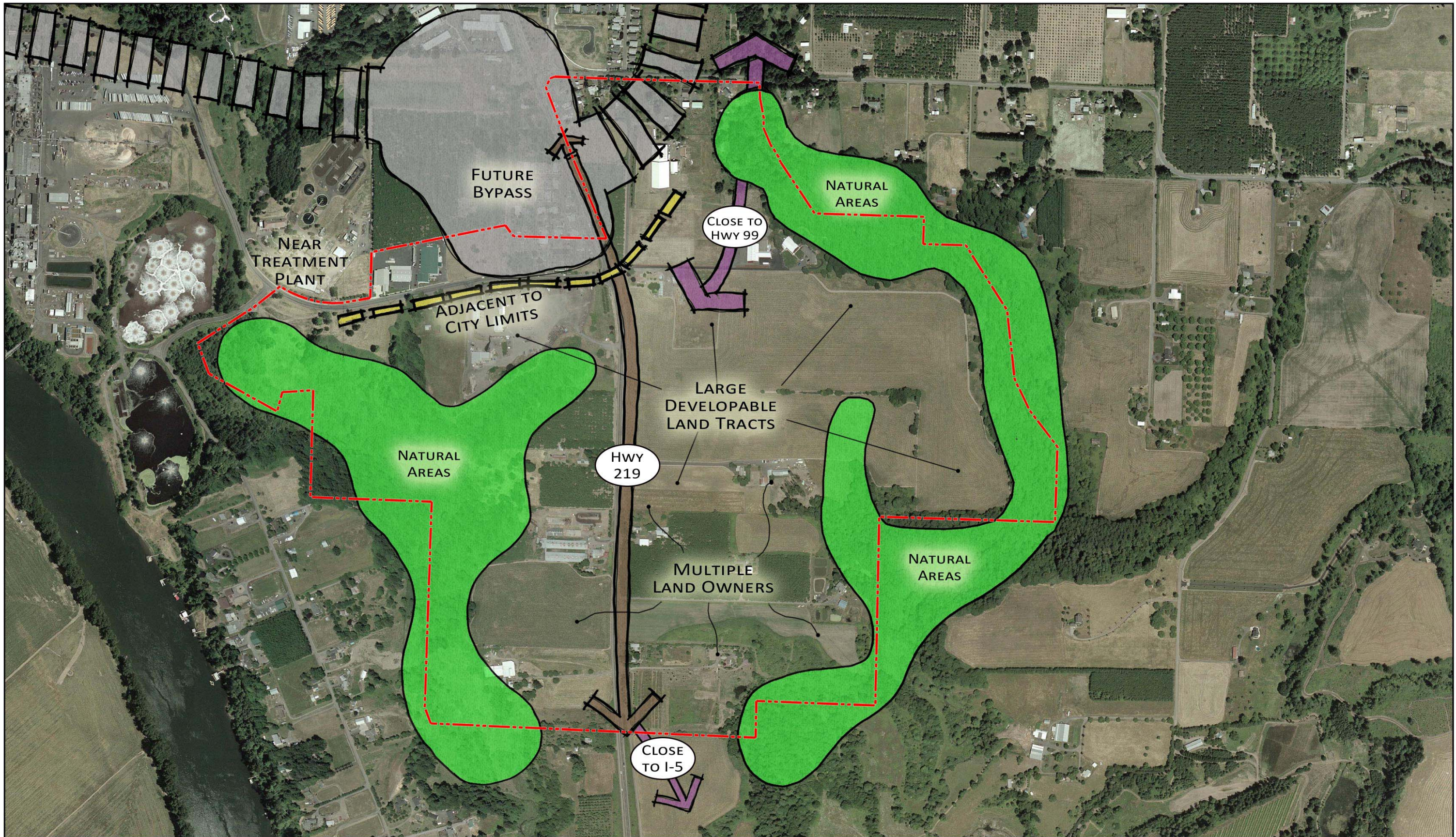
# Newberg South Industrial Area Master Plan

Existing Zoning

SCALE: IN FEET  
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 DATE: 17 June, 2009

NEWBERG, OREGON



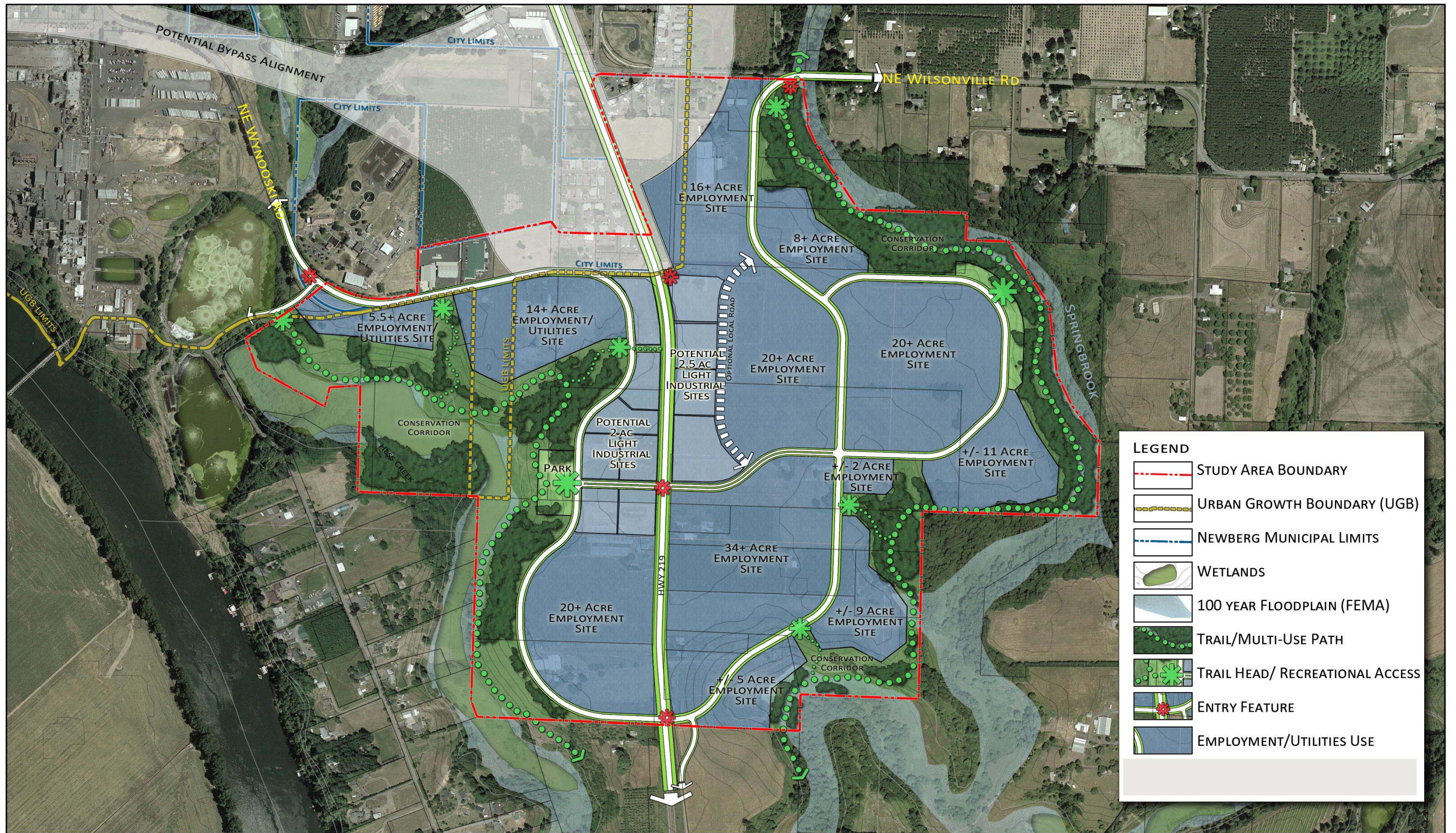


# Newberg South Industrial Area Master Plan

Existing Conditions Opportunities and Constraints

SCALE: IN FEET  
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 DATE: 30 June, 2009  
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NEWBERG, OREGON



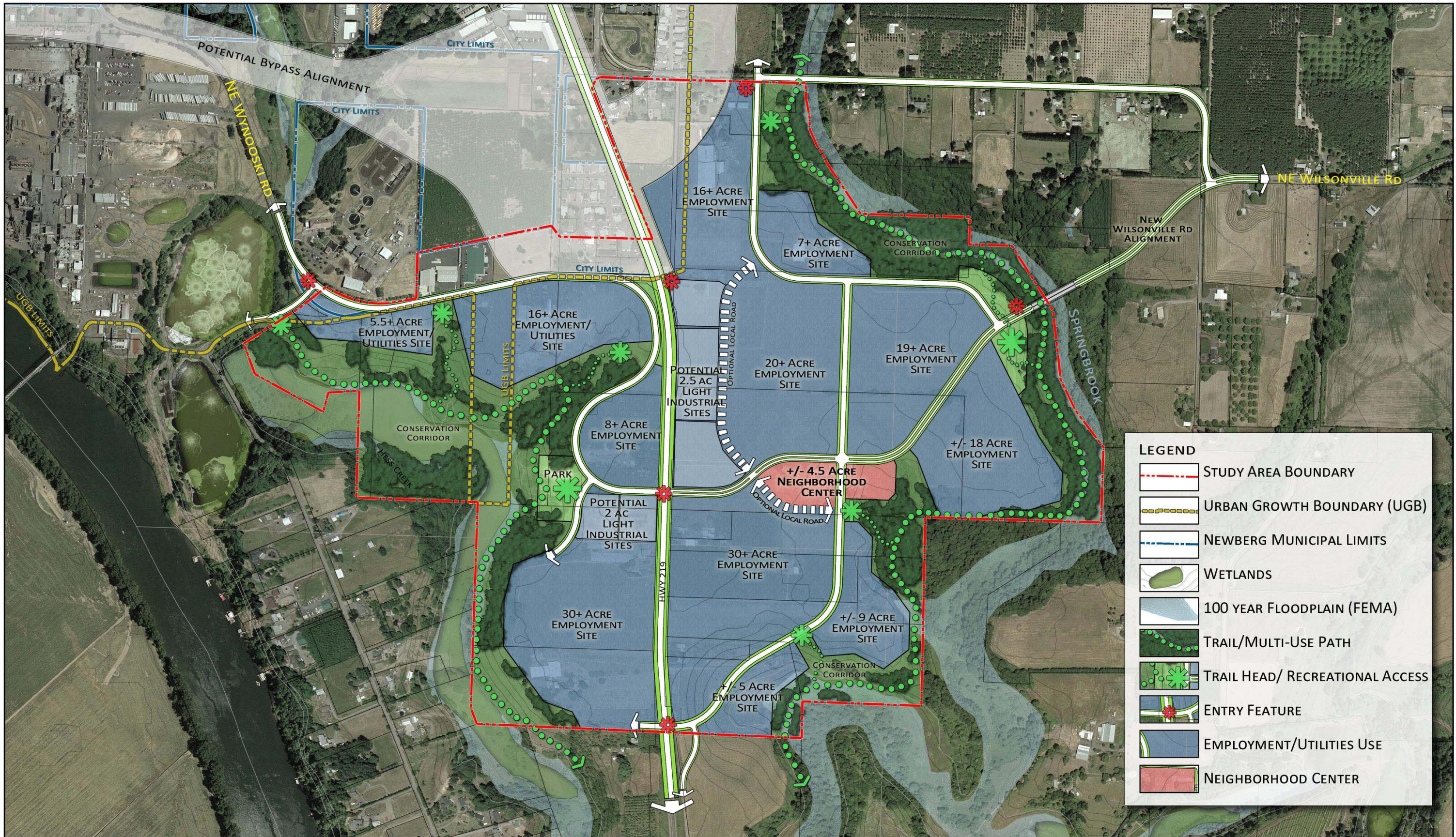
**LEGEND**

- STUDY AREA BOUNDARY
- URBAN GROWTH BOUNDARY (UGB)
- NEWBERG MUNICIPAL LIMITS
- WETLANDS
- 100 YEAR FLOODPLAIN (FEMA)
- TRAIL/MULTI-USE PATH
- TRAIL HEAD/ RECREATIONAL ACCESS
- ENTRY FEATURE
- EMPLOYMENT/UTILITIES USE

# Newberg South Industrial Area Master Plan

Conceptual Plan - Alt A

SCALE: IN FEET  
 0 150 300 600  
 DATE: 30 June, 2009  
  
 NEWBERG, OREGON DESIGN INC.



**LEGEND**

- STUDY AREA BOUNDARY
- URBAN GROWTH BOUNDARY (UGB)
- NEWBERG MUNICIPAL LIMITS
- WETLANDS
- 100 YEAR FLOODPLAIN (FEMA)
- TRAIL/MULTI-USE PATH
- TRAIL HEAD/ RECREATIONAL ACCESS
- ENTRY FEATURE
- EMPLOYMENT/UTILITIES USE
- NEIGHBORHOOD CENTER

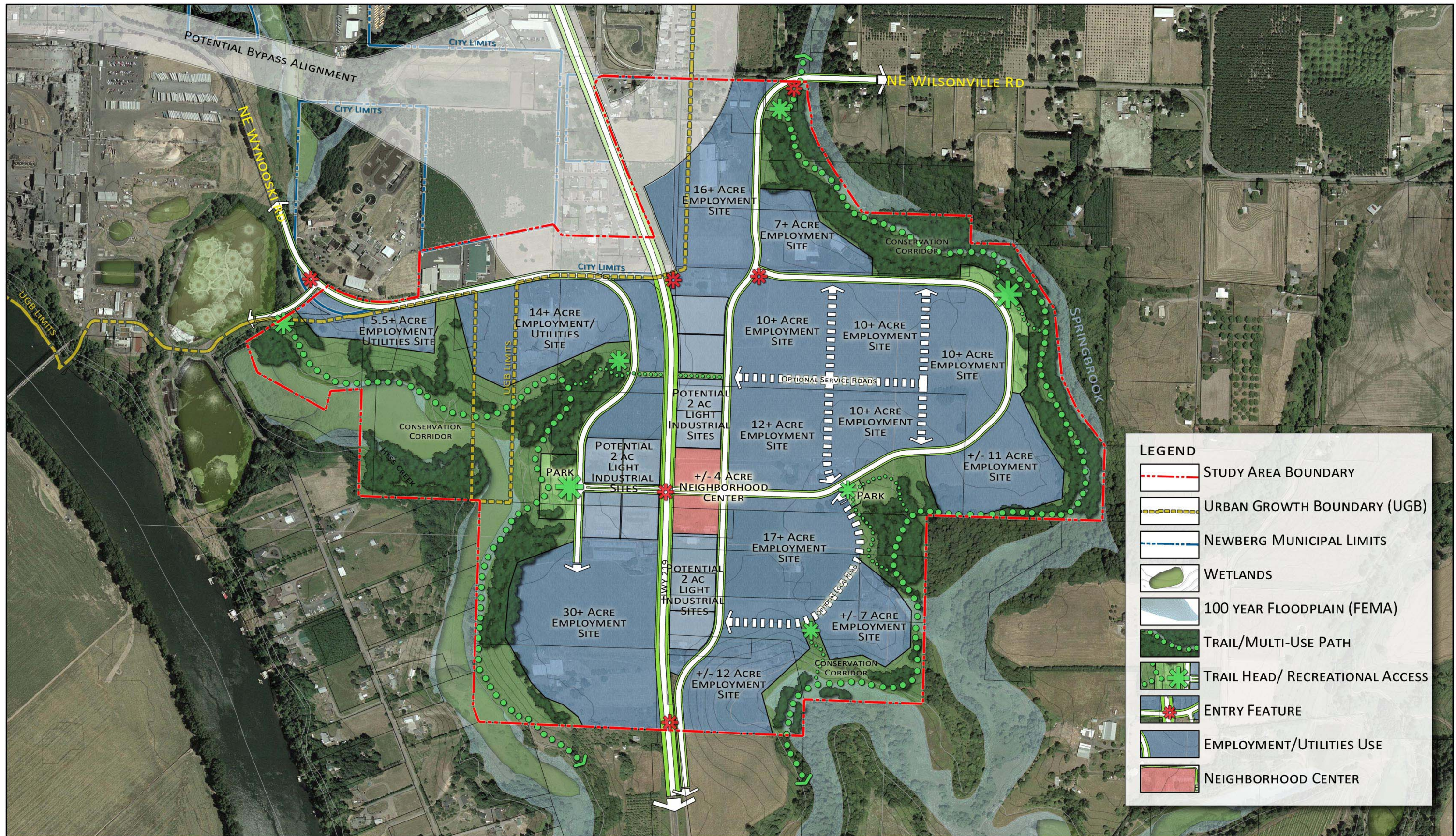
# Newberg South Industrial Area Master Plan

Conceptual Plan - Alt B

SCALE: IN FEET  
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 DATE: 30 June, 2009

NEWBERG, OREGON



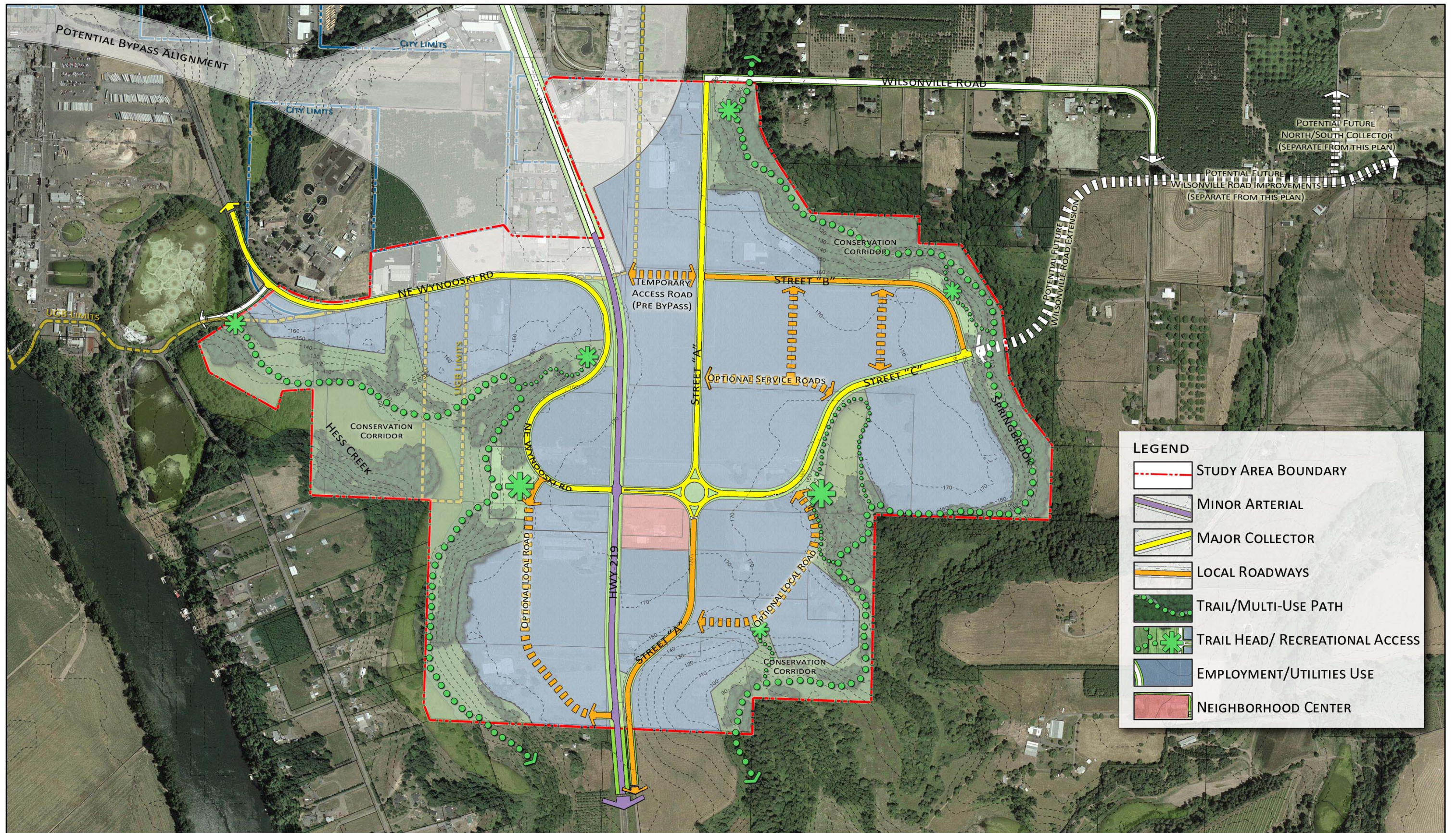


# Newberg South Industrial Area Master Plan

Conceptual Plan - Alt C

SCALE: IN FEET  
 0 150 300 600  
 DATE: 30 June, 2009  
 W R G  
 DESIGN INC.

NEWBERG, OREGON



**LEGEND**

- STUDY AREA BOUNDARY
- MINOR ARTERIAL
- MAJOR COLLECTOR
- LOCAL ROADWAYS
- TRAIL/MULTI-USE PATH
- TRAIL HEAD/ RECREATIONAL ACCESS
- EMPLOYMENT/UTILITIES USE
- NEIGHBORHOOD CENTER

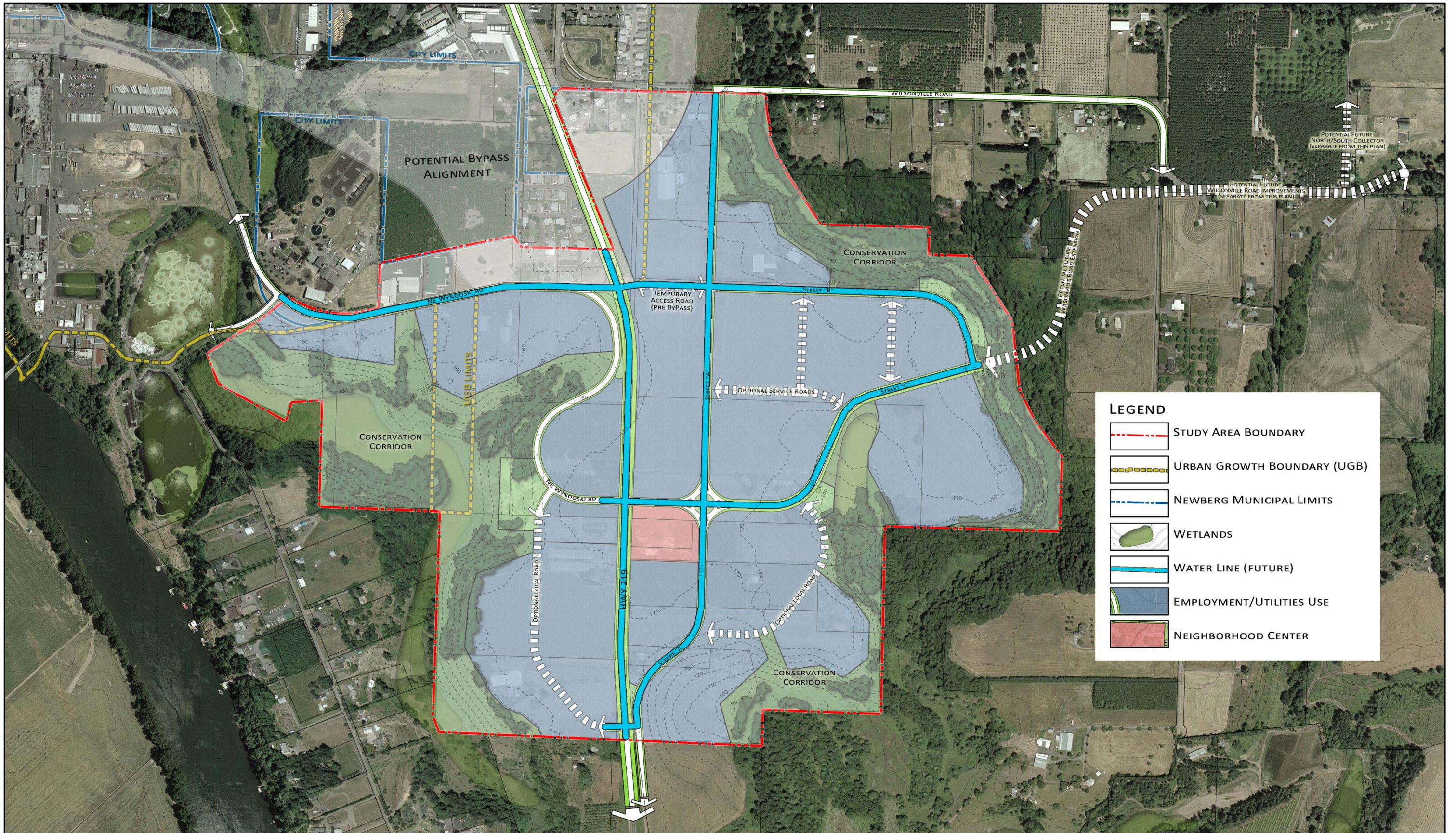
# Newberg South Industrial Area Master Plan

## Conceptual Plan - Preferred Alternative - Transportation Plan

SCALE: IN FEET  
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 DATE: 17 June, 2009  

 W R G  
 DESIGN INC.

NEWBERG, OREGON

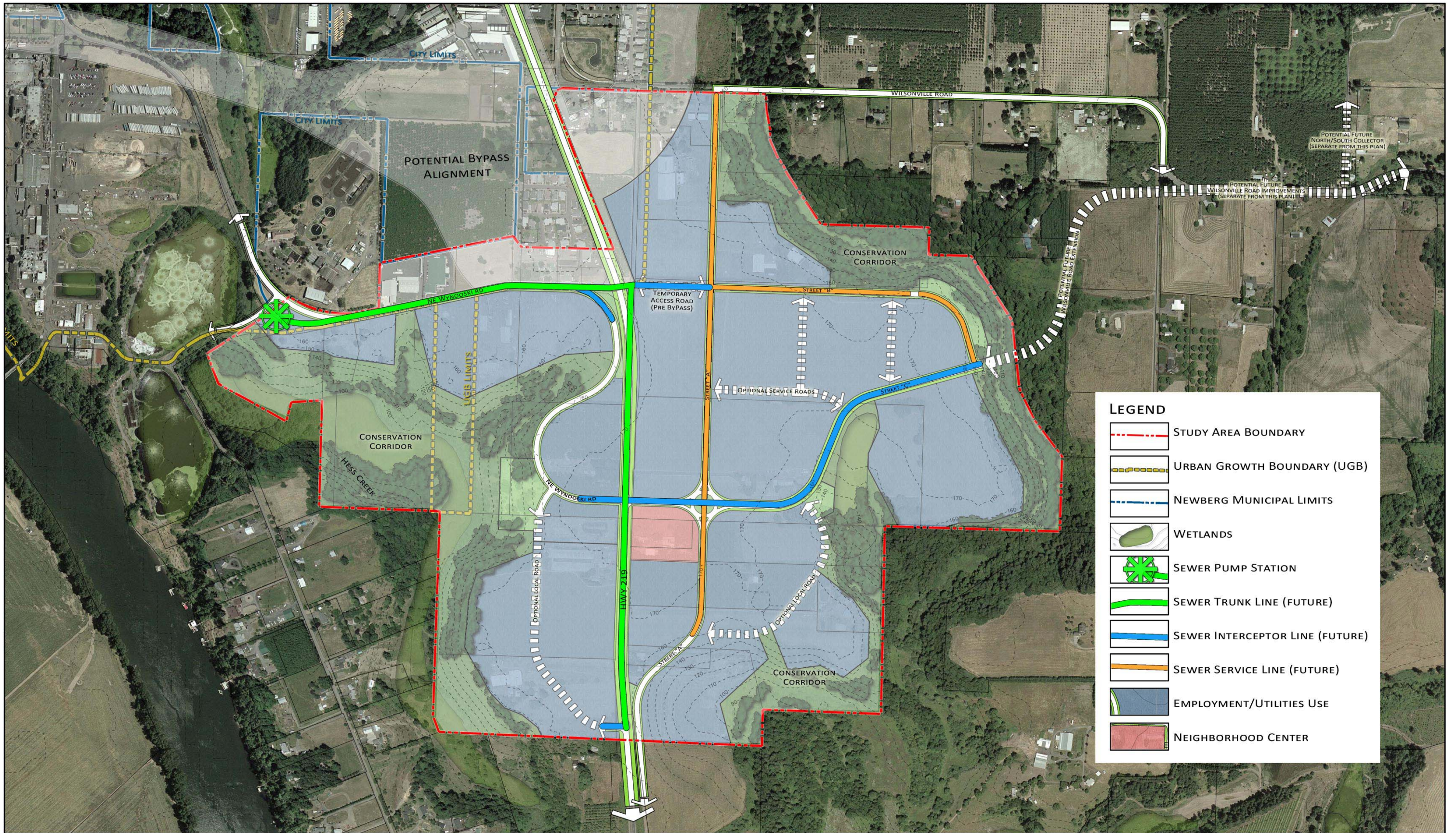


# Newberg South Industrial Area Master Plan

Conceptual Plan - Preferred Alternative - Water Plan

SCALE: IN FEET  
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 DATE: 30 June, 2009  
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 DESIGN INC.

NEWBERG, OREGON



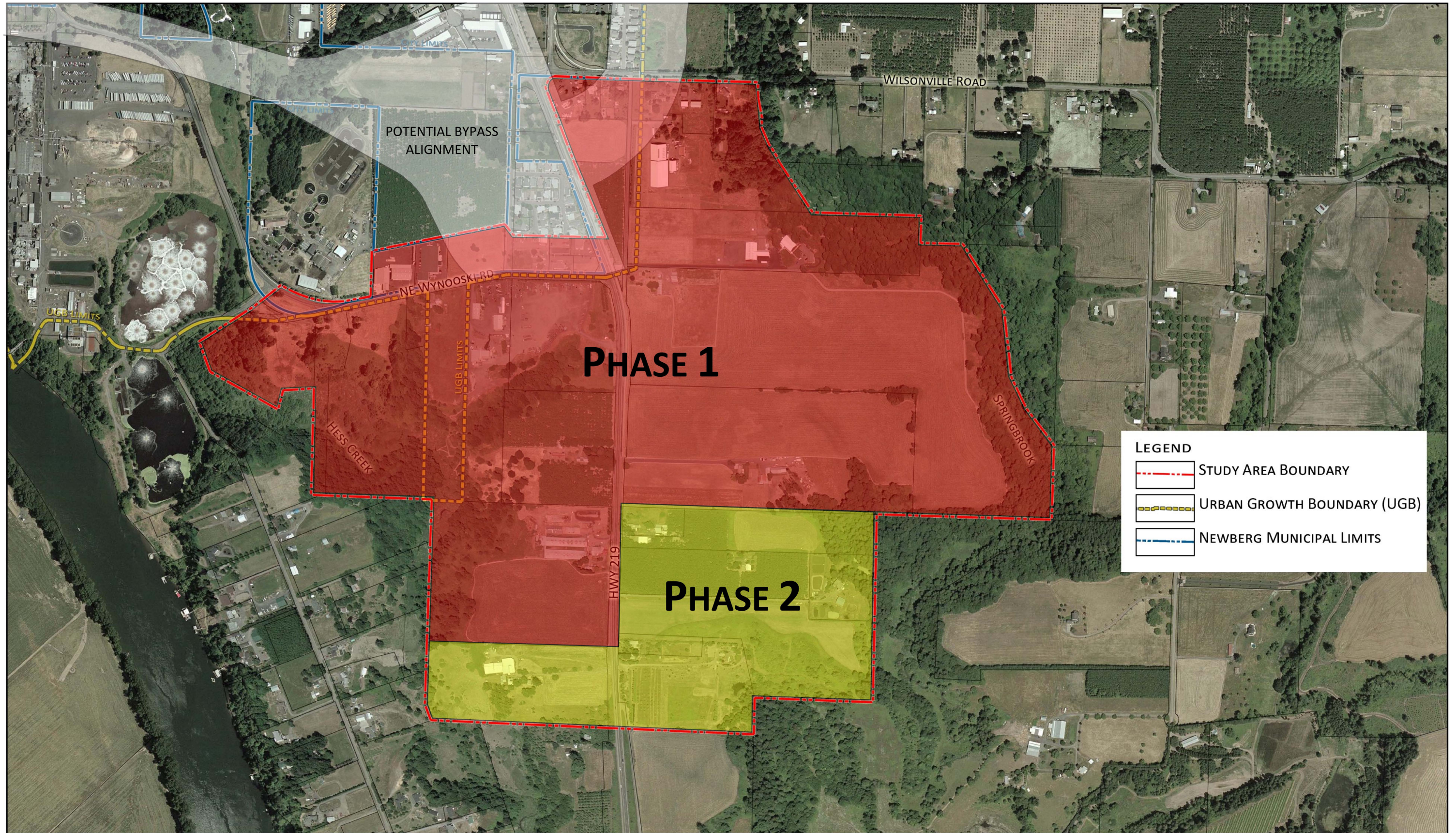
# Newberg South Industrial Area Master Plan

Conceptual Plan - Preferred Alternative - Sewer Plan

SCALE: IN FEET  
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 DATE: 30 June, 2009  
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 DESIGN INC.

NEWBERG, OREGON





# Newberg South Industrial Area Master Plan

## DEVELOPMENT PHASING PLAN

SCALE: IN FEET  
 0 150 300 600  
 DATE: 16 October, 2009

NEWBERG, OREGON



## ***DRAFT Development Code Revisions to implement the South Industrial Area Master Plan***

The Development Code needs to be modified in order to implement the M-4 industrial zoning district and the Interim Industrial overlay zone. Each section that needs to be modified is identified below. Text that is proposed to be ~~deleted~~ is shown as ~~striketrough~~ and text that is proposed to be included is underlined.

### ***SECTION 1 – The following definitions should be added to § 151.003 DEFINITIONS***

**Adjoin.** To be contiguous to a property boundary at a property line or property corner, or contiguous to a property line or corner as extended across an abutting right-of-way for an alley, street, or public walkway.

**Basic Utilities.** Utilities that serve the needs of land uses in the immediate vicinity including sewer and water lines, sewer or water pump stations, water reservoirs, storm drains, storm water retention or detention facilities, electric service substations, natural gas transmission lines, electric, telephone, and cable lines, and solar panels.

**Heavy Manufacturing.** A use that involves manufacturing, processing, fabrication, packaging, or assembly of large volumes of raw materials into refined products. These types of firms have significant external impacts. Outdoor storage and processing of goods and materials may exceed 10% of the site. Transportation needs are often met by both truck and rail. Goods are generally not displayed or sold on site, but if so, they are a subordinate part of sales. Relatively few customers come to the manufacturing site (typically fewer than 5 per day per 1,000 sq ft floor area).

**Industrial Service.** A use that involves repairing or servicing of industrial, business or consumer machinery, equipment, products or by-products. Few customers, especially the general public, come to the site (typically fewer than 5 per day per 1,000 sq ft floor area). Examples include welding shops; machine shops; towing and vehicle storage; auto and truck salvage and wrecking; heavy truck servicing and repair; building contractors; printing; exterminators; recycling operations; janitorial and building maintenance services; research and development laboratories; and photofinishing laboratories. This does not include truck stops.

**Light Manufacturing.** A use that involves manufacturing, processing, fabrication, packaging, or assembly of goods. These types of firms are involved in the secondary processing and assembly of materials and components into finished products, generally for the wholesale market, for transfer to other plants, or to order for firms or consumers. The external impact from these uses is generally less than Heavy Manufacturing. Outdoor storage and processing of goods and materials is less than 10% of the site. Transportation needs are often met by truck. Goods are generally not displayed or sold on site, but if so, they are a subordinate part of sales. Relatively few customers come to the manufacturing site (typically fewer than 5 per day per 1,000 sq ft floor area).

**Self-Service Storage.** A structure that provides separate storage areas for individual or business uses. The storage areas are designed to allow private access by the tenant for storing or removing personal property.

**Vehicle Repair.** Firms servicing passenger vehicles, light and medium trucks and other consumer motor vehicles such as motorcycles, boats and recreational vehicles. Generally, the customer does not wait at the site while the service or repair is being performed. Examples include transmission or muffler shop, auto body shop, alignment shop, auto upholstery shop, auto detailing, and tire sales and mounting. Vehicle towing, storage, wrecking and salvage are classified as Industrial Service. This does not include truck stops.

**Warehouse and Distribution.** A use that involves storage or movement of goods for themselves or other firms. Goods are generally delivered to other firms or the final consumer, except for some will-call pickups. There is little on-site sales activity with the customer present. Examples include separate warehouses used by retail stores such as furniture and appliance stores; household moving and general freight storage; trucking and bus yards; and wholesale distribution centers and cold storage for food or agricultural products.

**Waste-Related.** A use that is characterized by receiving solid or liquid wastes from others for disposal on the site or for transfer to another location, including uses that collect sanitary wastes, or uses that manufacture or produce goods or energy from the biological decomposition of organic material. Waste-Related uses also include uses that receive hazardous wastes from others and are subject to the regulations of OAR 340-100-110, Hazardous Waste Management. Examples include sanitary landfills, recycling facilities, limited use landfills, waste composting, energy recovery plants, sewer treatment plants, portable sanitary collection equipment storage and pumping, and hazardous-waste-collection sites.

**Wholesale Sales.** A use that involves selling, leasing, or renting products intended for industrial, institutional, or commercial businesses. The uses emphasize on-site sales or order taking and often include display areas. Businesses may not be open to the general public. Products may be picked up on site or delivered to the customer. Examples include sale or rental of machinery, equipment, heavy trucks, building materials, special trade tools, welding supplies, machine parts, electrical supplies, janitorial supplies, restaurant equipment, and store fixtures; mail order houses; and wholesalers of food, clothing, auto parts, building hardware, and office supplies.

**Wineries, Breweries, Distilleries.** Manufacturing, processing, and packaging of alcoholic and non-alcoholic beverages. The external impact from these uses is typically limited to outdoor storage of materials. These uses include a warehouse and distribution element, with goods being shipped out to retail markets. There also may be a retail element to these uses with goods being sold and/or consumed on-site.

*SECTION 2 – Add the following new section to the Development Code:*

**§ 151.198 ADDITIONAL REQUIREMENTS FOR DEVELOPMENT IN THE M-4 ZONING DISTRICT.**

The purpose of this section is to ensure that new development and redevelopment in the M-4 Zoning Districts is consistent with the City's urban design goals and policies while emphasizing the creation of an attractive gateway to Newberg and encouraging industrial development. Special development standards relating to setbacks, screening, and architecture review are required for development within this District.

An applicant for a new development or redevelopment within the City's M-4 district that is subject to the Site Design Review process must demonstrate that the following site and building design elements have been incorporated into the design of the project. Exceptions to these additional development requirements may be granted if equivalent protections are in place, or if there are substantial difficulties in complying with these standards.

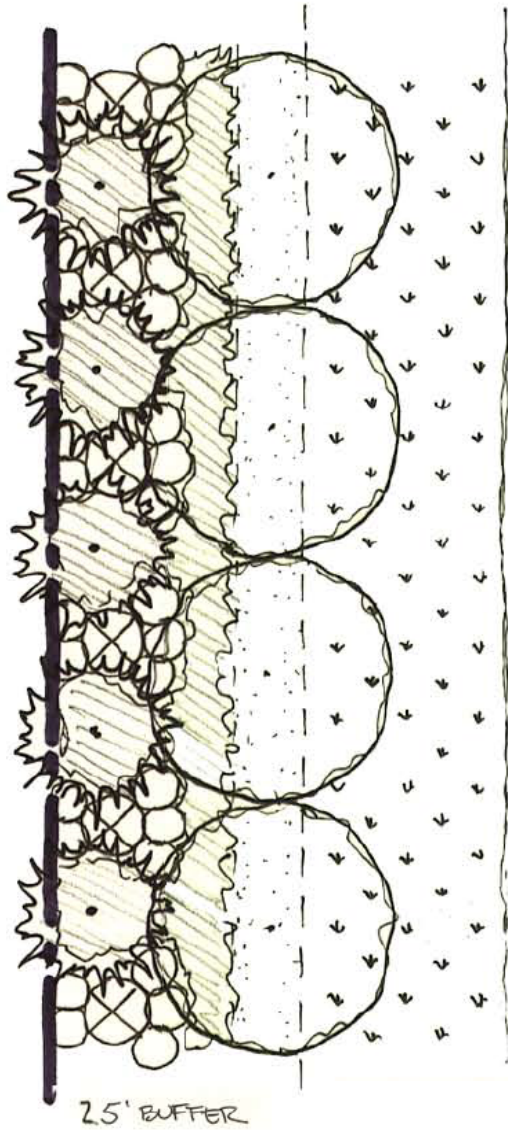
(A) *Street Standards.* Streets, alleys and private accessways shall be constructed consistent with the standards of the *City of Newberg Green Design Handbook*. Deviations from the standards can be approved via a Type III process.

(B) *Development abutting Highway 219, Arterials and Collectors.* Where development abuts Highway 219 or a public street classified as an Arterial or Collector the applicant shall provide a landscape buffer to provide an attractive and inviting entrance to Newberg and to mitigate the visual, light and noise impacts of the use. The property owner of each proposed development is responsible for the installation and maintenance of required landscape buffers. The review body may waive and/or alter the buffering requirements where alternative standards are proposed that provide for an appropriate buffer consistent with the intent of these provisions.

(1) *Landscape buffer strips facing Highway 219.* Yards along the Highway 219 right-of-way shall be landscaped and maintained. The area beneath the trees shall be planted with a living ground-cover or shrubs giving 50% coverage at planting and 100% coverage within 3 years. Minimum landscape requirements per 100 lineal feet of Highway frontage or any portion thereof, shall be consistent with Figure 1 as shown on the following page:

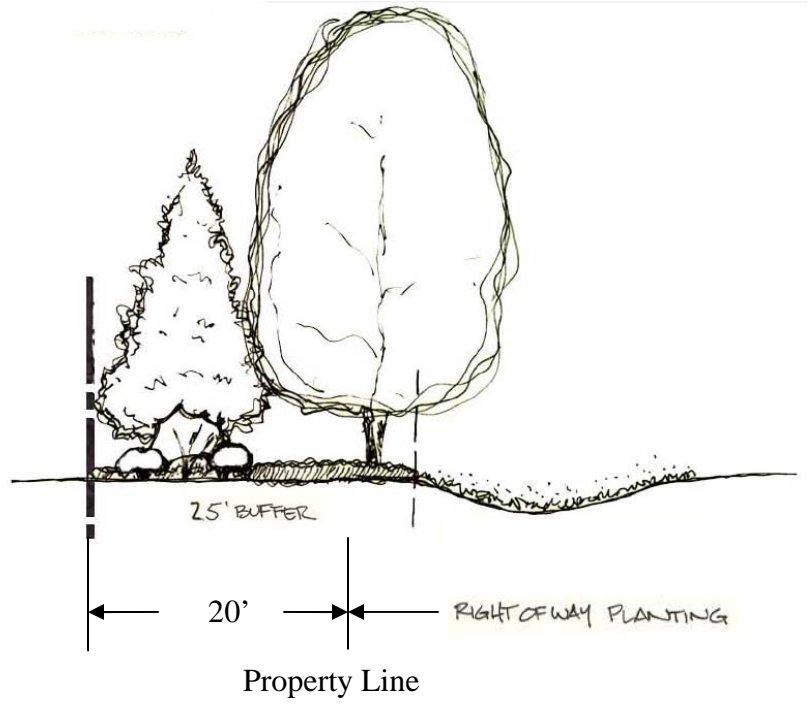
Figure 1: Highway 219 Landscaping Standards

“Plan View”



Property Line  
← RIGHT OF WAY PLANTING

“Street View”



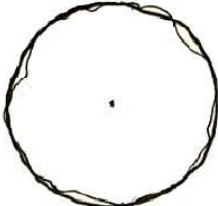






25' BUFFER

20'

Property Line

RIGHT OF WAY PLANTING

Table 1: Approved landscape species for right-of-way landscape buffer strips

LEGENDS	APPROVED SPECIES
 DECIDUOUS BUFFER TREE	HIMALAYAN BIRCH LITTLELEAF LINDEN CALLERY PEAR SARGENT CHERRY HORSEBEAM
 EVERGREEN BUFFER TREE	LEYLAND CYPRESS ALASKAN CEDAR HOGAN CEDAR
 EVERGREEN SHRUB 5 GALLON	EVERGREEN MANZANITA PACIFIC WAX MYRTLE MUGO PINE
 EVERGREEN SHRUB 1 GALLON	BARBERRY OREGON GRATE PRIVET
 GROUND COVER	BARBERRY BAR HARBOR JUNIPER SHORE JUNIPER
 FINE LAWN	
 RIGHT OF WAY PLANTING	

(2) Buffer strips facing a Collector or Arterial. Buffer strips with rear and side yards facing a collector or arterial street require minimum planting of at least one row of trees, not less than eight feet high and one and one-half inches in caliper for deciduous trees and five feet high for evergreen trees at the time of planting, and spaced not more than 15 feet apart. The area beneath the trees shall be planted with a living ground-cover or shrubs giving 50% coverage at planting and 100% coverage within 3 years. Plant material used for buffering shall be selected from Table 1 above.

(C) Site Design and Orientation. The intent of these standards is to establish requirements that foster the development of an attractive employment area within the community. The applicant shall design all new buildings and substantial additions consistent with the applicable standards identified below. The review body may waive and/or alter these requirements where alternative standards are proposed that provide for a design approach consistent with the intent of these provisions.

(1) Architectural variation and segmentation shall be provided for any wall facing, and within 100 feet of, a collector or arterial street. The variation and segmentation of the facing walls shall provide features that visually break up the building mass. All facing walls must include at least two (2) of the following features along each 100 foot segment of the building wall; each feature must comprise at least 10% of each wall segment.

- (a) Contrasting building colors
- (b) Contrasting wall textures
- (c) Change in building materials.
- (d) Building offset of at least a four (4) foot change in depth and width
- (e) Architectural features
  - i. Awnings, to be placed along 20% of the length of each wall segment
  - ii. Columns
  - iii. Windows
  - iv. Arches
  - v. Decorative relief, or sunken relief, at least 1 inch in depth
  - vi. Pitched roof
  - vii. Other, as approved by the reviewing body

(2) All buildings must be constructed using building materials that will provide an attractive façade for all walls that face a collector or arterial street. Acceptable building materials include the following:

- (a) Brick or masonry
- (b) Concrete or concrete block
- (c) Wood, or wood composite, applied as horizontal siding
- (d) Metal, provided the metal does not comprise more than 70% of the façade and does not extend more than 100 feet in horizontal length along any facing wall
- (e) Stucco
- (f) Other materials, as approved by the reviewing body

(3) Required front yard setbacks and parking areas must be landscaped and maintained. Front yard setbacks adjacent to a collector or arterial street must be landscaped in accordance with Table 1 (§151.198(b)(1)). Parking areas must be landscaped in accordance with the Green Design Handbook.

(4) Architectural designs shall include parapets or other treatments to be constructed to conceal flat roofs and rooftop equipment from public view.

(5) All exterior lights shall be designed consistent with “dark sky” principles. Lighting shall be located, installed and directed in such a manner and contained within the target area so that no direct light source is visible from any street. All parking area lighting, building security lighting, and externally illuminated signs, displays, building and aesthetic lighting shall be full cut-off type fixtures.

(6) Areas used for storage, truck, trailer and van parking, trash collection or compaction, loading and unloading of delivery trucks and similar uses shall be provided with a sight-obscuring screen from all street views. Materials, colors and design of approved screening walls, decorative fences and their covers shall be complementary to those of the primary structure.

(D) Sustainable Design. Buildings should seek to reduce waste, pollution, energy use, and water consumption. The applicant can either obtain Leadership in Energy and Environmental Design (LEED) designation for the building, or demonstrate that the building design could attain LEED designation to the satisfaction of the reviewing authority, or demonstrate compliance with five (5) of the following design guidelines. Minor Alterations to existing development, as determined by the reviewing authority will demonstrate compliance with a minimum of three (3) design guidelines.

(1) Native Landscaping: Landscaping designs should seek to conserve water consumption through the use of native plant materials. A minimum of 80% of the plant material on site shall be native to the Willamette Valley.

(2) Rain Water Harvesting: Utilize cisterns and/or other techniques to harvest rainwater for use on site including but not limited to irrigation and grey water applications.

(3) Alternative Energy: Install solar panels, wind harvesting equipment or other devices that offset energy consumption of the development by at least 25%.

(4) Recycled Water: Incorporate recycled water for on-site irrigation or other uses.

(5) Fixtures: New buildings should seek to conserve energy and water through the use of water efficient fixtures including toilets, sinks, showers and similar facilities.

(6) Local Materials: Demonstrate that a minimum of seventy-five percent (75%) of the value of the building materials and landscape materials were purchased within 100 miles of Newberg.

(7) Composting: Require existing landscaping materials and/or organic waste from the site to be composted or reused within the site for landscaping or other purposes. Compost can also be collected at a central facility or by the local waste hauler.

(8) Low Impact Design: Utilize Low Impact Design techniques to detain and treat stormwater generated from impervious areas on site. Post development flows should mimic predevelopment conditions.

(9) Solar Orientation / Daylighting: Demonstrate how the building or site design takes advantage of sun to light and/or heat new buildings or work areas.

(E) Building openings. Major building openings, such as drive-in bays and partially enclosed work areas, shall be oriented away from collector and arterial streets.

*SECTION 3 – Add the following new section to the Development Code:*

### **Part 11. M-4 LARGE LOT INDUSTRIAL DISTRICT**

#### **§ 151.418 DESCRIPTION AND PURPOSE**

The M-4 Industrial Employment District is divided into two (2) sub-districts: the Industrial Employment Sub-district and the Industrial Commercial Sub-district. One of the main intents of these districts is to provide a variety of employment opportunities for the citizens of Newberg. Providing adequate jobs for our citizens leads to other related benefits, including a diversified and stable local economy, a stronger tax base, and environmental benefits from less out-commuting to jobs. In addition, providing adequate local jobs helps fulfill the stated desire of many citizens to “live here, work here, shop here”.

Through a comprehensive planning process, the City identified a need for large lot industrial sites of at least 20 acres in size. Further analysis of potential areas identified the area south of Newberg, on either side of Highway 219, as the area best suited to meet the City’s needs for large site industrial development. As part of the City’s strategy for preserving large size industrial sites within industrial districts, the M-4 Industrial Employment Sub-district is intended to create, preserve and enhance areas containing large parcels (20+ acres) suitable for large industrial users and industrial planned unit developments. An approved plan for an industrial planned unit development is required prior to dividing a large parcel into lots or parcels that are



less than 20 acres. The purpose of the planned unit development is to bring related industries and services that complement each other close together, resulting in synergistic effects arising from regular face-to-face communications, economies of scale, and reduced transportation time and cost.

The Industrial Commercial Sub-district is intended to create, preserve and enhance areas for retail establishments serving the specific needs of the M-4 Industrial Employment Area. The Sub-district is similar to the C-1 Neighborhood Commercial District, although the type and scale of uses permitted are limited to those that will directly support allowed uses within the M-4 Industrial Employment Area. The area is not intended to serve pass-by traffic or provide for the general commercial needs of the community. The intent is to allow uses that complement the area while limiting or eliminating those uses that would have detrimental impact on the overall District.

Permitted and Conditional Uses are those identified below. Potential adverse impacts of industrial activity on adjacent uses are minimized by design and development standards as required by §157.198. Large industrial sites and planned unit developments are configured and designed to minimize use-to-use conflicts within the industrial districts, as well as conflicts between industrial uses and those allowed in other districts.

The M-4 District is intended to be consistent with the Industrial (IND) and Commercial (COM) designations of the comprehensive plan.

#### **§ 151.419 PERMITTED BUILDINGS AND USES**

In the M-4 Industrial Employment District, the following buildings and uses are permitted as hereinafter specifically provided, subject to the general provisions and exceptions set forth in this code.

##### **Industrial Employment Sub-District:**

(A) Accessory buildings and uses normal and incidental to the buildings and uses permitted in this section and §151.419.

(B) Agriculture.

(C) Basic Utilities.

(D) Industrial Service.

(E) Light Manufacturing.

(F) Offices.

(G) Planned unit developments.

(H) Parking areas and garages.

(I) Retail sales of goods manufactured on-site, which may be sold to the general public provided the floor area dedicated to sales and display areas is less than 25% of the gross square feet of the total use. In no case shall any retail sales floor exceed 5,000 gsf.

(J) Self-service storage.

(K) Telecommunication facility, including radio towers and transmitters, which are 100 feet or less in height.

(L) Transit Centers.

(M) Transportation facilities and improvements.

(N) Warehouse and Distribution.

(O) Wholesale Sales.

(P) Wineries, breweries and distilleries, provided that the floor area dedicated to retail sales, displays, tasting, or similar customer related activities is less than 25% of the gross square feet of the total use. In no case shall any customer related space or retail floor area exceed 5,000 gsf.

(Q) Any other building or uses determined to be similar to those listed in this section. Such other uses shall not have any different or more detrimental effect upon the adjoining neighborhood area than the buildings and uses specifically listed in this section.

**Industrial Commercial Sub-District:**

(A) Accessory buildings and uses normal and incidental to the buildings and uses permitted in this section and § 151.419.

(B) Ambulance service.

(C) Athletic facilities.

(D) Bakeries, retail & wholesale.

(E) Banks.

(F) Barber and beauty shops.

(G) Bars, Taverns, pool or billiard halls, or night clubs, (Dispenser Class "A").

(H) Basic Utilities

(I) Bicycle shops.

(J) Blueprinter, copy shops.

(K) Book stores, less than 5,000 gsf.

(L) Delicatessen stores.

(M) Florist shops.

(N) Day nurseries.

(O) Dry cleaners, tailor shops.

(P) Florist shops.

(Q) Card lock fueling stations.

(R) Gift shops.

(S) Grocery stores or markets, less than 7,500 gsf.

(T) Hardware store, less than 7,500.

(U) Health studios.

(V) Locksmith shops.

(W) Mini mart, less than 5,000 gsf.

(X) Office supplies and equipment stores less than 5,000 gsf.

(Y) Open space.

(Z) Parking areas and parking garages.

(aa) Pharmacy or drug stores less than 5,000 gsf.

(bb) Planned unit developments.

(cc) Post offices.

(dd) Printing Shops.

(ee) Public and semi-public buildings essential to the physical and economic welfare of an area such as fire stations, substations and pump stations. Interior yards for these uses shall be a minimum of 25 feet in width. No stockpiling or storage of materials shall be allowed.

(ff) Restaurants, (no drive-through).

(gg) Shoe repair shops.

(hh) Telecommunication facility, including radio towers and transmitters which are incorporated into an existing structure or an existing utility pole, and which will not extend above the existing structure more than 18 feet.

(ii) Transit facilities.

(jj) Transportation facilities and improvements.

(kk) Any other building or uses determined to be similar to those listed in this section. Such other uses shall not have any different or more detrimental effect upon the adjoining neighborhood area than the buildings and uses specifically listed in this section.

### **§ 151.420 BUILDINGS AND USES PERMITTED CONDITIONALLY.**

In addition to the buildings and uses permitted conditionally, listed in § 151.419, the Planning Commission may grant a conditional use permit for any of the following buildings and uses in accordance with a Type III procedure.

#### **Industrial Employment Sub-district:**

(A) Day nursery.

(B) Dwelling unit, limited to one, for a caretaker or superintendent employed by the property owner or operator, whenever the use requires the on-site residence of such person.

(C) Retail sales of goods manufactured on-site, which may be sold to the general public provided the floor area dedicated to sales and display areas is less than 10,000 square feet. Retail sales and display areas greater than 10,000 square feet are prohibited.

(D) Telecommunication facilities including radio towers and transmitters, which are more than 100 feet in height or which are less than 2,000 feet apart.

(E) Waste-Related uses.

(F) Heavy Manufacturing.

(G) Any other building or uses determined to be similar to those listed in this section. Such other uses shall not have any different or more detrimental effect upon the adjoining neighborhood area than the buildings and uses specifically listed in this section.

#### **Industrial Commercial Sub-district:**

(A) Telecommunication facility, including radio towers and transmitters which are either freestanding or which are incorporated into an existing structure or an existing utility pole, and will extend above the existing structure more than 18 feet.

(B) Any other building or uses determined to be compatible with those listed in this section. Such other uses shall not have any different or more detrimental effect upon the adjoin area than the buildings and uses specifically listed in this section.

### **§ 151.421 SITE DESIGN REVIEW REQUIRED**

Site design review shall be required prior to issuance of building permits or commencement of work for all improvements within the M-4 Industrial Employment District. Site design review permits shall be processed pursuant to § 151.191 and include those additional standards and criteria set forth in § 151.198.

*SECTION 4 – Amend the Planned Development regulations to add § 151.226(G)(4) as follows:*

(4) M-4 Zone: Uses and buildings as permitted outright or conditionally in the use district wherein the development will be located. Proposed sites, structures and uses must work together to support a common theme, product or industry. Applicants for an industrial Planned Development in M-4 must demonstrate conformance with any adopted Master Plan for the subject area and provide a plan describing how the proposed structures and uses will work together to support a common theme, product or industry. Prior to subdivision, covenants must limit occupancy to the types of industrial and related uses identified in the development plan.

*SECTION 5 – Add the following new section to the Development Code:*

## **PART 21. INTERIM INDUSTRIAL (II) OVERLAY**

### **151.532 PURPOSE.**

The purpose of the Interim Industrial (II) Overlay is to allow interim use of industrially zoned properties in areas that are planned for future acquisition for right-of-ways, such as the Newberg-Dundee bypass. The II Overlay allows non-structural uses of the land, such as parking and storage. The II Overlay also reduces requirements for permanent site improvements, such as paving and landscaping, that would be removed upon acquisition of the right-of-way.

### **151.532.1 AREA OF APPLICATION OF INTERIM INDUSTRIAL OVERLAY.**

The interim industrial use overlay may be applied on a parcel by parcel basis through the zone change process. Properties generally must be in a manufacturing zone in order to have this Interim Industrial Overlay. The overlay may be applied to properties in other zoning districts where the review body determines the interim uses would be compatible with uses on surrounding properties.

### **151.532.2 PERMITTED USES.**

All uses of land and water that are permitted in the underlying zoning district(s) are also permitted in the Interim Industrial Overlay, with the exception of those uses listed in 151.532.4. In addition, the following are permitted.

- (1) Contractor's equipment or storage.
- (2) Construction material storage.

### **151.532.3 CONDITIONAL USES.**

(A) Use of land and water that are listed as conditional uses in the underlying zoning district(s) may also be allowed in the Interim Industrial Overlay, with the exception of uses included in the list of prohibited uses in § 151.532.4.

(B) Proposed conditional uses in the Interim Industrial Overlay are subject to the standard conditional use criteria and procedures of this code.

### **151.532.4 PROHIBITED USES.**

The following uses are prohibited in the Interim Industrial Overlay:

- (A) Cemeteries
- (B) Garbage dumps, sanitary landfills
- (C) Parks
- (D) Permanent buildings.

(E) Wrecking yards for motor vehicles, building materials, and other similar items.

**151.532.5 ALTERNATIVE DEVELOPMENT STANDARDS.**

Parking and landscaping design shall either be done in accordance with §151.610-617 and 151.580 or by using the following standards:

(1) Parking and maneuvering areas need not be paved, with the exception of areas within 50 feet driving distance of the drive approach.

(2) The site shall be landscaped according to the following standards:

(a) A six-foot height solid wood or masonry fence or wall shall be installed around the perimeter of the site and be located a minimum of five feet from the right-of-way.

(b) A hedge shall be planted between the right-of-way and the fence or wall. The hedge shall be planted to reach a minimum height of five feet and continuous horizontal coverage upon maturity.

*SECTION 6 – Amend Development Code § 151.416, Permitted Buildings and Uses in the M-3 Zone, to include the following under subsection (E): Other buildings and uses:*

(6) Sewage treatment plants

(7) Pound (dog or cat), kennel.

*SECTION 7 – Amend Development Code § 151.401 (B), Permitted Buildings and Uses in the M-2 Zone, to include the following as use (31), with remaining uses being renumbered accordingly:*

(31) Pound (dog or cat), kennel.

*SECTION 8 – Amend Development Code § 151.120, ESTABLISHMENT AND DESIGNATION OF USE DISTRICTS AND SUB DISTRICTS, as follows:*

**151.120 ESTABLISHMENT AND DESIGNATION OF USE DISTRICTS AND SUB DISTRICTS.**

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

(A) Use districts.

(1) R-1 Low Density Residential District.

(2) R-2 Medium Density Residential District.

(3) R-3 High Density Residential District.

(4) RP Residential Professional District.

(5) C-1 Neighborhood Commercial District.

(6) C-2 Community Commercial District.

- (7) C-3 Central Business District.
  - (8) C-4 Riverfront District.
  - (9) CF Community Facilities District.
  - (10) I Institutional District.
  - (11) M-1 Limited Industrial District.
  - (12) M-2 Light Industrial District.
  - (13) M-3 Heavy Industrial District.
  - (14) M-4 Large Lot Industrial District.
  - (15) AI Airport Industrial District.
  - (16) Airport Residential (AR) District.
  - (~~14~~17) SD Springbrook District.
- (B) Sub-districts of use districts.
- (1) AO Airport Overlay Sub-district.
  - (2) CC Civic Corridor Overlay Sub-district.
  - (3) H Historic Landmarks Sub-district.
  - (4) IO Institutional Overlay Sub-district.
  - (5) LU Limited Use Overlay Sub-district.
  - (6) RF Riverfront Sub-district.
  - (7) SC Stream Corridor Overlay Sub-district.
  - (8) SP Specific Plan Sub-district.
  - (9) AIO Airport Industrial Overlay Sub-district.
  - (10) Airport Residential Overlay Sub-district.
  - (11) Bypass Interchange Overlay Sub-district.
  - (12) Interim Industrial Overlay Sub-district.

**SECTION 9 – Amend Development Code § 151.267, COMPREHENSIVE PLAN AND ZONING DESIGNATIONS subdivision (B) as follows:**

(B) Upon annexation, the area annexed shall be automatically zoned to the corresponding land use zoning classification which implements the Newberg comprehensive plan map designation. The corresponding designations are shown in the table below. The procedures and criteria of § 151.122 shall not be required.

Comprehensive Plan Classification	Appropriate Zoning Classification
OS	Any zoning classification
LDR	R-1
MDR	R-2
HDR	R-3
COM	C-1, C-2, or C-3 as determined by the Director
MIX	C-2, M-1, or M-2 as determined by the Director

IND	M-1, M-2, <del>or</del> M-3, <u>M-4, or AI</u>
PQ	Any zoning classification
P/PP	Any zoning classification

**SECTION 10** – Amend Development Code § 151.536, **BUILDING HEIGHT LIMITATION**, subdivision (B)(2) as follows:

(2) In the AI, C-2, C-3, M-1, M-2, ~~and~~ M-3, and M-4 Districts there is no building height limitation, except when said districts abut upon a residential district, the maximum permitted building height shall not exceed the maximum building height permitted in the abutting residential district for a distance of 50 feet from the abutting boundary.

**SECTION 11** – Amend Development Code § 151.538, **PUBLIC ACCESS REQUIRED**, as follows:

**151.538 PUBLIC ACCESS REQUIRED.**

No building or structure shall be erected or altered except on a lot fronting or abutting on a public street or having access to a public street over a private street or easement of record approved in accordance with provisions contained in this code. New private streets may not be created to provide access except as allowed under § 151.449.2(B)(8) and § 151.448.1(B)(24), and in the M-4 Zone. Existing private streets may not be used for access for new dwelling units, except as allowed under § 151.567. No building or structure shall be erected or altered without provisions for access roadways as required in the Uniform Fire Code, as adopted by the city.

**SECTION 12** – Amend Development Code § 151.551, **FRONT YARD SETBACK**, subdivision (C) as follows:

(C) *Industrial*. All lots or development sites in the M-1, M-2 or M-3 Districts shall have a front yard of 20 feet. Lots or development sites in the AI District shall have a front yard of 10 feet. Lots or development sites in the M-4 District shall have a front yard of 20 feet where abutting Highway 219, Arterials, and Collectors, and a front yard of 10 feet along other streets.

**SECTION 13** – Amend Development Code § 151.552, **INTERIOR YARD SETBACK**, subdivision (C) as follows:

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

**SECTION 14 – Amend Development Code § 151.565 LOT AREA; LOT AREAS PER DWELLING UNIT, by adding the following as subdivision (A)(4), and renumbering remaining items as follows:**

(4) In the M-4 District, all lots or development sites shall have a minimum area of 20 acres, or as established through the planned unit development process.

**SECTION 15 - Amend Development Code § 151.567 LOT DIMENSIONS AND FRONTAGE, subdivision (D), as follows:**

(D) Frontage.

(1) No lot or development site shall have less than the following lot frontage standards:

(a) Each lot or development site shall have either frontage on a public street for a distance of at least 25 feet or have access to a public street through an easement that is at least 25 feet wide. No new private streets, as defined in § 151.003, shall be created to provide frontage or access, except in the AI, AR, or M-4 Zones.

(b) Each lot in an R-1, R-2, R-3, AI, or RP Zone shall have a minimum width of 50 feet at the front building line.

(c) Each lot in an AR Zone shall have a minimum width of 45 feet at the front building line.

(2) The above standards apply with the following exceptions:

(a) Legally created lots of record in existence prior to the effective date of this code.

(b) Lots or development sites which as a process of their creation, were approved with sub-standard widths in accordance with provisions of this code.

(c) Existing private streets may not be used for new dwelling units, except private streets that were created prior to March 1, 1999, including paving to fire access roads standards and installation of necessary utilities, and private streets allowed in the Airport Residential and Airport Industrial Districts.

**SECTION 16 – Amend Development Code § 151.580 REQUIRED MINIMUM (landscaping and outdoor areas) STANDARDS, subdivision (B)(1) as follows:**

(B) *Required landscaped area.* The following landscape requirements are established for all developments except single family dwellings.

(1) A minimum of 15% of the lot area shall be landscaped; provided however, that computation of this minimum may include areas landscaped under subdivision (3) below. Development in the C-3 (Central Business District) and M-4 (Large Lot Industrial) Zoning District ~~is~~ are exempt from the 15% landscape area requirement of this section. Additional landscaping requirements in the C 4 District are described in § 151.527.4(K) of this code. In the AI Airport Industrial District, only a 5% landscaping standard is required with the goal of "softening" the buildings and making the development "green" with plants where possible. The existence of the runway, taxiway, and approach open areas already provide generally for the 15%



requirement. Developments in the AI Airport Industrial District with a public street frontage shall have said minimum landscaping between the front property line and the front of the building.

**SECTION 17 – Amend Development Code § 151.580 REQUIRED MINIMUM (landscaping and outdoor areas) STANDARDS, subdivision (B)(9) as follows:**

(9) In the M-4 Zone, landscaping requirements and standards for parking and loading areas [subdivision (B)(3)] do not apply unless within 50 feet of a residential district.

**SECTION 18 – Amend Development Code § 151.586, APPLICABILITY AND EXEMPTIONS (of outdoor lighting), subdivision (B) as follows:**

(B) *Exemptions.* The following uses shall be exempt from the provisions of this section:

- (1) Public street and airport lighting.
- (2) Circus, fair, carnival, or outdoor governmentally sponsored event or festival lighting.

(3) Construction or emergency lighting, provided such lighting is discontinued immediately upon completion of the construction work or abatement of the emergency necessitating said lighting.

(4) *Temporary lighting.* In addition to the lighting otherwise permitted in this code, a lot may contain temporary lighting during events as listed below:

(a) *Grand opening event.* A grand opening is an event of up to 30 days duration within 30 days of issuance of a Certificate of Occupancy for a new or remodeled structure, or within 30 days of change of business or ownership. No lot may have more than one grand opening event per calendar year. The applicant shall notify the City in writing of the beginning and ending dates prior to the grand opening event.

(b) *Other events.* A lot may have two other events per calendar year. The events may not be more than eight consecutive days duration, nor less than 30 days apart.

(5) Lighting activated by motion sensor devices.

(6) Non-conforming lighting in place as of September 5, 2000. Replacement of non-conforming lighting is subject to the requirements of §§ 151.140 through 151.149.

(7) *Light trespass onto industrial properties.* The lighting trespass standards of § 151.588 do not apply where the light trespass would be onto an industrially zoned property.

**SECTION 19 – Amend the table in Newberg Development Code § 151.612, PARKING SPACES REQUIRED, under “Industrial Types” as follows:**

INDUSTRIAL TYPES	
Except as specifically mentioned herein, industrial uses listed as permitted in the "M" Districts: M-1, M-2, M-3, and M-4	1 for each 500 sq. ft. of gross floor area

## MEMORANDUM

To: City of Newberg  
Department of Planning and Building

From: Richard D. Boyle, PE  
Civil Project Manager

Date: June 30, 2009

Project: **South Industrial Area Master Plan**  
WRG#: **CON 8829 SD3**  
Re: **Utilities**

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### **Site Description:**

The South Industrial Area Master Plan site is a prominent plateau of approximately 375 acres bounded by the Hess Creek Drainage on the west and the Springbrook Creek drainage on the east. Elevations of this plateau range from slightly above 170-feet of elevation to 110-feet of elevation along the incised drainages at the boundaries of the master plan area. Natural existing soils of the Chehalem Valley consist predominately of clays with incidence of perched water tables and have very low infiltration potential.

### **Wastewater:**

Wastewater service to the master plan area can be provided by sighting a pump station on property south of Wynooski Road across from the existing waste water treatment plant. This pump station should be deep enough, 20 to 22 feet, to allow the extension of a large diameter trunk line to serve the South Industrial Area Master Plan with ad force main back to the existing waste water treatment plant headworks. At this depth the wastewater trunk line can be extended east along Wynooski Road to HWY 219 and south along HWY 219 at minimum slope. This wastewater trunk line along with the pump station will provide the backbone for wastewater service to the area and provide a basis for systematic extension of facilities and services from HWY 219 to the boundaries of the plan area.

Installation of interceptor and service mains from this backbone infrastructure can be extended along the alignments of Street "A", Street "B", Street "C", the proposed realignment of Wynooski Road and along optional or local service roads to proved wastewater service to the master plan area. The 10 acre area east of HWY 219 at the southern end of the planning area will required a small local lift station to address the 50-foot drop in elevation.

Recycled water should be extended to the master plan area to extend the benefits that this service provides. Recycled water can be extended from the waste water treatment plant or a connection could be made to the main the services the Chehalem Glenn Golf Course in the area of Springbrook Road and/or Wilsonville Road. Location of the connection to the existing system and transmission main sizes should be determined from further investigation into availability of reclaim water and demand estimates for the plan area. Currently recycled water is only available on demand and is a non-pressurized distribution system at this time. Potential customers would need to work closely with the City of Newberg to address Department of Environmental Quality standards and requirements.



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## **Storm Water:**

The City of Newberg currently does not require storm water quality treatment for storm water runoff. In addition current City development requirements require detention when minimizing the rate and volume of runoff to receiving systems and streams is necessary to ensure that new development does not increase downstream flooding or erosion.

In July of 2008 the City published the "Willamette TMDL Implementation Plan" that has established the basis for storm water quality treatment in the City of Newberg in anticipation of future requirements of the Oregon Department of Environmental Quality's (DEQ) Municipal Separate Storm Sewer System (MS4) NPDES Phase II Permit. This document states the City's goal to obtain public input regarding the establishment of an ordinance for storm water quality-related standards for new development in the year 2010. To support this goal of storm water quality treatment for new development within the plan area the City may implement and refer to the water quality treatment standards and requirements of Clean Water Services, City of Portland Bureau of Environmental Services or Water Environmental Services of Clackamas County. These jurisdictions are all current MS4 NPDES Phase II Permit holders.

New regulations regarding storm water detention are being implemented by The Oregon Department of Environmental Quality based on the direction and authority of the Federal Environmental Protection Agency. The Oregon Department of Environmental Quality in cooperation with the Oregon Department of Transportation is requiring detention for all developments that affect a state highway facility or require 404 or 401 water quality permit. The implementation of the Newberg South Industrial Area Master Plan will affect HWY 219, a state facility, and storm water from the area will discharge to Springbrook Creek and Hess Creek which contain wetlands that may require 404 and/or 401 permits from DEQ. Therefore, it is reasonable to ascertain that storm water detention can be an anticipated requirement for development of the plan area.

Water quality treatment can be achieved by implementation of multiple best management practices (BMPs) throughout the plan area. Consideration should be given to low impact design water quality treatment facilities. These facilities treat storm water impurities at the source, impervious surfaces, prior to conveyance and discharge to receiving water bodies. Examples of these facilities are a storm water filter basin in landscape islands that provide treatment to the adjacent asphalt parking area. A few other examples are vegetated filter strips, sand filters, planter boxes and vegetated or grassy swales. These facilities tend to be smaller in size due to the contributing area draining to the facility and may require multiple facilities to serve an area of significant size.

Individual lot by lot, development by development, water quality facilities can also be implemented throughout the plan area. This approach would require the individual industrial development to provide water quality treatment to the impervious surfaces required by its facilities.

Localized regional water quality treatment areas can be implemented within the plan area. These treatment areas can be swales and or ponds in open spaces, parks and along the drainage ways of Hess Creek and Springbrook Creek. These facilities will tend to be large in size due to the large areas of impervious surfaces contributing to the facility.

In summary, water quality treatment can be provided through implementation of BMPs throughout the plan area. Further investigation and development of the minimum requirements and frame work for implementation is necessary to achieve water quality treatment for the plan area. These facilities can be public or private or a combination of public and private with identified considerations of long term maintenance responsibilities.

Detention can be achieved throughout the plan area effectively by utilizing the preferred water quality treatment systems and expanding them for detention. The plan area is of significant size in which the storm drainage treatment and conveyance system can be used to delay the post development peak discharge to achieve significant detention.

**Water System:**

The City of Newberg Water System Master Plan states that a 24" main should be extended to the site from the water treatment plant to the plan area and allow for further extension up Springbrook Road. City staff has stated that quantity and pressure are sufficient to serve the area. It can be assumed that pressures would be significantly high enough that a pressure reduction measures would be necessary. Extension of water mains along with the alignments of the proposed streets within the plan area will provide adequate water service and redundancy. Further demand analysis should be implemented with each development to ensure adequate volume and pressure is available for the needs of the user.

**Franchised Utilities:**

**Natural Gas:**

Natural gas services would be extended from the existing 12-inch high pressure main in Wynooski Road to the plan area. The plan should contain a high pressure reduction facility consisting of a 20-foot by 40-foot area to reduce the pressure for normal commercial use.

**Power:**

Electrical power services would be extended to the plan area from the existing substation along Springbrook Drive. Existing overhead lines along the Right-of-Way of HWY 219 are anticipated to be relocated underground with the extension of services to the plan area. Common utility easement widths are 10-feet along all public Right-of-Way with the additional 20-foot by 30-foot easement around power switch vaults where required.

**Phone & Broadband Communications:**

Telephone and broadband communications will need to be extended to the plan area from Springbrook Drive. Redundancy in the system which may be required by individual end users may be achieved by a secondary connection from Wilsonville Road.

## Infrastructure Financing Options

- **System Development Charges** – Can be used to fund projects on the City’s Capital Improvement List. May also be used for projects that oversize public infrastructure (i.e. SDC credits to the developer that oversizes the infrastructure for future capacity).
- **Local Improvement District** – City finances the improvements to be paid back by adjacent property owners or other identified property owners that benefit from the improvements.
- **Developer Dedications** – Improvements funded and built by the developer of the property (i.e. extend water, sewer, storm; full street improvements). Required improvements must meet the impact of the proposed development (i.e. be roughly proportional). If developer is oversizing public infrastructure, they may be eligible for SDC credits.
- **Advanced Financing Agreements** – Individual property owner finances improvements and is then reimbursed by other property owners that tap into or use the improvements in the future.
- **Urban Renewal & Tax Increment Financing** - The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old deteriorated buildings and bad streets and utilities or the areas can lack streets and utilities altogether. Urban renewal provides three types of authority that are not otherwise available to local governments: first, it allows for the use of tax increment financing to finance improvement projects; second, it allows for special powers to buy and assemble sites for development or redevelopment, if that is desired; and third, it allows for special flexibility in working with private parties to complete development projects. For a city to use urban renewal it must establish an urban renewal agency and it must adopt an urban renewal plan. Urban renewal agencies can do certain projects or activities under an adopted urban renewal plan. These activities include:
  1. Construction or improvement of streets, utilities and other public uses. The most common type of urban renewal project is infrastructure development, including streets and utilities. Urban renewal also commonly funds parks, plazas and pedestrian facilities.
  2. Rehabilitation or conservation of existing buildings. An urban renewal agency can assist in rehab projects of any type (residential, commercial, industrial) typically through loans and grants to private property owners.
  3. Acquisition and improvement of property. An urban renewal agency can acquire property, typically for re-sale for private or a combination of public/private development. The agency has the power of eminent domain (condemnation) for redevelopment purposes, which is not a clear power of cities or counties themselves. The agency must identify properties to be acquired in the urban renewal plan. Properties must be acquired at fair market value. Once acquired, urban renewal agencies can clear and improve the properties prior to resale or lease. Any persons or businesses displaced by agency acquisition are entitled to relocation assistance.
  4. Re-sale or lease of property. An urban renewal agency can sell or lease property it owns for redevelopment. Unlike cities and counties, the agency can legally sell for less than fair market value. Property can be sold for its “fair re-use value” which is the value for a specified use required in the urban renewal plan.

Urban renewal is unique in that it can be financed by urban renewal taxes or tax increment financing. Urban renewal taxes are the taxes generated by the *increase* in total assessed values in the urban renewal area from

the time the urban renewal area is first established. The assessed value of an urban renewal area at the time the plan is adopted is called the “frozen base”. Growth above the base is called the “increment.”

- **Oregon Statewide Transportation Improvement Program (STIP)** - The Statewide Transportation Improvement Program, known as the STIP, is Oregon’s four-year transportation capital improvement program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands. Federal regulations require that all federally funded transportation projects and all “regionally significant” transportation projects be identified in the STIP. Regionally significant refers to projects with air quality impacts, such as adding more lanes, building a bypass, or installing a new signal. Regionally significant also refers to projects that are of significant interest to the local community. Regionally significant local government projects in the STIP are identified and prioritized utilizing system management data and public involvement at the local government level. ODOT is included in the process as directed by federal law.
- **Oregon Immediate Opportunity Fund Program** - Provides grant funding needed for street or road improvements to influence the location, relocation or retention of a firm in Oregon, revitalize business or industrial centers, and prepare Oregon Certified Project Ready Industrial Sites. Three types of projects can be funded at the following maximum grants per project: Type A: Specific economic development projects that affirm job retention and job creation opportunities. Maximum grant: \$1,000,000; Type B: Revitalization of business or industrial centers to support economic development. Maximum grant: \$250,000; Type C: Preparation of Oregon Certified Project Ready Industrial Sites. Maximum grant: \$500,000.
- **Oregon Industrial Development Revenue Bond Program** – The Oregon Economic and Community Development Commission is authorized by statute to issue industrial development bonds for qualified projects throughout Oregon. Bonds can be issued on a tax-exempt basis if federal requirements are met, or on a taxable basis for projects that do not meet these requirements. Industrial development bonds are not direct obligations of the state of Oregon. The entity on whose behalf they are issued is legally obligated to repay them. Eligible activities include manufacturing, processing, warehousing, research and development, natural resource utilization and certain tourism-related facilities. Projects must be cost effective and must produce goods or services that are sold in markets for which national or international competition exists.
- **Oregon Transportation Infrastructure Bank (OTIB)** – A statewide revolving loan fund designed to promote innovative financing solutions for transportation needs. Eligible projects include: highway projects such as roads, signals, intersection improvements, and bridges; transit capital projects such as buses, equipment, and maintenance or passenger facilities; and bikeway or pedestrian access projects on highway right-of-way.
- **OECD Special Public Works Fund** – Primarily a loan program with some grant provisions. Eligible entities include cities, counties, county service districts, tribes, ports & districts, airport districts. Eligible projects/activities (projects must be public-owned): can be used to finance construction of airport facilities; buildings and associated equipment; port facilities, wharves and docks; telecommunications infrastructure; roadways, bridges, etc.; solid waste disposal sites; wastewater system improvements; renewable energy projects. Provides for activities such as: conduct of feasibility and other preliminary studies and engineering necessary as part of the development of a construction project; mitigation of environmental conditions on industrial lands; purchase of land, rights of way and easement necessary for public infrastructure.

## MEETING NOTES

Project: Newberg South Industrial Area Master Plan  
Date: February 25, 2009  
Location: City of Newberg Wasterwater Treatment Plant  
WRG#: 2098829.00

Prepared By: Michael Cerbone

### City Staff

in attendance: Barton Brierley, AICP – City of Newberg Planning and Building Director  
Elaine Taylor, AICP – City of Newberg Associate Planner  
David Beam, AICP – City of Newberg Economic Development Coordinator / Planner  
Jessica Nunley – City of Newberg Assistant Planner

WRG: Michael Cerbone – WRG Project Manager  
Ryan Givens, AICP – WRG Senior Community Planner

Distribution: City Staff and WRG

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### Meeting Summary:

An attendee list is attached to this meeting summary listing the names and contact information for the owners in attendance at the meeting. There were a total of eleven (11) people in attendance that represented the existing property owners. The meeting began with an overview of the planning projects that have led up to the development of the South Industrial Area Master Plan.

Three groups were formed from the attendees at the owners meeting. These groups were asked to brainstorm responses to four (4) questions. The answers to these questions were captured on large sheets of paper which were then hung on the wall. Participants were given dots to stick next to the items they thought were most important out of all of the group's answers to each question. The findings of this exercise are shown below, listing each of the responses given to each question with the number of dots each response received indicated after the response.

### What type of industry or major employers should Newberg pursue in the future?

Flexibility in use and growth (8)  
Large and small businesses mixed in (8)  
High tech (5)  
Clean industry that employs a lot of people (3)  
Non-polluters – Noise, lighting, odors (2)  
Nice looking – Aesthetics (2)  
Large use for big chunk (2)  
Family wage jobs (1)  
Office park type complex (1)  
Research centers (1)  
Support wine industry (1)  
Cold storage (1)  
Food processing (1)  
Renewable energy  
Not heavy industry – smokestacks  
Incentives – Business tax  
Users that will not irritate the neighbors



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Build on what already works  
Preference on smaller businesses  
Support to other such as dental  
Global business

**Do you see any constraints to developing the properties located in the South Study Area?**

Opposition from some community members (8)  
Natural features – topography, streams (6)  
Funding of infrastructure (6)  
Uncertainty about the bypass (4)  
Less than attractive existing businesses (3)  
Individuals are not personally ready to leave (3)  
Lack of marketing plan (2)  
Ensuring infrastructure occurs concurrent with development (1)  
People currently live/occupy the property  
Drainage issues due to flat topography  
Sewer functions due to topographic features – Pump stations, cost  
The required transportation corridor  
Drainage

**What would you like the South Study Area to look like in 20 years?**

Include opportunities for a mix of uses (9)  
Uniform design standards – look for successful models (9)  
Small commercial to support business (9)  
Compatible with local manufacturing (3)  
Clean (2)  
Provide cohesive campus design yet project individual choice (1)  
3 stories or higher – not intrusive (1)  
Biking and walking trails (1)  
Long-term transportation planning (1)  
Highway should project an enhanced / buffered appearance  
Transportation should be interconnected with parks  
Attractive  
Class A type office complex  
Not cookie cutter  
Landscaping  
Sidewalks  
Utilize green areas  
Well-lit

**What are the core values Newberg should promote as we look to future development in the South Study Area?**

Commercial, industrial, roads, stores. Live here, work here, shop here (12)  
Attract businesses that want to be part of and participate in the community (11)  
Diversity in the type and ownership of businesses (7)  
Environmentally friendly (2)  
#1 most attractive city in the State (1)  
Preservation of individual's values (1)  
Want to be able to see the hills (1)  
Promote our attractiveness  
Provide enough commercial so people can show here  
Provide enough infrastructure and essential services for a complete community – Residential,  
Businesses that add to the City's livability  
Sustainable transportation system



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## MEETING NOTES

Project: Newberg South Industrial Area Master Plan  
Date: March 11, 2009  
Location: City of Newberg Public Safety Building  
WRG#: 2098829.00

Prepared By: Michael Cerbone

Project Team  
in attendance: Barton Brierley, AICP – City of Newberg Planning and Building Director  
Jessica Nunley – City of Newberg Assistant Planner  
David Beam, AICP – City of Newberg Economic Development Coordinator  
Elaine Taylor, AICP – City of Newberg Associate Planner

WRG: Mimi Doukas – WRG Principal  
Michael Cerbone – WRG Project Manager  
Ryan Givens, AICP – WRG Senior Community Planner

Distribution: City Staff and WRG

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### **Meeting Summary:**

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An attendee list is attached to this meeting summary listing the names and contact information for the community members in attendance at the meeting. The meeting was open to the public and there were a total of 29 people in attendance from a broad cross-section of the Newberg community. The meeting began with an overview of the planning projects that have led up to the development of the South Industrial Area Master Plan.

Five groups were formed from the attendees at the community visioning meeting. These groups were asked to brainstorm responses to five questions. The answers to these questions were captured on large sheets of paper which were then hung on the wall. Participants were given dots to stick next to the items they thought were most important out of all of the group's answers to each question. The findings of this exercise are shown below, listing each of the responses given to each question with the number of dots each response received indicated after the response.

#### **What type of job opportunities do you think the City should be planning for in the future?**

Retain and grow existing businesses (6)  
Clean / green (4)  
Respectful of existing Ag/users (3)  
Those that support local agriculture (3)  
Skilled manufacturing (not heavy) (2)  
Support companies for local industries (2)  
Jobs for existing residents (2)  
Low water use (2)  
Complements environment (2)  
Value added sectors (1)  
Complementary industries (2)  
Manufacturing in general (1) – needs good I-5 access  
Mix of opportunities (2)  
    Skilled  
    White collar



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Manufacturing

Reflective of Newberg character (1)  
 Growth potential  
 Storage – large and small  
 Candy factory  
 Jam production  
 Distribution center  
 Furniture manufacturing  
 Dairy related  
 Clean industry  
 Cannery  
 Research/design  
 Industrial suites  
 Truck-served industries – no land locked, unsignalized intersections, steady flow  
 Not enough land  
 Phase development concurrent with transportation and interim improvements  
 Cooling, pooling, shipping for wine industry  
 Warehousing for specific industries  
     Will be an attraction for industry – infrastructure  
     Short distance to I-5  
 Smaller, incubator industries  
 Flexibility in size  
 Alternate energy  
 Clean industry, high wages  
 Training facilities  
 Heavy industry  
 Focus on small businesses  
 Sustainable energy industry  
 High density of employment  
 Living wage jobs  
 Higher education required / educated workforce

**What amenities should be provided in the overall design of the area to make it attractive to prospective businesses and an enjoyable place to work?**

Dark sky friendly (4)  
 Transportation system to bus around town (3)  
 Bike/walking pets (2)  
 Natural areas preservation – enhanced natural areas (2)  
 Gas stations, hotels (2)  
 Build the development you want to live next door to (2)  
 Easy infrastructure access (1)  
 Continued activity past working hours (1)  
 Integrated and maintained green space areas throughout the plan area (1)  
 Neighborhood commercial to support area – does not draw from larger area (1)  
 Mitigate hydrologic impacts/ Low Impact Design Techniques (1)  
 Green space  
 Walking and biking trails  
 Bus stop  
 Bike lanes  
 Safe bikeways to rest of town  
 Small cafes/restaurant/coffee shop  
 Child care  
 Security/public safety  
 Surface stormwater treatments  
 Transportation



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Support retail: sandwich, copy store, gas  
 Trail system/buffering  
 Campus needs landscape treatment, manufacturing needs less burdens – less landscaping, less expensive, no street trees  
 Develop green space guidelines that allow flexibility in location  
 Minimal support commercial service (minimize travel out of park during work day)  
 Open space (riparian corridors)  
 No commercial  
 Public transportation  
 District focus/hub = mini city center with mix of uses  
 Trails  
 Connectivity of alternative modes  
 Connection to existing parks  
 Security provisions  
 High quality design standards  
 Signage design standards  
 Branded character  
 Feeling of arrival



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**Provide input on the Guiding Principles**

Industry that is friendly to surrounding uses (4)  
 Ensure existing Ag users can continue (4)  
 Flexibility – size of property, shape of buildings / ability to re-use buildings (2)  
 Provide a variety of parcel sizes to accommodate a variety of businesses (2)  
 Energy efficient – LEED – building materials (2)  
 No housing (1)  
 Support growth of existing businesses (1)  
 Discourage solicitation of heavy industrial and large employers (1)  
 Sustainable is OK, if cost is controlled and does not discourage business (1)  
 Consistent, moderate design standards to help protect property values (1)  
 Should not convert area from Ag users – “don’t cut our #1 industry” (1)  
 Identify industry clusters and what are their needs  
 Affordable infrastructure  
 Provide land opportunities for expansion of local businesses  
 Streamline development process  
 Focus on industry that supports Ag  
 Adopt draft principles

**What steps/actions are important to stimulate job growth and development in this area? What issues need to be addressed and what opportunities are available?**

**Issues**

Prime agricultural land (3)  
 Structure stability of soils (3)  
 Noise and lighting (2)  
 Water quality (2)  
 Protect aquifers for existing rural users (2)  
 Public perception of need/location (1)  
 Job growth should not happen here (1)  
 Cumulative impacts community-wide (TSP) (1)  
 Need industrial land now  
 Employer education (PCC)  
 Streamline development process  
 Retain/enhance “quality of life” – schools, recreational opportunities  
 Shovel-ready up-front cost initial investment  
 Define shovel-ready

Define initial public investment  
 City lacks funds for capital improvements  
 Identify future industrial growth after build out  
 Define transportation/character of hwy219  
 Infrastructure (transportation/water use/storm)

**Opportunities**

Good transportation network (2)  
 Best prospect to bring business  
 Buffered from rest of city  
 Identified as state “shovel-ready” site  
 Identify future industrial growth after build out  
 LEED/Earth Advantage

**Actions**

Balance community benefits with incentives (3)  
 Streamline permitting process through clear guideline while protecting public input possibilities (1)  
 Wilsonville Road – coordinate Clackamas County/City of Newberg/Yamhill County (1)  
 Identify prospective layouts/infrastructure locations early  
 Funding mechanism  
 Marketing outreach  
 Establish master/overlay area  
 City decisions should be consistent

1. Transportation
  - Truck friendly
  - Access to I-5
  - Congestion
  - Access for all properties
2. Stream Corridors
  - Not developable – net out
  - Natural buffer
  - Boundary should follow stream line
  - Trails not feasible in creek, but upland OK
3. Parcelization
  - Need group effort
4. Workforce Training
  - Build partnership with PCC and George Fox
  - On-site lab facilities
5. Provide plenty of inventory of available land
6. Industry supported retail – sandwiches, copy center
7. Showrooms/tasting rooms
8. No Metro

**What should the area and subsequent development look like (Design Guidelines)?**

Setbacks from stream corridor (2)  
 Regulate light pollution (2)  
 Prefer campus style (2)  
 Greenery/Limit pavement (2)  
 Parking in rear (1)  
 Green design buildings: (1)  
     Energy efficiency  
     Insulated  
     LEED standards? Principles



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Site design  
Stormwater management  
Protect Creeks

Height limitations (1)  
Bicycle storage  
Designed streetscapes and public areas  
Campus layout  
Landscape burms instead of fences/walls  
Pro-metal siding (adaptive)  
Frontage facing nicer designs  
Mix of campus and site-specific sites  
Avoid steel / prefabricated structures  
Greenways/extension of City parkland  
Visibility and openness to parks and path



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**Meeting Notes**  
**City of Newberg South Industrial Area Master Plan**  
**Collaborative Design Workshop # 1 – Introduction / Kickoff**

Meeting Date: Wednesday March 25, 2009

Meeting Time: 11:00 to 3:30pm

Meeting Location: 401 E Third Street (Public Safety Building)

Group Activity: Opportunities & Constraints

The group identified the following opportunities and constraints:

Opportunities:

- City has ample water rights
- City has reuse water available (purple pipe)
- City is planning for a water treatment plant expansion and is planning to add new wells
- Connect with existing and planned trails
- Willamette River for transfer/barging of goods
- Consider Utility Corridor
- Site is serviceable with gas and power
- Proximity to the airport
- Owner/community support
- Rail access
- Large parcels (existing)
- 10 minutes to interstate 5

Constraints:

- Access to Hwy 219, approximately 1,600 feet from proposed Bypass on-ramps
- Wetlands/riparian areas on-site
- Opposition from 1,000 Friends of Oregon and others
- Existing transportation capacity of hwy 99W and Hwy 219
- Existing capacity of the wastewater treatment plant
- Transitioning the area from agriculture to industrial
- Interchange at I-5 needs improvements
- Infrastructure financing

Small Group Activity: Plan Components / Schematic Concept Plan

Each team is identified below along with a summary of what occurred.

Team #1: Utilities. This group examined the design of the general sewer, water, storm drainage, and dry utilities for the area.

- Rich Boyle (WRG)
- Howard Hamilton (CoN)
- Ryan Van Gordon (Northwest Natural)
- Dallas Melcher (PGE)

*Utilities* – The group discussed the concept of a “corridor” or “common trench” for utilities. The team identified a 12” high pressure natural gas line within Wynooski that can be extended to service the area. It was noted that a “high pressure reduction facility” may need to be

developed to serve the area, the building would need to be approximately 20' x 40' and provide for parking.

The group identified the Springbrook Substation which can provide for the power needs of the site. Overhead transmission lines currently exist along Springbrook and Wyooski, PGE noted that "High Need" users can be accommodated. The service area may need multiple "Power switches" which can be accommodated within a 30' x 20' easement.

*Water* – The group discussed potable water delivery to the site, there was concern regarding high pressure which may need to be reduced. Water lines are currently within Wyooski and Springbrook and will need to be extended to serve the site.

*Sanitary Sewer* – Sanitary sewer service is feasible to the area but will require the development of a pressurized system to connect in with the existing service line within Wyooski. It may be possible to extend the gravity line along Wyooski to Highway 219 where a force-main can connect in.

*Stormwater* – The group discussed how stormwater will be dealt with within the area. They discussed a regional approach that will utilize three (3) basins; the first basin will be west of Hwy 219, the second basin will be the northern portion of the east side of Hwy 213, and the third basin will be the southern portion of the east side of Hwy 213. The group discussed the concept of putting detention/treatment facilities adjacent to or within the riparian corridors.

Team #2: Transportation: This group examined various layouts for the major streets, access and internal circulation patterns, rail access, and regional transportation issues.

- Mimi Doukas (WRG)
- Barton Brierley (CoN)
- Tim Potter (ODOT)
- Susan Mundy (YC Roads)

*Access* – The group noted that Hwy 219 has ¼ mile spacing standards from the proposed interchange of 219 and the Bypass. With the current bypass design, two signalized access points are possible within the study area.

*Options* – The group prepared several design concepts for the transportation system (see attached drawings). A frontage road system along Hwy 219 was ruled out due to the inefficient use of land and poor aesthetics. The internal secondary roadway systems could run through the center of the east and west pods, to create a 'double frontage' design, or the roads could follow the natural resource boundary, in conjunction with the trail system.

The team also looked at a variety of options for Wilsonville Road. One option kept Wilsonville Road in the existing location, a second moved it slightly to the south, and third option shifted the roadway south to bisect the eastern pod of the plan area, providing 'double frontage' lots.

The team discussed the cross section design for Highway 219. A detached bike lane was discussed, but the team believed that the resource trail system was the priority for bike users. A planted median was discussed and was considered too much maintenance. Rail service directly

to the district appears too difficult from a design standpoint, however the close proximity to SP newsprint campus may provide opportunities for future users.

Team #3: Amenities, streetscape, and design standards: This group examined trails, building design standards, streetscape and landscaping designs.

- Ryan Givens (WRG)
- Jessica Nunley (CoN)
- Mike Gougler (local developer)
- Don Clements (CPRD)
- Dennis Gaibler (at large property owner)

*Design Fundamentals* - The group noted that the amenities for the South Industrial Area Master Plan should serve, complement, and involve the intended end users. The ultimate amenities should be appropriate for an industrial park and not impose standards, designs, or even users that are not conducive to the intended business use. Amenities should consider security concerns and safety conditions between users and the anticipated heavy truck traffic. There was also an overarching concern to limit development costs and concerns about hindering basic industrial business operation.

*Streetscape Standards* – The group also discussed the possibility to provide two specific roadway types; one intended to serve building fronts and automobile traffic, the second intended to serve loading areas and heavy truck traffic. The group noted that street cross sections should be designed to accommodate heavy truck traffic while still projecting an attractive streetscape. Specifically, rolled-curbs and curb-tight sidewalks should be the preferred design to allow for maximum flexibility in truck maneuvering. Street trees and landscaping should be placed to the outside of the sidewalks. The group recommended that Hwy 219 retain a similar cross section design as it is today while adding landscaping enhancement along its edges; however, appropriate setbacks should be administered to allow for future widening. Finally, it was recommended that sidewalks within the district be constructed with extra width to accommodate bicycle traffic to separate cyclists from truck traffic.

*Building and Site Design* - The probable users will be manufacturing in nature although they may produce *green* products. There was also a strong desire to limit the design requirements for buildings and site design to lessen the financial burden on future investors. The team recommend several simple design elements that should be incorporated on each site and include: create an attractive building façade and street frontage, site loading and storage to the rear or buildings, screen loading and storage areas with vegetation, allow executive and guest parking to the front of building while placing the majority of worker parking to the side of rear of buildings. The group also advised against restrictions pertaining to outdoor storage and assembly.

*Land Uses - Commercial Node* – The team noted that a commercial node is an essential *amenity* that will achieve a more sustainable site design. Specifically, the commercial node will capture vehicular trips and create a district focus. The commercial node should be sited with high visibility to ensure businesses are not entirely dependent on the emerging industrial uses. The node is recommended to be located at the cross roads of Hwy 219 and the future Wyooski Road crossroads. Specific uses could include a bank, gas station, day care, urgent care, and



restaurants. There was discussion to explore an alternative to allow truck traffic to enter the industrial district without entering the commercial node (i.e placing the district entrance just north of the actual commercial areas).

*Land Uses – Industrial* - The team acknowledged the need for sites for small emerging buildings, large-scale manufacturing activities, and class “A” offices. The team suggested that small, light industrial businesses be planned along Hwy 219 to capitalize on the existing infrastructure. Larger-scale manufacturing could be placed to the interior of the district where adequate room was available for buildable sites and truck facilities. Offices could be placed to the far southeast adjacent to Springbrook to capitalize on the resource views.

*Parks and Trails* – The group engaged in a limited discussion that a linear trail network should be constructed within the stream corridors. Some limited pedestrian connections should be provided to link development sites to the overall trail network. Concerns were voiced regarding the security of individual development sites.

*Conceptual Plans* - Three conceptual plans were created to convey some of the ideas that were discussed in the group.

Concept A suggests a new commercial node at the future Hwy 219 / Wynooski cross roads approximately 1,200 south of future Bypass interchange. The concept recommended multiple local roadway connections to Hwy 219 while limited full traffic movements. Light industrial is proposed along Hwy 219 with more intense industrial uses to the district’s interior. A Research and Development/Office is proposed along the district’s southeastern portions adjacent to the Springbrook corridor. A loop road is recommended to radiate from the commercial node and align along the stream corridors. A service road intended for truck traffic is proposed to the rear of the development sites.

Concept B is similar to A whereas the plan assumes a simple roadway crossing/connection to Hwy 219. Specifically, the commercial node is situated further south along Hwy 219 and the future Wynooski connection is stretched southward. The land uses and general internal road layout remains similar.

Concept C is intended to be sensitive to truck maneuvering from Hwy 219 into the industrial district. Specifically, Hwy 219 expands as a couplet round the next commercial node. This arrangement allows for better left turning movements. The concept also includes multiple roadway connections into the district from the couplet portions of Hwy 219.

Team #4: Zoning, land Use: This group discussed what uses should be allowed/not allowed, small lot vs. large lot areas, phasing of the transition from URA to UGB, infrastructure finance and the zoning/tax transition from the County to the City.

- Michael Cerbone (WRG)
- David Beam (CoN)
- Steve Oulman (DLCD)
- Marguerite Nabeta (Governor’s Office)

*Phasing* – The group discussed phasing and noted that a north to south approach would work well. The group noted that it will be important to ensure that a diversity of sites are available as

property is brought into the UGB. The group discussed the phasing of the area to include portions within the City's UGB. The consensus of the group was to pursue a UGB expansion as a separate track from the current URA work being reviewed by DLCDC. The group noted that there was an immediate need for additional employment lands within the UGB and that separating the two processes could lead to the inclusion of portions of the area in a timelier manner. It was noted that the group should look at improvement to land values to assist in making decisions regarding phasing.

*Uses* – It was noted that the group should take a look at the Economic Opportunity Analysis that is currently being prepared for Yamhill County. The group noted that the area should be designed to accommodate uses that are keeping with the community's strengths and those that are consistent with the City's adopted EOA. The group discussed the concept of including commercial uses within the area; two options were discussed, the first was a the provision of an area specifically zoned for commercial support services and the second option was to provide the flexibility in where the uses locate while controlling the size and scale of the uses through zoning standards. It was noted that the City may want to consider a "trip cap" on commercial uses to ensure there is adequate capacity within the transportation system to allow for full build out of the area. It was suggested that the City look at the City of Salem's Mill Creek industrial area for an example. Concern was expressed regarding the City's agreement to allow residential uses along the eastern edge of the area, the inclusion of residential can complicate the ability to expeditiously include the area within the UGB, there was also concern identified in regards to compatibility.

*Farm Deferral* – The group discussed how properties can be included within the UGB and City Limits while limiting impacts to existing agriculture uses and associated farm deferral. The concept of an interim "holding zone" was discussed. The City will need to follow-up with the Yamhill County Assessor to determine how property will be assessed as it transitions into the UGB and City. It was suggested that the City contact Jim Johnson from the Oregon Department of Agriculture to discuss the process in more detail and understand how other communities have dealt with this issue.

*Funding Mechanisms* – The group discussed how improvements would be funded. Several options were discussed including Urban Renewal (Tax Increment Financing), Local Improvement Districts (LID), System Development Charges (SDC's) and Reimbursement Districts.

## MEETING NOTES

Project: Newberg South Industrial Area Master Plan  
Meeting: Collaborative Design Workshop #2  
Date: April 21, 2009  
Location: City of Newberg Library Annex  
WRG#: 2098829.00

Prepared By: Michael Cerbone

Project Team  
in attendance: Barton Brierley, AICP – City of Newberg Planning and Building Director  
Jessica Nunley – City of Newberg Assistant Planner  
David Beam, AICP – City of Newberg Economic Development Coordinator

WRG: Michael Cerbone – WRG Project Manager  
Ryan Givens, AICP – WRG Senior Community Planner

Distribution: City Staff and WRG

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### **Meeting Summary:**

An attendee list is attached to this meeting summary listing the names and contact information for the community members in attendance at the meeting. There were a total of 15 people in attendance. The meeting began with an overview of the three design alternatives for the South Industrial Area Master Plan as refined from the first design workshop.

Three groups were formed from the attendees at the design workshop. These groups were asked to provide their feedback on the three design alternatives. The responses were captured on large sheets of paper which were then reported back to the overall group. The comments from this exercise are shown below, listing each of the responses given to each of the design alternatives (A, B, and C).

### **Small Group Activity**

#### Alternative A

- Verify access point spacing – where can first access point be?
- Plan should try to follow property lines to some extent
- Phasing strategy – what needs to happen for building to begin? Roads, etc.
- Don't like alignment of Wilsonville Road
- Provide a better bike connection from Wynooski to Wilsonville Road
  
- This alternative has no defined commercial area
- Initial major investment for Wilsonville/Wynooski
- Wilsonville extension could align to intersect with existing Wynooski intersection
- Southernmost intersection may be a design challenge given grades
  
- Large sites are good
- West side (single loaded street) increase infrastructure cost
- Like connection to the south
- Look at pushing connection to south further from hwy 219 (250 – 500 feet)



- Wilsonville Road (connect to 219 via Springbrook) – concern about east-bound truck traffic
- Might look at shared travel lane for some facilities (bike/vehicle)

### Alternative B

- Align Wilsonville Road along property lines
- Don't encourage truck traffic to Wilsonville Road – too much \$ burden to do the bridge crossing on this project. Why bother with that section now when the rest of the road is bad.
- Keep the Wilsonville Road current alignment into town for local access (under Bypass to Springbrook).
- Commercial is too far off the main road to benefit from pass-by trips.
- Concern over the environmental issues for new bridge (\$\$)
- Concern over the high costs of the new bridge for Wilsonville realignment
- New road “feels” more integrated with east side
- Neighborhood center “nice” location but may not be economically viable
- Not enough trips to keep Neighborhood Center uses alive
- Neighborhood Center may be too large
- Limit commercial uses
- S-curve along Wynooski is inefficient (Alternative A is better)
- Neighbor Center is “reasonable” off of highway corridor
- Concern regarding scale/type of use/trips
- Wilsonville alignment is good, less out-of-direction travel
- Bridge concern: funding/permitting
- Local access to Hwy 219 – may have difficulty with southernmost access
- Look at using awkward/remainder parcels for smaller parcels (Light Industrial)

### Alternative C

- Large lot layout provides most flexibility
- Intuitive place for gas station/service commercial
- Needs an easy access interchange
- Need better bike/pedestrian connectivity from Wilsonville Rd to Wynooski over 219
- Like not having a loop road in SW corner
- This plan gives flexibility in lot sizes
- Neighborhood Center at good location
- Add west side southern connection
- Add temporary roadway connection for Wilsonville at Wynooski
- Include phasing strategy for transportation
- Possible through alignment for Wynooski
- Possible southern entrance on south side
- Concern about concentrating trips at a single intersection
- Concern about spacing distance between Wilsonville and hwy 219 – may need dual lefts
- Need two (2) connections to hwy 219
- Look at “interim” pre-bypass connection near interchange
- Provides flexibility for large lots
- Pull LI into remnant parcels / preserve large areas for 20+ acre site



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- Least desirable location for Commercial
- Park may be a good use for active uses as opposed to passive
- Show looped connection to trail system – use intersections for crossing hwy 219

Questions/Global Comments

- Connection between jobs and parcel size?
- Is Wilsonville Road a designated truck route?
- Can we plan for Wynooski/Wilsonville connection without bypass? Add an interim solution?

**Group Discussion: Implementation**

The entire group discussed potential funding options, phasing options and next steps. Below is a summary of each of these discussions.

Funding Options:

Several funding options were identified and described to the group. Discussion ensued regarding some of the potential financing mechanisms, it was suggested that the City coordinate directly with Marguerite Nabeta from the Governor's Office.

Phasing Approaches:

The group collectively discussed the phasing option for the project, the following comments were noted:

- Maximize the initial public investment by developing areas adjacent to infrastructure such as the Northeast area of the plan area
- Look at a north-south approach to inclusion in the UGB
- Look at estimates for water, sewer, storm and transportation improvements
- Wynooski realignment does not need to occur until the Bypass is constructed
- Need to address the regional analysis of the transportation system; coordinate with counties and other affected cities.
- Consider using natural areas as boundaries for phasing

Next Steps:

The group collectively discussed the steps necessary to implement to the plan, the following comments were noted:

- Consider a City-initiated annexation approach once land is within the UGB
- TPR analysis can be deferred until the actual zoning changes (annexation)
- Determine financing package for improvements prior to UGB expansion
- Include an education component to the process
- Include step for "shovel-ready" designation after annexation (state certified industrial sites program)
- Include step for natural resource inventory (ESEE)
- Look at options to reuse existing buildings for future employment uses
- Look at different options for inclusion of sustainability principles such as LEED or earth Advantage designations



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## MEETING NOTES

Project: Newberg South Industrial Area Master Plan  
Meeting: Collaborative Design Workshop #3  
Date: May 18, 2009  
Location: 401 E Third Street (Public Safety Building)  
WRG#: 2098829.00

Prepared By: Michael Cerbone

Project Team  
in attendance: Barton Brierley, AICP – City of Newberg Planning and Building Director  
Jessica Nunley – City of Newberg Assistant Planner  
David Beam, AICP – City of Newberg Economic Development Coordinator

WRG: Michael Cerbone – WRG Project Manager  
Ryan Givens, AICP – WRG Senior Community Planner

Distribution: City Staff and WRG

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### Meeting Summary:

The objective of this workshop was to review the preferred alternative that resulted from the refinement of the three concepts and to review the draft zoning code for the City's new M-4 District.

#### Preferred Alternative:

The meeting began with an overview the preferred alternative for the South Industrial Area Master Plan as refined from the first two design workshops and community outreach. The group reviewed the alternative and discussed the different aspects of the plan. A suggestion was made to provide for an interim connection to Highway 219 across from where Wynooski currently connects in. The group discussed the Sprinbrook Road/Wilsonville Road intersection and the possibility of have a connection post-bypass. It was noted that the geometry of the proposed Bypass would likely not allow for this connection.

#### Draft M-4 Zoning Code:

An overview of the draft M-4 Zoning code was presented to the group. The group discussed the allowed uses and made recommendations to the "permitted" and "conditional use" sections of the code. The group discussed the concept of allowing certain "non-permanent" uses to occupy areas identified for the future Bypass interchange. The consensus was to allow uses that do not include the development of permanent structures such as storage areas and staging areas.

The group reviewed the proposed development standards that would apply to the area. The group discussed the concept of allowing a truck stop within the district noting the proximity of the proposed Bypass. Discussion ensued and the group decided to look include opportunities for a fueling station such as those operated by Pacific Pride with cardlock facilities. The group discussed "heavy manufacturing" and noted that we may want to allow those uses that enclose their manufacturing process and do not result in adverse impacts to adjacent users. A suggestion was made to allow for the development of wineries, breweries and distilleries as these types of uses will support local agriculture.



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## MEETING NOTES

Project: Newberg South Industrial Area Master Plan  
Date: May 5, 2009  
Location: City of Newberg Public Safety Building  
WRG#: 2098829.00

Prepared By: Michael Cerbone

Project Team  
in attendance: Barton Brierley, AICP – City of Newberg Planning and Building Director  
Jessica Nunley – City of Newberg Assistant Planner  
David Beam, AICP – City of Newberg Economic Development Coordinator

WRG: Michael Cerbone – WRG Project Manager  
Ryan Givens, AICP – WRG Senior Community Planner

Distribution: City Staff and WRG

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### **Meeting Summary:**

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The open house #2 was intended to reveal the three conceptual master plan alternatives to the general public and obtain opinions and recommendations relating to each plan. Three people from the general public were in attendance, as well as, the project team including the Consultant, City Staff, and appointed officials. An attendee list is attached to this meeting summary listing the names and contact information for the community members in attendance at the meeting.

The open house was organized to provide a self-guided review of the project concepts and planning components at individual work stations. Specifically, the stations included Project Timeline, Design Elements, Concept Plan Alternative A, Concept Plan Alternative B, Concept Plan Alternative C, and Project Implementation (with emphasis on urban growth boundary phasing). There was also a final station for written public comments. Participants visited each station, and in some cases, provided written comments and attached to the project exhibits. No formal comments were provided on the project comment forms. The Roadway Cross Section – Local Alternative exhibit included two comments that read:

“This would be my choice [Alt B1]” and

“Like Alt B1, ample area for traffic, bike, and pedestrians. Also ample bio-swale least intrusive on environment”.

The following lists the written comments for each exhibit.

- Alternative A included a written comment that read “I like the commercial area spread throughout the area and the light industrial along [the] roadway”.
- Alternative B included two written comments that read “Don’t like extension of Wilsonville Road – chews up farmland” and “Like straighter Wilsonville Road”.
- Alternative C included two comments that read “Like this alternative best, smallest asphalt coverage, good use of green areas” and “Light industrial area on Wynooski, Love green space trail head idea”.



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Michael Cerbone, of WRG Design, provided a formal presentation to attendees. Specifically, he reported the work to date, presented each of the three design alternatives, discussed anticipated design standards, revealed possible local street cross section designs, discussed funding options, and explained the future steps to the project's implementation. There was no discussion or questions from the attendees.



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