



MEETING MINUTES - approved at the 9/27/01 NUAMC Meeting

**CITY OF NEWBERG / YAMHILL COUNTY
NEWBERG URBAN AREA MANAGEMENT COMMISSION
NEWBERG PUBLIC SAFETY BUILDING - 401 E. THIRD STREET - NEWBERG
THURSDAY, JULY 19, 2001
7:00 PM**

I. ROLL CALL - NUAMC

Brett Veatch
Alan Halstead

Warren Parrish
Steve Ashby

Sally Dallas

Absent: Sid Friedman

Leslie Lewis

ROLL CALL - PLANNING COMMISSION

Mat Haug

Warren Parrish

Lon Wall

Absent: Lou Larson

Steve Hannum

Rob Molzahn

Present:

Barton Brierley, City of Newberg Planning Division Manager
Ken Friday, Yamhill County Planning Division
Peggy Hall, City of Newberg, Recording Secretary

II. OPEN MEETING

Chair Ashby called the meeting to order.

III. CONSENT CALENDAR(items are considered routine and are not discussed unless requested by the commissioners)

1. Approval of June 14, 2001 NUAMC Meeting Minutes

Motion #1:	Committee members Halstead/Dallas moved to approve the June 14, 2001 meeting minutes.
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Vote on Motion #1:	The Motion carried (6 Yes/4 Absent).
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IV. COMMUNICATIONS FROM THE FLOOR

None.

V. WORK SESSION - DRAFT RIVERFRONT MASTER PLAN

Mr. Barton Brierley, Planning Director, introduced Clay Moorehead, CDA Consulting who

provided a brief history of the riverfront master plan and what was contained in the plan. The Newberg Planning Commission public hearing for the plan was scheduled for August 9, 2001.

Commissioner Warren Parrish arrived at the meeting at 7:05 p.m.

Clay Moorehead, CDA Consulting, said he had been involved with the City of Newberg since 1978. Mr. Moorehead said that he was also involved in drafting the original Ordinance which provided for the formation of NUAMC with Yamhill County and the City's Planning Commission. Mr. Moorehead detailed the history of the riverfront area.

- Newberg's riverfront area has historically been home to industrial uses as in many cities (rich in history)
- Activities in the riverfront area over the years have ranged from parks, landfill, paper processing, lumber mill, mining and sewer treatment.
- Because of community interest in reconsidering the use of the Willamette waterfront, the City initiated the Riverfront Master Plan project.

Mr. Moorehead noted that a trail still exists joining Chehalem Valley along the Yamhill River all the way to Scappoose which was used for trading.

Riverfront Master Plan Project team:

- Greenworks, PC
- KPFF Consulting
- Fishman Environmental Services
- CDA Consulting

The Project Team explored many alternatives and options:

- Leave as is - do nothing. Mr. Moorehead provided overhead mapping which outlined the areas which involved the southern bypass.
- Medium and low density residential area in upland areas between College and River Street.
- Option 3 - low density residential and commercial.
- Option 4 - medium density and low density residential and commercial.

The public meeting (workshops) showed preference to Options 3 and 4, with a slightly larger preference to Option 3. No one was in favor of leaving the industrial designation on the property. Options 3 and 4 have a commercial core area. Option 4 has a higher density.

Plan Refinement:

- Fourteenth Street shifted back to allow development
- Park area added to project oaks in commercial area.
- Willamette Greenway Trail moved back from key habitat and north of chehalem creek
- Blaine Street identified as main connection to downtown
- Riverfront open space extended from landfill upriver to include the rest of the flood plain.
- Stronger pedestrian path to Ewing Young Park.

Commissioner Parrish asked for clarification of the land inside the designated area (figure 2 in the Plan), and Lot 29 was described as being in and outside the study area. Discussion was held

concerning the number of acres in lot 29. Mr. Moorehead said there were five acres.

Mr. Moorehead further reviewed the plan refinements in order to take advantage of the view and the slope. SP Newsprint has expressed no substantial objection to the proposed Plan at this time. SP Newsprint owns properties 2 and 11. Plantings could also provide an opportunity for a buffer between SP Newsprint and other significant areas. There is a grove of trees on property number 2 (22 oak trees) that are fairly concentrated on an acre of land to be protected. The habitat value is significant in the Willamette Greenway Trail. Discussion was held concerning the traffic congestion and the possibility of a new connection utilizing the railroad right-of-way. Mr. Moorehead reviewed protected views and properties inside and surrounding the proposed areas. He said that more studies should be made in order to provide for more open spaces. Mr. Moorehead also addressed the "esplanade" type development similar to the downtown Portland marina. He suggested that the actual "esplanade" development should be protected for future development. Mr. Moorehead addressed open park spaces and a series of commercial buildings that take advantage of the street, but also provide access to the esplanade (restaurants, shops and other commercial type uses). CPRD talked about the possibility of connecting trails from Dundee to Champoeg Park. The community has supported the interconnected trail proposals. Chehalem Creek once ran swiftly and operated a grist mill. Discussion was held concerning the area's historical value (Indian habitat, significant trading and living areas, natural habitat for fish and other wildlife). Mr. Moorehead said there was an old bridge which was used for farming purposes. Mr. Moorehead reviewed Rogers boat landing's increased river traffic. The primary objective is to keep as a possible site for a large tourist vessel landing. It is currently used by Baker Rock (barges) transferring rock. It has been used by other vessels as well. Mr. Moorehead discussed permits for vessel landing such as the Sternwheeler for future interests involving Newberg festivals and other similar activities.

Mr. Moorehead addressed valuable land use designations to be determined. Mr. Moorehead reviewed the City of Eugene trail connecting many areas of Eugene. Discussion was held concerning the southern bypass route being the most viable. Mr. Moorehead addressed pedestrian/bicycle path routes. He said a bridge existed without public access which had previously provided river traffic and it is anticipated to be able to use the bridge as a connection to the St. Paul/French Prairie area for bikes and pedestrians. Mr. Moorehead said they did an embankment/erosion study around the bridge and the old SP Newsprint building. SP Newsprint has a hog-fuel area close to the river bank. He also noted that there is a pump station on SP Newsprint's property. Mr. Moorehead addressed complications on crossing the bridge and connecting with the walkway along the river. One idea was to provide for an elevator system. The other side of the bridge is located in Marion County [St. Paul area] which has a drop off with no access.

Discussion was held concerning a trail system from Champoeg to Butteville and to Charbonneau. Mr. Moorehead said that from a statewide bicycle point, the trail and pedestrian/bicycle pathway could add to the community. The most substantial part of the plan was converting the industrial designation to a commercial node and to get a mix of uses in order to take advantage of the recreational activity (move from an industrial look to urban).

Mr. Moorehead reviewed ways to provide connectivity and modes of transportation for the riverfront development in anticipation of the building of the bypass. One of the options considered involved going through some private property and how it might impact the public in its long term plans. Discussion was held concerning a crossing at Blaine Street which could be divided to provide for routing toward Dundee or to the riverfront area.

Tape 1 - Side 2:

Mr. Moorehead said CPRD is working with some property owners along the riverfront concerning development of bicycle paths and pedestrian walkways. Mr. Moorehead reviewed the diagrams in the hand-out involving land use characteristics in utilizing commercial areas. There was quite a bit of support for the esplanade type development interactive with people and the outdoors. The proposal is to have 12-14 foot width streets integrated with pedestrian lighting, lower in scale and more pedestrian amenities (chairs/benches, etc.). The Plan also provided for residential uses, design controls over the quality of the

buildings (siding, porches, windows similar to "townhouse" type designs). Mr. Moorehead reviewed Figure 20 which was a artist's design of the proposed riverfront area along the upper bank. Discussion was held concerning a buffer along the SP Newsprint property. Mr. Moorehead reviewed parking locations and proposed building standards (no ground floor buildings to be bigger than 7,500 sq. ft. without a conditional use permit application) providing for more uses in buildings within a greater variety of land uses. Mr. Moorehead addressed the implementation of changes involving the Comprehensive Plan.

- Changes to the Newberg Comprehensive Plan changing industrial, low density and medium density residential uses.
- Text changes to support

Development Code Changes:

- New C-4 District ("riverfront commercial") includes permitted, conditional and prohibited uses.
- Creating an overlay zone establishing standards no matter what zone.

Some of the typical uses not included in new C-4:

- bowling alley
- indoor skating
- movie theaters
- auto parts stores

Buildings and Uses Permitted Conditionally:

- shared parking facilities
- trolley or transit utility facilities
- conference or meeting facilities
- hotels, motels or inns
- pilings, piers, docks and similar in-water structures
- resorts
- chapels or churches
- banquet facilities

Discussion was held concerning a substantial list of prohibited uses which will be included in the adoption of the Plan. Mr. Moorehead reviewed the riverfront overlay standards to protect views, smaller scales, pedestrian friendly/bicycle paths, avoiding strip commercial development - require development of esplanade and protection of tree growth. Overlay is designed to be easily implemented through the use of objective standards.

Commissioner Parrish addressed the SP Newsprint property and the lease of Rodgers Landing from Yamhill County. Mr. Moorehead said the lease is for a period of 25 years for a nominal fee. Mr. Moorehead said the window of opportunity is now to negotiate with SP concerning the riverfront property and provide a buffer to the plan and protect the water at the riverfront location. Discussion was held concerning the change of ownership from SP Newsprint to another entity which may not be as community active as SP Newsprint has been. Mr. Moorehead reviewed the City's Comprehensive Plan designation and provided alternatives in negotiating with SP Newsprint.

Mr. Moorehead addressed requirements which are contained in the proposed overlay:

- Setback and parking standards (limit parking to side or rear of buildings)
- Building design standards that apply to commercial and residential.
- Restrictions on single family dwelling standards.
- Multi-family residential dwelling units with windows facing the street frontage shall also have an exterior entrance on the street-facing elevation. Dwelling units on the corner of an intersection shall only be required to meet this standard on one-street-facing elevation.

Commissioner Haug addressed issues involving apartments and multi-family dwellings being

permitted which would take advantage of commercial activities and pedestrian uses. It would increase density and support the economic needs of the commercial business owners. Commissioner Haug reviewed similar locations involving the NW Portland development areas which planted courtyards. Discussion was held concerning the "courtyard" look (keeping the scale more intimate and bringing down the appearance of density). Mr. Moorehead reviewed the standards in making the dwelling units to reflect a more residential and bring down the density. Discussion was held concerning medical/dental businesses not filling the purpose of the commercial zone. Mr. Moorehead said that at least on an interim basis, the plan will require the development of smaller buildings and that there was a market for all businesses to be retail. Further discussion was held concerning conversions to other commercial uses which allows interim uses and permitted uses which may have an economic impact.

Discussion was held concerning dormers and copulas (windows off roofs) and residential areas developed above 100 year flood plains. Mr. Moorehead said all the development proposed would be above the 100 year flood plain. Further discussion was held concerning the bypass route.

Yamhill County Changes:

- Comprehensive Plan change proposed to support the establishment of the "urbanizable" area overlay in the County rather than re-zoning existing County property which allowed the existing permitted uses to stay or provide for a permit process (portable or temporary in nature). The County has to consider the plan and the intent is to be ultimately urbanizable.

Mr. Moorehead said the property is in the City's urban growth boundary. New permits would be considered and reviewed by the City.

Tape 2- Side 1:

Mr. David Beam said it applies to lands zoned commercial, industrial or public facility. The residential areas would involve a "shadow plat" process. Yamhill County has reviewed the plan and has not made any comments at this point.

Commissioner Haug addressed urban development programs (tax increment financing- i.e. urban renewal). Mr. Moorehead said that he is an advocate for urban development programs. He noted it may or may not be good for Newberg which could help pay for some infrastructure and help strengthen the integrity of some of the southern neighborhoods which are in distress. Discussion was held concerning dialogue in this endeavor. Mr. Barton Brierley said the Council appointed a task force and one option was whether or not to include the riverfront area in the urban renewal district. He said it may or may not be the time to do such a plan. Mr. Moorehead reviewed the history on the urban renewal project in Newberg.

Mr. Brierley said that in Grants Pass they did an urban renewal plan (bike and pedestrian bridge across the river through town). They applied for TSP (state and federal transportation grant funds). Discussion was held concerning costs and funding for the various projects.

Mr. Moorehead said it is important to be careful in the planning and recommended that the esplanade be imposed as a standard for the development of the riverfront area and provide more pedestrian/bicycle access. Additional discussion was held concerning the southern bypass route recommendations which are imperative if the plan is to be fruitful:

- Any southern bypass route should be located no closer to the river than Eleventh Street.
- Any southern bypass route should have an "at-grade" signalized intersection providing access to the riverfront area.
- Provide trail access across any bypass route.
- The bypass should not block access to the Willamette Greenway or Chehalem Creek and Ewing Young Park.
- Trails connecting across the bypass should be welcoming and pedestrian friendly and should provide a reasonably direct route.
- Any southern bypass route should not bisect the medium or low density zones in the Riverfront

- District.
- Consider under grounding the bypass through the project area.
- Consider a boulevard treatment through the project area or near the at-grade intersection.

Commissioner Haug discussed strong recommendation for under grounding the bypass. Mr. Moorehead said he wanted to bring the matter to the attention of the public bodies as possible additional recommendations.

Discussion was held concerning habitat management (stream corridor ordinance review) and the Endangered Species Act (ESA). He addressed additional areas such as the Christensen Farm being protected and later be designated as open space. The initial permit for the landfill closes in the year 2006, but there may be other restrictions requiring further investigation.

Mr. Moorehead addressed transportation and circulation recommendations:

- Coordinate with Yamhill County on the transfer of jurisdiction of roads (maintenance costs);
- Acquire jurisdiction of certain streets.
- Evaluate alternatives for a trail connection between Rogers Landing and the future Willamette pedestrian/bike crossing (slope and stability issues).
- Consider adding the pedestrian trails identified on the Riverfront Master Plan to the list of improvements than can be paid for by parks SDC's (into the French Prairie area). By placing it on the plan, it identifies costs and begins the process to look at it as a major cost issue.
- Recommend seeking a "no wake" zone upstream of Rogers Landing.
- Consider incorporating historical interpretations into open spaces, parks and esplanades.
- Consider adopting a Willamette River Greenway overlay zone.

Mr. Moorehead reviewed how Ash Island was involved in the river traffic. Commissioner Dallas addressed the Memorial Day boat races having a permit to operate the boat races. Discussion was held concerning enforcement of the "no wake" zone and who would be policing the area (Yamhill County Sheriff's department). Mr. Moorehead said that as a boat owner himself, there are ways to restrict violations in river traffic. Discussion was held concerning people coming to the Newberg riverfront area not just for boating but for its historic value.

Mr. Moorehead reviewed the Riverfront Master Plan document as a tool to plan for the future growth of the riverfront as well as Newberg.

Commissioner Wall addressed the "southern route" [more widely called the bypass] and added that Commissioner Lewis was in strong support of the bypass. He noted conflicts in the planning of the riverfront with the southern route access. Discussion was held concerning truck traffic being routed through the southern route. Mr. Moorehead said that ODOT would need to address "no access" options. He said he talked with Dave Bishop with ODOT who agreed that the Riverfront Master Plan provides a catalyst in providing ODOT with what the City's intentions are for the riverfront area. Commissioner Wall said that he does not oppose or support the bypass or riverfront plan but it appeared there was no coordination in developing limited access. Mr. Moorehead said that some things may need to be compromised.

Commissioner Haug reviewed having residential close to the highway (R-2 and R-1).

David Beam, Planning Department, said that ODOT requested to meet with City staff regarding the riverfront plan and one of the topics was accessibility. ODOT said the idea of the bypass crossing Chehalem Creek around the southern border of Ewing Young Park would disrupt less of the residential area.

Mr. Moorehead discussed "at grade" levels being slightly submerged in some areas. The residential area will probably be built as one development project. Commissioner Haug said his biggest concern was for pedestrian friendly trails and esplanades, etc. Discussion was held concerning committing to a plan that everyone agrees with and a vision for the future.

Commissioner Wall said that to make the plan work at all, the southern route had to be kept away from the riverfront area.

Tape 2 - Side 2:

The Commission thanked Mr. Moorehead for working through the Plan for the City.

Commissioner Ashby addressed small businesses in the riverfront development supporting a population of 40,000 which may be a stretch. Mr. Moorehead said he felt there was a market for this type of commercial (retail) use and some limited (interim) offices. Discussion was held concerning realignment of certain streets similar to what cities of Lake Oswego and Sherwood have done. The project may not be built out for a period of ten years and maybe there was an interim phase with some businesses that could survive and bring people to the riverfront.

Mr. Moorehead said it was not intended to be built out for at least a period of 5-10 years. In the interim, the Plan provided a holding zone which would be more likely a good option for the future which could involve an urban renewal plan (street network, pedestrian trails, bike paths and pedestrian amenities). There are a number of future possibilities which involve leverage in other developments.

Commissioner Dallas said she is involved with the Newberg Downtown Association and they are willing to work with alternative options which provide for a stronger interaction with the downtown core area.

Commissioner Parrish thanked Mr. Moorehead for his work and inquired about the various uses for drawing the people to the area (water, boating, etc.) typical sales as a draw. Discussion was held concerning a conflict in use such as boat repair when boats utilize the riverfront area and such business types may be a draw. Mr. Moorehead said that boating repair/supply businesses and gas stations can be located elsewhere in the area, but not in the plan area. They also addressed boat storage and boat repair holding facilities. Commissioner Parrish addressed economic concepts with boating related sales. Discussion was held concerning a general plan and subsidizing the businesses according to the market.

Discussion was held concerning funding and political support in favor of the southern route (bypass). Mr. Moorehead said the Riverfront Plan can work with or without the bypass and it would establish a speaking piece in giving ODOT a clearer direction. Mr. Moorehead addressed "value engineering" in working out the southern route (bypass). Commissioner Wall questioned ODOT's support of the riverfront plan in connection with the southern route (bypass).

Mr. Barton Brierley said that the riverfront master plan will not preclude a bypass. The priority for the community is a solution to its traffic problem. The Riverfront Plan and the bypass can work together. Mr. Moorehead said that if a route is selected, another study needs to take place with ODOT and the City to specifically look out the relationship is with the Riverfront Master Plan. Discussion was held concerning a Blaine Street access.

Discussion was held concerning the river traffic already being re-routed due to the Brutscher to Main Street project. Mr. Moorehead said the boating traffic issues went beyond the scope of the Riverfront Master Plan.

Mr. Brierley said the Planning Commission will hold a hearing on the Riverfront Master Plan.

Discussion was held concerning who would have the most impact on ODOT. Mr. Brierley said the Project Oversight Steering Team (POST) has a lot of influence.

Commissioner Haug addressed negative impact changes on property owners. Mr. Brierley said that most property owners are agreeable, including Baker Rock, SP Newsprint, and other adjacent property owners. The Christensen family is also interested in retaining their filbert farming business.

IV. ITEMS FROM STAFF

1. Next Meeting. The August meeting is canceled. September 20th or 27th for the next meeting. The Committee noted no obvious conflicts.

VI. ADJOURNMENT

Motion #1:	Committee members Halstead/Dallas moved to adjourn.
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Vote on Motion #1:	The Motion carried unanimously (6 Yes/6 Absent). Motion carried.
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The meeting was adjourned at approximately 9:50 p.m.

Passed by the Newberg Urban Area Management Commission this 27th day of Sept., 2001.

AYES: 7 NO: 0 ABSTAIN: (list names) ABSENT:

ATTEST:

Peggy Hall
Recording Secretary Signature

Peggy R. Hall 9-27-01
Print Name Date