**City Council**
**January 6, 2025**
**6pm**
**Newberg Public Safety Building 401 E. Third Street**
**Denise Bacon Community Room**
**Online: https://us06web.zoom.us/j/89536547180**
**Public Comment Registration: https://bit.ly/nbgcomment**

**View Slides**

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1. **Call to Order**
2. **Roll Call**
3. **Pledge of Allegiance**
4. **Oath of Office for Councilor Jeri Turgesen, District 3**
5. **City Manager Report**
    - 5.1. **December Narrative Report**
6. **Public Comments**
7. **New Business**
    - 7.1. **Street Seat Pilot Program**
        - i Attachment 1: Pilot Program Guidelines and Application
        - ii Attachment 2: NOD Approval Letter for Ruddick-Wood
        - iii Presentation
8. **Continued Business**
    - 8.1. **Ordinance Creating a Craft Industrial Zoning District**
        - i Exhibit A: Ordinance 2025-2930
            - a. Exhibit A-1: Ordinance 2025-2930 Comprehensive Plan Map Amendments
            - b. Exhibit A-2: Ordinance 2025-2930 Zoning Map Amendments

c. Exhibit A-3: Ordinance 2025-2930 Title 15 Code Amendments

d. Exhibit A-4: Ordinance 2025-2930 Findings

e. Exhibit A-5: Ordinance 2025-2930 District Boundaries

**ii** Exhibit B: Planning Commission Resolution 2024-397

**iii** Exhibit C: DRAFT Planning Commission Minutes from 12-12-24

**iv** Exhibit D: Downtown Improvement Plan

**v** Exhibit E: 2023 Downtown Parking Study

**vi** Exhibit F: Transportation Planning Rule Analysis Letter and ODOT Concurrence

**vii** Exhibit G: Agency Comments

**viii** Exhibit H: Council Resolution 2019-3591

**ix** Exhibit I: Comprehensive Plan

**x** Exhibit J: 2024 Planning Division Work Plan

**xi** Presentation

## 9. Council Business

### 9.1. Election of Council President

### 9.2. Council Committee Appointments

**i** Attachment 1

### 9.3. Board, Commission, and Committee Updates

**i** Historic Preservation Commission Update

### 9.4. Veteran Flags and Other Veteran Issues

## 10. ADJOURNMENT

### ADA STATEMENT

Contact the City Recorder's Office for physical or language accommodations at least 2 business days before the meeting. Call (503) 537-1283 or email cityrecorder@newbergoregon.gov. For TTY services please dial 711.

*Indicates supplementary item

# REQUEST FOR COUNCIL ACTION

## Date Action Requested: (January 6, 2025)

| | |
|---|---|
| Order ☐ Ordinance ☐ Resolution ☐ Motion ☐ Information ☒ Proclamation ☐ | |
| Subject: CM narrative for December 2024 events | Staff: Will Worthey CM<br>Department: Administration |
| Work Session ☐ Business Session ☒ | Order On Agenda: CM report |

**Is this item state mandated?** Yes ☐ No ☒

**If yes, please cite the state house bill or order that necessitated this action:** NA

**Recommendation:** NA

**Executive Summary:** The summary of events conducted by city departments in December of 2024.

**Fiscal Impact:** All were conventionally budgeted items.

**Council Goals:**
Goal 5: Create and maintain a high level of transparency with our residents in order to build trust.

Effective CM reporting assists with Objective 1:

Expand communication outreach in regard to regular city events and additional involvement with city businesses.

# Newberg CM report

Monthly Events for December 2024

- **A change of design:**
  - Bullet point style.
  - More punchy?
  - Department heads have shifted submissions.



# NDPD News/Accomplishments December 2024

- GFU dropped off a thank you card and Donuts
- Annual awards:
  1. Ariel – Employee of the Year
  2. Leo - Volunteer of the Year
  3. Ariel – Most DUII's
  4. Paul – Most citations
  5. Jeremy – Most arrest
  6. Zane – Rookie of the Year
  7. Brad – Most consistent
- SWAC* was a huge success.
- 31 kids and served over 100 families



*Shop with a Cop







# SHOP WITH A COP 2024

# CDD Happenings

- Chehalem Valley Innovation Accelerator “Launch Mid-Valley” comes to Newberg.
- Partners: SEDCOR, City of Newberg, CV Chamber, GFU, and others.
- Look for local coffee gatherings and an Entrepreneurs’ Conference this spring!

# CDD Happenings

- West Branch Apartments at Planning Commission - Councilors are requested to avoid ex parte contacts.
- Welcome to our new Plans Examiner, Mariah!
- Taste Newberg has been awarded a Recreation Ready Grant: Tourism and outdoor recreation plan, possible funding $100,000.

# City Recorder Exploded into December Action

- Onboarded new commissioners and councilor Turgesen
- Finalized 2025 public meeting schedule
- Created a work plan for 2025

Things in the new admin library waiting to be scanned →



# Engineering Gets it Done!

## GWTP Filter Covers

- Keller provided Evan Hofeld of Oregon Health Authority with 30% plans for initial review.
- Approval was received on 12/20.
- Keller is progressing on the 90% plans and specifications with the intent of submitting ahead of the 02/15/2025 OHA deadline.

## Water Treatment Plant Siting Study

- Preliminary site work is complete (geotechnical investigations and topographical survey)
- Geotechnical evaluation and report is underway, report expected in January
- Siting study will begin after receipt of geotechnical report

# Engineering Gets it Done!

## Wastewater Treatment Plant Capacity Study

- A Request for Information (RFI) was submitted to the city on 12/10/2024
- City staff have provided most of the information included in the RFI
- A formal kick-off meeting and site tour of the wastewater treatment plant are planned for on January 17th



# You Know its Home When You Visit Library Land

- Kids' Craft Sale a whopping success - 77 youth vendors, 760 people in attendance →
- Monthly American Red Cross Blood Drive continues to fill all available spots
- The seasonal All-Ages Winter Crafting a big hit with "Book Nooks" in December (see pic next slide)



## Crafting a big hit with "Book Nooks“ →

- Young Teen Thursdays continue to enlist middle-schoolers with staff-led volunteer activities



- Monthly Memory Cafés continue to offer space for those with memory loss and their caregivers
- Connect with others in the same boat

**Quotable moment:**

At one of the senior book clubs a participant told staff that book club

“literally saved her life”

…by giving her something to look forward to each month.

## Community Engagement – Spreading the Word!

- Internal mini-newsletter “Coffee Break”, short format, easy to read digest of goings-on among city departments
- The city’s Graphic Design Specialist is now serving as Interim Public Information Officer while pursuing a Master’s degree!
- Interim PIO attended in person “Basic PIO Training” with FEMA to continue education in the field - relating to emergency response

# HR Events

- HR assisted Council with the annual CM Evaluation process
- HR participated in a labor/management team meeting with AFSCME as recommended by the CBA
- The City Manager and PIO held a STRIVE breakfast gathering, HR made sure all newly hired employees over the last six months attended.
- Learning more about our work culture.
- HR coordinated with the Library for a Lunch and Learn on what books to read this winter

# IT going on!

- Performed several significant off-hours server updates - virtual desktops to be upgraded to Windows 11
- Began the deployment of new dedicated cell modems for mobile units to improve mobile connectivity in the field
- Visited another agency to learn about their experience with e-ticketing, and to find out about potential issues we might have with our implantation.
- Upgraded the OS on all the city's Thin Clients (140 devices) to address issues with Zoom and MS Teams meetings




# Cellular Modem



# Thin Client

**Finance has been working on the following in December:**

- Closing out the audit
- Working on the supplemental budget to true up beginning fund balances for the audit
- Beginning personnel budgeting for the biennium / financial forecast
- Red light camera implementation
- CM, HR, Finance, PW meeting with AFSCME for regular management meetings

## Public Works – Work orders

Last 30 Days: 1,054 = 48 average per working day

2024 to Date: 11,678 = 49 average per working day

**Wow!**

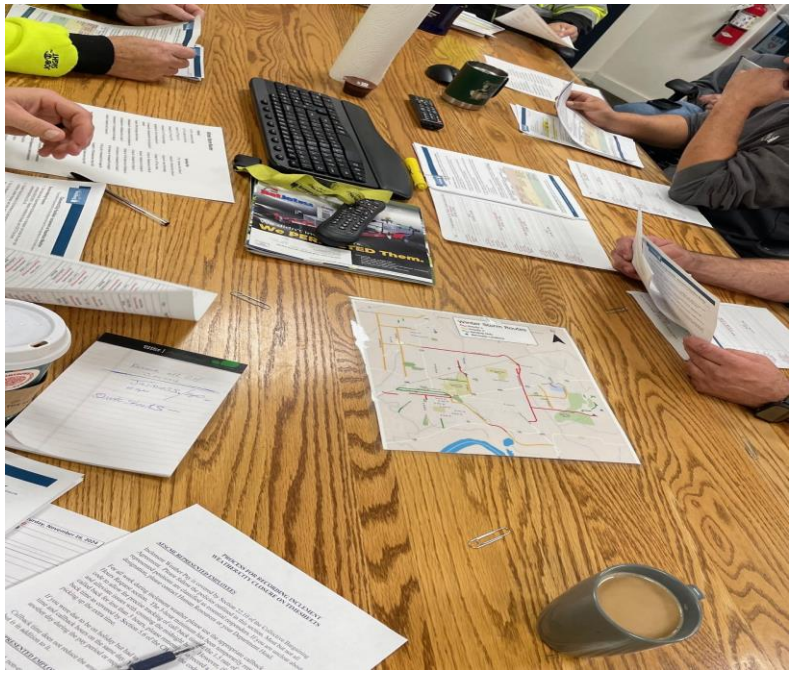
**Blaine & 2nd St water leak repair**



**Storm pipe repair North Valley Reservoir**



# Public Works Emergency Management



## Emergency Notifications/EVERBRIDGE

- Email reminder sent to all employees
- Made sure, account is up to date and
- Includes off duty contact information per the Employee Manual

## Safety Committee

- OSHA required Initial Safety walk through at City Hall
- Many small items, familiarity with city hall post flood
- Next walk through will be in February 2025

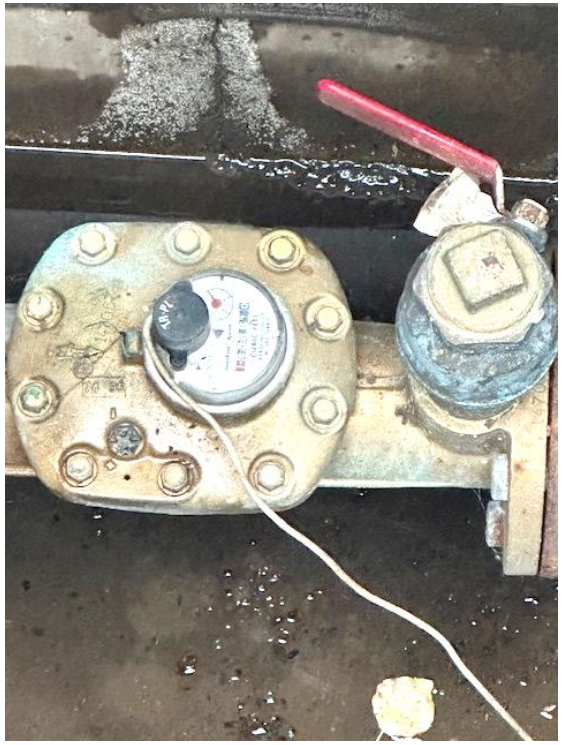
## PW Maintenance Recent tasks

- Sewer Mainline Pipe cleaned — 72,945 Ft = 13.8 Miles
- Sewer Mainline Pipe Inspected — 3,870 Ft
- Miles of Street Swept — 91 = City Hall to Autzen Stadium!
- Street Sweeping debris removed — 31 Cubic Yards
- Total Number of Water Meters — 7,660,  2” or Larger = 205
- Water Meter Service Activities — 137
- Fleet/Equipment Service/Repairs — 40

## More PW Maintenance Recent tasks

- Maintained Hydrants - 18
- Water Mains Flushed – 4,655 ft
- Water Valves Exercised – 19
- Water Meter Service – 94
  (Connects - 16, Disconnects - 35, Leak Checks – 43)
- Water Meter Maintenance – 42
- Water Meter MXU's Replaced – 1

**Water Meter Replacement**



# PW Operations Missions

- Headworks pump #1 failed, removed and taken to Xylem for repairs
- Repaired composter screw conveyor - motor was overheating
- Oil and filter changes on the shop air system and dehydration unit blower
- PLC replacement of composter, solids handling, headworks, effluent, & reuse completed
- Secondary building, plant control panel, and remote site SCADA pack units next

**Christmas Tree Install**




**New Sewer Service Install 2nd St**



**E 2nd St Tree Trimming**



**Mountainview Dr School Zone Speed Sign Repair**




# PW Facilities

- Set Up / Tear Down City Council
- Set Up / Tear Down Court
- Set Up / Tear Down rate review
- Set Up / Tear Down budget meeting
- Fire & Smoke testing all buildings
- Relocate boxes to City hall
- Removed shelves in Alison's room - HR
- Fixed Library's front doors & toilet
- Removed Desk in PSB hallway
- Take AED unit to city hall
- Replaced Library toilet

# So that’s it for this month!

As you can see, residents’ tax dollars have been hard at work as usual.

Questions?

# REQUEST FOR COUNCIL ACTION

**Date Action Requested: January 6, 2024**

| | |
|---|---|
| Order ☐ Ordinance ☐ Resolution ☐ Motion ☒ Information ☐ Proclamation ☐ | |
| Subject: Discussion of Street Seat Pilot Program | Staff: Scot Siegel, Community Development Director<br><br>Department: Community Development<br><br>File No. GEN24-0017 |
| Business Session | Order On Agenda: New Business |

**Is this item state mandated?** Yes ☐ No ☒

**If yes, please cite the state house bill or order that necessitated this action:** n/a

**Recommendation:**

1. Provide direction to staff in the form of a motion regarding whether to retain, remove by a date-certain period, initiate immediate removal, or take other action related to the street seat located in the public right of way at 720 E First Street at the former Ruddick/Wood Restaurant site; and
2. Provide direction to staff in the form of a motion regarding the City Council's desire to retain, modify, or end the Street Seat Pilot Program.

**Executive Summary:** On August 17, 2015, the City Council created a Street Seat Pilot Program in Newberg through adoption Resolution No. 2015-3209. Since that time, the City Council has adopted multiple resolutions extending the duration of the pilot program including Resolution 2023-3903, which extended the program to August 17, 2026. The pilot program's guidelines, key terms, and application materials are provided in the Newberg Street Seat Pilot Program Guidelines and Application (Attachment 1). The program is intended to repurpose on-street parking spaces to add additional outdoor seating for restaurants so that residents and visitors can "stop, sit, and take in the life on the street."

Since the beginning of the pilot program, the City has received three applications requesting installation of street seats. Of those applications, only one application was approved and installed. On April 16, 2016, Ruddick/Wood Restaurant received approval (Attachment 2) to install a street seat at 720 E First Street. In late November 2024, Ruddick/Wood Restaurant ceased operations, closing permanently. According to Paul Losch, owner and operator of the restaurant, the lease agreement at 720 E First Street ended December 2024. At this time, staff have not received any requests to transfer responsibility of the existing street seat to the property owner or a new tenant.

**Background Information:** Additional information is provided below on (A) the existing street seat located next to the former Ruddick/Wood Restaurant, and (B) the street seat pilot program.

### *A. Ruddick/Wood Street Seat*

Following the initiation of the City's Streat Seat Pilot Program, Ruddick/Wood Restaurant applied and received approval to construct a street seat at 720 E First Street in conjunction with their business activities in April 2016. On November 22, 2024, before the closure of Ruddick/Wood Restaurant, staff from the Community Development and Newberg-Dundee Police Departments initiated communication with Paul Losch, owner and operator of Ruddick/Wood Restaurant, to address non-permitted uses of their street seat and to clarify the future of the street seat due to the restaurant's upcoming closure. According to the Newberg-Dundee Police Department's computer aided dispatch (CAD) data for the past two years, there have been eight (8) calls in the immediate area related to criminal mischief, overnight camping, unwanted loitering, garbage/feces, and one warrant arrest. Additionally, at least one citizen has sent in video of an individual under the influence of drugs while at the street seat structure after hours.

In November and December communications with staff, Mr. Losch indicated that a new tenant had not been found for the commercial space. However, he requested that additional time – a minimum of 90 days – be granted to find a new tenant for use of the former restaurant space and street seat. In a communication on December 5, 2024, Mr. Losch shared:

> *We have all seen commercial rental spaces and lots sit empty in downtown Newberg for months, if not years, waiting for some sort of development or tenant, so I do think that expecting a firm answer from me on the succession plan for our space in three weeks is unreasonable. While the official lease for Ruddick/Wood runs out at the end of the year, I will be working with the landlord to make sure the space is rentable and helping to secure the next tenant beyond that, and can work with them to also make sure the patio is being maintained properly. I can speak with the landlord about filing for the street seat permit himself, if that would help to maintain things technically for the city, and to have a vested party tied to the structure.*
>
> *I would ask for a minimum of 90 days to find a new tenant and secure the future of the street seat. I think this is a fair request given normal times required to secure a tenant and lease.*
>
> *If necessary to transfer the permit to the building owner, let me know and I will work on that more quickly. It seems like this may complicate things for all parties in the long run, though.*

At this time, staff have not received any requests to transfer responsibility of the existing street seat to the property owner or a new tenant. However, according to correspondence from Mr. Losch on December 28th, 2024, the property owner was:

> *...planning to complete the application before the holiday but were unable to get it done. It does look like a new tenant has been found to move in shortly into the new year, also.*
>
> *So, I expect that you will be receiving the permit application from either party shortly.*

While the request for additional time is reasonable and staff would like to support local property owners in finding tenants for the downtown area, staff is concerned that abandonment of the street seat could occur. Because the business to which the street seat's approval was issued no longer exists and no other party has applied to receive authorization to continue operation of the structure, there is a risk that the structure will become abandoned. Should the structure become abandoned, it is expected that the City would be obligated to provide labor and equipment toward its decommissioning. According to Newberg-Dundee Police Department personnel, abandonment of the structure for even a relatively short period of time is expected to exacerbate undesirable activities that have been observed at the street seat including overnight camping. If this street seat's use is to be continued, staff would like to see - at minimum - a restriction on any kind of occupancy of the street seat by anyone other than employees for business purposes after business hours. Such limitation would need to be clarified to the party(ies) responsible for the street seat and clearly posted on the structure.

### *B. Street Seat Pilot Program*

According to the City's Street Seat Pilot Program Guidelines and Application (Attachment 1), the pilot program is intended to repurpose on-street parking spaces to add additional outdoor seating for restaurants so that residents and visitors can "stop, sit, and take in the life on the street." The pilot program was modeled on a similar program from the City of Milwaukie (OR). According to the pilot program materials, *Street Seats* are temporary platforms placed in one or more on-street parking spaces. Under this program the street seats are owned and maintained by the private business and require a permit from the City. As noted in the Key Terms portion of the program guidelines, the program is limited to eating and drinking establishments in the Central Business (C-3) zoning district at specific locations outside of ODOT's rights-of-way, and is limited to a maximum of six parking spaces.

Regarding maintenance and removal obligations, the guidelines also state that:

> *The street seat will be owned and maintained by the applicant. The applicant is responsible for all costs associated with design development, construction, maintenance, and removal of the street seat. If an application is approved, this represents that the applicant shall keep the street seat free of debris, grime, and graffiti, and to keep all plants in good health.*

And

> *Maintenance and litter removal is the responsibility of the applicant/owner.* ***Failure to maintain the street seat may result in the revocation of the permit.*** *[emphasis added]*

**Fiscal Impact:** There is no significant fiscal impact from retaining or ending the Street Seat Pilot Program. Administration of the program requires a nominal amount of staff time, except when code compliance issues arise.

There is a minimal fiscal impact anticipated if the Street Seat structure at 720 E First Street remains in place with no active business interest present to maintain it. Because the business to which the Street Seat approval was issued no longer exists and no other party has applied to receive authorization to continue operation of the structure, there is a risk that the structure will become abandoned. Should the structure

become abandoned, it is expected that the City would be obligated to provide labor and equipment toward its decommissioning.

**Council Goals:** This item is related to the following Council goals and objectives:

Goal 1. Create and maintain a high level of customer service.
Objective 1. Improve customer service in all departments.
Goal 5. Create and maintain a high level of transparency with our residents in order to build trust.
Objective 1. Expand communication outreach in regard to regular city events and additional involvement with city businesses.

**Attachments:**

1. Newberg Street Seat Pilot Program Guidelines and Application (2023)
2. Notice of Decision, Approval Letter for Ruddick Wood Street Seat (April 22, 2016)

**City of Newberg: Street Seats Pilot Program**

A joint program of the Community Development Department & Engineering Services Department

***Acknowledgement:*** *The program is closely based on a pilot program created by the City of Milwaukie, Oregon*

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## NEWBERG STREET SEAT PILOT PROGRAM
## INFORMATION and APPLICATION

### ABOUT THE STREET SEATS PILOT PROGRAM

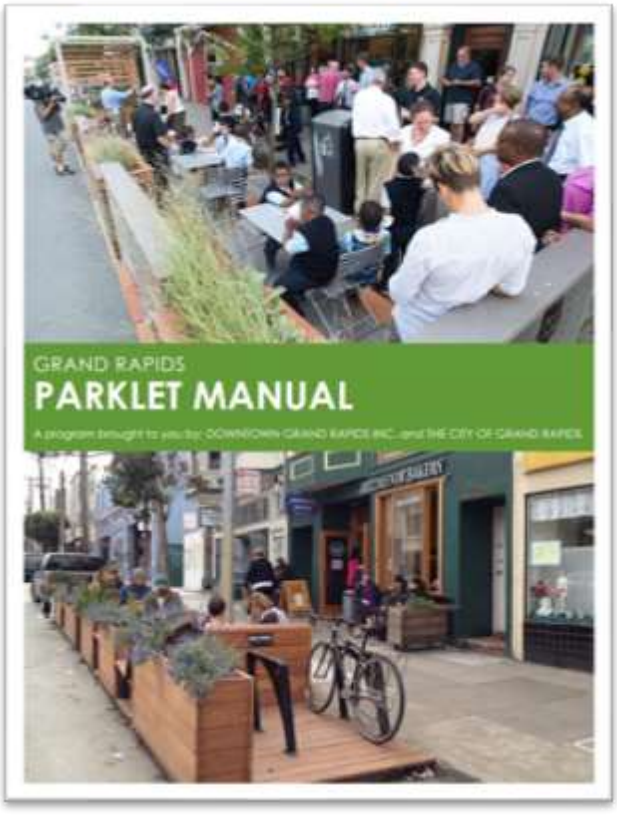
In 2015, the City of Newberg introduced Downtown Street Seats Pilot Program. The pilot program is geared toward applications for a semi-permanent street seat (regular or daily occupancy) – repurposing on-street parking spaces to add additional outdoor seating for a restaurant so people can stop, sit, and take in the life of the street. To justify construction expense, and help ensure active use, this is a temporary pilot program, typically renewed in 2 or 3 year cycles by the Newberg City Council.

### WHAT ARE STREET SEATS?

"Street seats" are temporary platforms placed in one or more on-street parking spaces. The platform is the same height as the curb and extends the sidewalk space in order to add additional outdoor seating for a restaurant. The street seats are owned and maintained by the private business, and require a permit from the City.

Some cities call them "parklets", and others call them "street seats." Some cities create "parklets" as miniature public parks, while others only allow privately owned versions. Newberg's pilot program is only for privately-owned street seats, so to avoid confusion the term "street seats" will be used in this document instead of "parklet." One benefit of privately-owned street seats is that they are maintained and monitored by the adjacent business.

**Example: From the City of Grand Rapids Parklet Manual**



**KEY ITEMS**

- **Eligibility**: The pilot program is limited to eating/drinking establishments in the downtown C-3 commercial zone.
- **Location Limitations**: The pilot program uses a maximum of 6 parking spaces; no more than one street seat per block face. Street seats cannot be located on First Street, Hancock Street, or other ODOT rights-of-way. One establishment has been preselected (pending application submittal), having shown great interest in the program; a few additional street seats would be possible.
- **Downtown parking occupancy**: Because the pilot program relies on the availability of public parking in the downtown area, if parking occupancy reaches or exceeds 85 percent in the City's downtown area, the pilot program will be considered for possible termination.
- **Parking space stenciling**: Applicants recognize that parking space stenciling done by the City will not be done where street seats are in place.
- **Design Documentation**: Design document package required at time of application submittal. Street seat applicants will be required to submit a complete set of proposal drawings in order to be considered for approval, including a full set of detailed design drawings.
- **OLCC & Yamhill County Health Dept.**: If applicable, applicant is responsible for obtaining separate Oregon Liquor Control Commission (OLCC) permits and Yamhill County Health Department permits.
- **Change in ownership**: If your business changes ownership you will either need to remove your street seat or transfer the permit to the new owner.
- **As a pilot project, the City reserves the right to adjust requirements as situations arise.**

**FEES**

All eligible applicants will be charged a $150 base permit fee. If the street seat requires other changes to the street (e.g. parking sign or striping changes) the applicant will be responsible for those costs. City staff will provide accurate cost estimates of these charges based on location. Filing fee will be due upon filing of application.

**INSURANCE**

If your application is approved, you will be required to provide evidence of at least $2M in liability insurance naming the City of Newberg as additional insured. Most businesses already carry this insurance; please check with your provider.

**MAINTENANCE**

The street seat will be owned and maintained by the applicant. The applicant is responsible for all costs associated with the design development, construction, installation, maintenance, and removal of the street seat. If an application is approved, this represents that the applicant shall keep the street seat free of debris, grime, and graffiti, and to keep all plants in good health.

The permit obligates you to ensure that the facility is swept daily and debris is removed from under (if applicable) and around the street seat a minimum of once a week. Any cleaning products that are used on the facility are required to be biodegradable and environmentally friendly, since they will ultimately drain into nearby streams.

**DESIGN EVALUATION**

The following evaluation criteria will be used to evaluate the design submissions and award approvals:

- **Design quality**: The quality and creativity of the design; the quality and durability of proposed materials and furniture.
- **Streetscape enhancement**: How the proposal will enhance the aesthetic quality of the streetscape.

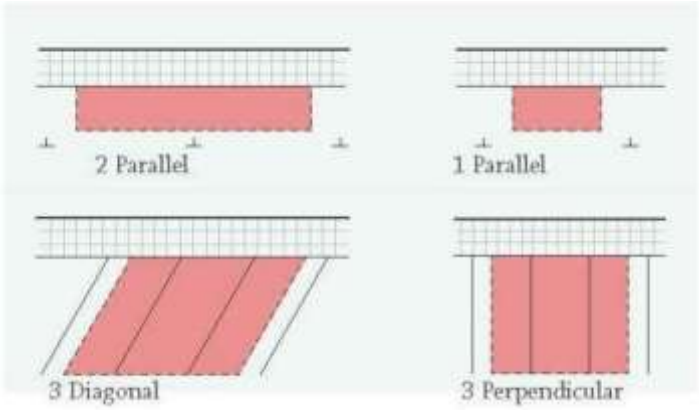
**GENERAL GUIDELINES**

- The street seat must be located adjacent to the applicant's business; no more than one street seat per business will be permitted.
- In some areas of downtown, curb heights in combination with the slope of the street make the installation of a traditional street seat platform very challenging. In these cases, the applicant may propose to not install a platform, but must demonstrate compliance with ADA accessibility requirements to ensure that accessible seating is provided in the overall street seat.
- Design for easy removal. The street seat will sit on top of the existing street surface. Because street seats may sit on top of critical infrastructure and utilities such as gas lines, sewer and water mains, they need to be designed for easy removal in case of an emergency. If the street seat has to be removed for city maintenance then the owner must remove it at their expense.
- The street seat may remain in place year-round but must be moveable.
- A street seat may include a bike corral. The bike corral must be located beyond the seating area, not before it, and cannot be permanently attached to the paving.
- No power lines can extend over the sidewalk to the street seat.
- No advertising. Logos, advertising, or other branding is prohibited.
- Smoking is prohibited in street seats.
- The proposal must include detailed plans for securing furniture when the business is closed.
- Maintenance and litter removal is the responsibility of the applicant/owner. Failure to maintain the street seat may result in the revocation of the permit.
- Extended lack of use may result in the revocation of the permit.
- Be creative.

**LOCATION CRITERIA**

- Street seats are not permitted in front of fire hydrants, in active bus service areas, across driveways, or over manholes or public utility valves or covers (including water shut off valves). As an alternative, if valves are present, the street seat must be designed for easy access.
- Fire hydrants cannot be blocked for a total distance of 10 feet (5 feet in each direction along the street from the hydrant).
- The proposed site should be located at least one parking spot in from a corner; otherwise a protected bollard, sidewalk bulb-out, or other similar feature must be present if located at the corner.
- The proposed site should be located on a street with a speed limit of 25 MPH or less.
- Street seats cannot be located on First Street, Hancock Street, or other ODOT rights-of-way.

- Multiple businesses may propose a shared street seat; details regarding the shared use agreement must be included.
- For street seats proposed on parallel parking spaces, a maximum of two (2) parking spaces shall be used. For proposals using angled parking spaces, a maximum of three (3) parking spaces shall be used. For proposals using perpendicular parking spaces, a maximum of three (3) parking spaces shall be used. Refer to Figure 1 for details.




**DESIGN ELEMENTS – applicable to all street seats**

- The street seat design must include vegetation in the form of planters.
- The use of high quality, durable materials capable of withstanding year-round use is encouraged.
- All rails must be capable of withstanding a 200-lb horizontal force. No wall, planter, or rail may be higher than 42 inches, as measured from the walking surface.
- Design must maintain a minimum five-foot clear pedestrian through zone in the sidewalk corridor where access is taken to the street seat area.
- Street seat footprint: parallel parking. Twenty-four (24") inch setback on either end of the street seat, adjacent to parallel parking, shall be maintained. Wheel stops may be used but are not required. If proposed, wheel stops will be installed by the applicant and inspected by the City after final facility construction/installation is complete.
- Street seat footprint: diagonal parking. For diagonal and perpendicular spaces, the edge of the street seat must be set back eighteen (18") inches from the adjacent parking space on either side. This setback space must be included within the street seat space, and not be taken from the adjacent space.
- Street seat design must include a physical barrier along the street while maintaining clear visual sightlines to the street. Vertical elements, such as planters and umbrellas, should be included so that the facility is visible to vehicles.
- To protect a street seat in a parallel parking space from parking maneuvers, substantial planters, weighted bollards, or other structure that can withstand light vehicular impact, must be installed on either end of the street seat and at the street edge. Street seats in diagonal parking spaces are not required to have such substantial edge materials, except for the side and corners at the street edge. Additional traffic safety items may be added to the final design by City staff.

- The proposed number of table and chairs shall be approved by the City. Furniture must be able to accommodate those with disabilities, wheelchairs, or mobility devices.
- Proposed covers or shelters may have additional structural engineering requirements. If canopies/tents/awnings are used there may be additional Fire Code requirements.
- Surface materials: loose particles, such as sand or loose stone, are not permitted on the street seat.

**DESIGN ELEMENTS – applicable to street seats with platforms**

- The platform may not be attached to or damage the street and must be easily assembled and disassembled. Any damage to the street is the responsibility of the applicant.
- Platform must be designed to allow for curbline stormwater drainage.
- Platform must be designed to accommodate the crown and cross slope of the street surface.
- Street seat decking must be flush with the curb and may not have more than a ½ inch gap from the curb. If this is impossible, the submitted design must demonstrate compliance with ADA accessibility requirements to ensure that accessible seating is provided in the overall street seat (e.g. sidewalk café seating).
- All plans must clearly articulate the spans and supports to be used for the body of the street seat.
- Street seat platform rest areas cannot exceed two percent (2%) cross slopes.

**DEVELOPING THE DESIGN DOCUMENT PACKAGE**

Quality of design will be one of the prioritized evaluation criteria.

Site locations and street seat design are approved by City staff based on the attached Design Guidelines. Applicants are encouraged to communicate with staff during the design development phase. Staff can help flag potential design concerns early on, and foresee potential issues that could be arise later in the process.

Hiring a professional engineer is not required. Use of Google Earth or similar technology for planning purposes is sufficient. But accurate measurements are required for design details. Please provide as much detail as possible – it will speed the process of reviewing the application. The City prefers documents in 11" x 17" format.

1. Street seat Location and Context Plan. This drawing should show the street seat footprint in relation to the surrounding streetscape context. It should include footprint of the proposed platform in context with the surrounding streetscape, including:

- "footprint" of the proposed street seat
- building "footprints" and entrances
- sidewalk width
- existing parking stalls
- existing curb cuts and driveways
- adjacent bike lane and auto lanes
- all surface obstructions within 15 feet of the proposed area (e.g. fire hydrants, utilities, streetlights, parking meters, street trees, tree pits, etc.)
- required setbacks from adjacent parking stalls

2. Detailed Design Plan. This is a top-view drawing of your street seat design and should include:

- Various elements included in the design.
- Different materials to be used in the design.
- Plant types and/or species to be used.
- Street seat dimensions and elements (including required buffer areas).
- ADA compliance.
- If applicable, a detail showing how you will maintain positive drainage flow along the curb line.

3. Elevations. These are side-view drawings of your proposed design and should include:

- Various elements included in the design.
- Different materials to be used in the design.
- Dimensions of platform, street seat elements and buffer areas.

4. Renderings and Perspectives (optional)

5. Construction Drawings (if applicable). These drawings should show how your street seat will be assembled or constructed. They will include:

- Confirmation of all dimensions and materials to be used in the design.

- Any hardware such as fasteners to be used in the construction process.
- A detail showing how you will accommodate existing curb height and the cross slope of the road surface.

6. Right-of-way use drawing and construction information. This drawing identifies any right-of-way area to be temporarily used during the construction of the street seat. Identify any area of the street, parking spaces, sidewalk, etc. that are proposed to be temporarily used. A minimum of 5' of clear sidewalk access for pedestrians must be maintained at all times. Indicate the duration of construction including proposed dates and times.

**STREET SEAT APPLICATION AND PROCESS**

The following is an overview of the street seat application, approval, and installation process:

1. Applicant reviews application materials and design guidelines
2. A location is selected that meets location criteria.
3. It is strongly recommended that applicants request a meeting with City staff to review design ideas prior to submitting an application.
4. Business and property owner approvals are obtained using Application Form.
5. Work begins on detailed design document package.
6. Applicant should consider contacting City staff with any questions about their application submission. Questions can be sent to the Community Development Department and Engineering Services Department.
7. Completed application and all required attachments and fees are submitted at the Community Development Department permit center counter.
8. The City will review the application for completeness and that all design guidelines have been met. Incomplete applications will need to submit any required information.
9. Applications are reviewed for design and technical requirements.
10. Applicants with approved applications will be contacted by City staff to schedule a preconstruction on-site visit if needed.
11. Installation must occur within 90 days of permit issuance.
12. Once installation is complete, applicant is required to notify the City within 48 hours of the completion of street seat construction to schedule a post-construction on-site inspection.
13. Post Construction. The City will continue to monitor the street seat for compliance with your revocable permit and design guidelines. Failure to comply may result in revocation of your permit. The City may also request your participation in assessments and studies of the program.

**Street seat Pilot Program: Application Form.** Permit #:_____

I. **APPLICATION FORM**

Site Address:_____

Cross-Street 1: _____ Cross Street 2:_____

**Applicant Contact Information** (main contact assigned to work with City staff)

Project Contact Name:_____

Phone Number: _____Email:_____

**Business Information**

Name of Business:_____

Address:_____

Type of Business:_____

Owner Name:_____

Owner Phone:_____

Owner Email:_____

**Property Owner Information**

Name of Property Owner or Representative:_____

Name of Property Owner Company:_____

Street Address:_____

City: State: Zip:_____

**Business and Property Owner's Affirmation**

I, the undersigned, do affirm that I am the owner or a duly authorized representative of the corporation owning the above referenced property. I have been made aware of the Applicant's intent to install a street seat in the parking lane in front of the business listed on this application and have no objections.

Business owner:_____ {Signature}

_____ {Print Name} _____ {Date}

Property owner:_____ {Signature}

_____ {Print Name} _____ {Date}

**Site Information**

Proposed size of street seat (Square feet and # of parking spaces):_____

Is the street seat intended to span more than one storefront? Yes No

** If "yes", application must be received from each sponsoring business.*

What is the proposed duration of the street seat? (Daily, every weekend, monthly, etc. Please describe expected timeframe.)

_____

**II. REQUIRED DESIGN DOCUMENT PACKAGE**

Please refer to the design requirements in the Street seat Program Overview. You can use the following checklist to ensure that your design proposal package is complete.

- ☐ Street seat Location and Context Plan. This drawing should show the street seat footprint in relation to the surrounding streetscape context.
- ☐ Detailed Site Plan. A top-view drawing of the street seat design.
- ☐ Design Elevations. Side-view drawings of the proposed design.
- ☐ Renderings and Perspectives (optional)
- ☐ Construction Drawings (if applicable)
- ☐ Right-of-way use drawing and construction information

**Design/Architecture Services (if applicable)**

Designer Name:_____

Design Firm:_____

Phone Number:_____

Email:_____

**Construction Services (if applicable)**

Contractor Name:_____

Company Name:_____

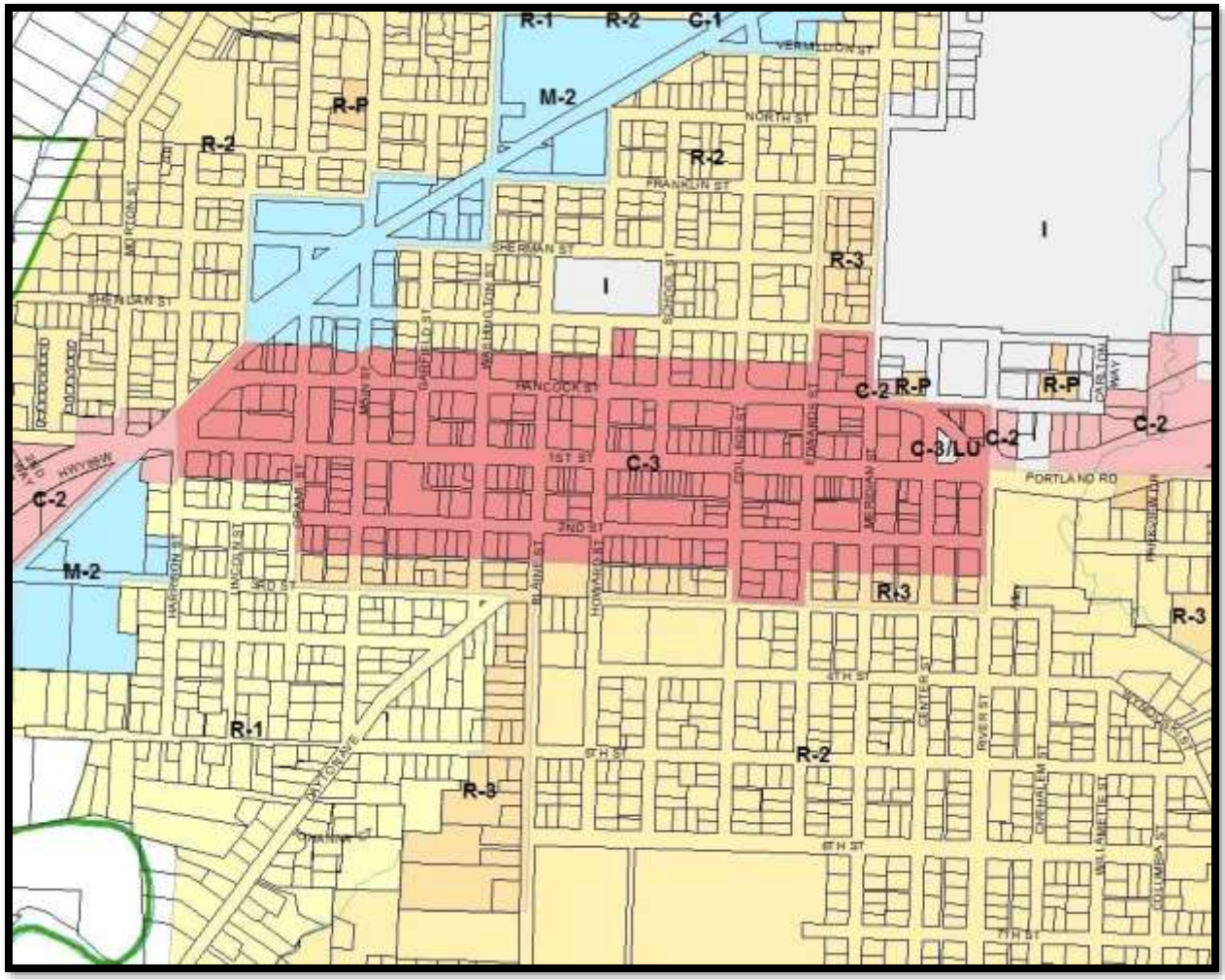
Phone Number:_____

Email:_____

**III. APPLICATION SUBMISSION INSTRUCTIONS**

- ☐ How to submit your completed application package:
- ☐ Format drawings to an 11x17 page layout
- ☐ Provide five (5) copies of the application and Design Package
- ☐ Attach documentation of Insurance Requirements
- ☐ Filing Fee

**RESOLUTION 2023-3903**
**EXHIBIT B: C-3 Zoning District Map**



City of Newberg

Community Development Department
P.O. Box 970 ▪ 414 E First Street ▪ Newberg, Oregon 97132
503-537-1240 ▪ Fax 503-537-1272 ▪ www.newbergoregon.gov

# NOTICE OF DECISION
## Ruddick/Wood Street Seat approval

April 22, 2016

Kyle Lattimer
Ruddick/Wood Restaurant
720 E. First Street
Newberg, OR 97132

Dear Kyle,

The Community Development Director has approved your street seat application per the attached set of approved plans.

- Construction of the street seat must not interfere with the health and safety of the public. Keep the sidewalk open as much as possible during construction, and place barricades with reflectors at the ends of the construction site in the street.
- Inspection: Before the street seat can be approved for public use your structural engineer must inspect the structure and certify that construction is per the approved plan. Then call me at 503-537-1215 to request inspection by Planning and Engineering for final approval.
- Maintenance: The area must be maintained in a safe manner at all times, and swept/cleaned on a daily basis.
- This is a pilot program, so under the terms set by City Council Resolution 2015-3209 this approval is good until August 17, 2017. The approval may be extended if the City Council decides to continue the pilot program for street seats.

Other permits you may need:

- If you plan on extending electrical power under the sidewalk then you will need a sidewalk repair permit from the City (to cut and repair the trench) and an electrical permit from Yamhill County.
- You are responsible for obtaining all relevant OLCC and Yamhill County Health Department permits.

If you have any questions, please contact me at 503-537-1215 or steve.olson@newbergoregon.gov.

Sincerely,

Steve Olson, Senior Planner

# Discussion of Street Seat Pilot Program

File No. GEN24-0017

City Council Public Hearing

January 6, 2025

City of Newberg

# Recommendation

1. Provide direction to staff in the form of a motion regarding whether to retain, remove by a date-certain period, initiate immediate removal, or take other action related to the street seat located in the public right of way at 720 E First Street at the former Ruddick/Wood Restaurant site; and
2. Provide direction to staff in the form of a motion regarding the City Council's desire to retain, modify, or end the Street Seat Pilot Program.

# Executive Summary

## Street Seat Pilot Program

- Intended to repurpose on-street parking spaces to add additional outdoor seating for restaurants so that residents and visitors can “stop, sit, and take in the life on the street.”
- Created August 17, 2015, through adoption Resolution No. 2015-3209
- Extended multiple times via resolution, most recently through Resolution 2023-3903 which extended the program to August 17, 2026.

## Street Seat at 720 E First Street, site of former Ruddick/Wood Restaurant

- Approved April 16, 2016.
- Business closed November 2024. Lease for space ended December 2024.
- No requests received to transfer responsibility of street seat to the property owner or a new tenant.

# Street Seat at former Ruddick/Wood Restaurant




Location Map Showing Subject Property and Street Seat

# Street Seat at former Ruddick/Wood Restaurant

## Site Photos, December 2024






# Street Seat at former Ruddick/Wood Restaurant

## Timeline of Recent Events

| | |
|---|---|
| **April 2016** | • Ruddick/Wood Restaurant receives approval to install a street seat at 720 E First Street |
| **Multiple occurrences 2022-2024** | • Newberg-Dundee Police Department records eight (8) calls in the immediate area related to criminal mischief, overnight camping, unwanted loitering, garbage/feces, and one warrant arrest. Additionally, at least one citizen has sent in video of an individual under the influence of drugs while at the street seat structure after hours. |
| **November 2024** | • City initiates correspondence with Ruddick/Wood regarding future of street seat.<br>• Ruddick Wood ends restaurant operations. |
| **December 2024** | • Ruddick/Wood requests additional time (3 months) to determine responsible party for future use of street seat.<br>• Ruddick/Wood lease ends for tenant space. |

# Street Seat Pilot Program

**Purpose:** To repurpose on-street parking spaces to add additional outdoor seating for restaurants so that residents and visitors can "stop, sit, and take in the life on the street."

**Key Provisions**

- *Street Seats* are temporary platforms placed in one or more on-street parking spaces.
- Street Seats are owned and maintained by the private business and require a permit from the City.
- Program is limited to eating and drinking establishments in the Central Business (C-3) zoning district at specific locations outside of ODOT's rights-of-way.
- Program is limited to a maximum of six parking spaces.

# Street Seat Pilot Program

**Purpose:** To repurpose on-street parking spaces to add additional outdoor seating for restaurants so that residents and visitors can "stop, sit, and take in the life on the street."

**Key Provisions**

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# Recommendation

1. Provide direction to staff in the form of a motion regarding whether to retain, remove by a date-certain period, initiate immediate removal, or take other action related to the street seat located in the public right of way at 720 E First Street at the former Ruddick/Wood Restaurant site; and
2. Provide direction to staff in the form of a motion regarding the City Council's desire to retain, modify, or end the Street Seat Pilot Program.

# Thank you!

# REQUEST FOR COUNCIL ACTION

## Date Action Requested: January 6, 2025

| | |
|---|---|
| Order ☐ Ordinance ☒ Resolution ☐ Motion ☐ Information ☐ Proclamation ☐<br>No. 2025-2930 | |
| Subject: An ordinance amending the Comprehensive Plan Map, Zoning Map and Title 15 Development Code for Creation of a Craft Industrial District | Staff: Jeremiah Cromie, Associate Planner<br>Department: Community Development<br>File: DCA19-0008/CPMA19-0002/ZMA19-0002 |
| Business Session | Order On Agenda: Public Hearing |
| Hearing Type: Legislative ☒ Quasi-Judicial ☐ Administrative ☐ Not Applicable ☐ | |

**Is this item state mandated?** Yes ☐ No ☒

**If yes, please cite the state house bill or order that necessitated this action:**
N/A

**Recommendation:** Adopt Ordinance No. 2025-2930 as proposed.

**Executive Summary:**

The Downtown Improvement Plan for the City of Newberg was adopted by Council on December 5, 2016, through Resolution 2016-3345. As part of the Downtown Improvement Plan, it recommended that the west end of Downtown Newberg have a special zoning district called the "West End/Mill District" to maintain the area's industrial character and to allow a wider range of uses.

The project kicked off when Council adopted Resolution 2019-3591 on September 3, 2019, directing staff to begin work. During 2019 through 2021, staff and consultants prepared a draft plan and transportation analysis, and public workshops were held with the Planning Commission and business owners. Due to COVID-19 and staff turnover, the project went on hiatus in 2021.

On January 16, 2024, Council approved the Planning Division's work plan that included the "West End/Mill District.". As such, staff picked back up the project and it was renamed the "Craft Industrial District" to avoid confusion with the former Westrock mill site by the Willamette River.

Staff reviewed the previous draft plan and updated the Planning Commission and Council in April of 2024. The Commission and Council supported the process and asked that the existing businesses in the district be allowed to continue in the new district.

A summary of the proposed Craft Industrial District amendments follow:

- Changes the Comprehensive Plan Map designation for an area from Commercial and Industrial to a Mixed-Use designation;
- Changes the area currently identified as a mix of Central Business District (C-3) and Light Industrial (M-2) to a Craft Industrial Zoning District (M-5);

# ORDINANCE NO. 2025-2930

**AN ORDINANCE AMENDING THE NEWBERG COMPREHENSIVE PLAN MAP, CITY OF NEWBERG ZONING MAP, AND NEWBERG MUNICIPAL CODE TITLE 15 FOR THE CREATION OF A CRAFT INDUSTRIAL DISTRICT**

**Recitals:**

1. On December 5, 2016, the Newberg City Council adopted the Newberg Downtown Improvement Plan (NDIP) under Resolution 2016-3345 as a guiding document for future downtown planning efforts and investments. According to the NDIP, there is a need to create a West End/Mill District (now referred to as the "Craft Industrial" District.

2. On September 3, 2019, the Newberg City Council initiated amendments for the creating of the West End Mill (Craft Industrial) District though a comprehensive plan map change, zoning change and code amendments through Resolution 2019-3591.

3. On July 9, 2020, the Planning Commission conducted a public workshop on the proposed district.

4. On March 17 and 19, 2021, public workshops were held with property owners about the proposed district.

5. On June 28, 2021, a Transportation Rule Analysis was completed for the proposed zone change.

6. On August 7, 2023, a Downtown Newberg Parking Study was presented to the Newberg City Council.

7. On January 16, 2024, The City Council approved the Planning Division's 2024 Work Plan that included finalization of the Craft Industrial District.

8. On September 27, 2024, staff submitted a Post-Acknowledgement Plan Amendment (PAPA) notice with the Department of Land Conservation and Development (DLCD).

9. On October 10, 2024, the Newberg Planning Commission conducted a work session on the proposed district.

10. On October 25, 2024, a Measure 56 notice was sent to property owners letting them know that the City has proposed a land use regulation that may affect the permissible uses of their property regarding the proposed district.

11. On November 14, 2024, after proper notice, the Newberg Planning Commission opened a public hearing and continued the hearing to December 12, 2024, for staff to work with the Oregon Department of Transportation (ODOT) transportation concerns.

12. On December 12, 2024, the Newberg Planning Commission continued the public hearing, considered testimony, deliberated, and found the proposed amendments were in the best interest of

the City of Newberg and subsequently adopted Planning Commission Resolution 2024-397, recommending approval of the creation of a craft industrial district.

13. The Newberg City Council opened the hearing on January 6, 2025, considered testimony and deliberated.

**The City of Newberg Ordains as Follows:**

1. The City Council adopts the amendments to the Newberg Comprehensive Plan Map, Zoning Map and Newberg Municipal Code as shown in Exhibits "A-1 through A-3"
2. The Comprehensive Plan Map is amended as shown in Exhibit "A-1"
3. The Zoning Map is amended as shown in Exhibit "A-2"
4. The Title 15 code amendments shown in Exhibit "A-3" are hereby approved and adopted.
5. The findings shown in Exhibit "A-4" are hereby adopted. Exhibit "A-4" is hereby incorporated by reference.
6. The proposed district boundaries of the proposed district shall be as per the description in Exhibit "A-5". Exhibit "A-5" is hereby incorporated by reference.

**Effective Date** of this ordinance is 30 days after the adoption date, which is: _____, 2025.
**Adopted** by the City Council of Newberg, Oregon, this _____ day of _____, 2025, by the following votes: **AYE:** **NAY:** **ABSTAIN:**

_____
Rachel Thomas, City Recorder

**Attest** by the Mayor this _____ day of _____, 2025.

_____
Bill Rosacker, Mayor

- Defines and allows new “Craft Industrial and “Live/Work Dwelling Unit” uses;
- New M-5 district maintains most of the same uses in the Central Business District (C-3) and Light Industrial District (M-2);
- Prohibits Heavy Manufacturing and Storage Units uses;
- Creates a minimum lot size of 5,000 sq. ft. for the new M-5 district, whereas M-2 currently requires 20,000 sq. ft. and C-3 requires 5,000 sq. ft.;
- Creates setback standards of 0’ Front Yard Setback, 0’ Interior Yard Setback, and 10’ Interior Yard Setback if abutting residential zones;
- Requires no off-street parking requirements other than those for residential uses or locations that abut a residential district (including alley);
- Allows loading zones to be in an alley or on-street parking area if approved by Director;
- Applies limited landscaping standards, where in most cases landscaping is only required if adding off-street parking spaces;
- Updates sign standards to allow for electronic message centers in the proposed district;
- Modifies the small-scale food production special use standards to include the M-5 district;
- Creates new special use standards for craft industrial uses; and
- Makes limited amendments to other sections of code for improved clarity.

Staff mailed the proper public notices and met with business representatives. In response to public testimony before the Planning Commission, staff worked with the Commission to draft code language allowing certain Warehouse, Storage and Distribution uses in the district. These uses, which are currently allowed in the M-2 zone, under the proposed amendments, must be “railroad-oriented” where it was previously recommended that no Warehouse, Storage and Distribution uses would be allowed in the proposed amendments.

**Fiscal Impact:** There is no anticipated fiscal impact for these amendments.

**Council Goals:** Goal 2: Identify industrial land and attract employers to encourage family wage jobs, Policy 4: Remove barriers/deterrents to new, “clean”/light industrial employers that will provide family wage jobs.

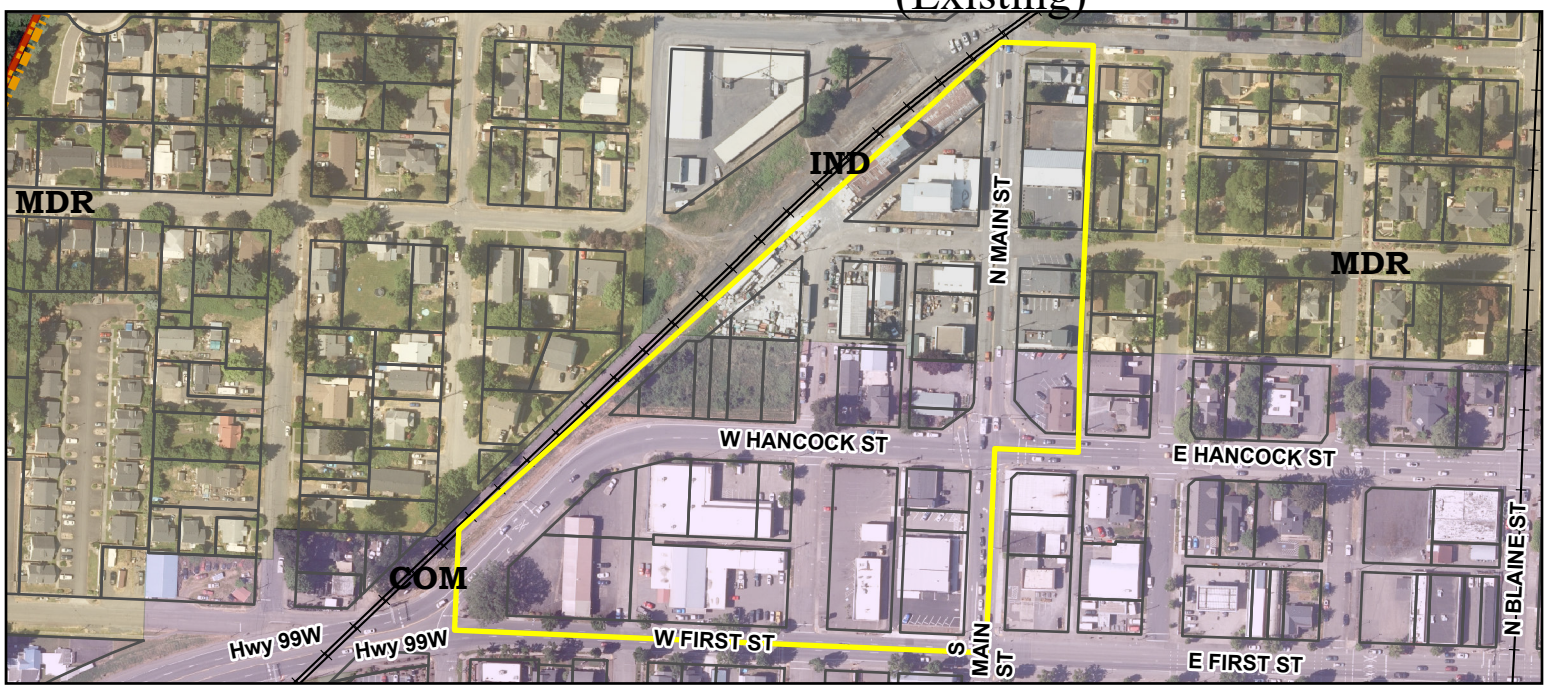
**Contents:**

Exhibit A: Ordinance 2025-2930
Exhibit A-1: Ordinance 2025-2930 Comprehensive Plan Map Amendments
Exhibit A-2: Ordinance 2025-2930 Zoning Map Amendments
Exhibit A-3: Ordinance 2025-2930 Title 15 Code Amendments
Exhibit A-4: Ordinance 2025-2930 Findings
Exhibit A-5: Ordinance 2025-2930 District Boundaries
Exhibit B: Planning Commission Resolution 2024-397
Exhibit C: DRAFT Planning Commission Minutes from 12-12-24

Exhibit D: Downtown Improvement Plan
Exhibit E: 2023 Downtown Parking Study
Exhibit F: Transportation Planning Rule Analysis Letter and ODOT Concurrence
Exhibit G: Agency Comments
Exhibit H: Council Resolution 2019-3591
Exhibit I: Comprehensive Plan
Exhibit J: 2024 Planning Division Work Plan

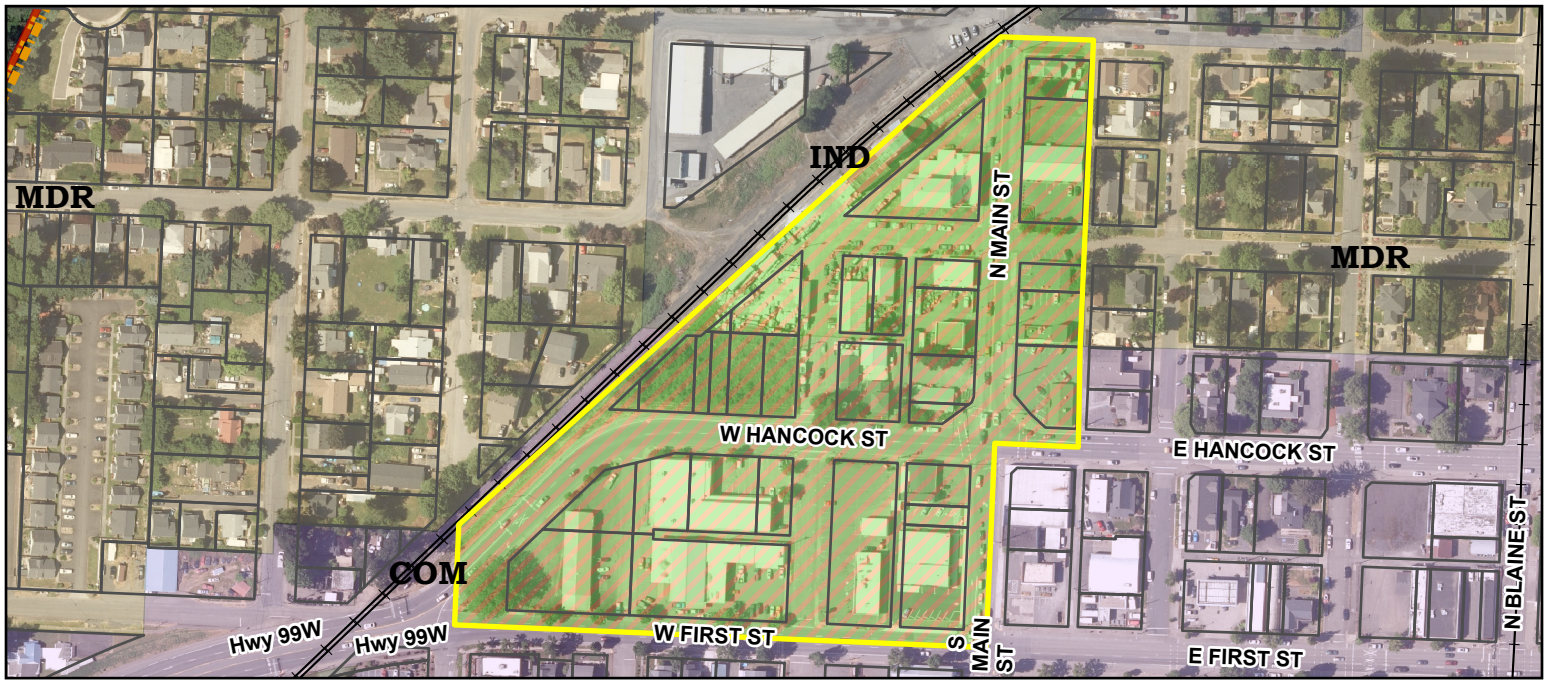
# Exhibit "A-1" to Craft Industrial District Ordinance 2025-2930
# Comprehensive Plan Map Amendments - File CPMA19-0002

## Downtown Newberg Comprehensive Plan Map (Existing)




N

## Downtown Newberg Comprehensive Plan Map (Proposed)




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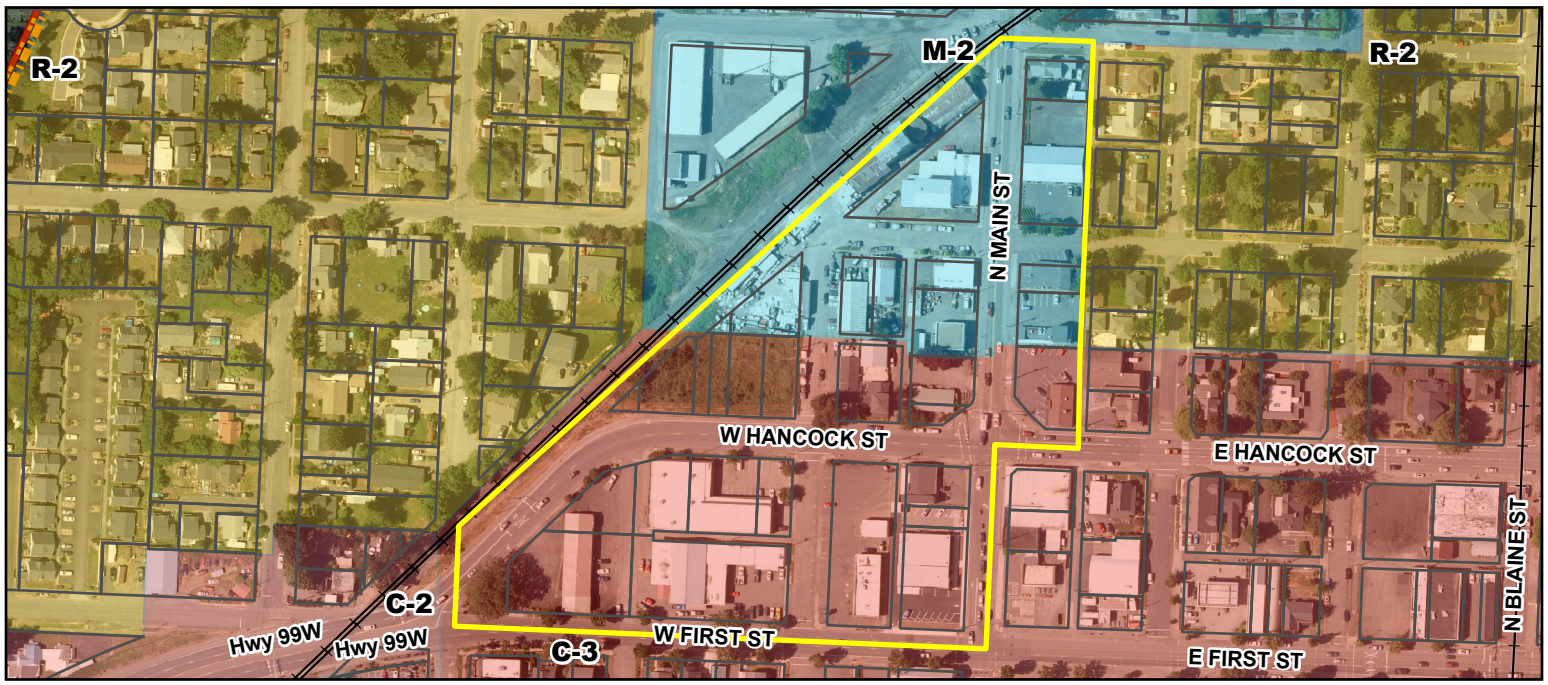
- Yamhill County Taxlots
- Street Segment
- Railroad Tracks

Comprehensive Plan

- COM
- COM/RD
- COM/SP
- HDR
- HDR/RD
- HDR/SP
- IND
- IND/RD
- IND/SP
- LDR
- LDR-6.6
- LDR/1A
- LDR/SP
- MDR
- MDR/RD
- MDR/SP
- MIX
- MIX/RD
- MIX/SP
- P
- P/RD
- PQ
- SD/E
- SD/H
- SD/LDR
- SD/MRR
- SD/NC
- SD/V

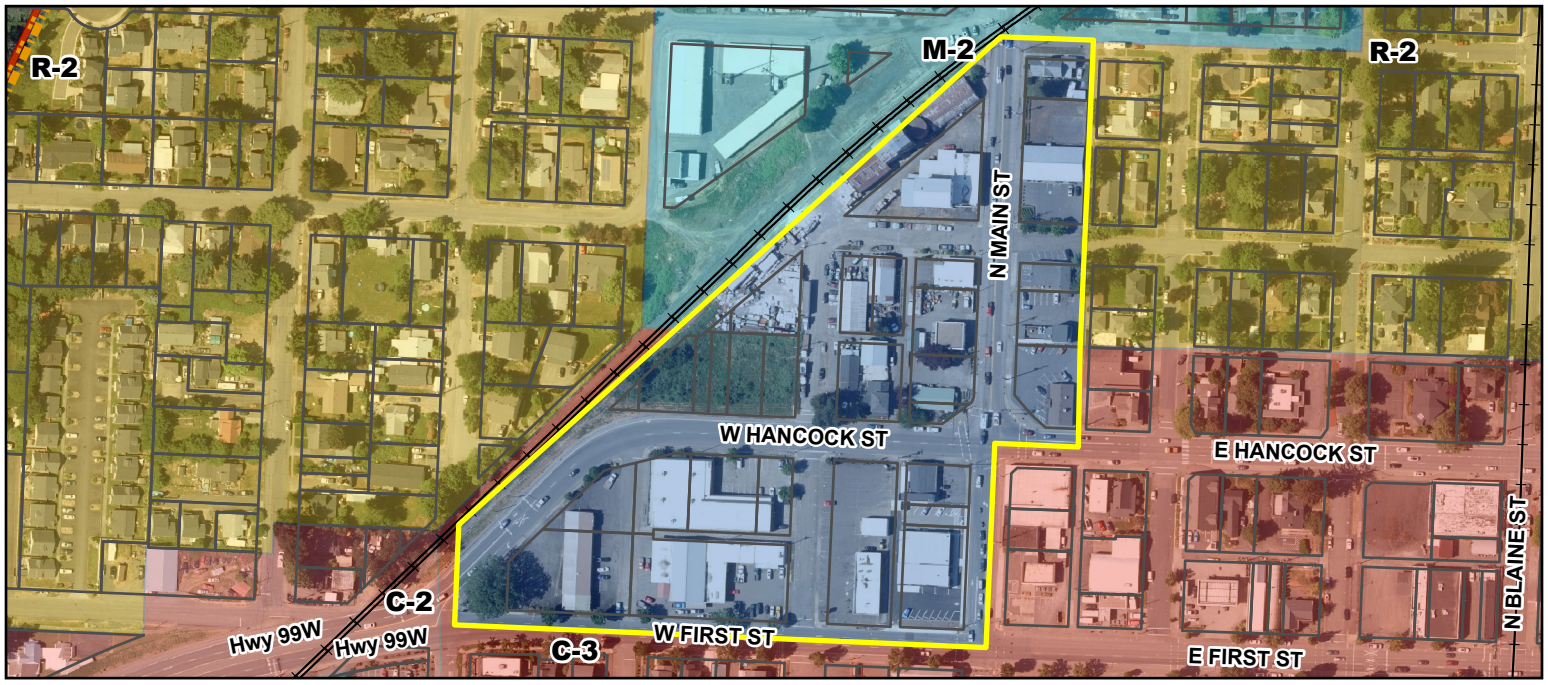
# Exhibit "A-2" to Craft Industrial District Ordinance 2025-2930
# Zoning Map Amendments - File ZMA19-0002

## Downtown Newberg Zoning Map (Existing)




N

## Downtown Newberg Zoning Map (Proposed)




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- Yamhill County Taxlots
- M-5 (Proposed)
- Street Segment
- Railroad Tracks

Zoning Districts

- R-1 Low Density Residential
- R-2 Medium Density Residential
- R-3 High Density Residential
- R-P Residential Professional
- C-1 Neighborhood Commercial
- C-2 Community Commercial
- C-3 Central Business
- C-4 Riverfront Commercial
- M-1 Limited Industrial
- M-2 Light Industrial
- M-3 Heavy Industrial
- CF Community Facilities
- I Institutional
- AR Airport Residential
- AI Airport Industrial
- M-E/RD Mixed Employment
- SD/E Springbook District Employment
- SD/H Springbrook District Hospitality
- SD/LDR Springbrook District Low Density Residential
- SD/MRR Springbrook District Mid-Rise Residential
- SD/V Springbrook District Village

# Exhibit "A-3" to Craft Industrial District Ordinance 2025-2930
# Development Code Amendments - File DCA19-0008

Note: Existing text is shown in regular font.
Added text is shown in double underline
Deleted text is shown in ~~strikethrough~~.

**The Newberg Municipal Code shall be amended as follows:**

## Chapter 15.05.030 Definitions.

For the purpose of this title, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

"**Abut**" means contiguous to; for example, two lots with a common property line.

"**Cottage cluster project**" means a development site with one or more cottage clusters. Each cottage cluster as a part of a cottage cluster project must have its own common courtyard.

**Coverage**. See "**lot coverage**."

**"Craft Industrial"** means the manufacturing, processing, fabrication, packaging or assembly of goods, with associated retail, or similar commercial uses on site.

"**Critical facility**" means a facility for which even a slight chance of flooding might be too great. Critical facilities include, but are not limited to, schools, nursing homes, hospitals, police, fire and emergency response installations, and installations which produce, use or store hazardous materials or hazardous waste.

"**Hotel**" or "**motel**" means a structure with sleeping units or dwelling units rented or occupied for periods of less than 30 days, excluding vacation rental homes and bed and breakfast establishments.

"**Housing project**" means any work or undertaking of a nonprofit sponsor or limited dividend housing corporation for the purpose of operating, rehabilitating or constructing decent, safe and sanitary housing for families and individuals who cannot obtain such shelter in the open market for 25 percent of the gross family income.

"**Industrial services category**" means a category of uses under Chapter 15.303 NMC that provide services to other businesses or industries. Services often are provided off site at the customer location. Services to the general public are allowed, but general public visits to the site are infrequent. Items to be serviced may be brought in and out by truck, trailer or forklift. Materials may be stored in warehouses, or outside in enclosed areas. Trailers and medium or heavy duty vehicles may be used and stored on site.

"**Livestock and poultry farming**" means the keeping and raising of livestock or poultry for commercial purposes.

**"Live/work unit"** means a building or space within a building used jointly for a commercial or manufacturing activity allowed in the zone and a residential living space for the owner of the commercial or manufacturing business, or the owner's employee, and that person's household.

"**Loading space**" means an off-street space or berth on the same lot with a main building or contiguous to a group of buildings, for the temporary parking of commercial vehicles while loading or unloading, and which shall abut a street, alley or other appropriate means of ingress and egress.

"**Restaurant**" means a place where meals are served to the public either for dining in or takeout, which does not include a walk-up or drive-up window.

"**Restaurant, drive-up**," "**restaurant, drive-through**" or "**restaurant, walk-up**" means a restaurant which serves all or a portion of its meals to the public, for purposes of takeout, via a drive-up, drive-through, or walk-up window.

"**Retail food and beverage production category**" means a category of uses under Chapter 15.303 NMC that prepare and package food and beverages for retail sale or consumption on site, and for shipment for sales at other locations. These are medium-sized operations, using 10,000 square feet or less of floor for production. The area on site devoted to retail sales and dining is at least 25 percent of the floor area.

"**Retail sales – bulk outdoor category**" means a category of uses under Chapter 15.303 NMC that sell or rent large items to the general public from stock displayed or stored in whole or in part outdoors. Large items include vehicles and materials that require forklifts, tow trucks, or other loading equipment to load to customers. Sales may include sale of other items indoors or outdoors.

# Chapter 15.250
# ANNEXATIONS

**15.250.080 Comprehensive plan and zoning designations.**

A. The comprehensive plan map designation of the property at the time of annexation shall be used as a criterion to determine whether or not the proposed request complies with the Newberg comprehensive plan. A redesignation of the comprehensive plan map may be requested concurrent with annexation. The proposed redesignation shall then be used to determine compliance with the Newberg comprehensive plan.

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 NMC 15.302.030 shall not be required.

| Comprehensive Plan Classification | Appropriate Zoning Classification |
|---|---|
| OS | Any zoning classification |
| LDR | R-1 |
| MDR | R-2, R-4 |
| HDR | R-3, R-4 |
| COM | C-1, C-2, or C-3 as determined by the director |
| MIX | C-2, M-1, M-2, M-5 or M-E as determined by the director |
| IND | M-1, M-2, M-3, M-4, M-5 or AI as determined by the director |
| PQ | Any zoning classification |
| P | CF |

C. If a zoning classification is requested by the applicant for other than that described in subsection (B) of this section, the criteria of NMC 15.302.030 shall apply. This application shall be submitted concurrently with the annexation application.

D. In the event that the annexation request is denied, the zone change request shall also be denied. [Ord. 2883 § 1 (Exh. A § 1), 6-7-21; Ord. 2747 § 1 (Exh. A § 6), 9-6-11; Ord. 2720 § 1(9), 11-2-09; Ord. 2451, 12-2-96. Code 2001 § 151.267.]

# Chapter 15.302
# DISTRICTS AND THEIR AMENDMENT

Sections:

15.302.010 Establishment and designation of use districts and subdistricts.
15.302.020 Establishment of districts.
15.302.030 Procedures for comprehensive plan map and zoning map amendments.
15.302.032 Purposes of each zoning district.
15.302.040 Subdistricts.
15.302.050 Continuance of use.
15.302.060 Establishment of districts and subdistricts by map.

15.302.070 Division of zoning map.
15.302.080 Uncertainty of district boundaries.

**15.302.010 Establishment and designation of use districts and subdistricts.**
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 subdistricts 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. R-4 Manufactured Dwelling district

~~4.~~ 5. RP residential professional district.

~~5.~~ 6. C-1 neighborhood commercial district.

~~6.~~ 7. C-2 community commercial district.

~~7.~~ 8. C-3 central business district.

~~8.~~ 9. C-4 riverfront commercial district.

~~9.~~ 10. CF community facilities district.

~~10.~~ 11. I institutional district.

~~11.~~ 12. M-1 limited industrial district.

~~12.~~ 13. M-2 light industrial district.

~~13.~~ 14. M-3 heavy industrial district.

~~14.~~ 15. M-4 large lot industrial district.

16. M-5 Craft industrial district.

~~15.~~ 17. AI airport industrial district.

~~16.~~ 18. Airport residential (AR) district.

~~17.~~ 19. SD Springbrook district.

~~18~~. 20. M-E mixed employment district.

B. Subdistricts of Use Districts.

1. AO airport overlay subdistrict.

2. CC civic corridor overlay subdistrict.

3. H historic landmarks subdistrict.

4. IO institutional overlay subdistrict.

5. LU limited use overlay subdistrict.

6. RD riverfront subdistrict.

7. SC stream corridor overlay subdistrict.

8. SP specific plan subdistrict.

9. AIO airport industrial overlay subdistrict.

10. Airport residential overlay subdistrict.

11. Bypass interchange overlay subdistrict.

12. Interim industrial overlay subdistrict. [Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2720 § 1(8), 11-2-09; Ord. 2564, 4-15-02; Ord. 2561, 4-1-02; Ord. 2550, 5-21-01; Ord. 2451, 12-2-96. Code 2001 § 151.120.]

**15.302.032 Purposes of each zoning district.**

M. M-4 Large Lot Industrial District. The M-4 industrial employment district is divided into two subdistricts: the industrial employment subdistrict and the industrial commercial subdistrict. 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." The M-4 district has two subdistricts:

1. Employment Subdistrict. 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 subdistrict 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.

2. Commercial Subdistrict. The industrial commercial subdistrict is intended to create, preserve and enhance areas for retail establishments serving the specific needs of the M-4 industrial employment area. The subdistrict 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.

N. M-5 Craft Industrial District. The purpose of the M-5 craft industrial district is to create, preserve and enhance areas that provide a mix of commercial and light industrial uses, particularly small-scale craft industrial uses with an integrated commercial component. The district is intended to complement nearby commercial areas by providing opportunities for production spaces while minimizing off-site impacts. The M-5 district is intended to be consistent with the industrial (IND) and mixed use (MIX) designations of the comprehensive plan.

Potential adverse impacts of industrial activity on adjacent uses are minimized by design and development standards as required by NMC 15.220.090. 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.

~~N.~~ O.CF Community Facilities District. The purpose of the CF community facilities district is to provide for appropriate development of community facilities, primarily by public agencies or nonprofit organizations. It encourages the preservation of natural resources and open space resources inventoried in the comprehensive plan. The CF district is intended to be consistent with the parks (P) and public/quasi-public (PQ) designations in the comprehensive plan. It may also be consistent with any other designation of the comprehensive plan as determined by the city council.

~~O.~~ P. I Institutional District. The I institutional district is intended to support and promote institutional uses. The district provides for the establishment and growth of large institutional campuses as well as accessory and compatible uses. The institutional district is intended to be consistent with the public/quasi-public (PQ) designation of the comprehensive plan.

~~P.~~ Q. AR Airport Residential District. The purpose of the AR airport residential district is to encourage and support the continued operation and vitality of Sportsman Airpark and to take advantage of the transportation options it provides by allowing airport-related residential uses. The AR district is intended to be consistent with the airport residential (AR) designation in the comprehensive plan. Maximum overall density shall be 8.8 units per gross buildable acre in the district, calculated as follows:

1. Single-family detached dwellings and duplex dwellings shall count as a single dwelling unit for density calculation.

2. Triplex dwellings, quadplex dwellings, townhouse dwellings and cottage cluster projects shall be exempt from density calculation and shall be subject only to the minimum lot sizes in NMC 15.405.010.

~~Q.~~ R. AI Airport Industrial District. The purpose of the AI airport industrial district is to encourage and support the continued operation and vitality of Sportsman Airpark by allowing airport-related industrial uses, and as such to promote economic development for the City of Newberg and Yamhill County. The AI airport industrial district is intended to recognize those areas devoted to or most suitable for the immediate operational facilities necessary for commercial and noncommercial aviation. It is also intended to provide areas for those activities directly supporting or dependent upon aircraft or air transportation when such activities, in order to function, require or benefit from a location within or immediately adjacent to primary flight operations and passengers or cargo service facilities. It is further intended to provide appropriate locations for airport-related light industrial uses that are compatible with and benefit from air transportation. The AI district is intended to be consistent with the industrial (IND) and public/quasi-public (PQ) designations in the comprehensive plan.

~~R.~~ S. M-E Mixed Employment District. The M-E mixed employment district is intended to create a mix of light industrial and limited commercial uses that provide employment opportunities for the City of Newberg while also creating a high-quality urban environment. This designation can provide a buffer between industrial uses with a high degree of external impact and other uses such as residential and recreational areas. The M-E designation is intended to be consistent with the industrial (IND) and mixed use (MIX) designations of the comprehensive plan. [Ord. 2913 § 2 (Exh. B § 8), 4-17-23; Ord. 2889 § 2 (Exh. B §§ 9 – 12), 12-6-21; Ord. 2880 § 2 (Exh. B §§ 11 – 13), 6-7-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2763 § 1 (Exh. A § 4), 9-16-13.]

# Chapter 15.303
# USE CATEGORIES

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15.303.508 Waste-related category.
15.303.509 Craft industrial category.
15.303.600 Miscellaneous uses.

**15.303.010 Purpose.**

A. Defined and Categorized Uses. Chapter 15.305 NMC lists the allowable uses in each zoning district. The uses listed are of two types:

1. Defined Uses. Defined uses are those uses that fit a specific definition contained in the definition section under NMC 15.05.030. For example, a “family child care home” is a specific defined use that is different than other day care type uses.

2. Use Categories. Use categories are used to describe land uses and activities that may be known by several common names, but are organized on the basis of common functional, product, or physical characteristics. For example, beauty salons, tanning salons, and body art studios are classified into a general category, “personal services.” Uses are assigned to the category whose description most closely describes the nature of the primary use. The “characteristics” subsection of each use category describes the characteristics of each use category. Developments may have more than one primary use. Developments may also have one or more accessory uses.

B. Interpretation. When a use’s category is not clearly identifiable, the director, through a Type I procedure, determines the applicable use category or similar use. The following is considered to determine what use category the use is in, and whether the activities constitute primary uses or accessory uses:

1. The description of the activity(ies) in relationship to the characteristics of each use category;

2. The relative amount of site or floor space and equipment devoted to the activity;

3. Relative amounts of sales from each activity;

4. The customer type for each activity;

5. The relative number of employees in each activity;

6. Hours of operation;

7. Building and site arrangement;

8. Vehicles used with the activity;

9. The relative number of vehicle trips generated by the activity;

10. How the use advertises itself; and

11. Whether the activity would function independently of the other activities on the site.

C. Developments with Multiple Primary Uses. When all the primary uses of a development fall within one use category, then the development is assigned to that use category. For example, a development that contains a grocery store, a gift shop, and a pharmacy would be classified in the general retail sales category because all the primary uses are in that category. When the primary uses of a development fall within different use categories, each primary use is classified in the applicable category and is subject to the regulations for that category.

D. Accessory Uses. The "accessory uses" subsection lists common accessory uses that are allowed by right in conjunction with the use unless stated otherwise in the regulations. Also, unless otherwise stated, they are subject to the same regulations as the primary use. Typical accessory uses are listed as examples with the categories.

E. Use of Examples. The "examples" subsection of each use category provides a list of examples of uses that are included in the use category. The names of uses on the lists are generic. They are based on the common meaning of the terms and not on what a specific use may call itself. For example, a use whose business name is "wholesale liquidation," but that sells mostly to consumers, would be included in the general retail sales category rather than the wholesale and industry sales category. This is because the actual activity on the site matches the description of the general retail sales category.

F. Exclusions. The "exclusions" subsection of each use category indicates uses that are classified not included in that particular use category. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.100 Agricultural uses.**
The following agricultural uses are defined in NMC 15.05.030:

A. Horticulture.

B. Livestock and poultry farming.

C. Home gardening.

D. Home livestock and poultry raising. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.200 Residential uses.**
The following residential uses are defined in NMC 15.05.030:

A. Dwelling, single-family detached.

B. Dwelling, single-family attached.

C. Manufactured home.

D. Manufactured dwelling park.

E. Mobile home park.

F. Manufactured home subdivision.

G. Dwelling, duplex.

H. Dwelling, triplex.

I. Dwelling, quadplex.

J. Dwelling, townhouse.

K. Dwelling, cottage.

L. Cottage cluster project.

M. Dwelling, multifamily.

N. Dwelling, accessory.

O. Dwelling, mixed use.

P. Dwelling, caretaker.

Q. Dormitory.

R. Home occupation. [Ord. 2889 § 2 (Exh. B § 13), 12-6-21; Ord. 2880 § 2 (Exh. B § 15), 6-7-21; Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

S. Live/Work Unit

**15.303.300 Institutional and public uses.**
[Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.310 Institutional care and housing.**
The following institutional care and housing uses are defined in NMC 15.05.030:

A. Family child care home.

B. Residential care home.

C. Residential care facility.

D. Prison. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.423 Retail sales – Convenience category.**
A. Characteristics. Convenience retail sales uses sell items to the general public that mostly are used or consumed the same day. Store size is limited to a specific floor area established by the zoning district. Items are sold predominantly indoors.

B. Accessory Uses. Eating and drinking (non-alcohol-related).

C. Examples. Mini-marts.

D. Exclusions. Retail sales – general. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.425 Retail food and beverage production category.**

A. Characteristics. Uses in this category prepare and package food and beverages for retail sale or consumption on site, and for shipment for sales at other locations. ~~These are medium-sized operations, using 10,000 square feet or less of floor for production. Th area on site devoted to retail sales and dining is at least 25 percent of the floor area.~~

B. Accessory Uses. Drive-up service windows. Note that drive-up service windows require a conditional use permit in some zones. Entertainment.

C. Examples. Processing of food and related products and related products, catering establishments. Small-scale wineries, breweries, and distilleries with tasting rooms on site. Retail bakeries. Chocolate shops. Coffee roaster or tea manufacturers with tasting rooms and/or retail area on site.

D. Exclusions. Wholesale bakeries, wineries, breweries, and distilleries with no or smaller retail or dining components are classified as light manufacturing ~~industrial~~ uses. Restaurants or retail shops that also produce food or beverages, where dining or customer areas comprise the majority of the floor area, or all food is sold "take-out," such as some brew pubs and bakeries, are classified as eating and drinking establishment or general retail sales. Manufacturing uses with no retail sales component are classified as light manufacturing uses.

**15.303.430 Eating and drinking establishments category.**

A. Characteristics. Eating and drinking establishments provide customers ready to consume food or drink for purchase. These establishments often provide tables and seating for the customers, and may provide take-out or delivery service. Eating and drinking establishments are of two types:

1. Alcohol-related are those establishments that serve alcohol and where minors are prohibited by law in any portion of the customer area.

2. Non-alcohol-related are those establishments that do not serve alcohol, or that do serve alcohol but minors are not prohibited by law in any portion of the customer area.

B. Accessory Uses. Drive-up service windows. Note that drive-up service windows require a conditional use permit in some zones. Entertainment. Bakeries, wineries, breweries, distilleries and similar food production areas provided the area devoted to production and storage is less than the floor area devoted to dining and retail sales, and the food is offered for sale on site.

C. Examples. Alcohol-related uses include bars, night clubs, taverns, and tasting rooms. Non-alcohol-related uses include restaurants, take-out food service, and soda fountains.

D. Exclusions. Nonprofit membership-only clubs are classified in private clubs, lodges, and meeting halls. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.440 Commercial services uses.**

The following commercial services uses are defined in NMC 15.05.030:

A. Temporary merchant. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.508 Waste-related category.**

A. Characteristics. Waste-related uses receive solid or liquid wastes from others for disposal on the site or for transfer to another location, collect sanitary wastes, or 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.

B. Accessory Uses. Accessory uses may include recycling of materials, offices, and repackaging and transshipment of byproducts.

C. Examples. Examples include sanitary landfills, limited use landfills, waste composting, energy recovery plants, portable sanitary collection equipment storage and pumping, and hazardous waste collection sites, automobile wrecking yards.

D. Exclusions.

1. Disposal of clean fill, as defined in OAR 340-093-0030, is considered a fill, not a waste-related use.

2. Sewer pipes that serve a development are considered a basic utility.

3. Wastewater treatment plants are a separate use. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.509 Craft Industrial Category**

**A. Characteristics.** Uses in this category are involved in the manufacturing, processing, fabrication, packaging or assembly of goods, with an associated public commercial component on site. Uses in this category can also include involvement of manufacturing and selling of artisan goods such as leather, glass cutlery, paper, ceramic, textile, yard, or similar products on site,

**B. Accessory uses.** Retail sales, display and consumption of goods produced on site,

**C. Examples**. Weaving or production of textiles or apparel. Woodworking, including furniture and cabinet makers. Manufacture or assembly of machinery, equipment, instruments, including musical instruments, vehicles, appliances, precision items, and other electrical items. Production of artwork and toys. Art studios, furniture makers and metalwork manufacturers with retail areas on site.

D. **Exclusions.** Uses are distinct from light manufacturing because of the larger commercial component. Uses are also distinct from retail, food, and beverage uses as they do not include food or beverage uses. Manufacturing uses with no retail sales component are classified as light manufacturing uses.

**15.303.600 Miscellaneous uses.**

The following residential uses are defined in NMC 15.05.030:

A. Accessory building.

B. Accessory use. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

# Chapter 15.305
# ZONING USE TABLE

Sections:

15.305.010 Classification of uses.
15.305.020 Zoning use table – Use districts.
15.305.030 Zoning use table – Use subdistricts.

**15.305.010 Classification of uses.**

The zoning use table under NMC 15.305.020 identifies the land uses that are allowed in the various zoning districts. The specific land use categories are described in Chapter 15.303 NMC. The table identifies each use as one of the following:

| | |
|---|---|
| P | Permitted Use. The use is a permitted use within the zone. Note that the use still may require design review, building permits, or other approval in order to operate. |
| C | Conditional Use. A conditional use permit is required for the use. See Chapter 15.225 NMC. |
| S | Special Use. The use is subject to specific standards as identified within this code. The applicable section is included in the last column of the table. |
| (#) | A note indicates specific limits on the use. These notes are listed at the bottom of the table. |
| X | Prohibited Use. The use is specifically prohibited. |

If none of the codes above are indicated, then the use is not permitted within the zone. [Ord. 2763 § 1 (Exh. A § 6), 9-16-13.]

**15.305.020 Zoning use table – Use districts.**

**Newberg Development Code – Zoning Use Table**

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100 | **AGRICULTURAL USES** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Horticulture | P | P | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | |
| Def. | Livestock and poultry farming | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |
| Def. | Home gardening | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| Def. | Home livestock and poultry raising | S | S | | | | | | | | X | | | | | | | | | S | | NMC Title 6 |
| 200 | **RESIDENTIAL USES** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Dwelling, single-family detached | P(2) | P | P(3) | | P | | C(4) | C(5) | | X | | | | | | | | P | P(6) | | Subject to lot or development site area requirements of |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | NMC 15.405.010 |
| Def. | Dwelling, townhouse | P(2) | P | P(3) | | P | | C(4) | C(5) | | X | | | | | | | | P | P(6) | | NMC 15.415.050(B); subject to lot or development site area requirements of NMC 15.405.010 |
| Def. | Manufactured home on individual lot | S(2) | S | S(3) | P(7) | S | | | | | X | | | | | | | | | P(6) | | NMC 15.445.050 – 15.445.070; subject to lot or development site |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | area requirements of NMC 15.405.010 |
| Def. | Manufactured dwelling park | | S | S | S | | | | | | X | | | | | | | | | | | NMC 15.445.075 – 15.445.160 |
| Def. | Mobile home park | | S | S | S | | | | | | X | | | | | | | | | | | NMC 15.445.075 – 15.445.160 |
| Def. | Manufactured home subdivision | | S | | S | | | | | | X | | | | | | | | | | | NMC 15.445.075 – 15.445.160 |
| Def. | Dwelling, duplex | P(2) | P | P | C | P | | C(4) | P(8)/C(5) | | X | | | | | | | | P | P(6) | | Subject to lot or developm |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | ent site area requirements of NMC 15.405.010 |
| Def. | Dwelling, triplex | P | P | P | | P | | | | | | | | | | | | | P | P(6) | | NMC 15.415.050(A); subject to lot or development site area requirements of NMC 15.405.010 |
| Def. | Dwelling, quadplex | P | P | P | | P | | | | | | | | | | | | | P | P(6) | | NMC 15.415.050(A); subject to |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | lot or development site area requirements of NMC 15.405.010 |
| Def. | Cottage cluster project | P | P | P | | P | | | | | | | | | | | | | P | P(6) | | NMC 15.415.050(C); subject to lot or development site area requirements of NMC 15.405.010 |
| Def. | Dwelling, multifamily | C | P | P | C | P | | C(4) | P(8)/C(5) | | X | | | | | | P(8) | | P | | | Subject to lot or |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | development site area requirements of NMC 15.405.010 |
| Def. | Dwelling, accessory | S | S | S | | S | | C | C | | X | | | | | | | | S | S | | Chapter 15.445 NMC, Article V |
| Def. | Dwelling, mixed use | | | | | | P(9) | P(10) | P(8)/C(5) | P(11) | X | C | C | | | | P(10) | | | | | |
| Def. | Dwelling, caretaker | | | | | | | | | | X | P | P | P | C | | P | | | | P(12) | Limited to one per lot, and allowed whenever the use requires the on-site residence |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | of such person. |
| Def. | Dormitory | | C | P | | P | | | | | X | | | | | | | | P | | | |
| Def. | Home occupation (no more than one outside paid employee) | S | S | S(13) | S | S | S(13) | S(13) | S(13) | S(13) | X | S(13) | S(13) | S(13) | S(13) | S(13) | | S(13) | S | S | S(13) | NMC 15.415.060 |
| Def. | Home occupation (more than one outside paid employee) | C | C | C(13) | C | C | C(13) | C(13) | C(13) | C(13) | X | C(13) | C(13) | C(13) | C(13) | C(13) | | C(13) | C | C | C(13) | NMC 15.415.060 |
| Def. | Live/work unit | | | | | | | | S | | | | | | | | S | | | | | NMC 15.415.070 |
| 300 | **INSTITUTIONAL AND PUBLIC USES** | | | | | | | | | | | | | | | | | | | | | |
| 310 | **INSTITUTIONAL CARE AND HOUSING** | | | | | | | | | | | | | | | | | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Def. | Family child care home | P | P | P(13) | P(13) | P | P(13) | P(13) | P(13) | P(13) | X | | | | | | P(13) | | P | P(13) | | ORS Chapter 657A |
| 312 | Day care | P | P | P | C | P | P | P | P | | P | P | P | C | C | P | P | | P | | P(14) | ORS Chapter 657A |
| Def. | Residential care home (5 or fewer people) | P | P | P(13) | P(13) | P | P(13) | P(13) | P(13) | P(13) | X | | | | | | P(13) | | P | P(13) | | ORS 197.665 |
| Def. | Residential care facility (6 – 15 people) | C | P | P | C | P | | C | C | | X | | | | | | | | P | | | ORS 197.665 |
| 315 | Group care facility (16+ people) | C | C | C | | C | | C | | | X | | | | | | | | P | | | |
| 316 | Hospital | C | C | C | | C | | P | P | | C | | | | | | | | P | | | |
| Def. | Prison | | | | | | | | | | X | C | C | C | C | | | | | | | |
| 320 | **ASSEMBLY** | | | | | | | | | | | | | | | | | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 321 | Religious institution, place of worship | P | P | P | P | P | P | P | P | P | X | | P(29) | | | | P | C | P | | | |
| 322 | Private club, lodge, meeting hall | | | C | C | | | P | P | C | X | | | | | | P | | P | | | |
| 330 | **SCHOOLS** | | | | | | | | | | | | | | | | | | | | | |
| 330 | School, primary or secondary | P | P | P | | P | | | | | X | | | | | | | C | | | | |
| 331 | College | P | P | P | | P | P | P | P(15) | | P(15) | | | | | | P(15) | C | P | | | |
| 332 | Commercial educational services | C | C | C | | C | P | P | P | | P | | | | | | P | | C | | | |
| 340 | **PARKS AND OPEN SPACES** | | | | | | | | | | | | | | | | | | | | | |
| 341 | Open space | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 342 | Park | P | P | P | P | P | P | P | P | P | X | | | | P(16) | | P | P(17) | P | | | |
| Def. | Golf course | P | P | P | | | | | | | X | | | | | | | P(17) | | | | |
| 350 | **PUBLIC SERVICES** | | | | | | | | | | | | | | | | | | | | | |
| 351 | Community services | C | C | C | C | P | | P | P | P | P | | | | | | P | C | P | | | |
| 352 | Emergency services | P | P | P | P | P | P | P | P | P | X | P | P | P | P | P | P | P | P | P | P | |
| Def. | Pound, dog or cat | | | | | | | C | C | | C | C | P | P | C | C | C | | | | | |
| Def. | Cemetery | C | C | C | C | C | C | C | C | C | X | C | C | C | C | C | C | C | C | C | C | ORS Chapter 97.46 |
| 360 | **TRANSPORTATION** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Transportation facilities and improvements | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| Def. | Transit center | | | | | | | P | P | P | X | P | P | P | | | P | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Def. | Parking facility | | | P | | C | C | P | P(18) | C | P | P | P | P | | P | P(18)/C(18) | | P | | | |
| Def. | Airport, landing field | | | | | | | | | | X | | C | C | | | | | | | P | |
| Def. | Heliport, helipad | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | P | |
| Def. | Marina | | | | | | | | | C | X | | | | | | | C | | | | |
| | Pilings, piers, docks, and similar in-water structures | | | | | | | | | C | X | | | | | | | C | | | | |
| 370 | **UTILITIES** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Basic utilities | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| Def. | Utility distribution plant or yard | | | | | | | | | | X | | P | P | P | | | | | | | |
| Def. | Wastewater treatment plant | | | | | | | | | | X | | C | P | C | | | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Def. | Telecommunication facility incorporated into existing structure/utility pole and no taller than 18 feet above existing structure/utility pole | C | C | C | C | C | S | S | S | S | S | S | S | S | S | S | S | | S | | | Chapter 15.445 NMC, Article IV |
| Def. | Telecommunication facility, including radio towers and transmitters, which are 100 feet or less in height, except those incorporated into an existing structure no taller than 18 | | | | | | C | C | C | | C | C | S(19) | S(19) | P | C | C | | C | | | Chapter 15.445 NMC, Article IV |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | feet above that structure | | | | | | | | | | | | | | | | | | | | | |
| Def. | Telecommunication facility, including radio towers and transmitters, which are over 100 feet | | | | | | C | C | C | | C | C | C | C | C | C | C | | C | | | Chapter 15.445 NMC, Article IV |
| 400 | **COMMERCIAL USES** | | | | | | | | | | | | | | | | | | | | | |
| 410 | **COMMERCIAL OFFICES** | | | | | | | | | | | | | | | | | | | | | |
| 411 | Medical office | | | C | | P | P(20) | P | P(21) | | P | | | | | | P(21) | | P | | | |
| 412 | Local business office | | | | | P(22) | P(20) | P | P(21) | | P | | | | | | P(21) | | | | | |
| 420 | **COMMERCIAL SALES AND RENTALS** | | | | | | | | | | | | | | | | | | | | | |
| 421 | Retail sales – General | | | | | | P(20) | P | P(15)/(21) | P | P | | P(23) | | | | P(15)(21) | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 422 | Retail sales – Bulk outdoor | | | | | | | P | C | | P | | P | | | | P | | | | | |
| 423 | Retail sales – Convenience | | | | | | P(20) | P | P(21) | P | X | | P(24) | | | P(25) | P(21) | | | | | |
| Def. | Temporary merchant | | | | | | | S | S(21) | | S | | | | | | | | | | | NMC 5.15.050 et seq. |
| 425 | Retail food and beverage production | | | | | | | S/C | S/C | | P | | | | | | S/C | | | | | Chapter 15.445 NMC, Article VIII |
| 430 | **EATING AND DRINKING ESTABLISHMENTS** | | | | | | | | | | | | | | | | | | | | | |
| 430 | Eating and drinking – Alcohol-related | | | | | | | P | P(21) | P | P | | | | | | P(21) | | | | | Requires liquor license |
| 430 | Eating and drinking – Non-alcohol-related | | | | | | P(20) | P | P(21) | P | P | P | P | | | | P(21) | | | | C(26) | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 440 | **COMMERCIAL SERVICES** | | | | | | | | | | | | | | | | | | | | | |
| 441 | Personal services | | | | | P | P(20) | P | P(21) | P | P | | | | | | P(21) | | | | | |
| 442 | Commercial services | | | | | | P(20) | P | P(21) | | P | | | | | | P(21) | | | | | |
| 443 | Commercial vehicle service | | | | | | | P | C | | X | P(27) | P | | | P(28) | P | | | | | |
| Def. | Kennel, commercial | | | | | | | C | C | | X | C | P | P | C | C | C | | | | | |
| 450 | **COMMERCIAL RECREATION** | | | | | | | | | | | | | | | | | | | | | |
| 451 | Commercial recreation – Indoors | | | | | | | P | P(15) | | P | P(29) | P(29) | | | | P(15)(29) | | | | | |
| 452 | Commercial recreation – Outdoors | | | | | | | P | | | X | | C | | | | | | | | | |
| 453 | Commercial recreation – | | | | | | | | | | X | | C | | | | | | | | C(33) | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Motor-vehicle-related | | | | | | | | | | | | | | | | | | | | | |
| 460 | **COMMERCIAL LODGING** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Vacation rental home | C | C | S | S | S | S(13) | S(13) | S(13) | S(13) | X | | | | | | S(13) | | | | | Chapter 15.445 NMC, Article VII |
| Def. | Bed and breakfast (2 or fewer rooms) | C | S | S | | S | S | S | S | S | X | | | | | | | | | | | NMC 15.445.010 |
| Def. | Bed and breakfast (3 or more rooms) | C | C | C | | C | C | S | S | S | X | | | | | | | | | | | NMC 15.445.010 |
| Def. | Hotel or motel | | | | | | | P | P(15) | P | P | | | | | | P | | | | C(26) | |
| Def. | Recreational vehicle park | | | | | | | C | | C | X | C | C | C | | | | | | | | NMC 15.445.170 |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 500 | **INDUSTRIAL USES** | | | | | | | | | | | | | | | | | | | | | |
| 501 | Traded sector industry office | | | | | P(30) | P(30) | P | P | | P | P | P | | P | | P | | | | P(33) | |
| 502 | Industrial services | | | | | | | C | | | P | | P | P | P | | C | | | | P(33) | |
| 503 | Wholesale and industry sales | | | | | | | C(31) | | | P | P(31) | P | P | P | | C(31) | | | | P(33) | |
| 504 | Warehouse, storage, and distribution | | | | | | | | | | P | P(32) | P | P | P | | P(41) | | | | P(33) | |
| ***Use 504 above was revised to allow it with footnote 41 in the M-5 zone pursuant to the recommendation of the Newberg Planning Commission to allow ongoing rail-oriented activities to continue in the district and mitigate negative impacts to existing owners and operators.*** | | | | | | | | | | | | | | | | | | | | | | |
| 505 | Self-service storage | | | | | | | P | | | X | P | P | P | P | | | | | | | |
| 506 | Light manufacturing | | | | | | | | | | P | P | P | P | P | | P | | | | P(33) | |
| 507 | Heavy manufacturing | | | | | | | | | | X | | P(34) | P | C | | | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 508 | Waste-related | | | | | | | | | | X | | | C | C | | | | | | | |
| Def. | Craft Industrial | | | | | | | | | | | | | | | | S/C | | | | | Chapter 15.445 NMC, Article VIII |
| 600 | **MISCELLANEOUS USES** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Accessory building and use incidental to other permitted uses in the zone | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| | Uses similar to permitted uses in the zone and not defined or categorized | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| | Uses similar to conditional uses in the zone | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | and not defined or categorized | | | | | | | | | | | | | | | | | | | | | |
| | Medical marijuana dispensary | X | X | X | X | X | P(35) | P(35) | P(35) | P(35) | X | X | X | X | X | X | P(35) | X | X | X | X | |
| | Medical marijuana processor | X | X | X | X | X | X | P(38) | X | X | P(37) | P(37) | P(37) | P(37) | P(37) | X | P(37) | X | X | X | X | |
| | Medical marijuana grow site | P(36) | P(36) | P(36) | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | X | |
| | Medical marijuana wholesaler | X | X | X | X | X | X | C(31)/(38) | X | X | P(38) | P(38) | P(38) | P(38) | P(38) | X | P(38) | X | X | P(38) | X | |
| | Recreational marijuana processor | X | X | X | X | X | X | C(38) | X | X | P(37) | P(37) | P(37) | P(37) | P(37) | X | P(38) | X | X | X | X | |
| | Recreational marijuana producer (indoor) | X | X | X | X | X | X | X | X | X | P | P | P | P | P | X | C | X | X | X | X | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Recreational marijuana producer (outdoor) | X | X | X | X | X | X | X | X | X | C | C | C | C | C | X | X | X | X | X | X | |
| | Recreational marijuana retailer | X | X | X | X | X | P(38)/(39)/(40) | P(38)/(39)/(40) | P(38)/(39)/(40) | P(38)/(39)/(40) | X | X | X | X | X | X | P(38)/(39)/(40) | X | X | X | X | |
| | Recreational marijuana wholesaler | X | X | X | X | X | X | C(31)/(38) | X | X | P(38) | P(38) | P(38) | P(38) | P(38) | X | X | X | X | P(38) | X | |
| | Marijuana laboratories | X | X | X | X | X | P | P | P | P | P | P | P | P | P | P | P | X | P | X | X | |
| | Marijuana research certificate | X | X | X | X | X | P | P | P | P | P | P | P | P | P | P | P | X | P | X | X | |

Key:

P: Permitted use

S: Special use – Use requires a special use permit

C: Conditional use – Requires a conditional use permit

X: Prohibited use

(#): See notes for limitations

Notes.

(1) Limited to sites with preexisting agricultural uses, including at time of annexation.

(2) Limited to one per lot as a permitted use. More than one per lot allowed only through a conditional use permit or planned unit development, subject to density limits of NMC 15.405.010(B).

(3) Permitted on individual lots created prior to November 17, 1992. Homes on individual lots created on or after November 17, 1992, will only be permitted through the planned unit development process.

(4) The permitted density shall be stated on the conditional use permit.

(5) The dwelling units must front onto Hancock Street. No more than 30 percent of a single street frontage of a block may be occupied by residential uses. Contiguous residential street frontage must be less than 60 lineal feet. Density and parking standards for allowable dwelling units must be met.

(6) One single-family, duplex, triplex or quadplex dwelling, or up to four townhouses or cottage dwellings per lot with the addition of a tie-down or hangar for an airplane. At a minimum, a paved tie-down or hangar shall be provided on the property, or the property shall include permanent rights to a private hangar within the subdivision. See Chapter 15.336 NMC.

(7) The homes are not subject to the development standards set forth in NMC 15.445.050 through 15.445.070.

(8) The units must be located on the same lots as another use permitted or conditionally permitted in the C-3 or M-5 zone and may not occupy the first floor storefront area (the portion of the building closest to the primary street), except on E/W Second Street where dwelling units are permitted to occupy the first floor of a building. There shall be no density limitation. Private parking areas or garages are not required for dwelling units located within buildings in existence prior to and including June 30, 1999. Parking shall be provided for all new dwelling units within any building constructed after June 30, 1999, in private parking areas or garages on the basis of one parking space for each dwelling unit.

(9) Permitted on the ground floor, one per lot in conjunction with any other use permitted or conditional use in the C-1 zone. On upper floors, dwelling units are unlimited and one parking space per dwelling unit is required.

(10) Permitted above any permitted use in the C-2 or M-5 zone. There shall be no density limitation. Parking shall be provided in private parking areas or garages on the basis of one parking space for each dwelling unit.

(11) The units must be located on the same lot as another use permitted or conditionally permitted in the C-4 district and may not occupy the first-floor storefront area (the portion of the building closest to the primary street). There shall be no density limitation. Parking shall be provided for all new dwelling units in private parking areas or garages on the basis of a maximum of one parking space for each dwelling unit.

(12) One residence of area not more than 40 percent of the area of the hangar floor, up to a maximum of 1,500 square feet, for an airport caretaker or security officer on each separate parcel.

(13) Permitted in existing dwelling units only. New dwelling units may not be created for this use unless the dwelling unit would otherwise be allowed.

(14) Allowed exclusively for employers or employees of businesses located within this district.

(15) Facility over 40,000 square feet gross floor area requires a conditional use permit.

(16) Allowed in areas designated in industrial area plans.

(17) Limited to facilities owned or operated by a public agency.

(18) Parking garages are a conditional use, and must have first floor street frontage of 40 feet or less for ingress or egress. First floor development must be commercial.

(19) A conditional use permit is required if the facility is less than 2,000 feet from the nearest telecommunication facility.

(20) Businesses in the C-1 zone that have hours of operation between 10:00 p.m. and 7:00 a.m. require a conditional use permit.

(21) Drive-up service windows accessory to an existing business on the site with walk-in customer service, such as a drive-up bank window, are allowed only with a conditional use permit. Otherwise, drive-up service windows, except those in service on April 1, 2002, are prohibited. Changes in use will not be allowed.

(22) Retail sales of goods on site not allowed.

(23) Limited to secondhand stores.

(24) Store size is limited to 2,000 square feet gross floor area.

(25) Store size is limited to 5,000 square feet gross floor area.

(26) Use must demonstrate that it is compatible with airport operations.

(27) Limited to service stations.

(28) Limited to card lock fueling only. Retail services are limited to self-vending services.

(29) Permitted provided the structure is designed for easy conversion to industrial use, including not having fixed seating.

(30) Limited to 10,000 square feet maximum floor area.

(31) Allowed indoors only.

(32) Allowed indoors only. Outdoor use requires a conditional use permit.

(33) Must be aviation-related. See Chapter 15.332 NMC.

(34) Limited to expansion or change of existing heavy manufacturing uses.

(35) Shall not be located at the same address as a state-registered marijuana grow site, or within 1,000 feet of the real property comprising a public park, a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school, teaching children as described in ORS 339.030(1)(a). Distance is measured in a straight line in a radius extending for 1,000 feet or less in any direction from the closest point anywhere on the boundary line of the real property comprising an existing public park, public elementary or secondary school or a private or parochial elementary or secondary school to the closest point of the premises of a dispensary. The premises consist of the dispensary building, or the portion of the building used for a dispensary. Shall not be located within 1,000 feet of another medical marijuana dispensary. Operating hours are limited to the hours between 9:00 a.m. and 10:00 p.m.

(36) Allows up to 12 mature plants; indoor operations only.

(37) Indoor use only.

(38) The use is not allowed within 1,000 feet of the real property comprising a public park, a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school, teaching children as described in ORS 339.030(1)(a). Distance is measured in a straight line in a radius extending for 1,000 feet or less in any direction from the closest point anywhere on the boundary line of the real property comprising an existing public park, public elementary or secondary school or a private or parochial elementary or secondary school to the closest point of the premises of a recreational processor, wholesaler or retailer, or medical marijuana processor and wholesaler.

(39) One-thousand-foot separation between retailer to retailer premises and 1,000-foot separation between retailer to dispensary premises.

(40) Operating hours limited to the hours between 9:00 a.m. and 10:00 p.m.

(41) Must be a rail-oriented use and/or property.

***Footnote 41 revision was added pursuant to the recommendation of the Newberg Planning Commission to allow ongoing rail-oriented activities to continue in the district and mitigate negative impacts to existing owners and operators.***

[Ord. 2889 § 2 (Exh. B § 14), 12-6-21; Ord. 2880 § 2 (Exh. B § 16), 6-7-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2857 § 1 (Exh. A §§ 1, 2), 3-16-20; Ord. 2851 § 1 (Exh. A § 1), 1-21-20; Ord. 2840 § 1 (Exh. A § 1, Att. 1), 10-15-18; Ord. 2832 § 1 (Exh. A, Att. 1), 7-2-18; Ord. 2820 § 1 (Exh. A § 1, Att. 1), 9-18-17; Ord. 2809 § 1 (Exh. A § 1), 9-19-16; Ord. 2801 § 1 (Exh. A § 2), 6-6-16; Ord. 2798 § 1 (Exh. A § 2), 4-4-16; Ord. 2793 § 2 (Exh. A § 1), 2-1-16; Ord. 2780 § 1 (Exh. A § 2), 4-6-15; Ord. 2763[1] § 1 (Exh. A § 6), 9-16-13.]

| # | Use | R-1/PD | R-1/0.1 | R-1/0.4 | R-1/6.6 | R-1/SP | R-2/PD | R-2/SP | R-2/RD | R-3/RD | SD/LDR | SD/MMR | R-3/PD | RP/SP | RP/LU | AO | ARO | C-1/SP | C-2/LU | C-2/PD | C-2/SP | C-3/LU | C-4/RD | SD/V | SD/NC | SD/H | CC | CF/RD | IO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 600 | MISCELLANEOUS USES | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Medical marijuana dispensary | X | X | X | X | X | X | X | (5) | (5) | X | X | X | X | X | (5) | X | P(4) | P(4) | P(4) | P(4) | P(4) | (5) | P(4) | P(4) | P(4) | X | (5) | X |
| | Medical marijuana processor | X | X | X | X | X | X | X | (5) | (5) | X | X | X | X | X | (5) | X | X | X | X | X | X | (5) | X | X | X | X | (5) | X |
| | Medical marijuana grow site | C | C | C | C | C | C | C | (5) | (5) | C | C | C | C | C | C | C | C | C | C | C | C | (5) | C | C | C | C | (5) | C |
| | Medical marijuana wholesaler | X | X | X | X | X | X | X | (5) | (5) | X | X | X | X | X | (5) | X | X | X | X | X | X | (5) | X | X | X | X | (5) | X |
| | Recreational marijuana processor | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X |
| | Recreational marijuana producer (indoor) | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X |
| | Recreational marijuana | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X |

| # | Use | R-1/PD | R-1/0.1 | R-1/0.4 | R-1/6.6 | R-1/SP | R-2/PD | R-2/SP | R-2/RD | R-3/RD | SD/LDR | SD/MMR | R-3/PD | RP/SP | RP/LU | AO | ARO | C-1/SP | C-2/LU | C-2/PD | C-2/SP | C-3/LU | C-4/RD | SD/V | SD/NC | SD/H | CC | CF/RD | IO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | producer (outdoor) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Recreational marijuana retailer | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | P(1)/(2)/(3) | P(1)/(2)/(3) | P(1)/(2)/(3) | P(1)/(2)/(3) | P(1)/(2)/(3) | (6) | P(1)/(2)/(3) | P(1)/(2)/(3) | P(1)/(2)/(3) | X | (6) | X |
| | Recreational marijuana wholesaler | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X |
| | Marijuana laboratories | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | P | P | P | P | P | (6) | P | P | P | P | (6) | X |
| | Marijuana research certificate | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | P | P | P | P | P | (6) | P | P | P | P | (6) | P |

| # | Use | M-1/ SP | M-E/ RD | M-1/ RD | M-2/ RD | SD/ E | FHO | II | AIO | H | SC | BI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 600 | MISCELLANEOUS USES | | | | | | | | | | | |
| | Medical marijuana dispensary | X | (5) | (5) | (5) | X | X | X | X | X | X | (5) |
| | Medical marijuana processor | P | (5) | (5) | (5) | P | X | X | X | X | X | (5) |
| | Medical marijuana grow site | C | (5) | (5) | (5) | C | C | C | C | C | C | C |
| | Medical marijuana wholesaler | P(1) | (5) | (5) | (5) | P(1) | X | P(1) | X | X | X | (5) |
| | Recreational marijuana processor | P | (6) | (6) | (6) | P | X | X | X | X | X | (6) |
| | Recreational marijuana producer (indoor) | P | (6) | (6) | (6) | P | X | P | X | X | X | (6) |
| | Recreational marijuana producer (outdoor) | C | (6) | (6) | (6) | C | X | C | X | X | X | (6) |
| | Recreational marijuana retailer | X | (6) | (6) | (6) | X | X | X | X | X | X | (6) |
| | Recreational marijuana wholesaler | P(1) | (6) | (6) | (6) | P(1) | X | P(1) | X | X | X | (6) |
| | Marijuana laboratories | P | (6) | (6) | (6) | P | X | P | P | X | X | (6) |
| | Marijuana research certificate | P | (6) | (6) | (6) | P | X | P | P | X | X | (6) |

Key:

| | | |
|---|---|---|
| P: Permitted use | S: Special use – Use requires a special use permit | |
| C: Conditional use – Requires a conditional use permit | X: Prohibited use | (#): See notes for limitations |

Notes.

(1) The use is not allowed within 1,000 feet of the real property comprising a public park, a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school, teaching children as described in ORS 339.030(1)(a). Distance is measured in a straight line in a radius extending for 1,000 feet or less in any direction from the closest point anywhere on the boundary line of the real property comprising an existing public park, public elementary or secondary school or a private or parochial elementary or secondary school to the closest point of the premises of a recreational retailer or wholesaler, or medical marijuana wholesaler.

(2) One-thousand-foot separation between retailer to retailer premises and 1,000-foot separation between retailer to dispensary premises.

(3) Operating hours limited to the hours between 9:00 a.m. and 10:00 p.m.

(4) Shall not be located at the same address as a state-registered marijuana grow site, or within 1,000 feet of the real property comprising a public park, a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school, teaching children as described in ORS 339.030(1)(a). Distance is measured in a straight line in a radius extending for 1,000 feet or less in any direction from the closest point anywhere on the boundary line of the real property comprising an existing public park, public elementary or secondary school or a private or parochial elementary or secondary school to the closest point of the premises of a dispensary. The premises consist of the dispensary building, or the portion of the building used for a dispensary. Shall not be located within 1,000 feet of another medical marijuana dispensary. Operating hours are limited to the hours between 9:00 a.m. and 10:00 p.m.

(5) See NMC 15.305.020, Zoning use table – Use districts, for districts where medical marijuana dispensaries, processors, grow sites, and wholesalers are allowed or prohibited.

(6) See NMC 15.305.020, Zoning use table – Use districts, for districts where recreational marijuana processors, producers (indoor and outdoor), retailers, wholesalers, and marijuana laboratories and research certificates are allowed or prohibited.

[Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2840 § 1 (Exh. A § 2, Att. 2), 10-15-18; Ord. 2820 § 1 (Exh. A § 2, Att. 2), 9-18-17; Ord. 2809 § 1 (Exh. A § 2), 9-19-16; Ord. 2801 § 1 (Exh. A § 3), 6-6-16; Ord. 2798 § 1 (Exh. A § 3), 4-4-16; Ord. 2793 § 3 (Exh. A § 2), 2-1-16.]

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[1] Code reviser's note: Section 25 of Ordinance 2763 provides:

**SECTION 25: Grace period for previously permitted or conditional uses.** Where an applicant demonstrates that a particular use was a permitted or conditional use on a specific property immediately prior to adoption of this ordinance, but that the use is no longer either a permitted or conditional use on that property due to this ordinance, the applicant may establish the use as either a permitted or conditional use, as provided in the prior code, provided the use is legally commenced prior to January 1, 2018.

# Chapter 15.405
# LOT REQUIREMENTS

Sections:

15.405.010 Minimum and maximum lot area.
15.405.020 Lot area exceptions.
15.405.030 Lot dimensions and frontage.
15.405.040 Lot coverage and parking coverage requirements.
15.405.050 Middle housing land divisions.

**15.405.010 Minimum and maximum lot area.**

A. In the following districts, each lot or development site shall have an area as shown below except as otherwise permitted by this code:

1. In the R-1, R-2, R-3, R-P and AR districts, the following minimum lot area standards apply:

| Zone | Minimum lot area for single family | Minimum lot area for duplex dwelling | Minimum lot area for triplex dwelling | Minimum lot area for quadplex dwelling | Minimum lot area for townhouse | Minimum lot area for cottage cluster | Minimum lot area per dwelling unit for multifamily |
|---|---|---|---|---|---|---|---|
| R-1 | 5,000 SF | 5,000 SF | 5,000 SF | 7,000 SF | 1,500 SF | 7,000 SF | Per conditional use review |
| R-2 | 3,000 SF | 3,000 SF | 5,000 SF | 7,000 SF | 1,500 SF | 7,000 SF | 3,000 SF |
| R-3 | 2,500 SF | 2,500 SF | 4,500 SF | 6,000 SF | 1,500 SF | 6,000 SF | 1,500 SF |
| R-P | 3,000 SF | 3,000 SF | 5,000 SF | 7,000 SF | 1,500 SF | 7,000 SF | 3,000 SF |
| AR | 5,000 SF | 5,000 SF | 5,000 SF | 7,000 SF | 1,500 SF | 7,000 SF | — |

2. In the AI, C-1, C-2, ~~and~~ C-3, and M-5 districts, each lot or development site shall have a minimum area of 5,000 square feet or as may be established by a subdistrict.

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

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

5. Within the commercial and mixed employment district(s) of the riverfront overlay subdistrict, there is no minimum lot size required, provided the other standards of this code can be met.

B. Maximum Lot or Development Site Area per Dwelling Unit.

1. In the R-1 district, the average size of lots in a subdivision intended for single-family development shall not exceed 10,000 square feet.

2. In the R-2 and R-P districts, the average size of lots in a subdivision intended for single-family development shall not exceed 5,000 square feet.

3. In the R-2, AR and R-P districts, lots or development sites in excess of 15,000 square feet used for multiple single-family, duplex, triplex, quadplex, multifamily dwellings or cottage cluster projects shall be developed at a minimum of one dwelling per 5,000 square feet lot area.

4. In the R-3 district, lots or development sites in excess of 15,000 square feet used for multiple single-family, duplex, triplex, quadplex, multifamily dwellings or cottage cluster projects shall be developed at a minimum of one dwelling per 2,500 square feet lot area.

C. In calculating lot area for this section, lot area does not include land within public or private streets. In calculating lot area for maximum lot area/minimum density requirements, lot area does not include land within stream corridors, land reserved for public parks or open spaces, commons buildings, land for preservation of natural, scenic, or historic resources, land on slopes exceeding 15 percent or for avoidance of identified natural hazards, land in shared access easements, public walkways, or entirely used for utilities, land held in reserve in accordance with a future development plan, or land for uses not appurtenant to the residence.

D. Lot size averaging is allowed for any subdivision. Some lots may be under the minimum lot size required in the zone where the subdivision is located, as long as the average size of all lots is at least the minimum lot size. [Ord. 2889 § 2 (Exh. B § 26), 12-6-21; Ord. 2880 § 2 (Exh. B §§ 36, 37), 6-7-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2763 § 1 (Exh. A § 12), 9-16-13; Ord. 2730 § 1 (Exh. A (2)), 10-18-10; Ord. 2720 § 1(14), 11-2-09; Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2507, 3-1-99; Ord. 2451, 12-2-96. Code 2001 § 151.565.]

**Penalty:** See NMC 15.05.120.

**15.405.020 Lot area exceptions.**

The following shall be exceptions to the required lot areas:

A. Lots of record with less than the area required by this code.

B. Lots or development sites which, as a process of their creation, were approved in accordance with this code.

C. Planned unit developments, provided they conform to requirements for planned unit development approval. [Ord. 2451, 12-2-96. Code 2001 § 151.566.]

**15.405.030 Lot dimensions and frontage.**

A. Width. Widths of lots shall conform to the standards of this code.

B. Depth to Width Ratio. Each lot and parcel shall have an average depth between the front and rear lines of not more than two and one-half times the average width between the side lines. Depths of lots shall conform to the standards of this code. Development of lots under 15,000 square feet are exempt from the lot depth to width ratio requirement.

C. Area. Lot sizes shall conform to standards set forth in this code. Lot area calculations shall not include area contained in public or private streets as defined by this code.

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 NMC 15.05.030, shall be created to provide frontage or access except as allowed by NMC 15.240.020(L)(2).

   b. Each lot in R-2 zone shall have a minimum width of 25 feet at the front building line and R-3 zone shall have a minimum width of 30 feet at the front building line, except that duplex, triplex, quadplex and cottage cluster project lots in the R-3 zone shall have a minimum width of 25 feet at the front building line.

   c. Each lot in R-1 zone shall have a minimum width of 35 feet at the front building line and AI or RP shall have a minimum width of 50 feet at the front building line.

   d. 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. Lots for townhouse dwellings in any zone where they are permitted shall have a minimum frontage on a public street for a distance of at least 20 feet, shall have a minimum width of 20 feet at the front building line and shall have access meeting the provisions of NMC 15.415.050(B).

   b. Legally created lots of record in existence prior to the effective date of the ordinance codified in this code.

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

   d. 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. However, existing single-family detached dwellings on existing private streets may be converted to duplex, triplex, or quadplex dwellings. [Ord. 2889 § 2 (Exh. B § 27), 12-6-21; Ord. 2880 § 2 (Exh. B § 38), 6-7-21; Ord. 2830 § 1

(Exh. A), 4-2-18; Ord. 2822 § 1 (Exh. A), 2-5-18; Ord. 2730 § 1 (Exh. A (3)), 10-18-10; Ord. 2720 § 1(15), 11-2-09; Ord. 2647, 6-5-06; Ord. 2507, 3-1-99; Ord. 2451, 12-2-96. Code 2001 § 151.567.]

**Penalty:** See NMC 15.05.120.

### 15.405.040 Lot coverage and parking coverage requirements.

A. Purpose. The lot coverage and parking coverage requirements below are intended to:

1. Limit the amount of impervious surface and storm drain runoff on residential lots.

2. Provide open space and recreational space on the same lot for occupants of that lot.

3. Limit the bulk of residential development to that appropriate in the applicable zone.

B. Residential uses in residential zones shall meet the following maximum lot coverage and parking coverage standards; however, cottage cluster projects shall be exempt from the standards. See the definitions in NMC 15.05.030 and Appendix A, Figure 4.

1. Maximum Lot Coverage.

   a. R-1: 40 percent, except:

      i. Fifty percent if all structures on the lot are one story; and

      ii. Sixty percent for townhouse dwellings.

   b. R-2 and RP: 60 percent.

   c. AR and R-3: 60 percent.

2. Maximum Parking Coverage. R-1, R-2, R-3, and RP: 30 percent.

3. Combined Maximum Lot and Parking Coverage.

   a. R-1: 60 percent.

   b. R-2, R-3, RP and townhouse dwellings in R-1: 70 percent.

C. All other districts and uses not listed in subsection (B) of this section shall not be limited as to lot coverage and parking coverage except as otherwise required by this code. [Ord. 2913 § 2 (Exh. B § 10), 4-17-23; Ord. 2889 § 2 (Exh. B § 28), 12-6-21; Ord. 2880 § 2 (Exh. B § 39), 6-7-21; Ord. 2832 § 1 (Exh. A), 7-2-18; Ord. 2746 § 1 (Exh. A § 1), 8-15-11; Ord. 2730 § 1 (Exh. A (3)), 10-18-10; Ord. 2647, 6-5-06; Ord. 2451, 12-2-96. Code 2001 § 151.568.]

**Penalty:** See NMC 15.05.120.

### 15.405.050 Middle housing land divisions.

Applications for middle housing land divisions shall follow the lot requirements set forth in this chapter. [Ord. 2912 § 1 (Exh. A § 13), 5-1-23.]

# Chapter 15.410
# YARD SETBACK REQUIREMENTS

Sections:

15.410.010 General yard regulations.
15.410.020 Front yard setback.
15.410.030 Interior yard setback.
15.410.040 Setback and yard restrictions as to schools, churches, public buildings.
15.410.050 Special setback requirements to planned rights-of-way.
15.410.060 Vision clearance setback.
15.410.070 Yard exceptions and permitted intrusions into required yard setbacks.
15.410.080 Middle housing land divisions.

**15.410.010 General yard regulations.**

A. No yard or open space provided around any building for the purpose of complying with the provisions of this code shall be considered as providing a yard or open space for any other building.

B. No yard or open space on adjoining property shall be considered as providing required yard or open space for another lot or development site under the provisions of this code.

C. No front yards provided around any building for the purpose of complying with the regulations of this code shall be used for public or private parking areas or garages, or other accessory buildings, except as specifically provided elsewhere in this code.

D. When the common property line separating two or more contiguous lots is covered by a building or a permitted group of buildings with respect to such common property line or lines does not fully conform to the required yard spaces on each side of such common property line or lines, such lots shall constitute a single development site and the yards as required by this code shall then not apply to such common property lines.

E. Dwellings Where Permitted above Nonresidential Buildings. The front and interior yard requirements for residential uses shall not be applicable; provided, that all yard requirements for the district in which such building is located are complied with.

F. In the AI airport industrial district, clear areas, safety areas, object-free areas, taxiways, parking aprons, and runways may be counted as required yards for a building, even if located upon an adjacent parcel.

G. In the AR airport residential district, clear areas, safety areas, object-free areas, taxiways, parking aprons, and runways may be counted as required yards for a building, if located upon an adjacent parcel. [Ord. 2647, 6-5-06; Ord. 2451, 12-2-96. Code 2001 § 151.550.]

**Penalty:** See NMC 15.05.120.

**15.410.020 Front yard setback.**

A. Residential (see Appendix A, Figure 10).

1. AR, R-1 and R-2 districts shall have a front yard of not less than 15 feet, except that multifamily dwellings with parking to the side or rear shall have a front yard of not less than 10 feet. Said yard shall be landscaped and maintained.

2. R-3 and RP districts shall have a front yard of not less than 12 feet, except that multifamily dwellings with parking to the side or rear shall have a front yard of not less than eight feet. Said yard shall be landscaped and maintained.

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

4. Cottage cluster projects in any zone in which they are permitted shall have a front yard of not less than 10 feet. Any garage, carport, or parking areas that are part of a cottage cluster shall be set back at least 20 feet from the nearest property line of the street to which access will be provided; however, the foregoing setback requirement shall not apply where the garage or carport will be provided with access to an alley only.

B. Commercial.

1. All lots or development sites in the C-1 district shall have a front yard of not less than 10 feet. There shall be no minimum front yard setback for C-1 zoned property that has frontage on E. Portland Road or Highway 99 W. The maximum front yard setback for C-1 zoned property that has frontage on E. Portland Road or Highway 99 W. shall be no greater than 10 feet. A greater front yard setback is allowed for C-1 zoned property having frontage on E. Portland Road or Highway 99 W. when a plaza or other pedestrian amenity is provided; however, said front yard setback should be the minimum setback needed to accommodate a pedestrian amenity. Said yard shall be landscaped and maintained.

2. All lots or development sites in the C-2 district shall have a front yard of not less than 10 feet. There shall be no minimum front yard setback for C-2 zoned property that has frontage on E. Portland Road or Highway 99 W. The maximum front yard setback for C-2 zoned property that has frontage on E. Portland Road or Highway 99 W. shall be no greater than 10 feet. A greater front yard setback is allowed for C-2 zoned property having frontage on E. Portland Road or Highway 99 W. when a plaza or other pedestrian amenity is provided; however, said front yard setback should be the minimum setback needed to accommodate a pedestrian amenity. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained.

3. All lots or development sites in the C-3 district shall have no minimum front yard requirements. The maximum allowable front yard shall be 20 feet. In the case of a through lot with two front yards, at least one front yard must meet the maximum setback requirement. In the case of three or more front yards, at least two front yards must meet the maximum setback requirements. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained.

4. All lots or development sites in the C-4 district will comply with the front yard requirements described in NMC 15.352.040(E).

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. All lots or development sites in the M-5 district shall have no minimum front yard requirements but the maximum allowable front yard shall be 20 feet unless the there is more than one front yard, then only one yard shall have to meet the maximum setback requirement

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

E. Mixed Employment. All lots or development sites in the M-E district shall have no minimum front yard requirements. The maximum allowable front yard shall be 10 feet. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained. Lots or development sites within the riverfront overlay subdistrict will comply with the front yard requirements described in NMC 15.352.060(E). [Ord. 2913 § 2 (Exh. B § 11), 4-17-23; Ord. 2889 § 2 (Exh. B § 29), 12-6-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2862 § 1 (Exh. A § 4), 6-15-20; Ord. 2720 § 1(12), 11-2-09; Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2561, 4-1-02; Ord. 2550, 5-21-01; Ord. 2451, 12-2-96. Code 2001 § 151.551.]

**Penalty:** See NMC 15.05.120.

**15.410.030 Interior yard setback.**

A. Residential.

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

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

3. All lots with townhouse dwellings shall have no minimum interior yard setback where units are attached.

4. All lots with new multifamily dwellings shall have interior yards of not less than eight feet adjacent to lot lines shared with existing single-family dwellings. All other multifamily dwellings shall meet the provisions of subsection (A)(1) of this section.

B. Commercial.

1. All lots or development sites in the C-1 and C-2 districts have no interior yards required where said lots or development sites abut property lines of commercially or industrially zoned property. When interior lot lines of said districts are common with property zoned residentially, interior yards of not less than 10 feet shall be required opposite the residential districts.

2. All lots or development sites in the C-3 district shall have no interior yard requirements.

3. All lots or development sites in the C-4 district will comply with the interior yard requirements described in NMC 15.352.040(E).

C. Industrial and Mixed Employment. All lots or development sites in the AI, M-1, M-2, M-3, M-4, M-5, and M-E districts shall have no interior yards where said lots or development sites abut property lines of commercially or industrially zoned property. When interior lot lines of said districts are common with property zoned residentially, interior yards of not less than 10 feet shall be required opposite the residential districts.

D. Institutional and Community Facility. All lots or development sites in the I and CF district shall have interior yards of not less than 10 feet, except outdoor activity facilities, such as pools, basketball courts, tennis courts, or baseball diamonds, including any accessory structures and uses, shall have an interior yard setback of 25 feet when abutting a residential district. [Ord. 2913 § 2 (Exh. B § 12), 4-17-23; Ord. 2889 § 2 (Exh. B § 30), 12-6-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2720 § 1(13), 11-2-09; Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2550, 5-21-01; Ord. 2451, 12-2-96. Code 2001 § 151.552.]

**Penalty:** See NMC 15.05.120.

**15.410.040 Setback and yard restrictions as to schools, churches, public buildings.**

A. Building Setback. No buildings shall be erected, used or maintained for a school, church or public or semi-public building or use, institution or similar use under the regulations of this code unless such building is removed at least 25 feet from every boundary line of any property included in any residential district.

B. Required Yard. No required front or interior yard of the lot on which such building or use is located shall be used for play or parking purposes. [Ord. 2451, 12-2-96. Code 2001 § 151.553.]

**Penalty:** See NMC 15.05.120.

**15.410.050 Special setback requirements to planned rights-of-way.**

A. Yard Requirements for Property Abutting Partial or Future Street Rights-of-Way.

1. Except as provided in subsection (A)(2) of this section, no building shall be erected on a lot which abuts a street having only a portion of its required width dedicated, unless the yards provided and maintained in connection with such building have a width and/or depth needed to complete the street width plus the width and/or depths of the yards required on the lot by this code.

2. Where a comprehensive plan street design or a future street plan exists, the placement of buildings and the establishment of yards where required by this code shall relate to the future street boundaries as determined by said plans.

B. Planned Street Right-of-Way Widths. Planned street right-of-way widths are established as indicated in subsection (C) of this section for the various categories of streets shown in the transportation system plan.

C. A lot or parcel of land in any district adjoining a street for which the planned right-of-way width and alignment have been determined shall have a building setback line equal to the yard required in the district, plus a distance of:

1. Fifty feet from and parallel with the centerline of expressways.

2. Thirty-five feet from and parallel with the centerline of major and minor arterials.

3. Thirty feet from and parallel with the centerline of multifamily, commercial and industrial streets and single-family collector streets.

4. Thirty feet from and parallel with the centerline of single-family local streets.

5. Twenty-five feet from and parallel with the centerline of single-family hillside, cul-de-sacs and local streets which will never be extended more than 2,400 feet in length and which will have a relatively even division of traffic to two or more exits.

Exceptions to the above five classifications are shown in the transportation system plan.

D. The centerline of planned streets shall be either the officially surveyed centerline or a centerline as on a precise plan. In the event of conflict between the two, the latter-described line shall prevail. In all other cases, a line midway between properties abutting the right-of-way shall be the centerline for the purposes of this code. [Ord. 2763 § 1 (Exh. A § 13), 9-16-13; Ord. 2602, 9-20-04; Ord. 2451, 12-2-96. Code 2001 § 151.554.]

**Penalty:** See NMC 15.05.120.

**15.410.060 Vision clearance setback.**
The following vision clearance standards shall apply in all zones (see Appendix A, Figure 9).

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

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

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

D. There is no vision clearance requirement within the commercial zoning district(s) located within the riverfront (RF) overlay subdistrict. [Ord. 2564, 4-15-02; Ord. 2507, 3-1-99; Ord. 2451, 12-2-96. Code 2001 § 151.555.]

**Penalty:** See NMC 15.05.120.

**15.410.070 Yard exceptions and permitted intrusions into required yard setbacks.**
The following intrusions may project into required yards to the extent and under the conditions and limitations indicated:

A. Depressed Areas. In any district, open work fences, hedges, guard railings or other landscaping or architectural devices for safety protection around depressed ramps, stairs or retaining walls may be located in required yards; provided, that such devices are not more than three and one-half feet in height.

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

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

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

2. Chimneys and fireplaces, provided they do not exceed eight feet in width.

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

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

D. Fences and Walls.

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

a. Not to exceed six feet in height. Located or maintained within the required interior yards. For purposes of fencing only, lots that are corner lots or through lots may select one of the street frontages as a front yard and all other yards shall be considered as interior yards, allowing the placement of a six-foot fence on the property line. In no case may a fence extend into the clear vision zone as defined in NMC 15.410.060.

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

2. In any commercial, industrial, or mixed employment district, a fence or wall shall be permitted to be placed at the property line or within a yard setback as follows:

a. Not to exceed eight feet in height. Located or maintained in any interior yard except where the requirements of vision clearance apply. For purposes of fencing only, lots that are corner lots or through lots may select one of the street frontages as a front yard and all other yards shall be considered as interior yards, allowing the placement of an eight-foot fence on the property line.

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

3. If chain link (wire-woven) fences are used, they are manufactured of corrosion-proof materials of at least 11-1/2 gauge.

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

E. Parking and Service Drives (Also Refer to NMC 15.440.010 through 15.440.080).

1. In any district, service drives or accessways providing ingress and egress shall be permitted, together with any appropriate traffic control devices in any required yard.

2. In any residential district, public or private parking areas and parking spaces shall not be permitted in any required yard except as provided herein:

a. Required parking spaces shall be permitted on service drives in the required front yard in conjunction with any single-family detached dwelling, duplex dwelling, triplex dwelling, quadplex dwelling, or townhouse dwelling on a single lot.

b. Recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use are restricted to parking in the front yard setback for not more than 48 hours; and recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use are permitted to be located in the required interior yards.

c. Public or private parking areas, parking spaces or any building or portion of any building intended for parking which have been identified as a use permitted in any residential district shall be permitted in any interior yard that abuts an alley, provided said parking areas, structures or spaces shall comply with NMC 15.440.070, Parking tables and diagrams (Diagrams 1 through 3).

d. Public or private parking areas, service drives or parking spaces which have been identified as a use permitted in any residential district shall be permitted in interior yards; provided, that said parking areas, service drives or parking spaces shall comply with other requirements of this code.

3. In any commercial or industrial district, except C-1, C-4, M-1, and M-E, public or private parking areas or parking spaces shall be permitted in any required yard (see NMC 15.410.030). Parking requirements in the C-4 district and the M-E district within the riverfront overlay subdistrict are described in NMC 15.352.040(H).

4. In the I district, public or private parking areas or parking spaces may be no closer to a front property line than 20 feet, and no closer to an interior property line than five feet.

F. Public Telephone Booths and Public Transit Shelters. Public telephone booths and public transit shelters shall be permitted; provided, that vision clearance is maintained for vehicle requirements for vision clearance.

G. Hangars within the AR airport residential district may be constructed with no yard setbacks to property lines adjacent to other properties within the airport residential or airport industrial districts. [Ord. 2889 § 2 (Exh. B § 31), 12-6-21; Ord. 2880 § 2 (Exh. B § 40), 6-7-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2647, 6-5-06; Ord. 2619, 5-16-05; Ord. 2564, 4-15-02; Ord. 2561, 4-1-02; Ord. 2451, 12-2-96. Code 2001 § 151.556.]

H. Play structues may intrude into the required front yard by no more than five feet and into the required interior yard by no more than two feet; provided that such intrusions are no closer than three feet from any interior lot line and 10 feet from any front lot line.

**Penalty:** See NMC 15.05.120.

### 15.410.080 Middle housing land divisions.

Applications for middle housing land divisions shall follow the yard setback requirements set forth in this chapter. [Ord. 2912 § 1 (Exh. A § 14), 5-1-23.]

# Chapter 15.415
# BUILDING AND SITE DESIGN STANDARDS

Sections:

15.415.010 Main buildings and uses as accessory buildings.
15.415.020 Building height limitation.
15.415.030 Building height exemptions.
15.415.040 Public access required.
15.415.050 Rules and exceptions governing triplex and quadplex dwellings, townhouse dwellings and cottage cluster projects.
15.415.060 Home occupation.
15.415.070 Middle housing land divisions.
15.415.080 Live/Work Units

**15.415.010 Main buildings and uses as accessory buildings.**

A. Hereinafter, any building which is the only building on a lot is a main building.

B. In any residential district except RP, there shall be only one main use per lot or development site; provided, that home occupations shall be allowed where permitted.

C. In any residential district, there shall be no more than two accessory buildings on any lot or development site. [Ord. 2451, 12-2-96. Code 2001 § 151.535.]

**15.415.020 Building height limitation.**

A. Residential.

1. In the R-1 district, no main building shall exceed 30 feet in height, except that townhouse dwellings shall not exceed 35 feet in height.

2. In the R-2, AR, and RP districts, no main building shall exceed 35 feet in height.

3. In the R-3 district, no main building shall exceed 45 feet in height, except, where an R-3 district abuts upon an R-1 district, the maximum permitted building height shall be limited to 30 feet for a distance of 50 feet from the abutting boundary of the aforementioned district.

4. Accessory buildings in the R-1, R-2, R-3, AR, and RP districts are limited to 16 feet in height, except as follows:

a. Up to 800 square feet of an accessory building may have a height of up to 24 feet.

b. Aircraft hangars in the AR district may be the same height as the main building.

5. No cottage cluster dwelling shall exceed 25 feet in height in any zone where the use is permitted.

6. Single-family dwellings permitted in commercial or industrial districts shall not exceed 35 feet in height, or the maximum height permitted in the zone, whichever is less.

B. Commercial, Industrial and Mixed Employment.

1. In the C-1 district no main building or accessory building shall exceed 30 feet in height.

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

3. In the C-4 district, building height limitation is described in NMC 15.352.040(J)(1).

4. In the M-E district within the riverfront overlay subdistrict, building height limitation is described in NMC 15.352.060.

5. In the M-5 district there is no building height limitation, except, where said district abuts or is across an alley from a residential district, the maximum building height shall not exceed the maximum building height permitted in the abutting or across the alley residential district for a distance of 50 feet from the abutting boundary or property line next to the alley.

C. The maximum height of buildings and uses permitted conditionally shall be stated in the conditional use permits.

D. Institutional. The maximum height of any building or structure will be 75 feet except as follows:

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

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

3. Within 100 feet of a property line abutting a public street or railroad right-of-way, or within 100 feet of property lines abutting parcels with an R-1, R-2, R-3, R-P, C-1, C-2, C-3, M-1, M-2, or M-3 zoning designation, no main building may exceed 50 feet in height.

4. To utilize the maximum permitted height standard, at least 80 percent of the building's ground coverage must be beyond the setback area designated in subsection (D)(3) of this section. The maximum encroachment may not exceed 25 feet.

E. Alternative Building Height Standard. As an alternative to the building height standards above, any project may elect to use the following standard (see Figure 24 in Appendix A). To meet this standard:

1. Each point on the building must be no more than 20 feet higher than the ground level at all points on the property lines, plus one vertical foot for each horizontal foot of distance from that property line; and

2. Each point on the building must be no more than 20 feet higher than the ground level at a point directly north on a property line, plus one vertical foot for each two horizontal feet of distance between those points. This second limit does not apply if the property directly to the

north is a right-of-way, parking lot, protected natural resource, or similar unbuildable property.

F. Buildings within the airport overlay subdistrict are subject to the height limits of that subdistrict. [Ord. 2889 § 2 (Exh. B § 32), 12-6-21; Ord. 2880 § 2 (Exh. B § 41), 6-7-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2730 § 1 (Exh. A (4)), 10-18-10; Ord. 2720 § 1(10), 11-2-09; Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2550, 5-21-01; Ord. 2451, 12-2-96. Code 2001 § 151.536.]

**Penalty:** See NMC 15.05.120.

### 15.415.030 Building height exemptions.

Roof structures and architectural features for the housing of elevators, stairways, tanks, ventilating fans and similar equipment required to operate and maintain the building, fire or parapet walls, skylights, towers, flagpoles, chimneys, smokestacks, wireless masts, TV antennas, steeples and similar structures may be erected above the height limits prescribed in this code; provided, that no roof structure, feature or any other device above the prescribed height limit shall be allowed or used for the purpose of providing additional floor space. Further, no roof structure or architectural feature under this exemption shall be erected more than 18 feet above the height of the main building, whether such structure is attached to it or freestanding, nor shall any such structure or feature exceed the height limits of the airport overlay subdistrict. [Ord. 2730 § 1 (Exh. A (4)), 10-18-10; Ord. 2451, 12-2-96. Code 2001 § 151.537.]

### 15.415.040 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 NMC 15.332.020(B)(24), 15.336.020(B)(8), and in the M-4 zone. Existing private streets may not be used for access for new dwelling units, except as allowed under NMC 15.405.030. No building or structure shall be erected or altered without provisions for access roadways as required in the Oregon Fire Code, as adopted by the city. [Ord. 2720 § 1(11), 11-2-09; Ord. 2647, 6-5-06; Ord. 2507, 3-1-99; Ord. 2451, 12-2-96. Code 2001 § 151.538.]

**Penalty:** See NMC 15.05.120.

### 15.415.070 Middle housing land divisions.

Applications for middle housing land divisions shall follow the building and site design standards set forth in this chapter. [Ord. 292 § 1 (Exh. A § 15), 5-1-23.]

## 15.415.080 Live/Work Units

A. A minimum of seventy-five percent (75%) of a structure's street front façade at street level shall be occupied by nonresidential uses.
B. The minimum floor-to-floor height of the first floor shall be 13 feet.
C. If off-street parking is provided, private parking areas or garages shall not be located between the structure's street front façade and the street.
D. The primary entrance for the work use shall be oriented towards a street frontage or common courtyard that may be used for utilized for residential units

# Chapter 15.420
# LANDSCAPING AND OUTDOOR AREAS

Sections:

15.420.010 Required minimum standards.
15.420.020 Landscaping and amenities in public rights-of-way.

**15.420.010 Required minimum standards.**

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

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

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

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

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

c. Storage areas are required in residential developments. Convenient areas shall be provided in residential developments for the storage of articles such as bicycles, barbecues, luggage, outdoor furniture, and the like. These shall be entirely enclosed.

3. In the AR airport residential district a five percent 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 percent requirement.

B. Required Landscaped Area. The following landscape requirements are established for all developments except single-family detached dwellings, duplex dwellings, triplex dwellings, quadplex dwellings, townhouse dwellings and cottage cluster projects:

1. A minimum of 15 percent of the lot area shall be landscaped; provided, however, that computation of this minimum may include areas landscaped under subsection (B)(3) of this section. Development in the C-3 (central business district) zoning district, ~~and~~ M-4 (large lot industrial), and M-5 (craft industrial) zoning district is exempt from the 15 percent landscape area requirement of this section. Additional landscaping requirements in the C-4 district are described in NMC 15.352.040(K). In the AI airport industrial district, only a five percent 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 percent 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.

2. All areas subject to the final design review plan and not otherwise improved shall be landscaped.

3. The following landscape requirements shall apply to the parking and loading areas:

a. A parking or loading area providing 10 or more spaces shall be improved with defined landscaped areas totaling no less than 25 square feet per parking space~~.~~, except that the standard shall be reduced to 12.5 square feet of landscaping per parking space for development in the M-5 zoning districts provided all other requirements of subsection (B) are met for landscaping areas.

b. A parking, loading area, or drive aisle which runs adjacent to a property line shall be separate from any lot line adjacent to a street by a landscaped strip at least 10 feet in interior width or the width of the required yard, whichever is greater, except that the landscape strip may be reduced to a minimum of five feet in interior width for development in the M-5 zoning districts and may be eliminated along any lot line adjacent to an alley. A parking, loading area, or drive aisle which runs adjacent to a property line in all zoning districts shall be separate from ~~and~~ any other lot line by a landscaped strip of at least five feet in interior width. See subsections (B)(3)(c) and (d) of this section for material to plant within landscape strips.

c. A landscaped strip separating a parking area, loading area, or drive aisle from a street shall contain street trees spaced as appropriate to the species, not to exceed 50 feet apart on average, and a combination of shrubs and ground cover, or lawn. This landscaping shall provide partial screening of these areas from the street.

d. A landscaped strip separating a parking area, loading area, or drive aisle from an interior lot line shall contain any combination of trees, shrubs, ground cover or lawn. Plant material shall be selected from at least two different plant material groups (example: trees and shrubs, or lawn and shrubs, or lawn and trees and shrubs).

e. Landscaping in a parking or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.

f. Landscaping areas in a parking lot, service drive or loading area shall have an interior width of not less than five feet.

g. All multifamily, institutional, commercial, or industrial parking areas, service drives, or loading zones which abut a residential district shall be enclosed with a 75 percent opaque, site-obscuring fence, wall or evergreen hedge along and immediately adjacent to any interior property line which abuts the residential district. Landscape plantings must be large enough to provide the required minimum screening requirement within 12 months after initial installation. Adequate provisions shall be maintained to protect walls, fences or plant materials from being damaged by vehicles using said parking areas.

h. An island of landscaped area shall be located to separate blocks of parking spaces. At a minimum, one deciduous shade tree per seven parking spaces shall be planted to create a partial tree canopy over and around the parking area. No more than seven parking

spaces may be grouped together without an island separation unless otherwise approved by the director based on the following alternative standards:

i. Provision of a continuous landscaped strip, with a five-foot minimum width, which runs perpendicular to the row of parking spaces (see Appendix A, Figure 13).

ii. Provision of tree planting landscape islands, each of which is at least 16 square feet in size, and spaced no more than 50 feet apart on average, within areas proposed for back-to-back parking (see Appendix A, Figure 14).

4. Trees, Shrubs and Ground Covers. The species of street trees required under this section shall conform to those authorized by the city council through resolution. The director shall have the responsibility for preparing and updating the street tree species list which shall be adopted in resolution form by the city council.

a. Arterial and minor arterial street trees shall have spacing of approximately 50 feet on center. These trees shall have a minimum two-inch caliper tree trunk or stalk at a measurement of two feet up from the base and shall be balled and burlapped or boxed.

b. Collector and local street trees shall be spaced approximately 35 to 40 feet on center. These trees shall have a minimum of a one and one-half or one and three-fourths inch tree trunk or stalk and shall be balled and burlapped or boxed.

c. Accent Trees. Accent trees are trees such as flowering cherry, flowering plum, crab-apple, Hawthorne and the like. These trees shall have a minimum one and one-half inch caliper tree trunk or stalk and shall be at least eight to 10 feet in height. These trees may be planted bare root or balled and burlapped. The spacing of these trees should be approximately 25 to 30 feet on center.

d. All broad-leafed evergreen shrubs and deciduous shrubs shall have a minimum height of 12 to 15 inches and shall be balled and burlapped or come from a two-gallon can. Gallon-can size shrubs will not be allowed except in ground covers. Larger sizes of shrubs may be required in special areas and locations as specified by the design review board. Spacing of these shrubs shall be typical for the variety, three to eight feet, and shall be identified on the landscape planting plan.

e. Ground Cover Plant Material. Ground cover plant material such as greening juniper, cotoneaster, minor Bowles, English ivy, hypericum and the like shall be one of the following sizes in specified spacing for that size:

| | |
|---|---|
| Gallon cans | 3 feet on center |
| 4" containers | 2 feet on center |
| 2-1/4" containers | 18" on center |
| Rooted cuttings | 12" on center |

5. Automatic, underground irrigation systems shall be provided for all areas required to be planted by this section. The director shall retain the flexibility to allow a combination of

irrigated and nonirrigated areas. Landscaping material used within nonirrigated areas must consist of drought- resistant varieties. Provision must be made for alternative irrigation during the first year after initial installation to provide sufficient moisture for plant establishment.

6. Required landscaping shall be continuously maintained.

7. Maximum height of tree species shall be considered when planting under overhead utility lines.

8. Landscaping requirements and standards for parking and loading areas (subsection (B)(3) of this section) will apply to development proposals unless the institution has addressed the requirements and standards by an approved site development master plan. With an approved site development master plan, the landscape requirements will be reviewed through an administrative Type I review process.

9. In the M-4 zone, landscaping requirements and standards for parking and loading areas (subsection (B)(3) of this section) do not apply unless within 50 feet of a residential district.

C. Installation of Landscaping. All landscaping required by these provisions shall be installed prior to the issuance of occupancy permits, unless security equal to 110 percent of the cost of the landscaping as determined by the director is filed with the city, insuring such installation within six months of occupancy. A security – cash, certified check, time certificates of deposit, assignment of a savings account, bond or such other assurance of completion as shall meet with the approval of the city attorney – shall satisfy the security requirements. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the director, the security may be used by the city to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the city shall be returned to the applicant. [Ord. 2889 § 2 (Exh. B § 34), 12-6-21; Ord. 2880 § 2 (Exh. B §§ 42, 43), 6-7-21; Ord. 2720 § 1(16, 17), 11-2-09; Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2561, 4-1-02; Ord. 2513, 8-2-99; Ord. 2451, 12-2-96. Code 2001 § 151.580.]

**Penalty:** See NMC 15.05.120.

### 15.420.020 Landscaping and amenities in public rights-of-way.

The following standards are intended to create attractive streetscapes and inviting pedestrian spaces. A review body may require any of the following landscaping and amenities to be placed in abutting public rights-of-way as part of multifamily, commercial, industrial, or institutional design reviews, or for subdivisions and planned unit developments. In addition, any entity improving existing rights-of-way should consider including these elements in the project. A decision to include any amenity shall be based on comprehensive plan guidelines, pedestrian volumes in the area, and the nature of surrounding development.

A. Pedestrian Space Landscaping. Pedestrian spaces shall include all sidewalks and medians used for pedestrian refuge. Spaces near sidewalks shall provide plant material for cooling and dust control, and street furniture for comfort and safety, such as benches, waste receptacles and pedestrian-scale lighting. These spaces should be designed for short-term as well as long-term use. Elements of pedestrian spaces shall not obstruct sightlines and shall adhere to any other required city safety measures. Medians used for pedestrian refuge shall be designed for short-

term use only with plant material for cooling and dust control, and pedestrian-scale lighting. The design of these spaces shall facilitate safe pedestrian crossing with lighting and accent paving to delineate a safe crossing zone visually clear to motorists and pedestrians alike.

1. Street trees planted in pedestrian spaces shall be planted according to NMC 15.420.010(B)(4).

2. Pedestrian spaces shall have low (two and one-half feet) shrubs and ground covers for safety purposes, enhancing visibility and discouraging criminal activity.

a. Plantings shall be 90 percent evergreen year-round, provide seasonal interest with fall color or blooms, and at maturity maintain growth within the planting area (refer to plant material matrix below).

b. Plant placement shall also adhere to clear sight line requirements as well as any other relevant city safety measures.

3. Pedestrian-scale lighting shall be installed along sidewalks and in medians used for pedestrian refuge.

a. Pole lights as well as bollard lighting may be specified; however, the amount and type of pedestrian activity during evening hours, e.g., transit stops, nighttime service districts, shall ultimately determine the type of fixture chosen.

b. Luminaire styles shall match the area/district theme of existing luminaires and shall not conflict with existing building or roadway lights causing glare.

c. Lighting heights and styles shall be chosen to prevent glare and to designate a clear and safe path and limit opportunities for vandalism (see Appendix A, Figure 17, Typical Pedestrian Space Layouts).

d. Lighting shall be placed near the curb to provide maximum illumination for spaces furthest from building illumination. Spacing shall correspond to that of the street trees to prevent tree foliage from blocking light.

4. Street furniture such as benches and waste receptacles shall be provided for spaces near sidewalks only.

a. Furniture should be sited in areas with the heaviest pedestrian activity, such as downtown, shopping districts, and shopping centers.

b. Benches should be arranged to facilitate conversation between individuals with L-shaped arrangements and should face the area focal point, such as shops, fountains, plazas, and should divert attention away from nearby traffic.

5. Paving and curb cuts shall facilitate safe pedestrian crossing and meet all ADA requirements for accessibility.

6. Outdoor café-style seating and outdoor display or sales areas may be provided along sidewalks provided a clear path for pedestrian travel meeting all ADA requirements is maintained.

B. Planting Strip Landscaping. All planting strips shall be landscaped. Planting strips provide a physical and psychological buffer for pedestrians from traffic with plant material that reduces heat and dust, creating a more comfortable pedestrian environment. Planting strips shall have different arrangements and combinations of plant materials according to the frequency of on-street parking (see Appendix A, Figures 18 and 19).

1. Planting strips which do not have adjacent parking shall have a combination of ground covers, low (two and one-half feet) shrubs and trees. Planting strips adjacent to frequently used on-street parking, as defined by city staff, shall only have trees protected by tree grates, and planting strips adjacent to infrequently used on-street parking shall be planted with ground cover as well as trees (see Appendix A, Figures 18 and 19, Typical Planting Strip Layouts). District themes or corridor themes linking individual districts should be followed utilizing a unifying plant characteristic, e.g., bloom color, habit, or fall color. When specifying thematic plant material, monocultures should be avoided, particularly those species susceptible to disease.

2. Street trees shall be provided in all planting strips as provided in NMC 15.420.010(B)(4).

a. Planting strips without adjacent parking or with infrequent adjacent parking shall have street trees in conjunction with ground covers and/or shrubs.

b. Planting strips with adjacent parking used frequently shall have only street trees protected by tree grates.

3. Shrubs and ground covers shall be provided in planting strips without adjacent parking with low (two and one-half feet) planting masses to enhance visibility, discourage criminal activity, and provide a physical as well as psychological buffer from passing traffic.

a. Plantings shall be 90 percent evergreen year-round, provide seasonal interest with fall color or blooms and at maturity maintain growth within the planting area.

b. Ground cover able to endure infrequent foot traffic shall be used in combination with street trees for planting strips with adjacent occasional parking (refer to plant material matrix below).

c. All plant placement shall adhere to clear sight line requirements as well as any other relevant city safety measures.

C. Maintenance. All landscapes shall be maintained for the duration of the planting to encourage health of plant material as well as public health and safety. All street trees and shrubs shall be pruned to maintain health and structure of the plant material for public safety purposes.

D. Exception. In the AI airport industrial district and AR airport residential district, no landscape or amenities except for grass are required for any area within 50 feet of aircraft operation areas

including aircraft parking areas, taxiways, clear areas, safety areas, object-free areas, and the runway.

**Plant Material Matrix – Newberg Transportation Planning Rule Implementation**

| | Median | | Pedestrian Space | Planting Strip | | |
|---|---|---|---|---|---|---|
| | **Central Business District/Urban Application** | **Low Density Application** | | **Frequent On-Street Parking** | **Infrequent On-Street Parking** | **Without On-Street Parking** |
| Plant Material | Trees, shrubs and ground cover | | Trees, shrubs and ground cover (where applicable) | Trees in tree wells with grates | Trees and ground cover | Trees, shrubs and ground cover |
| Tree and Shrub Arrangement | Single row of trees planted in triangular pattern, equally spaced, shrubs as desired | Single row of trees planted in triangular pattern, arranged in clusters, shrubs as desired | Refer to median or planting strip specifications as applicable | Single row of trees planted in linear pattern, equally spaced | Refer to tree specifications for median as applicable, ground cover as desired | Refer to tree specifications for median as applicable, ground cover as desired |
| Tree Form | Columnar to round tree canopy | Round to broad tree canopy | Refer to median or planting strip specifications as applicable | Refer to median recommendations as applicable | Refer to median recommendations as applicable | Refer to median recommendations as applicable |
| Examples of Recommended Tree Species | Bradford Flowering Pear (Pyrus calleryana “Bradford”), Flowering Cherry (Prunus serrulata, several varieties), Red Sunset Maple (Acer | Flowering Cherry (Prunus serrulata, several varieties), Flowering Dogwood (Cornus species, several varieties), Hawthorn (Crataegus | Refer to median or planting strip specifications as applicable | Refer to median recommendations as applicable, lowest tree limb height of 10 feet | Refer to median recommendations as applicable, lowest limb height of 10 feet | Refer to median recommendations as applicable, lowest limb height of 10 feet |

| | Median | | Pedestrian Space | Planting Strip | | |
|---|---|---|---|---|---|---|
| | **Central Business District/Urban Application** | **Low Density Application** | | **Frequent On-Street Parking** | **Infrequent On-Street Parking** | **Without On-Street Parking** |
| | rubrum), Londos Plana (Platanus acerifolia) | species, several species), Red Sunset Maple (Acer rubrum), Red Oak (Quercus rubra) | | | | |
| Shrub and Ground Cover Characteristics (i.e., environmental tolerance, mature size) | Pollutant and reflected heat tolerant | Pollutant and reflected heat tolerant | 2.5 feet maximum height, pollutant and reflected heat tolerant | Not applicable | 2.5 feet maximum height, pollutant and reflected heat tolerant | 2.5 feet maximum height, pollutant and reflected heat tolerant |
| Examples of Recommended Shrub Species | Lonicera japonica (Privet Honeysuckle), Sargent Juniper (Juniperus sargentii), Cotoneaster (Cotoneaster, various varieties), Winter Creeper (Euonymus fortunei) | Lonicera japonica (Privet Honeysuckle), Sargent Juniper (Juniperus sargentii), Cotoneaster (Cotoneaster, various varieties), Winter Creeper (Euonymus fortunei) | Sargent Juniper (Juniperus sargentii), Cotoneaster (Cotoneaster, low varieties), Winter Creeper (Euonymus fortunei) | Not applicable | Sargent Juniper (Juniperus sargentii), Cotoneaster (Cotoneaster, prostrate varieties) | Sargent Juniper (Juniperus sargentii), Cotoneaster (Cotoneaster, various varieties), Winter Creeper (Euonymus fortunei) |

[Ord. 2763 § 1 (Exh. A § 14), 9-16-13; Ord. 2647, 6-5-06; Ord. 2513, 8-2-99. Code 2001 § 151.581.]

# Chapter 15.435
# SIGNS

Sections:

15.435.010 Purpose.
15.435.020 Applicability and exemptions.
15.435.030 Permit required.
15.435.040 General requirements – All signs.
15.435.050 Major freestanding signs.
15.435.060 Minor freestanding signs.
15.435.070 Major attached.
15.435.080 Minor attached signs, awning signage, and umbrella signage.
15.435.085 Electronic message centers.
15.435.090 Portable signs.
15.435.100 Temporary signs for events.
15.435.105 Sign permit program for portable signs on private property.
15.435.110 Signs within the public right-of-way.
15.435.120 Downtown (C-3) sign standards.
15.435.130 Original art murals.

**15.435.010 Purpose.**

A. The citizens of Newberg desire a clean, attractive, economically vibrant, and safe community. Well-planned and constructed signs can contribute to the community's success by directing and informing the public about commercial and other activities, and by creating attractive commercial and other neighborhoods. On the other hand, unregulated signage can create clutter, distractions, and hazards.

B. These regulations are designed:

1. To improve, maintain and preserve Newberg as a pleasing environment so as to improve the quality of life of all residents.

2. To enhance the attractiveness of Newberg as a place to conduct business.

3. To enable the identification of places of residence and business.

4. To allow freedom of expression.

5. To reduce distractions and obstructions from signs which would adversely affect safety.

6. To reduce the hazards from improperly placed or constructed signs. [Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2499, 11-2-98. Code 2001 § 151.590.]

**15.435.020 Applicability and exemptions.**

A. All signs placed or maintained anywhere within the city shall comply with the standards of this chapter, with the exception of the following:

1. Public signs.

2. Signs that are required to be placed by law and that are no more than 50 percent larger than the minimum size required by law or, if there is no minimum size specified, signs with lettering height no more than four inches.

3. Signs painted on or attached to windows that do not cover more than 50 percent of the surface of that window.

4. Signs located entirely within a building and not on a window.

5. Signs not legible from the public right-of-way.

B. If any of the signs listed above require permits under the current edition of the Oregon Structural Specialty Code, the sign shall be placed only following issuance of such permit.

C. Nothing in this chapter shall be construed to allow placement of a sign on a property without the authority of the property owner. [Ord. 2782 § 1 (Exh. A § 1), 9-8-15; Ord. 2499, 11-2-98. Code 2001 § 151.591.]

**15.435.030 Permit required.**

A. Except as follows, no person or entity shall place any sign within the city without first obtaining a permit from the director.

B. The following do not require sign permits, but must otherwise comply with the standards of this chapter:

1. Minor freestanding signs.

2. Minor attached signs.

3. Temporary signs.

4. Portable signs (except as stated in NMC 15.435.105).

5. Flag display (two allowed on each street frontage, except as authorized by NMC 15.435.100(C)).

6. If any of the signs listed above require permits under the current edition of the Oregon Structural Specialty Code, the sign shall be placed only following the issuance of such permit. [Ord. 2897 § 1 (Exh. A § 1), 6-21-22; Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2499, 11-2-98. Code 2001 § 151.592.]

**Penalty:** See NMC 15.05.120.

**15.435.040 General requirements – All signs.**

A. All signs shall comply with the standards contained in the current edition of the Oregon Structural Specialty Code. If the standards of that code and this development code conflict, this development code shall prevail. All signs shall be kept in repair and in a proper state of preservation as required under the current edition of the Oregon Structural Specialty Code.

B. No sign shall have bright or flashing lights shining on a public way that blind or impair the vision of drivers. No sign shall be constructed such that it may be confused with any traffic sign, signal or device.

C. In the C-3 and M-5 zones, animated signs are prohibited.

D. All signs shall comply with the vision clearance standards of NMC 15.410.060.

E. Signs located in the airport overlay subdistrict shall comply with the height and visual interference restrictions of that district. [Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2731 § 3, 10-18-10; Ord. 2565, 4-1-02; Ord. 2561, 4-1-02; Ord. 2499, 11-2-98. Code 2001 § 151.593.]

**Penalty:** See NMC 15.05.120.

**15.435.050 Major freestanding signs.**

A. Number.

1. Residential, I, and CF Zones. One major freestanding sign is allowed on each street frontage, plus one sign for each full 600 feet of street frontage. Only one sign on each street frontage may be an animated sign.

2. Other Zones. Not more than one major freestanding sign shall be located on any one street frontage.

B. Size.

1. Residential Zones. No major freestanding sign shall be larger than 0.2 square feet per foot of street frontage, up to a maximum of 50 square feet. At least six square feet of signage will be allowed. Major freestanding signs are not allowed on lots containing only one single-family dwelling or duplex.

2. C-1 and I Zones. No major freestanding sign shall be larger than one-half square foot per foot of street frontage, up to a maximum of 100 square feet. At least 12 square feet of signage will be allowed.

3. Other Zones. No major freestanding sign shall be larger than one square foot per foot of street frontage, up to a maximum of 100 square feet. At least 40 square feet of signage will be allowed. For any lot at least 10 acres in size with at least 200 feet of frontage on a street, the one sign on that street may be up to 200 square feet total size.

C. Height and Setbacks. Freestanding signs regulated by this section are not subject to the setback requirements of NMC 15.410.010 through 15.410.070 or the projecting building features requirements of said sections. Height and setbacks of freestanding signs shall conform to the following requirements:

1. C-3 Zone. No major freestanding signs shall be allowed greater than six feet in height.

2. Other Zones.

a. A sign up to three feet in height is not required to be set back from any property line.

b. A sign taller than three feet and up to six feet shall be set back at least five feet from any property line.

c. A sign taller than six feet and up to eight feet shall be set back at least 10 feet from any front property line and five feet from any interior property line.

d. A sign taller than eight feet and up to 15 feet shall be set back at least 15 feet from any front property line and five feet from any interior property line.

e. A sign taller than 15 feet and up to 20 feet shall be set back at least 20 feet from the front property line and five feet from any interior property line.

f. A sign on a lot that is at least 10 acres in size in a zone other than residential, C-1, or I and that has at least 200 feet of frontage on a street may be up to 30 feet high, provided it is set back at least 20 feet from the front property line and at least 10 feet from any interior property line. [Ord. 2731 § 3, 10-18-10; Ord. 2646, 6-5-06; Ord. 2565, 4-1-02; Ord. 2561, 4-1-02; Ord. 2499, 11-2-98. Code 2001 § 151.594.]

**Penalty:** See NMC 15.05.120.

**15.435.060 Minor freestanding signs.**

A. Number. Not more than two minor freestanding signs shall be located in the front yard on any one street frontage, plus one for each full 100 feet of street frontage. This number limit shall not apply to minor freestanding signs located outside a required front yard and more than 10 feet from the public right-of-way.

B. Size.

1. Residential Zones. No minor freestanding sign shall exceed three square feet in area.

2. Other Zones. No minor freestanding sign shall exceed six square feet in area.

C. Height. No minor freestanding sign shall exceed three feet in height. [Ord. 2561, 4-1-02; Ord. 2499, 11-2-98. Code 2001 § 151.595.]

**Penalty:** See NMC 15.05.120.

**15.435.070 Major attached.**

A. Number.

1. C-3 Zone. Allowed major attached signs include flat wall signs and signs that project over the sidewalk. Prohibited signs include signs on roofs, chimneys or balconies.

2. All Zones. The number of major attached signs on any building face shall not exceed one per 25 feet of building frontage of that face.

B. Size.

1. R-1', R-2, and R-3 Zones. The total of all major attached signs on any building frontage shall not exceed 0.2 square feet for each foot of building frontage. At least six square feet of

signage will be allowed up to a maximum of 50 square feet. Major attached signs are not allowed on lots containing only one single-family dwelling or duplex.

2. RP, C-1, and I Zones. The total of all major attached signs on any building frontage shall not exceed one-half square foot for each foot of building frontage. At least 12 square feet of signage will be allowed.

3. Other Zones. The total of all major attached signs on any building frontage shall not exceed one square foot for each foot of building frontage. At least 40 square feet of signage will be allowed.

C. Height.

1. C-3 Zone. Maximum mounting height for wall signs shall be 18 feet above the sidewalk, measured from the top of the sign. The top signboard of a projecting sign on a single-story building shall not be higher than the wall from which it projects. For multistory buildings, the signboard shall not be higher than the average sill height of the second-story windows. Projecting signs shall be mounted such that the distance between the lower edge of the signboard and the ground level is not less than eight feet. The distance from the building wall to the signboard shall be a maximum of six inches.

2. Other Zones. Major attached signs shall not extend above the roof line of the building they are attached to by more than eight feet, and shall not exceed the maximum height of the zone in which they are located.

D. Projections. Major attached signs may project into the required front yard no more than five feet and into the required interior yards not more than two feet; provided, that such projections are no closer than three feet to any interior lot line. For buildings in the C-3 zone, major attached signs may project up to five feet into the right-of-way, but not closer than two feet from the curb line. The lower edge of any major attached sign shall be at least eight feet above ground level. This requirement supersedes the relevant sign standards in the current edition of the Oregon Structural Specialty Code. [Ord. 2731 § 3, 10-18-10; Ord. 2561, 4-1-02; Ord. 2499, 11-2-98. Code 2001 § 151.596.]

**Penalty:** See NMC 15.05.120.

**15.435.080 Minor attached signs, awning signage, and umbrella signage.**

A. Minor Attached Signs.

1. Spacing. No two minor attached signs on one building that are both visible from any one point shall be closer than 25 feet.

2. Size.

a. Residential Zones. Minor attached signs shall not exceed three square feet in area.

b. Other Zones. Minor attached signs shall not exceed six square feet in area.

3. Height. Minor attached signs shall not extend above the roof line of the building they are attached to.

4. Projections.

a. C-3 Zone. Minor attached signs may project no more than three feet into a public right-of-way, but no closer than two feet from the curb line. The lower edge of any minor attached sign shall be at least eight feet above ground level. This requirement supersedes the relevant sign standards in the current edition of the Oregon Structural Specialty Code.

b. Other Zones. The same projection is allowed as for major attached signs, NMC 15.435.070.

B. Awning Signage. Awnings are encouraged along the frontage of buildings in the C-3 district.

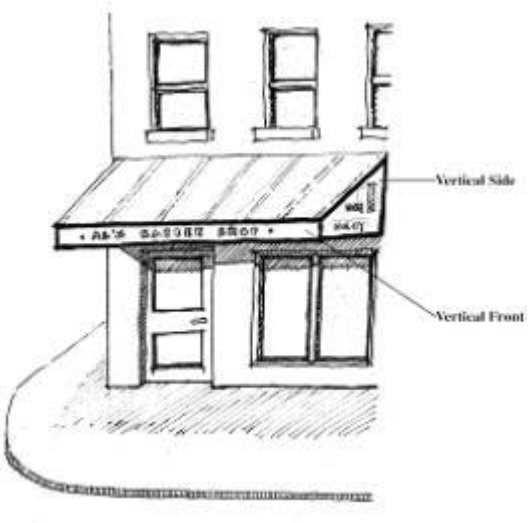
1. C-3 Zone. Back-lit translucent awnings are not allowed. Lettering may appear on curved surfaces, but shall be limited to the lowest 12 inches of the awning (measured vertically from the lowest edge). Freestanding letters mounted on top of the front vertical surface are also allowed, though they shall not exceed eight inches in height.

a. Other minor attached signs may be attached to or suspended from an awning or canopy, provided they are less than six square feet in size.

b. The lower edge of any awning shall be at least eight feet above ground level. This requirement supersedes the relevant sign standards in the Uniform Sign Code.

c. Signage is not allowed on any awning surfaces that are not specifically permitted in this section.

2. Other Zones. Awning signs in other zones shall be regulated as either minor or major attached signs.




C. Umbrella Signage. Signs on umbrellas are allowed without a sign permit but are limited to the lowest 12 inches of the umbrella (measured along the umbrella surface from the lowest edge). Umbrella signs shall comply with all other municipal code requirements. [Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2561, 4-1-02; Ord. 2499, 11-2-98. Code 2001 § 151.597.]

**Penalty:** See NMC 15.05.120.

**15.435.085 Electronic message centers.**

A. Electronic message center (EMC) signs are permitted subject to the limitations shown in the table below:

**Electronic Message Center Standards by Display Method, Size, Zoning, and Review Process**

| Zoning | Size of EMC [1] | Display Method | | | | |
|---|---|---|---|---|---|---|
| | | Static Message | Alternating Message | Animated Message | Extended Video Message | Flashing or Rapid Scrolling |
| Community Commercial and Industrial (C-2, M-1, M-2, M-3, M-4); other zones not listed | Up to 30 sq. ft. | Allowed | Allowed | Allowed | Prohibited | Prohibited |
| | > 30 sq. ft. up to 50 sq. ft. | Allowed | Allowed | Allowed [2] or site element review | Prohibited | Prohibited |
| | > 50 sq. ft. up to 100 sq. ft. | Allowed | Allowed | Site element review | Prohibited | Prohibited |
| Craft Industrial District (M-5) | Up to 30 sq. ft. | Allowed | Allowed | Prohibited | Prohibited | Prohibited |
| | > 30 sq. ft. up to 100 sq. ft. | Allowed | Allowed | Prohibited | Prohibited | Prohibited |
| Central Business District (C-3) | Up to 30 sq. ft. | Allowed | Prohibited | Prohibited | Prohibited | Prohibited |
| | > 30 sq. ft. up to 100 sq. ft. | Allowed | Prohibited | Prohibited | Prohibited | Prohibited |
| Institutional (I), Neighborhood Commercial (C-1), and Residential-Professional (R-P) | Up to 30 sq. ft. | Allowed | Allowed | Allowed | Prohibited | Prohibited |
| | > 30 sq. ft. up to 50 sq. ft. | Allowed | Allowed | Allowed [2] or site element review | Prohibited | Prohibited |
| | > 50 sq. ft. up to 100 sq. ft. | Allowed | Site element review | Site element review | Prohibited | Prohibited |

| Zoning | Size of EMC [1] | Display Method | | | | |
|---|---|---|---|---|---|---|
| | | Static Message | Alternating Message | Animated Message | Extended Video Message | Flashing or Rapid Scrolling |
| All Residential Zones (Including R-1, R-2, and R-3) [3] | Up to 30 sq. ft. | Allowed | Allowed | Allowed | Prohibited | Prohibited |
| | > 30 sq. ft. up to 50 sq. ft. | Allowed [2] | Allowed [2] | Allowed [2] | Prohibited | Prohibited |

[1] Maximum size of EMC is limited by the maximum size of sign allowed in that zone. Therefore, EMCs of the size shown may or may not be allowed.
[2] Allowed if setback from front property line is greater than 30 feet.
[3] Must be turned off between the hours of 11:00 p.m. and 6:00 a.m.
B. Review Process for Allowed EMC. The table in subsection (A) of this section lists the zones where EMCs are allowed, based on the display method, size, and review process. EMCs that are allowed in the zone will use the standard Type I administrative review process.

C. Review process for EMCs that require site element review:

Site element review is a Type I process with a decision by the planning director.

1. Criteria. The review body must find that the sign will be compatible with surrounding uses, based on all of the following factors:

a. Proposed sign operation complies with the code.

b. Setback: at least 15 feet from the front property line.

c. Hours of operation: may be required to be turned off between the hours of 11:00 p.m. and 6:00 a.m. if sign is abutting and visible from a residential district.

d. Site landscaping is maintained and is up to code. If the site is nonconforming and cannot be brought up to code then efforts have been made to bring the site as close to code as practical.

e. Freestanding signs include three of the following design elements:

i. Includes prominent brickwork, masonry, naturally finished wood, or naturally finished metal in frame or supports.

ii. Includes neon type tube lighting on portions of the sign outside the EMC.

iii. Uses two support poles or a full-width support structure.

iv. Outline or top of the frame is predominantly nonrectangular or curved.

v. Includes landscaping around the base equal in area to the size of the sign.

vi. More than 40 percent of sign is EMC.

vii. Height is 20 percent lower than otherwise required.

viii. Setback is 20 percent greater than otherwise required.

ix. Sign will be used by two or more businesses on site. Each business must have two or more employees on site at least 15 hours per week.

2. Appeals. Appeal of the director's decision will be to the planning commission.

D. Size Incentive. If any freestanding EMC sign includes four of the design elements in subsection (C)(1)(e) of this section, then the allowable sign area is increased by 10 percent. If any freestanding EMC sign includes five or more of the design elements in subsection (C)(1)(e) of this section, then the allowable sign area is increased by 20 percent.

E. Electronic Scoreboards. Electronic scoreboards with electronic message centers in stadiums or at sports fields are not considered signs or limited in size or display method if they are oriented inward to the playing field.

F. Sign Maintenance. All electronic message centers shall be kept in a good state of repair. Any burned out lights or LEDs shall be replaced as soon as possible.

G. Brightness. Each electronic message center shall be equipped with dimming technology that automatically varies the brightness of the electronic message display according to ambient light conditions. This standard shall only apply to signs approved after October 18, 2010. [Ord. 2731 § 1, 10-18-10. Code 2001 § 151.597.5.]

**15.435.090 Portable signs.**

A. Number. Not more than two portable signs may be located on any one street frontage, except temporary signs allowed per NMC 15.435.100.

B. Size.

1. Residential Zones.

a. Residential Uses. Two portable signs. Each sign not to exceed six square feet.

b. All Other Permitted Uses. Two portable signs not to exceed six square feet if located in the front yard, or 16 square feet if located elsewhere on the property.

2. Other Zones. The two portable signs may not exceed 12 square feet if located in the front yard, or 40 square feet if located elsewhere on the property.

C. Design. No portable sign shall be permanently affixed to any structure or the ground. No portable sign shall be attached to a tree, utility pole, traffic sign, street sign, or any publicly owned pole, post, wire or cable, except as authorized by the city. All signs shall be designed to be removed quickly. No portable sign shall be animated or internally illuminated. No readerboard shall be used as a portable sign, except as a temporary sign as permitted in NMC 15.435.100.

D. Location. No portable sign shall be located within the public right-of-way except as allowed under NMC 15.435.110.

E. Height. The height of a portable sign shall not exceed the maximum height of buildings in that zone. [Ord. 2897 § 1 (Exh. A § 2), 6-21-22; Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2499, 11-2-98. Code 2001 § 151.598.]

**Penalty:** See NMC 15.05.120.

### 15.435.100 Temporary signs for events.

In addition to the portable signs otherwise permitted in this code, a lot may contain temporary signs in excess of the number and size allowed by NMC 15.435.090 during events as listed below. Pennants, streamers, and inflatable objects may be used during these events.

A. Grand Opening Event. A grand opening is an event of up to 30 days in 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. If there are no freestanding signs on a frontage after the grand opening event, one of the temporary signs may remain on the property for the 60 days immediately after the end of the grand opening event. A temporary electronic message center may be used during a grand opening event. An unlimited number of temporary signs are allowed during a 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 in duration, nor less than 30 days apart. A temporary electronic message center may be used during the event. An unlimited number of temporary signs are allowed during the event. The applicant shall notify the city in writing of the beginning and ending dates prior to the other event.

C. Flags. An unlimited number of flags are permitted on Memorial Day, Presidents' Day, Independence Day, Veterans Day, Labor Day, Flag Day, Peace Officers Day, the Friday of the Camellia Festival, the Friday of the Old Fashioned Festival, on days when flags are normally flown at half-mast, or on any festival day designated by the Newberg city council. [Ord. 2897 § 1 (Exh. A § 3), 6-21-22; Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2731 § 3, 10-18-10; Ord. 2499, 11-2-98. Code 2001 § 151.599.]

**Penalty:** See NMC 15.05.120.

### 15.435.105 Sign permit program for portable signs on private property.

A. Purpose. The purpose of the sign permit program is to allow additional temporary and portable signage for properties within the C-2, C-3, and institutional zones than is otherwise allowed by the municipal code. The goal of the permit program is to allow additional signage on private property with a coordinated appearance.

B. Process. Applications for a permit under the sign permit program will be reviewed under a Type I process. Signage allowed under the permit must be well-maintained both physically and operationally. Signage under the permit that is found to not be well-maintained may result in the permit being revoked. Permits may be obtained for up to one year. Permits may be renewed, as

long as they continue to meet the permit requirements. Only a property owner or their designee is allowed to obtain a permit under the sign permit program. A property owner is allowed one sign permit per property.

C. Criteria. The following criteria must be met for permit approval under the sign permit program:

1. Number of signs per property: one per 100 feet of street frontage in C-2 zone; one per 15 feet of street frontage, with a maximum of four signs total within the C-3 zone; and one per 100 feet of street frontage within the institutional zone. If more than one business is located on a property, at least one sign per business is allowed, as long as the business occupies a discrete space and possesses its own business license.

2. Size and Location of Signs. Maximum total signage for all temporary and portable signs under a sign permit shall be one square foot per one foot of street frontage. Maximum size allowed for any specific sign will be based on the location of the sign, up to a maximum of 40 square feet. The farther the distance a sign is from the front property line, the greater size that will be allowed for a specific sign. Maximum size for signage within the first 10 feet from the property line is 10 square feet. For every additional 10 feet from the property line, the maximum square footage for a sign will be an additional 10 square feet larger. Example: if a sign is between the front property line and 10 feet from the property line, then maximum sign size is 10 square feet; if a sign is between 10 feet and 20 feet from the property line, then the maximum sign size is 20 square feet in size, and so on.

3. Coordinated Appearance. Every sign approved under an individual sign permit must have a cohesive, coordinated appearance. Signs must meet three of the following five criteria: similar size, colors, shape, materials, and/or font. [Ord. 2782 § 1 (Exh. A), 9-8-15.]

**15.435.110 Signs within the public right-of-way.**

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

B. Temporary and/or portable signs for other than traffic control and motorist advisories are not allowed within state highway right-of-way administered by the Oregon Department of Transportation except on resolute highways. In 2015, the resolute highways in Newberg were: on First Street from Harrison Street to River Street, on Main Street from First Street to Illinois Street, and on College Street from First Street to Vermilion Street. On a resolute highway, the city manages the portion of the right-of-way behind the curb and can permit portable signs on the sidewalk. Portable and/or temporary signs are not allowed by ODOT on Hancock Street except within the College Street or Main Street rights-of-way. Portable and/or temporary signs are not allowed within county road right-of-way administered by Yamhill County.

C. For lots in the C-3, ~~and~~ C-4 and M-5 zones, the two allowed portable signs per street frontage may be located, without permit, in the public right-of-way fronting that lot except as stated in subsection (B) of this section, provided they meet the following standards:

1. The signs may not be less than two feet nor more than four feet high. The signs must also conform to NMC 15.410.060 if they are within the clear vision zone.

2. The signs may not be located within the vehicular path.

3. If located on a sidewalk, the signs must leave a clear access path at least five feet wide measured horizontally across the main part of the sidewalk and may not be located on an ADA ramp.

4. If the signs are located adjacent to a striped on-street parking area, the signs must be located adjacent to the stripe.

5. The signs may not be located within three feet of a fire hydrant.

6. The sign owner must have the signs removed during hours when the business being advertised is closed.

7. The person placing the signs in the right-of-way must obtain written permission from the owner, or their designee, of the property abutting the right-of-way for any sign, other than a public sign, that is placed within that right-of-way fronting the property owner's lot. The written permission must be presentable to code enforcement or their designee promptly upon request.

8. If more signs than are allowed by this code are located in the right-of-way fronting one lot, all signs may be forfeited as per subsection (F) of this section.

9. Portable and/or temporary signs are not allowed by ODOT on sidewalks along Hancock Street except within the College Street and Main Street rights-of-way.

D. For lots in other zones, two portable or minor free-standing signs per street frontage may be allowed in the public right-of-way except as stated in subsection (B) of this section, provided:

1. The standards of subsection (C) of this section shall be met with the exception of subsection (C)(6) of this section.

2. Any sign installed or placed in the public right-of-way within these zones not in conformance with subsection (C)(7) of this section shall be forfeited to the owner of the property abutting the right-of-way and is subject to confiscation by said owner.

3. Portable and/or temporary signs are not allowed in the right-of-way along Highway 99W, Highway 240 or Highway 219 except as noted in subsection (B) of this section.

E. No other signs shall be placed within the public right-of-way except as specifically permitted by this code.

F. Any sign installed or placed in the public right-of-way, except in conformance with the requirements of this code, shall be forfeited to the city and subject to confiscation by city employees. In addition to other remedies hereunder, the city shall have the right to recover from the owner or person placing such a sign the full costs of removal and disposal of such sign. Identifying information on the sign shall be prima facie evidence that the individual or entity so identified is the violator. [Ord. 2897 § 1 (Exh. A § 4), 6-21-22; Ord. 2782 § 1 (Exh. A), 9-8-15;

Ord. 2706 § 1 (Exh. A(2)), 10-6-08; Ord. 2564, 4-15-02; Ord. 2499, 11-2-98. Code 2001 § 151.600.]

**Penalty:** See NMC 15.05.120.

### 15.435.120 Downtown (C-3) sign standards.

A. Purpose. Newberg's downtown is the heart of the community. A variety of early 20th century commercial buildings define its character. The community's vision is for this area to be a lively, customer- and pedestrian-friendly district with a variety of successful businesses. Competition from other retail areas requires this area to have an identity and look that are distinct and attractive. Capturing the historic and unique feel of the downtown through sign design standards will aid in its vitality. These standards are intended to promote the economic vitality of downtown by promoting attractive, historically themed, and pedestrian-oriented signage.

B. Design Standards. In addition to meeting other standards within this code, any major attached or freestanding sign within the C-3 district shall score at least 10 points using the following scale. Where more than one sign exists on a frontage, the total score shall be the average score for all signs on that frontage.

| Points Possible | Element |
|---|---|
| | **Sign Type** |
| 4 | The sign is attached to a mounting bracket and allowed to swing freely. |
| 4 | The sign is on an awning and meets the standards in NMC 15.435.080. |
| 3 | The sign is a fin sign extending at least two feet from the building surface. |
| 3 | The sign primarily includes raised or engraved individual letters or graphics on a background wall. |
| 2 | The sign is freestanding and less than six feet high. |
| | **Sign Material** |
| 4 | The sign is sandblasted or carved wood. |
| 4 | The sign includes natural finished wood in the frame, background or lettering (plywood excluded). |
| 4 | The sign includes a frame, background or lettering in |

| Points Possible | Element |
|---|---|
| | aluminum, copper or brass in natural finishes. |
| 2 | The sign is on an opaque fabric awning made of cotton-based canvas or woven acrylic and includes free-hanging trim or vertical front. |
| 2 | The sign incorporates decorative wrought iron. |
| | **Sign Face** |
| 4 | The outline of the sign frame (or the letters and graphics if no frame) is predominantly curved or nonrectangular. |
| 3 | All colors on the sign are low intensity, such as muted earth tones. Bright, fluorescent, or neon colors are excluded. |
| 2 | The most prominent lettering on the sign, such as the business' name, uses a serif or cursive font. |
| 2 | At least 15 percent of the sign area is a landscape, nature, or similar art scene. |
| | **Lighting** |
| 2 | The sign uses neon tube lighting for letters or graphics. |
| minus 2 | The sign uses internal illumination with greater than 30 percent transparent or light-colored face. |
| minus 2 | The sign is on a backlit, translucent awning. |
| minus 4 | The sign uses blinking, flashing, or chasing lights. |
| | **Sign Size** |
| 1 point per 20 | For major attached signage, one point for each full 20 percent reduction in the total sign area |

| Points Possible | Element |
|---|---|
| percent reduction | allowed on that building frontage. For major freestanding signage, one point for each full 20 percent reduction in the total area allowed for that sign. |

C. Bonus Provisions.

1. Notwithstanding other provisions of this code, a proposed sign in the C-3 district that scores in excess of 10 points using the above scale may be larger than the maximum allowable size of a sign otherwise allowed by this code. An increase of 10 percent of the maximum size is allowed for each point scored over 10 points.

2. The director may refund 25 percent of sign design review fees paid for any sign scoring in excess of 15 points on the scale. [Ord. 2561, 4-1-02. Code 2001 § 151.601.]

# Chapter 15.440
# OFF-STREET PARKING, BICYCLE PARKING, AND PRIVATE WALKWAYS

Sections:

Article I. Off-Street Parking Requirements

15.440.010 Required off-street parking.
15.440.020 Parking area and service drive design.
15.440.030 Parking spaces required.
15.440.040 Parking requirements for uses not specified.
15.440.050 Common facilities for mixed uses.
15.440.060 Parking area and service drive improvements.
15.440.070 Parking tables and diagrams.
15.440.075 Residential garage standards.
15.440.080 Off-street loading.

Article II. Bicycle Parking

15.440.090 Purpose.
15.440.100 Facility requirements.
15.440.110 Design.

Article III. Private Walkways

15.440.120 Purpose.
15.440.130 Where required.
15.440.140 Private walkway design.

## Article I. Off-Street Parking Requirements

### 15.440.010 Required off-street parking.

A. Off-street parking shall be provided on the lot or development site for all R-1, C-1, M-1, M-2 and M-3 zones. In all other zones, the required parking shall be on the lot or development site or within 400 feet of the lot or development site which the parking is required to serve. All required parking must be under the same ownership as the lot or development site served except through special covenant agreements as approved by the city attorney, which bind the parking to the lot or development site.

1. In cases where the applicant is proposing off-street parking, refer to subsection (F) of this section for the maximum number of parking spaces.

B. Off-street parking is required pursuant to NMC 15.440.030 in the C-2 district.

1. In cases where the applicant is proposing off-street parking, refer to subsection (F) of this section for the maximum number of parking spaces.

C. Off-street parking is not required in the C-3 or M-5 district, except for:

1. Dwelling units meeting the requirements noted in NMC 15.305.020.

2. New development which is either immediately adjacent to a residential district or separated by nothing but an alley.

3. In cases where the applicant is proposing off-street parking, refer to subsection (F) of this section for the maximum number of parking spaces.

D. Within the C-4 district, the minimum number of required off-street parking spaces shall be 50 percent of the number required by NMC 15.440.030, except that no reduction is permitted for residential uses. For maximum number of off-street parking spaces refer to subsection (F) of this section.

E. All commercial, office, or industrial developments that have more than 20 off-street parking spaces and that have designated employee parking must provide at least one preferential carpool/vanpool parking space. The preferential carpool/vanpool parking space(s) must be located close to a building entrance.

F. Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces, pursuant to NMC 15.440.030, multiplied by a factor of:

1. One and one-fifth spaces for uses fronting a street with adjacent on-street parking spaces; or

2. One and one-half spaces for uses fronting no street with adjacent on-street parking; or

3. A factor determined according to a parking analysis. [Ord. 2889 § 2 (Exh. B § 35), 12-6-21; Ord. 2862 § 1 (Exh. A § 2), 6-15-20; Ord. 2851 § 1 (Exh. A § 2), 1-21-20; Ord. 2810 § 2 (Exhs. B, C), 12-19-16; Ord. 2763 § 1 (Exh. A § 15), 9-16-13; Ord. 2564, 4-15-02; Ord. 2561, 4-1-02; Ord. 2451, 12-2-96. Code 2001 § 151.610.]

**Penalty:** See NMC 15.05.120.

**15.440.020 Parking area and service drive design.**

A. All public or private parking areas, parking spaces, or garages shall be designed, laid out and constructed in accordance with the minimum standards as set forth in NMC 15.440.070.

B. Groups of three or more parking spaces, except those in conjunction with a single-family detached dwelling, duplex dwelling, triplex dwelling, quadplex dwelling, townhouse dwelling or cottage cluster project on a single lot, shall be served by a service drive so that no backward movement or other maneuvering of a vehicle within a street, other than an alley, will be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress and maximum safety of pedestrian and vehicular traffic on the site, but in no case shall two-way and one-way service drives be less than 20 feet and 12 feet, respectively. Service drives shall be improved in accordance with the minimum standards as set forth in NMC 15.440.060.

C. Gates. A private drive or private street serving as primary access to more than one dwelling unit shall not be gated to limit access, except as approved by variance.

D. In the AI airport industrial district and AR airport residential district, taxiways may be used as part of the service drive design where an overall site plan is submitted that shows how the circulation of aircraft and vehicles are safely accommodated, where security fences are located, if required, and is approved by the fire marshal, planning director, and public works director. The following submittal must be made:

1. A drawing of the area to be developed, including the probable location, height, and description of structures to be constructed; the location and description of a security fence or gate to secure the aircraft operations areas of off-airport property from the other nonsecured pedestrian/auto/truck areas of on-airport property; the proposed location of the proposed taxiway access in accordance with FAA specifications (refer to Federal Aviation Administration Advisory Circular No. 150/5300-13 regarding airport design, and AC/5370-10B regarding construction standards for specifications that should be used as a guideline); and the identification of the vehicular traffic pattern area clearly separated from aircraft traffic. Once specific buildings have been designed, FAA Form 7460-1, Notice of Proposed Construction or Alteration, must be submitted to the City of Newberg, the private airport owner, and the FAA for airspace review. [Ord. 2889 § 2 (Exh. B § 36), 12-6-21; Ord. 2880 § 2 (Exh. B § 44), 6-7-21; Ord. 2670, 5-7-07; Ord. 2647, 6-5-06; Ord. 2451, 12-2-96. Code 2001 § 151.611.]

**Penalty:** See NMC 15.05.120.

**15.440.030 Parking spaces required.**

| Use | Minimum Parking Spaces Required |
|---|---|
| **Residential Types** | |
| Dwelling, multifamily and multiple single-family dwellings on a single lot | |
| Studio or one-bedroom unit<br>Two-bedroom unit<br>Three- and four-bedroom unit<br>Five- or more bedroom unit | 1 per dwelling unit<br>1.5 per dwelling unit<br>2 per dwelling unit<br>0.75 spaces per bedroom |
| • Unassigned spaces | If a development is required to have more than 10 spaces on a lot, then it must provide some unassigned spaces. At least 15 percent of the total required parking spaces must be unassigned and be located for convenient use by all occupants of the development. The location shall be approved by the director. |
| • Visitor spaces | If a development is required to have more than 10 spaces on a lot, then it must provide at least 0.2 visitor spaces per dwelling unit. |
| • On-street parking credit | On-street parking spaces may be counted toward the minimum number of required spaces for developments required to have more than 10 spaces on a lot. The on-street spaces must be directly adjoining and on the same side of the street as the subject property, must be legal spaces that meet all city standards, and cannot be counted if they could be removed by planned future street widening or a bike lane on the street. |
| • Available transit service | At the review body's discretion, affordable housing projects may reduce the required off-street parking by 10 percent if there is an adequate continuous pedestrian route no more than 1,500 feet in length from the development to transit service with an average of less than one hour regular service intervals during commuting periods or where the development provides its own transit. A developer may qualify for this parking reduction if improvements on a proposed pedestrian route |

| Use | Minimum Parking Spaces Required |
|---|---|
| | are made by the developer, thereby rendering it an adequate continuous route. |
| Commercial neighborhood district (C-1) | 1 for each dwelling |
| Dwelling, single-family | 2 for each dwelling unit on a single lot |
| Dwelling, duplex | 1 for each dwelling unit |
| Dwelling, triplex | 1 for each dwelling unit<br><br>Except that conversion of a detached single-family dwelling to a triplex dwelling shall not be subject to this requirement |
| Dwelling, quadplex | 1 for each dwelling unit<br><br>Except that conversion of a detached single-family dwelling to a quadplex dwelling shall not be subject to this requirement |
| Dwelling, townhouse | 1 for each dwelling unit |
| Dwelling, cottage | 1 for each dwelling unit |
| Dwelling, Live/Work | 1 for each dwelling unit |
| Fraternities, sororities, cooperatives and dormitories | 1 for each three occupants for which sleeping facilities are provided |
| Hotels, motels, motor hotels, etc. | 1 for each guest room |
| Rooming or boarding houses | 1 for each guest room |
| Special needs housing | 1 space per 3 beds or actual parking needs as demonstrated through a parking analysis. |
| **Institutional Types** | |
| Churches, clubs, lodges | 1 for every 4 fixed seats or every 8 feet of bench length or every 28 sq. ft. where no permanent seats or benches are maintained – in main auditorium (sanctuary or place of worship) |
| Continuing care retirement community not including nursing care | 1 space per living unit |
| Day care facility | 1 space per employee plus 1 space per 10 children/adults cared for |
| Family child care homes | No off-street parking other than for the required dwelling |

| Use | Minimum Parking Spaces Required |
|---|---|
| Hospitals (including accessory retail wholly contained within a hospital building) | 2 spaces for each 1,000 gross sq. ft. |
| Libraries, museums, art galleries | 1 for each 250 sq. ft. of gross floor area |
| Medical/dental offices and laboratories | 3.5 spaces for each 1,000 gross sq. ft. |
| Nursing homes, homes for the aged, group care homes, asylums, etc. | 1 for each 3 beds |
| Schools | Colleges – "commuter" type, 1 for every full-time equivalent student (plus 1/2 of the requirements for accessory buildings, i.e., 1.-E* and 3.-G(1)**) |
| Schools | Colleges – "resident" type, 1 for every 3 full-time equivalent students (plus 1/2 of the requirements for accessory buildings, i.e., 1.-E* and 3.-G(1)**) |
| Schools | Elementary or junior high, 1-1/2 for each teaching station plus 4 for every classroom, or 1 for every 42 sq. ft. of seating area where there are no fixed seats in an auditorium or assembly area |
| Schools | High schools, 1-1/2 for each teaching station, plus 8 for every classroom, or 1 for every 28 sq. ft. of seating area where there are no fixed seats in an auditorium or assembly area |
| Schools | Colleges – commercial or business, 1 for every 3 classroom seats (plus 1/2 of the requirements for accessory buildings, i.e., 1.-E* and 3.-G(1)**) |
| Welfare or correctional institutions | 1 for each 5 beds |
| **Commercial Types** | |
| Barber and beauty shops | 1 for each 75 sq. ft. of gross floor area |
| Bowling alleys | 6 for each bowling lane |
| Establishments or enterprises of a recreational or an entertainment nature: | |
| Establishments for the sale and consumption on the premises of food and beverages with a drive-up window | 1 for each 75 sq. ft. of gross floor area |

| Use | Minimum Parking Spaces Required |
|---|---|
| Establishments for the sale and consumption on the premises of food and beverages without a drive-up window | 1 for each 100 sq. ft. of gross floor area |
| Participating type, e.g., skating rinks, dance halls | 1 for each 75 sq. ft. of gross floor area |
| Spectator type, e.g., auditoriums, assembly halls, theaters, stadiums, places of public assembly | 1 parking space for each 4 seats |
| Office buildings, business and professional offices | 1 for every 400 sq. ft. of gross floor area |
| Pharmacies | 1 for each 150 sq. ft. of gross floor area |
| Retail establishments, except as otherwise specified herein | 1 for each 300 sq. ft. of gross floor area |
| Retail stores handling bulky merchandise, household furniture, or appliance repair | 1 for each 600 sq. ft. of gross floor area |
| **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, and M-5 | 1 for each 500 sq. ft. of gross floor area |
| Aircraft storage hangars up to 3,600 sq. ft. each enclosed hangar area | None (parking occurs in hangar) |
| Aircraft storage hangars over 3,600 sq. ft. each enclosed hangar area | 1 for every 700 sq. ft. of hangar area over 3,600 sq. ft. |
| Aircraft hangars intended for repair and maintenance operations | 1 for each 5,000 sq. ft. of hangar, plus 1 for each 500 sq. ft. of shop area, plus 1 for each 400 sq. ft. of office area |
| Laboratories and research facilities | 1 for each 300 sq. ft. of gross floor area |
| Machinery or equipment | 1 for each 400 sq. ft. of gross sales floor area |
| Wholesale and storage operations | 1 for each 700 sq. ft. of gross floor area |

Notes:

* “1-E” refers to fraternities, sororities, cooperatives and dormitories that require one parking space for each three occupants for whom sleeping facilities are provided.

** "3.-G(1)" refers to establishments or enterprises of a recreational or an entertainment nature (spectator type, e.g., auditoriums, assembly halls, theaters, stadiums, places of public assembly) that require one parking space for each four seats.

[Ord. 2889 § 2 (Exh. B § 37), 12-6-21; Ord. 2880 § 2 (Exh. B § 45), 6-7-21; Ord. 2862 § 1 (Exh. A § 2), 6-15-20; Ord. 2763 § 1 (Exh. A § 16), 9-16-13; Ord. 2730[1] § 1 (Exh. A (13)), 10-18-10; Ord. 2720 § 1(19), 11-2-09; Ord. 2710 § 1, 3-2-09; Ord. 2647, 6-5-06; Ord. 2550, 5-21-01; Ord. 2451, 12-2-96. Code 2001 § 151.612.]

**Penalty:** See NMC 15.05.120.

### 15.440.040 Parking requirements for uses not specified.

The parking space requirements for buildings and uses not set forth herein shall be determined by the director through a Type I procedure. Such determination shall be based upon the requirements for the most comparable building or use specified herein. [Ord. 2451, 12-2-96. Code 2001 § 151.613.]

### 15.440.050 Common facilities for mixed uses.

A. In the case of mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements for the various uses. Off-street parking facilities for one use shall not be considered as providing parking facilities for any other use except as provided below.

B. Joint Uses of Parking Facilities. The director may, upon application, authorize the joint use of parking facilities required by said uses and any other parking facility; provided, that:

1. The applicant shows that there is no substantial conflict in the principal operating hours of the building or use for which the joint use of parking facilities is proposed.

2. The parking facility for which joint use is proposed is no further than 400 feet from the building or use required to have provided parking.

3. The parties concerned in the joint use of off-street parking facilities shall evidence agreement for such joint use by a legal instrument approved by the city attorney as to form and content. Such instrument, when approved as conforming to the provisions of the ordinance, shall be recorded in the office of the county recorder and copies of the instrument filed with the director.

C. Commercial establishments within 200 feet of a commercial public parking lot may reduce the required number of parking spaces by 50 percent. [Ord. 2451, 12-2-96. Code 2001 § 151.614.]

### 15.440.060 Parking area and service drive improvements.

All public or private parking areas, outdoor vehicle sales areas, and service drives shall be improved according to the following:

A. All parking areas and service drives shall have surfacing of asphaltic concrete or Portland cement concrete or other hard surfacing such as brick or concrete pavers. Other durable and dust-free surfacing materials may be approved by the director for infrequently used parking areas. All parking areas and service drives shall be graded so as not to drain stormwater over the public sidewalk or onto any abutting public or private property.

B. All parking areas shall be designed not to encroach on public streets, alleys, and other rights-of-way. Parking areas shall not be placed in the area between the curb and sidewalk or, if there is no sidewalk, in the public right-of-way between the curb and the property line. The director may issue a permit for exceptions for unusual circumstances where the design maintains safety and aesthetics.

C. All parking areas, except those required in conjunction with a single-family detached, duplex, triplex, quadplex or townhouse dwelling, or cottage cluster project, shall provide a substantial bumper which will prevent cars from encroachment on abutting private and public property.

D. All parking areas, including service drives, except those required in conjunction with single-family detached, duplex, triplex, quadplex or townhouse dwellings or cottage cluster projects, shall be screened in accordance with NMC 15.420.010(B).

E. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect the light away from any abutting or adjacent residential district.

F. All service drives and parking spaces shall be substantially marked and comply with NMC 15.440.070.

G. Parking areas for residential uses shall not be located in a required front yard, except as follows:

1. Single-family detached, duplex, triplex, quadplex, and townhouse dwellings: parking is authorized in a front yard on a service drive which provides access to an improved parking area outside the front yard.

H. A reduction in size of the parking stall may be allowed for up to a maximum of 30 percent of the total number of spaces to allow for compact cars. For high turnover uses, such as convenience stores or fast-food restaurants, at the discretion of the director, all stalls will be required to be full-sized.

I. Affordable housing projects may use a tandem parking design, subject to approval of the community development director.

J. Portions of off-street parking areas may be developed or redeveloped for transit-related facilities and uses such as transit shelters or park-and-ride lots, subject to meeting all other applicable standards, including retaining the required minimum number of parking spaces. [Ord. 2889 § 2 (Exh. B §§ 38 – 40), 12-6-21; Ord. 2880 § 2 (Exh. B §§ 46 – 48), 6-7-21; Ord. 2810 § 2 (Exhs. B, C), 12-19-16; Ord. 2730 § 1 (Exh. A (14)), 10-18-10; Ord. 2628, 1-3-06; Ord. 2505, 2-1-99; Ord. 2451, 12-2-96. Code 2001 § 151.615.]

**Penalty:** See NMC 15.05.120.

**15.440.070 Parking tables and diagrams.**

The following tables provide the minimum dimensions of public or private parking areas:

**Diagram 1**

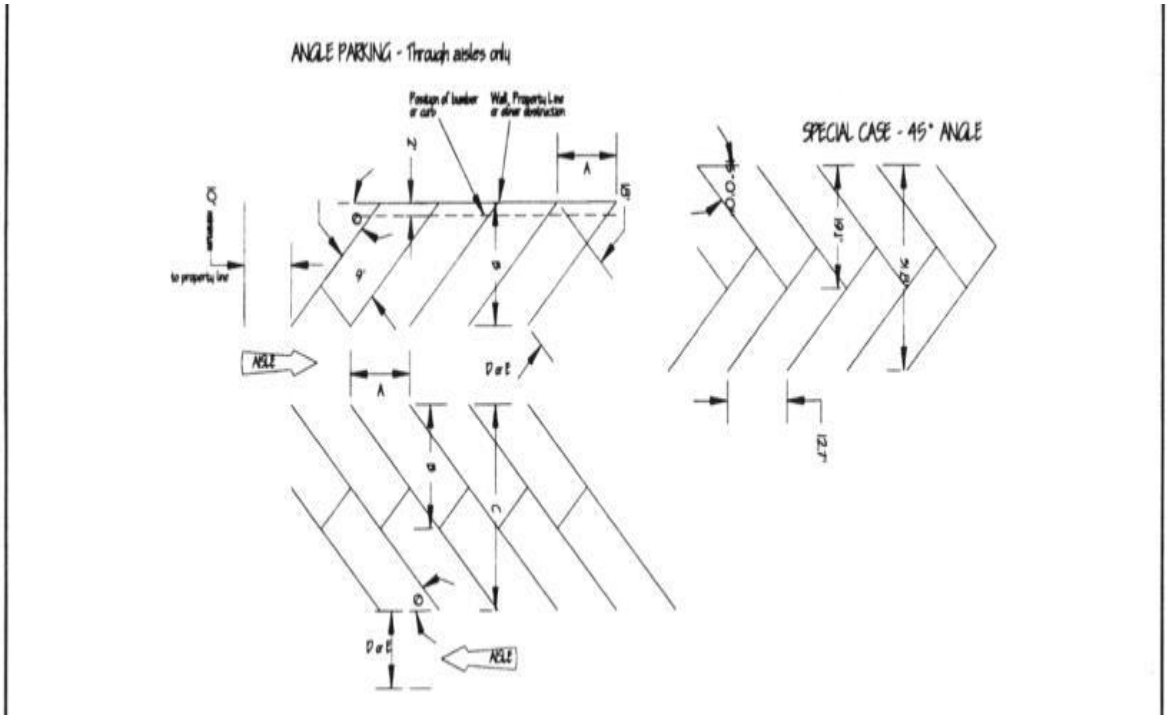
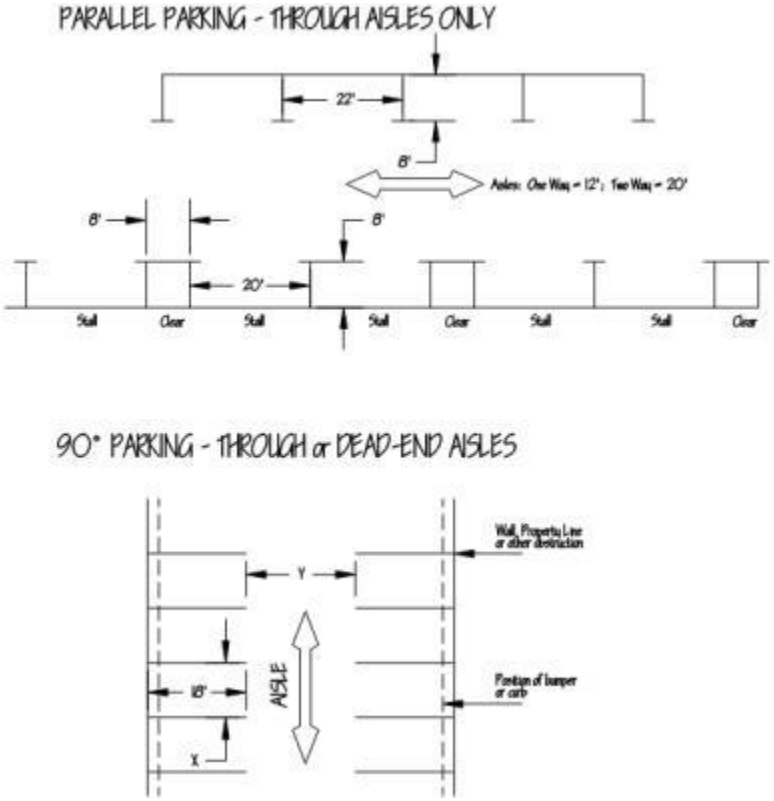



**Table of Dimensions (In Feet)**

| | Basic Stall | | Back to Back | Aisles | |
|---|---|---|---|---|---|
| **Angle – °** | **A** | **B** | **C** | **D (One-Way)** | **E (Two-Way)** |
| 30° | 18 | 16.8 | 25.8 | 12 | 20 |
| 38° | 14.6 | 18.2 | 29.3 | 12 | 20 |
| 45° | 12.7 | 19.1 | 31.8 | 12 | 20 |
| 52° | 11.4 | 19.7 | 33.9 | 13 | 20 |
| 55° | 11 | 19.9 | 34.6 | 14 | 20 |

| | Basic Stall | | Back to Back | Aisles | |
|---|---|---|---|---|---|
| Angle – ° | A | B | C | D (One-Way) | E (Two-Way) |
| 60° | 10.4 | 20.1 | 35.7 | 15 | 20 |
| 70° | 9.6 | 20 | 36.9 | 18 | 20 |
| 80° | 9.1 | 19.3 | 37 | 20 | 20 |

**Diagram 2**




Notes:

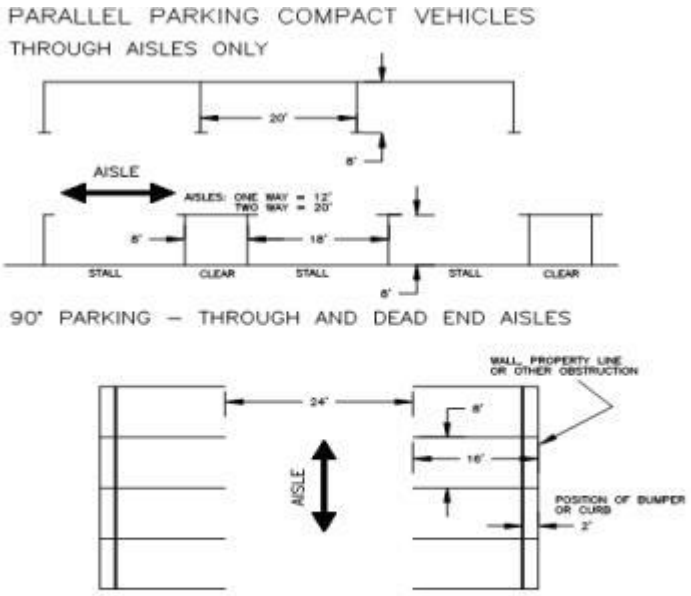
1. Bumpers must be installed where paved areas abut street right-of-way (except at driveways).
2. No stalls shall be such that cars must back over the property line to enter or leave stall.
3. Stalls must be clearly marked and the markings must be maintained in good condition.

4. The sketches show typical situations to illustrate the required standards. For further information or advice, contact the community development department at 537-1210.

**Table of Dimensions (In Feet)**

| Stall Width with Corresponding Aisle Width | | | | | | |
|---|---|---|---|---|---|---|
| Stall Width = X | 9 | 9.5 | 10 | 10.5 | 11 | 12 |
| Aisle Width = Y | 24 | 24 | 22 | 22 | 20 | 20 |

**Diagram 3**




Notes:

1. Bumpers must be installed where paved areas abut street right-of-way (except at driveways).
2. No stalls shall be such that cars must back over the property line to enter or leave stall.

3. Stalls must be clearly marked and the markings must be maintained in good condition.

4. The sketches show typical situations to illustrate the required standards. For further information or advice, contact the planning department.

[Ord. 2451, 12-2-96. Code 2001 § 151.616.]

**15.440.075 Residential garage standards.**

A. Single-car garages for residential uses shall have a minimum inside width of 10 feet by 20 feet.

B. Two-car garages for residential uses shall have a minimum inside width of 20 feet by 20 feet.

C. Three-car garages for residential uses shall have a minimum inside width of 30 feet by 20 feet. [Ord. 2880 § 2 (Exh. B § 49), 6-7-21.]

**15.440.080 Off-street loading.**

A. Buildings to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths in sufficient number and size to adequately handle the needs of the particular use. Uses in the C-3 and M-5 districts may allow loading spaces to be in an alley or in on-street parking at the Director's discretion.

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

| Gross Floor Area of the Building in Square Feet | No. of Berths |
|---|---|
| Up to 10,000 | 1 |
| 10,000 and over | 2 |

2. A loading berth shall contain a space 10 feet wide and 35 feet long and have a vertical clearance of 14 feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

3. Additional off-street loading requirements within the C-4 district are described in NMC 15.352.040(H)(7).

4. Where a facility includes an aircraft hangar, the off-street loading requirement is not required since loading may occur through the hangar doors.

B. The following provisions shall apply to off-street loading facilities:

1. The provision and maintenance of off-street loading space is a continuing obligation of the property owner. No building permit shall be issued until plans are presented that show

property that is and will remain available for exclusive use as off-street loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of loading space required by this code. Should the owner or occupant of any building change the use to which the building is put, thereby increasing off-street loading requirements, it shall be unlawful and a violation of this code to begin or maintain such altered use until such time as the increased off-street loading requirements are met.

2. Owners of two or more buildings may agree to utilize jointly the same loading spaces when the hours of operation do not overlap; provided, that satisfactory legal evidence is presented to the city attorney in the form of deeds, leases or contracts to establish the joint use.

3. A plan drawn to scale, indicating how the off-street loading requirements are to be fulfilled, shall accompany an application for a building permit.

4. Design Requirements for Loading Areas.

a. Areas used for standing and maneuvering of vehicles shall have durable and dustless surfaces of asphaltic concrete or portland cement concrete, maintained adequately for all-weather use and so drained as to avoid flow of water across the sidewalks.

b. Loading areas adjacent to residential zones designed to minimize disturbance of residents.

c. Artificial lighting which may be provided shall be so deflected as not to shine or create glare in any residential zone or on any adjacent dwelling.

d. Access aisles shall be of sufficient width for all vehicular turning and maneuvering.

e. Vision clearance standards as identified in NMC 15.410.060 shall apply. [Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2451, 12-2-96. Code 2001 § 151.617.]

**Penalty:** See NMC 15.05.120.

## Article II. Bicycle Parking

### 15.440.090 Purpose.

Cycling is a healthy activity for travel and recreation. In addition, by maximizing bicycle travel, the community can reduce negative effects of automobile travel, such as congestion and pollution. To maximize bicycle travel, developments must provide effective support facilities. At a minimum, developments need to provide a secure place for employees, customers, and residents to park their bicycles. [Ord. 2564, 4-15-02; Ord. 2518, 9-21-99. Code 2001 § 151.625.1.]

### 15.440.100 Facility requirements.

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

| Use | Minimum Number of Bicycle Parking Spaces Required |
|---|---|
| New multiple dwellings, including additions creating additional dwelling units | One bicycle parking space for every four dwelling units |
| New commercial, industrial, office, and institutional developments, including additions that total 4,000 square feet or more | One bicycle parking space for every 10,000 square feet of gross floor area. In C-4 districts, two bicycle parking spaces, or one per 5,000 square feet of building area, must be provided, whichever is greater |
| Transit centers and park and ride lots | Four spaces or one per 10 vehicle spaces, whichever is greater[a] + b |
| Parks | Two bicycle parking spaces within 50 feet of each developed play-ground, ball field, or shelter |
| Transit stops | Two spaces[a] |

Notes:

a. Short-term bicycle parking is parking intended to be used for durations less than two hours. Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely and shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space. Shelter or cover may be required for a specified percentage of short-term parking.

b. Long-term bicycle parking is parking intended to be used for durations over two hours. Long-term parking shall consist of a lockable enclosure, a secure room in a building on-site, monitored parking, or another form of fully sheltered and secure parking.

[Ord. 2862 § 1 (Exh. A § 3), 6-15-20; Ord. 2564, 4-15-02; Ord. 2518, 9-21-99. Code 2001 § 151.625.2.]

### 15.440.110 Design.

A. Bicycle parking facilities shall consist of one or more of the following:

1. A firmly secured loop, bar, rack, or similar facility that accommodates locking the bicycle frame and both wheels using a cable or U-shaped lock.

2. An enclosed locker.

3. A designated area within the ground floor of a building, garage, or storage area. Such area shall be clearly designated for bicycle parking.

4. Other facility designs approved by the director.

B. All bicycle parking spaces shall be at least six feet long and two and one-half feet wide. Spaces shall not obstruct pedestrian travel.

C. All spaces shall be located within 50 feet of a building entrance of the development.

D. Required bicycle parking facilities may be located in the public right-of-way adjacent to a development subject to approval of the authority responsible for maintenance of that right-of-way. [Ord. 2518, 9-21-99. Code 2001 § 151.625.3.]

## Article III. Private Walkways

### 15.440.120 Purpose.

Sidewalks and private walkways are part of the city's transportation system. Requiring their construction is part of the city's plan to encourage multimodal travel and to reduce reliance on the automobile. Considerable funds have and will be expended to install sidewalks along the streets in the city. Yet there is little point to this expense if it is not possible for people to walk from the sidewalk to the developments along each side. The following requirements are intended to provide safe and convenient paths for employees, customers, and residents to walk from public sidewalks to development entrances, and to walk between buildings on larger sites. [Ord. 2619, 5-16-05; Ord. 2513, 8-2-99. Code 2001 § 151.620.1.]

### 15.440.130 Where required.

Private walkways shall be constructed as part of any development requiring Type II design review, including mobile home parks. In addition, they may be required as part of conditional use permits or planned unit developments. In the airport industrial (AI) district and residential (AR) district, on-site walks are not required in aircraft operations areas, such as parking aprons, taxiways, and runways. [Ord. 2647, 6-5-06; Ord. 2619, 5-16-05; Ord. 2513, 8-2-99. Code 2001 § 151.620.2.]

### 15.440.140 Private walkway design.

A. All required private walkways shall meet the applicable building code and Americans with Disabilities Act requirements.

B. Required private walkways shall be a minimum of four feet wide.

C. Required private walkways shall be constructed of portland cement concrete or brick.

D. Crosswalks crossing service drives shall, at a minimum, be painted on the asphalt or clearly marked with contrasting paving materials or humps/raised crossings. If painted striping is used, it should consist of thermoplastic striping or similar type of durable application.

E. At a minimum, required private walkways shall connect each main pedestrian building entrance to each abutting public street and to each other.

F. The review body may require on-site walks to connect to development on adjoining sites.

G. The review body may modify these requirements where, in its opinion, the development provides adequate on-site pedestrian circulation, or where lot dimensions, existing building layout, or topography preclude compliance with these standards. [Ord. 2619, 5-16-05; Ord. 2513, 8-2-99. Code 2001 § 151.620.3.]

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[1] Code reviser's note: Ordinance 2730 sets out amendments to this section without accounting for prior amendments from Ordinance 2710. The code reflects the intended amendments of both ordinances.

# Chapter 15.445
# SPECIAL USE STANDARDS

Sections:

Article I. Bed and Breakfast Establishments

15.445.010 Bed and breakfast establishments.

Article II. Manufactured Dwellings

15.445.015 Description and purpose.
15.445.020 Applicability.
15.445.030 Permitted locations.
15.445.050 Manufactured homes on individual lots – Purpose.
15.445.060 Manufactured homes on individual lots – Uses.
15.445.070 Manufactured homes on individual lots – Development standards.
15.445.075 Mobile home and manufactured dwelling parks – General provisions.
15.445.080 Mobile home and manufactured dwelling parks – Application and processing.
15.445.090 Limiting mobile home parks and manufactured dwelling parks to mobile home park or manufactured dwelling park uses.
15.445.100 Mobile home and manufactured dwelling parks – Maintenance.
15.445.110 *Repealed*.
15.445.150 Manufactured home subdivisions – General provisions.

15.445.160 Manufactured home subdivisions – Application and processing.

Article III. Recreational Vehicles

15.445.165 Allowable use of recreational vehicles.
15.445.170 Recreational vehicle parks – General provisions.

Article IV. Telecommunications Facilities

15.445.180 Description and purpose.
15.445.190 Approval criteria.
15.445.200 Application requirements.
15.445.210 Conditions of approval.
15.445.220 Installation standards.
15.445.230 Removal standards.
15.445.240 Exemptions.

Article V. Accessory Dwelling Units

15.445.250 Purpose.
15.445.260 Development standards.
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Article VI. Amateur Radio

15.445.280 Amateur radio and citizen band antenna.

Article VII. Vacation Rental Homes

15.445.300 Application and purpose.
15.445.310 Where allowed.
15.445.320 Registration required.
15.445.330 Standards.
15.445.340 Registration posting.
15.445.350 Complaints and revocation of registration.

Article VIII. Small-Scale Food and Beverage Production in Commercial Zones

15.445.400 Application and purpose.
15.445.410 Where allowed.
15.445.420 Standards.
15.445.430 Approval.

## Article VII. Vacation Rental Homes

### 15.445.300 Application and purpose.

These standards apply to a single-family dwelling unit that is used, rented or occupied for periods of less than 30 days, or is available, advertised, or listed by an agent as available for use, rent for occupancy for periods of less than 30 days. The purpose is to maintain the peace, quiet,

traffic patterns, and property maintenance typical for the residential neighborhood. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

**15.445.310 Where allowed.**
Vacation rental homes are permitted in areas shown on Chapter 15.305 NMC. The vacation rental home must be a structure approved for occupancy as a single-family dwelling unit. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

**15.445.320 Registration required.**
Prior to use or advertising for use of a dwelling as a vacation rental home, the owner or operator shall register the vacation rental home with the city on forms provided by the director. The registration shall include such information required by the director, including the name and contact information for the owner, operator and a local contact. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

**15.445.330 Standards.**
A. The vacation rental home shall provide a minimum of two parking spaces on the site that are available for use of the rental occupants.

B. The applicant shall provide for regular refuse collection.

C. The vacation rental home may not be occupied by more than two rental occupants per bedroom, up to a maximum of 15 people.

D. The premises of the vacation rental home may not include any occupied recreational vehicle, trailer, tent or temporary shelter during the rental occupancy. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

**15.445.340 Registration posting.**
The applicant shall post the vacation rental home registration within the dwelling adjacent to the front door. At a minimum, the posting will contain the following information:

A. The name of the operator and a telephone number where the operator may be reached.

B. The telephone number for the police department.

C. The maximum number of occupants permitted to stay in the dwelling.

D. The standards for the rental occupancy.

E. The solid waste collection day. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

**15.445.350 Complaints and revocation of registration.**
If the city receives two or more written complaints within a one-year period regarding a vacation rental home occupancy, and the issues have not been resolved through the code enforcement officer, the city manager may schedule a hearing to consider revoking the vacation rental home registration. The hearing may be conducted by the city manager, or other such hearings officer as the city manager may appoint for this purpose. The city manager shall notify the owner and

operator of the hearing, those submitting written complaints, and may invite others to submit testimony at the hearing. After hearing the facts, the city manager may do any of the following:

A. Revoke the registration for noncompliance with the standards in this section. If this permit is revoked, the premises may not be used as a vacation rental home for a period of two years, or a period of lesser time as determined by the hearings officer.

B. Impose additional conditions necessary to fulfill the purpose of this section.

C. Establish a probationary period to monitor compliance.

D. Dismiss the complaint.

E. Refer the matter to the code enforcement officer for citation in municipal court or other appropriate jurisdiction.

The hearings officer's decision may be appealed to the planning commission by the applicant, owner, or person filing the written complaint within 14 calendar days of the date of the decision in the manner provided in NMC 15.100.170. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

## Article VIII. Small-Scale Food and Beverage Production in Commercial and Craft Industrial Zones

### 15.445.400 Application and purpose.

These standards apply to small-scale food and beverage production in commercial and craft industrial zones. These uses are primarily manufacturing, processing and storage facilities but have accessory tasting rooms, dining areas, or retail space. Some types of retail bakeries, wineries, breweries and distilleries fit in this category. The purpose is to allow small-scale food and beverage production in commercial zones if the uses can meet certain design standards that will maintain the commercial character of the zone. Larger scale food and beverage production is allowed in certain of Newberg's industrial zones. [Ord. 2763 § 1 (Exh. A § 18), 9-16-13.]

### 15.445.410 Where allowed.

Small-scale food and beverage production is allowed in the C-2, C-3 and M-5 zones if the use meets the development standards listed below. If the use cannot meet the development standards below, then it is a conditional use in the C-2, ~~and~~ C-3, and M-5 ~~commercial~~ zones and would require review by the planning commission. [Ord. 2763 § 1 (Exh. A § 18), 9-16-13.]

### 15.445.420 Standards.

A. Retail Use. At least 25 percent of the gross floor area must be for retail, dining, or similar customer use, with a minimum of 1,000 square feet.

B. Not Next to Residential. The site cannot abut a site with residential zoning.

C. Loading Area. The site must have a loading area for trucks. This could be a loading dock, an on-site paved loading area, or an adjacent alley.

D. Size Limit. The maximum size of the production area is limited to 10,000 square feet.

E. Outdoor Storage. Outdoor storage of materials on site is limited to a small (under 400 square feet) fenced and screened area. [Ord. 2763 § 1 (Exh. A § 18), 9-16-13.]

**15.445.430 Approval.**

To obtain approval for a small-scale food and beverage production use in the C-2 or C-3 commercial zones, the applicant must demonstrate compliance with all of the development standards. The application shall be processed as a Type I or II design review procedure, depending on the extent of building remodeling, as regulated by NMC 15.220.020. If the proposed use cannot meet any of the design standards in NMC 15.445.420, then it would require a Type III conditional use permit and design review as regulated by Chapter 15.225 NMC. [Ord. 2763 § 1 (Exh. A § 18), 9-16-13.]

## Article IX. Craft Industrial

**15.445.440 Application and purpose.**

These standards apply to craft industrial uses These uses are primarily manufacturing, processing and storage facilities but have accessory retail or classroom space. The purpose is to allow small-scale craft industrial uses which process supplemental commercial uses which meet certain design standards that maintain both the industrial and commercial character.

**15.445.450 Where allowed.**

Craft Industrial production is allowed in the M-5 district if the use meets the development standards listed below. If the use cannot meet the development standards below, then it is a conditional use in the M-5 zoning district and would require review by the planning commission.

**15.445.460 Standards.**

A. Retail Use. At least 25 percent of the gross floor area must be for retail, or similar customer use, with a minimum of 1,000 square feet.

B. Not Next to Residential. The site cannot abut a site with residential zoning.

C. Size Limit. The maximum size of the production area is limited to 10,000 square feet.

D. Outdoor Storage. Outdoor storage and processing of goods and materials is less than 10 percent of the site and must be screened

**15.445.470 Review Procedures.**

To obtain approval for a craft industrial use in the M-5 district, the applicant must demonstrate compliance with all of the development standards. The application shall be processed as a Type I or II design review procedure, depending on the extent of building, as regulated by NMC 15.220.020. If the proposed use cannot meet any of the design standards in NMC 15.445.460, a Type III conditional use permit and design review as regulated by NMC Chapter 15.225.

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[1] Code reviser's note: Ord. 2747 includes this section as NMC 15.445.010. This section has been editorially renumbered to prevent duplication of numbering.

# Exhibit "A-4" to Craft Industrial District Ordinance 2025-2930
# Proposed Craft Industrial District Findings – File DCA19-0008/CPMA19-0002/ZMA19-0002

## APPLICABLE CRITERIA

### A. Statewide Planning Goals (the "Goals")

**GOAL 1: CITIZEN INVOLVEMENT**
To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

**Finding:** There have been letters sent and visits to business owners and workshops with owners as well as workshops with the Planning Commission. There also will be public hearings with both the Planning Commission and City Council where citizens will have a chance to submit comments as seen in the table below. Previous opportunities for citizen involvement were done with the Newberg Downtown Improvement Plan in 2016.

| Citizen Involvement | Date |
|---|---|
| Mailer sent to Property Owners for Planning Commission Workshop | June 15, 2020 |
| Planning Commission Workshop | July 9, 2020 |
| Mailed Notice for Workshop | March 9, 2021 |
| Business Owner Workshop | March 17, 2021 |
| Business Owner Workshop | March 19, 2021 |
| Planning Commission Workshop | October 10, 2024 |
| Post Acknowledgement Plan Amendment (PAPA) Notification to Department of Land Conservation and Development | September 27, 2024 |
| Measure 56 Notice Mailed | October 25, 2024 |
| Notice of Planning Commission Hearing Published in Newberg Graphic | October 31, 2024 |
| Planning Commission Hearing | November 14, 2024 ȡ |
| City Council Work Session | November 18, 2024 ( |
| City Council Hearing | January 6, 2025 |

The Goal is met.

## GOAL 2: LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

**Finding:** This Goal requires that land use decisions 1) have an adequate factual base, 2) that alternatives have been considered, and 3) that implementation measures are consistent with and adequate to carry out comprehensive plan policies and designations.

The proposed M-5 Craft Industrial District is a culmination of a recommendation from Newberg's Downtown Improvement Plan (NDIP) seen in Attachment 1. The alternatives considered are to leave the area as is or to adopt a new M-5 craft industrial district. The implementation measures are consistent with the Comprehensive Plan as addressed in the findings for the Comprehensive Plan.

The comprehensive planning designation is proposed to change from a mix of commercial and industrial designations to a mixed-use designation. The new mixed-use designation is consistent with the comprehensive plan as seen in the findings for the Comprehensive Plan. The craft industrial district has combined commercial and industrial uses that can also have a residential component making it a good designation for mixed use.

The Goal is met.

## GOAL 3: AGRICULTURAL LANDS

To preserve and maintain agricultural lands.

**Finding:** Not applicable because the proposal does not propose any land use regulation changes to agricultural lands. The proposal is for lands inside the Newberg Urban Growth Boundary.

## GOAL 4: FOREST LANDS

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

**Finding:** Not applicable because the proposal does not propose any land use regulation changes to forest resource lands. The proposal is for lands inside the Newberg Urban Growth Boundary.

## GOAL 5: NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

To protect natural resources and conserve scenic and historic areas and open spaces.

**Finding:** The proposed amendment will not negatively impact inventoried Goal 5 resources because the amendments do not change protections that already exist in the Newberg Municipal Code, Specific Plans and Master Plans to protect these resources. Newberg has an acknowledged Stream Corridor designation, inventoried historic resources, and identified open spaces in compliance with Goal 5.

For designated historic resources, all locally designated historic resources that require review per Chapter 15.344 Historic Landmarks (H) Subdistrict for exterior modifications and construction on historic sites.

This Goal is met.

## GOAL 6: AIR, WATER AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

**Finding:** Newberg has an acknowledged Comprehensive Plan that complies with this goal. Protections are already in place for air, water, and land resource quality. This proposal does not modify the existing goals and policies as the area is already zoned for a mixture of commercial and industrial uses. The proposed zone is a hybrid zone allowing a mixture of downtown commercial and small-site industrial uses.
This Goal is met.

## GOAL 7: AREAS SUBJECT TO NATURAL HAZARDS

To protect people and property from natural hazards.

**Finding:** Newberg has an acknowledged Comprehensive Plan that complies with this goal. This proposal does not modify the City's natural hazards requirements such as flood plain or landslide areas. This proposal does not modify the existing goals and policies and none of the proposed district is in a known hazard zone.
This Goal is met.

## GOAL 8: RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

**Finding:** Newberg has an acknowledged Comprehensive Plan that complies with this goal. This proposal does not modify the City's recreational goals and policies.
This Goal is met.

**GOAL 9: ECONOMIC DEVELOPMENT**

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

**Finding:** The proposed M-5 Craft Industrial District provides additional opportunities for more businesses to provide economic activities to increase overall welfare to the City and its residents. It can help to promote tourism in the downtown area and the development trend would be continued downtown as an industrial commercial area that could supply additional jobs as seen the City's Economy Comprehensive Plan Goals and Policies.

This area included is an opportunity for redevelopment of industrial and commercial uses in the area to provide future prosperity for owners as it mostly increases the amount of allowed uses on the property for commercial and industrial purposes. It will help to revitalize the west end of the downtown area and could create additional opportunities for tourism.
The Goal is met.

**GOAL 10: HOUSING**

To provide for the housing needs of citizens of the state.

**Finding**: The proposed amendments for housing in the Craft Industrial District (M-5) would have the Central Business District (C-3) adding a live/work option and caretaker dwelling while removing single family dwellings, townhomes and duplexes.

The light industrial (M-2) zoning district that would be changing currently only allows dwellings through a mixed-use dwelling or caretaker dwelling. The new M-5 district will add multi-family and live/work units while eliminating no existing residential uses.

The district is intended to have industrial uses that enhance tourism downtown and is not meant to be used for housing that is not combined with a commercial or an industrial use but has a few other options nonetheless as seen in the comparison table below.

Finally, although it is not assumed future housing needs would be met through new dwellings on lands zoned C-3 or M-2 that would be changing to the M-5 Craft Industrial District, the Downtown Improvement Plan estimated 70-140 dwelling units will redevelop in downtown commercial areas of which the Craft Industrial District would be a part of. The Comprehensive Plan does encourage a mixture of compatible uses with residential of which the Craft Industrial District can serve as seen in the housing options available in the district. The overall district is just over 6.02 acres (not including Right-of-Way).

Therefore, the proposal has minimal effect on Newberg's Housing Capacity or Residential Buildable Lands Inventory by allowing housing needs of the citizens of the state to still be met with the new M-5 zoning district.

*P* *Permitted Use. The use is a permitted use within the zone. Note that the use still may require design review, building permits, or other approval in order to operate.*

*C* *Conditional Use. A conditional use permit is required for the use. See Chapter 15.225 NMC.*

*S* *Special Use. The use is subject to specific standards as identified within this code. The applicable section is included in the last column of the table.*

*(#)* *A note indicates specific limits on the use. These notes are listed at the bottom of the table.*

*X* *Prohibited Use. The use is specifically prohibited.*

| Type of Dwelling Unit | C-3 District | M-2 District | New M-5 District | Notes and Special Use Standards |
|---|---|---|---|---|
| Single-family Detached | C(5) | | | Subject to lot or development site area requirements of NMC 15.405.010 |
| Townhouse | C(5) | | | NMC 15.415.050(B); subject to lot or development site area requirements of NMC 15.405.010 |
| Manufactured Home on individual lot | | | | |
| Manufactured Dwelling Park | | | | |
| Mobile Home Park | | | | |
| Manufactured Home Subdivision | | | | |
| Duplex | P(8)/C(5) | | | |
| Triplex | | | | |
| Quadplex | | | | |
| Cottage Cluster | | | | |
| Multi-family | P(8)/C(5) | | P(8) | |
| Accessory Dwelling | C | | | |

| | | | | |
|---|---|---|---|---|
| Mixed Use Dwelling | P(8)/C(5) | C | P(10) | |
| Caretaker Dwelling | | P | P | |
| Dormitory | | | | |
| Live/Work Unit | S | | S | NMC 15.415.070 |

*(5) The dwelling units must front onto Hancock Street. No more than 30 percent of a single street frontage of a block may be occupied by residential uses. Contiguous residential street frontage must be less than 60 lineal feet. Density and parking standards for allowable dwelling units must be met.*

*(8) The units must be located on the same lots as another use permitted or conditionally permitted in the C-3 zone and may not occupy the first floor storefront area (the portion of the building closest to the primary street), except on E/W Second Street where dwelling units are permitted to occupy the first floor of a building. There shall be no density limitation. Private parking areas or garages are not required for dwelling units located within buildings in existence prior to and including June 30, 1999. Parking shall be provided for all new dwelling units within any building constructed after June 30, 1999, in private parking areas or garages on the basis of one parking space for each dwelling unit.*

*(10) Permitted above any permitted use in the C-2 or M-5 zone. There shall be no density limitation. Parking shall be provided in private parking areas or garages on the basis of one parking space for each dwelling unit.*

*(13) Permitted in existing dwelling units only. New dwelling units may not be created for this use unless the dwelling unit would otherwise be allowed.*
The Goal is met.

**GOAL 11: PUBLIC FACILITIES AND SERVICES**

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

**Finding:** Existing public facilities and services are already available and planned for the proposed area. No new roads or infrastructure are planned for this amendment. Local streets that are not currently up to City standards would be upgraded as resources allow through the City's Capital Improvement Program.
The proposal meets the Goal.

**GOAL 12: TRANSPORTATION**

To provide and encourage a safe, convenient and economic transportation system.

**Finding:** The City of Newberg's adopted Transportation System Plan (2016) has been acknowledged by DLCD. The transportation system is planned to accommodate the population growth of the community for a 20-year planning period. There are no proposed modifications to the transportation system with the adoption of the M-5 zoning district. The proposed amendments do not significantly affect any transportation facility or change the functional classification of any street. There are no off-street parking requirements in the new zone other than for residential units or parcels that abut residentially zoned districts either directly or by an alley. The need for off-street parking was not warranted as seen in the City's 2023 Downtown Parking Study (Attachment 2).

The downtown area has sidewalks in most locations. As the rest of zoning district develops, sidewalks will be required to be put in on all public streets. A Transportation Rule Analysis (Attachment 3) was conducted for this project in 2021 pursuant to OAR 660-012-060 and found that the amendment does not result in a significant effect of the transportation system and no further analyses are required.

The parcel at 200 N Main St (currently Papa Murphy's) was not included in the transportation rule analysis. However, there are not any more intense uses than what was previously considered. Adding the parcel will not result in any measurable increases as previous uses allowed such as a medical office or restaurant with higher turnover rates are allowed under the current zoning district and would be allowed in the new zoning district as well.
In conclusion, the amendments comply with Goal 12, and in particular, the provisions of OAR 660-012-0045 and 660-012-0060 Transportation Planning Rule.
The proposal meets the Goal.

**GOAL 13: ENERGY CONSERVATION**

To conserve energy.

**Finding:** The proposed amendment is redevelopment of an already established area of the City. There likely would not be any impacts on energy in the area outside of potential increases in the demand for electrical power.
This Goal is met.

**GOAL 14: URBANIZATION**

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

**Finding:** The proposed amendment does not include an expansion of the Urban Growth Boundary but ensures the efficient use of the land within the existing Urban Growth Boundary for the projected population and employment opportunities within the City and meets the goal.

The proposal will maintain Newberg's identity and enhance the quality living and employment environment by balancing growth and providing varying business activities.

This Goal is met.

**GOAL 15: WILLAMETTE RIVER GREENWAY**

To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

**Finding:** The City of Newberg is located along the Willamette River on it southern border. The Willamette River Greenway is not located in the area affected by the proposed amendment. The proposed amendment does not alter any area or regulations within the boundaries of the Willamette River Greenway.

This Goal is not applicable.

## B. Newberg Comprehensive Plan

### II. GOALS AND POLICIES

### A. CITIZEN INVOLVEMENT

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

**Finding:** The City meets this goal through its Type IV legislative procedures subject to NMC 15.100.060 and 15.100.250 as well as through completion of public outreach, noticing, and public meetings that were conducted. There have been letters sent to business owners and workshops with owners (March of 2021) as well as workshops with the Planning Commission (2020). A webpage was prepared to inform the public of the pending proposal. Finally, notice was published in the Newberg Graphic newspaper and posted in four public places.

The amendments are subject to the Type IV Legislative process, which requires public notification and public hearings before the Planning Commission and the City Council. This process has been established by the City and determined to be consistent with Goal I of the Oregon Statewide Planning Goals. The public hearing notice of the action and decision, and the hearings on this case before the Planning Commission and the City Council are all recognized as opportunities for citizen participation. Please see the table below of dates that outreach was done: There have been letters sent and visits to business owners and workshops with owners as well as workshops with the Planning Commission.

There also will be public hearings with both the Planning Commission and City Council where citizens will have a chance to submit comments as seen in the table below. Previous opportunities for citizen involvement were done with the Newberg Downtown Improvement Plan in 2016.

| **Citizen Involvement** | **Date** |
|---|---|
| Mailer sent to Property Owners for Planning Commission Workshop | June 15, 2020 |
| Planning Commission Workshop | July 9, 2020 |
| Mailed Notice for Workshop | March 9, 2021 |
| Business Owner Workshop | March 17, 2021 |
| Business Owner Workshop | March 19, 2021 |
| Planning Commission Workshop | October 10, 2024 |
| Post Acknowledgement Plan Amendment (PAPA) Notification to Department of Land Conservation and Development | September 27, 2024 |
| Measure 56 Notice Mailed | October 25, 2024 |

| | |
|---|---|
| Notice of Planning Commission Hearing Published in Newberg Graphic | October 31, 2024 |
| Planning Commission Hearing | November 4, 2024 |
| City Council Work Session | November 18, 2024 |
| City Council Hearing | December 2, 2024 |

The Goal is met.

## B. LAND USE PLANNING

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

**Finding:** The City meets this goal by having a comprehensive plan that follows state goals and this proposal stems from the Downtown Improvement Plan which is a subarea plan within the Comprehensive Plan that recognizes the need for small scale industrial land and uses.

The change from commercial and industrial designations in the current comprehensive plan map to a mixed-use zone is compliant with the Comprehensive Plan (Attachment 4) and land use planning as the mixed-use plan classification objective seen in Section III Number 1 of the plan "*is to provide a compatible mixture of commercial, office, employment, light industrial and high density residential uses*". It is in this area that development should not be limited to a single type of use. The light industrial and commercial of the craft industrial area can be done in harmony without conflict as most of the industrial uses will have a commercial component to them that is attractive to visitors and customers. The area is already well served by utilities in the adjoining streets.

## C. AGRICULTURAL LANDS

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

**Finding:** The proposed amendment is in the downtown core which does not have agricultural lands and is already urban in nature.

This goal is not applicable.

## D. WOODED AREAS

GOAL: To retain and protect wooded areas.

**Finding:** The proposed amendment is in the downtown core which does not have wooded areas. This goal is not applicable.

## E. AIR, WATER, AND LAND RESOURCE QUALITY

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

POLICIES

1. Development shall not exceed the carrying capacity of the air, water or land resource base.
2. Water quality in the Willamette River and tributary streams shall be protected.
3. As public sanitary sewer systems become available, all development shall connect to the public system. To encourage economic development, the City may permit subsurface sewerage disposal where the system meets State and County requirements and where unique circumstances exist.
4. The Newberg airshed shall be protected from excessive pollution levels resulting from urbanization.
5. New industry should be located in area which minimize the impacts upon the air, water, and land resources base, as well as upon surrounding land uses.
6. The City will cooperate with State and Federal agencies which regulate environmental quality and shall adhere to the standards established by these agencies in the issuance of any permits or approvals given by the City. This policy is intended to cover discharges and emissions which may impair air, water or land quality or exceed the established standards for noise or other emissions.
7. The threat of excessive noise will be considered when reviewing land use requests. In addition, and new commercial and industrial developments shall conform to DEQ noise pollution standards.
8. The City will continue to support soil conservation measures designed to prevent unnecessary losses through excavation, stripping, erosion, and sedimentation.
9. The City will seek abatement of the aesthetic degradation of the environment resulting from blighted neighborhoods, indiscriminate waste disposal, offensive outdoor storage.
10. The City shall promote community cleanup programs.
11. The City will continue to encourage and support the three R's of recycling (re-use, reduction, and recycling)

**Finding:** Newberg has an acknowledged Comprehensive Plan that complies with this goal. Protections are already in place for air, water, and land resource quality. This proposal does not modify the existing goals and policies. Any permit submittal will be required to meet state requirements regarding emissions and noise as well as local ordinances, as applicable. The amendment is to encourage redevelopment of the area, which over time could potentially reduce excess outside storage in the area and therefore reduce or mitigate impacts on air, water, and land resources.

## F. AREAS SUBJECT TO NATURAL HAZARDS

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

**Finding:** Newberg has an acknowledged Comprehensive Plan that complies with this goal. This proposal does not modify the City's natural hazards requirements such as flood plain or landslide areas. This proposal does not modify the existing goals and policies. The proposed area does not contain any floodplain areas and does not have any known area subject to natural hazards. This goal is met.

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

GOALS:

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

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

3. To protect, conserve, enhance and maintain the Willamette River Greenway.
POLICY: 3. Historic Resources Policies

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

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

**Finding:** The proposed amendment will not negatively impact open space or historic resources because the amendments do not change protections that already exist in the Newberg Municipal Code, Specific Plans, and Master Plans to protect these resources. Newberg has an acknowledged Stream Corridor designation, inventoried historic resources, and identified open spaces in compliance with State Goal 5.

The proposal for an M-5 Craft Industrial District does not change the designated historic resources that already exist in the proposed zone or what it would take to modify them. The proposed location of the M-5 zone does not currently provide recreational resources or open space and is not located in the Willamette River Greenway. In addition to this, the M-5 district opens up the historic properties to more business opportunities than are currently available.

## H. THE ECONOMY

GOAL: To develop a diverse and stable economic base.

1. General Policies
    a. In order to increase the percentage of persons who live in Newberg and work in Newberg, the City shall encourage a diverse and stable economic base. Potential methods may include, but are not limited to, land use controls and capital improvement programs.
    b. The City shall encourage economic expansions consistent with local needs
    c. The City will encourage creation the creation of a diversified employment base, the strengthening of trade centers and the attraction of both capital and labor intensive enterprises.
    d. Newberg will encourage the development of industries which represent the most efficient use of existing resources including land, air, water, energy and labor
    e. Economic expansion shall not exceed the carrying capacity of the air, water or land resource quality of the planning area.
    f. The City shall participate with local and regional groups to coordinate economic planning.
    g. The City shall encourage business and industry to locate within the Newberg City limits.
    h. Yamhill County history, products and activities should be promoted.
    i. The City shall encourage tourist-related activities and services such as motor inns, restaurants, parks and recreation facilities, a visitor center, conference and seminar activities.
    j. A mixed-use river-oriented commercial area should be encourage to be developed near the Willamette River.
    k. The City shall promote Newberg as a tourist destination location.
    l. The City shall promote the expansion of local viticulture and wine productions as a method for increasing tourism.

**Finding:** The proposed amendment for a craft industrial district in the Downtown area is from the Newberg Downtown Improvement Plan which recognizes the needs for multiple uses downtown to help promote tourism. This area already has a "gritty" industrial feel to it and can help employment in the downtown area while providing a place where goods can be made, sampled, touched and purchased. This idea was brainstormed from the various entities including but not limited to the Newberg Downtown Coalition and the Chehalem Valley Chamber of Commerce, Historic Preservation Commission, George Fox University, Business Owners as well as the public at large. The proposed zoning district is intended to allow smaller industrial uses that are more commercial in nature to have their own place in the City and help provide a new area to promote their businesses and items.

It is consistent with the Economy Goal to develop a diverse and stable economic based and is consistent with the following economic policies:

| | | |
|---|---|---|
| General Policy i. | "*The City shall encourage tourist-related activities…*". | Items where things can be touched, sampled and purchased often attract tourists |
| Industrial Policy e. | "*Established industrial areas may be extended and new industrial areas designated by plan amendment where development trends warrant such extension or designation. Full urban services will be extended into the area if appropriate, if the extension of land use and services is consistent with all other goals and policies of the plan."* | This area is already partially zoned industrial, and the development trend is a hybrid of commercial/industrial. There are already urban services available in the area and is consistent with the rest of the plan. |

## I. HOUSING

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

**Finding:** The proposed amendments for housing in the Craft Industrial District (M-5) would have the Central Business District (C-3) adding a live/work option and caretaker dwelling while removing single family dwellings, townhomes and duplexes.

The light industrial (M-2) zoning district that would be changing currently only allows dwellings through a mixed-use dwelling or caretaker dwelling. The new M-5 district will add multi-family and live/work units while eliminating no existing residential uses.

The district is intended to have industrial uses that enhance tourism downtown and is not meant to be used for housing that is not combined with a commercial or an industrial use but has a few other options nonetheless as seen in the comparison table below.

Finally, although it is not assumed future housing needs would be met through new dwellings on lands zoned C-3 or M-2 that would be changing to the M-5 Craft Industrial District, the Downtown Improvement Plan estimated 70-140 dwelling units will redevelop in downtown commercial areas of which the Craft Industrial District would be a part of. The Comprehensive Plan does encourage a mixture of compatible uses with residential of which the Craft Industrial

District can serve as seen in the housing options available in the district. The overall district is just over 6.02 acres (not including Right-of-Way).

Therefore, the proposal has minimal effect on Newberg's Housing Capacity or Residential Buildable Lands Inventory by allowing housing needs of the citizens of the state to still be met with the new M-5 zoning district.

*P* *Permitted Use. The use is a permitted use within the zone. Note that the use still may require design review, building permits, or other approval in order to operate.*

*C* *Conditional Use. A conditional use permit is required for the use. See Chapter 15.225 NMC.*

*S* *Special Use. The use is subject to specific standards as identified within this code. The applicable section is included in the last column of the table.*

*(#)* *A note indicates specific limits on the use. These notes are listed at the bottom of the table.*

*X* *Prohibited Use. The use is specifically prohibited.*

| Type of Dwelling Unit | C-3 District | M-2 District | New M-5 District | Notes and Special Use Standards |
|---|---|---|---|---|
| Single-family Detached | C(5) | | | Subject to lot or development site area requirements of NMC 15.405.010 |
| Townhouse | C(5) | | | NMC 15.415.050(B); subject to lot or development site area requirements of NMC 15.405.010 |
| Manufactured Home on individual lot | | | | |
| Manufactured Dwelling Park | | | | |
| Mobile Home Park | | | | |
| Manufactured Home Subdivision | | | | |
| Duplex | P(8)/C(5) | | | |
| Triplex | | | | |
| Quadplex | | | | |
| Cottage Cluster | | | | |

| | | | | |
|---|---|---|---|---|
| Multi-family | P(8)/C(5) | | P(8) | |
| Accessory Dwelling | C | | | |
| Mixed Use Dwelling | P(8)/C(5) | C | P(10) | |
| Caretaker Dwelling | | P | P | |
| Dormitory | | | | |
| Live/Work Unit | S | | S | NMC 15.415.070 |

*(5) The dwelling units must front onto Hancock Street. No more than 30 percent of a single street frontage of a block may be occupied by residential uses. Contiguous residential street frontage must be less than 60 lineal feet. Density and parking standards for allowable dwelling units must be met.*

*(8) The units must be located on the same lots as another use permitted or conditionally permitted in the C-3 zone and may not occupy the first floor storefront area (the portion of the building closest to the primary street), except on E/W Second Street where dwelling units are permitted to occupy the first floor of a building. There shall be no density limitation. Private parking areas or garages are not required for dwelling units located within buildings in existence prior to and including June 30, 1999. Parking shall be provided for all new dwelling units within any building constructed after June 30, 1999, in private parking areas or garages on the basis of one parking space for each dwelling unit.*

*(10) Permitted above any permitted use in the C-2 or M-5 zone. There shall be no density limitation. Parking shall be provided in private parking areas or garages on the basis of one parking space for each dwelling unit.*

*(13) Permitted in existing dwelling units only. New dwelling units may not be created for this use unless the dwelling unit would otherwise be allowed.*
The Goal is met.

## J. URBAN DESIGN

GOAL 1: To maintain and improve the natural beauty and visual character of the City.
GOAL 2: To develop and maintain the physical context needed to support the livability and unique character of Newberg.
DOWNTOWN POLICY 5C: The City should encourage a variety of commercial and service activities to locate in the central business district, including mixed-use commercial/residential buildings and mixed use commercial/craft industrial to create a vital downtown core with a strong retail sector.

**Finding:** The proposed amendment would require street trees for new development as well as any off-street parking areas. This area suggests a unique character of Newberg with it's more

"gritty" feeling where it gets its identity with some older buildings and industrial feel to the area. The allowance of craft industrial uses is intended to create a vital downtown core that is active later into the evening and more days through the week. This craft industrial district lines up with downtown policy 5C in the comprehensive plan to help create a vital downtown core.

## K. TRANSPORTATION

GOAL 1: Establish cooperative agreements to address transportation based planning, development, operation and maintenance.
GOAL 2: Establish consistent policies which require concurrent consideration of transportation/land use system impacts.
GOAL 3: Promote reliance on multiple modes of transportation and reduce reliance on the automobile.
GOAL 4: Minimize the impact of regional traffic on the local transportation system.
GOAL 5: Maximize pedestrian, bicycle and other non-motorized travel throughout the City.
GOAL 6: Provide effective levels of non-auto oriented support facilities (e.g. bus shelters, bicycle racks, etc.).
GOAL 8: Maintain and enhance the City's image, character and quality of life.
GOAL 9: Create effective circulation and access for the local transportation system.
GOAL 10: Maintain the viability of existing rail, water and air transportation systems.
GOAL 11: Establish fair and equitable distribution of transportation improvement costs.
GOAL 12: Minimize the negative impact of a Highway 99 bypass on the Newberg community.
GOAL 13: Utilize the Yamhill County Transit Authority (YCTA) Transit Development Plan (TDP) as a Guidance Document.
GOAL 14: Coordinate with Yamhill County Transit Area.
GOAL 15: Implement Transit-Supportive Improvements.

**Finding:** The City of Newberg has an adopted Transportation System Plan from 2016 which includes the Addendum Riverfront Master Plan 2021 which have gone through the Post Acknowledgment Amendment process. The transportation system is planned to accommodate the population growth of the community for a 20-year planning period. There are no proposed modifications to the transportation system with the amendment to the comprehensive plan and zoning map to an M-5 zone – Craft Industrial District. A Transportation Rule Analysis was conducted for this project in 2021 pursuant to OAR 660-012-060 and found that the amendment does not result in a significant effect of the transportation system and no further analyses are required. By not requiring off-street parking in most areas of the proposed district, it will maximize the pedestrian travel through the area as their would need to be less reliance on the automobile to get to various sites.

## L. PUBLIC FACILITIES AND SERVICES

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

**Finding:** Existing public facilities and services are already available and planned for the proposed area. No new roads or infrastructure are planned for this amendment. Local streets that are not currently up to City standards would be upgraded as resources allow through the City's Capital Improvement Program.

## M. ENERGY

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

**Finding:** The proposed amendment for rezoning part of the downtown core is an efficient land use pattern allowing for more compact urban development. New projects will be required to meet current energy code which is more efficient.

## N. URBANIZATION

GOALS:
1. To provide for the orderly and efficient transition from rural to urban land uses.
2. To maintain Newberg's identity as a community which is separate from the Portland Metropolitan area.
3. To create a quality living environment through a balanced growth of urban and cultural activities.

**Finding:** The proposed amendment is within City Limits and will not create any new growth or transition from rural to urban land uses.

## C. Newberg City Code 15.302.030(B): Type IV Plan and Zoning Map Amendments – Large Area of the City and Multiple Ownerships

***1. The city may initiate plan map amendments affecting large areas and multiple ownerships under the Type IV procedure. No public notice is required to initiate the amendment. Initiation must be done by resolution of the planning commission or city council. These map changes include those that have widespread and significant impact beyond the immediate area of change.***

**Findings:** The City Council passed Resolution 2019-3591 (Attachment 5) in September 2019 that initiated work of the creation of the M-5 Craft Industrial District.

***2. Amendment Criteria. The city must demonstrate:***

***a. The proposed change is consistent with and promotes the objectives of the Newberg comprehensive plan and this code;***

**Findings:** As part of the Urban Design of the comprehensive plan, the goal is to maintain and improve the natural beauty and visual character of the City. In the downtown policies section of the urban design, it suggests a mixed use commercial/craft industrial to create a vital downtown core with a strong retail sector. The proposed M-5 Craft Industrial District creates this mixed use.

***b. There is a public need for a change of the kind in question;***

**Findings:** The public need was identified during the Newberg Downtown Improvement Plan by citizens who wanted to keep the area in a more "gritty" feeling on the west side of downtown.

***c. The need will be best served by changing the classification of the particular piece of property in question as compared with other available property;***

**Findings:** The need will be best served by rezoning to the M-5 Craft Industrial District and Comprehensive Plan Map to Mixed Use as the area does not fit well into either the existing commercial areas or industrial areas but is rather both that needs a new classification to differentiate from the existing zoning and properties around them.

***d. Compliance with the State Transportation Planning Rule (OAR 660-012-0060) for proposals that significantly affect transportation facilities.***

**Findings:** A Transportation Planning Rule Analysis was completed for this proposed project and found that the rezoning and comprehensive plan map amendment would not significantly affect transportation facilities.

***C. Amendment of Land Use Regulation. A change in requirements, general provisions, exceptions or other provisions of a land use regulation may be initiated by a resolution of the planning commission or the city council. No notice is required to initiate the amendment. Amendments to land use regulation shall be reviewed under the Type IV procedure.***

**Findings:** This amendment was initiated by Resolution 2019-3591 and is being reviewed under the Type IV procedure.

**Conclusion:** Based on the findings above, the comprehensive map amendment to mixed use and creation of a new M-5 Craft Industrial District meets all statewide planning goals, the Newberg Comprehensive Plan and City Code requirements for a Type IV Plan and Zoning Map Amendments.

# Exhibit "A-5" to Craft Industrial District Ordinance 2025-2930
# Boundary Description of District

## Proposed Boundary for Craft Industrial District

Commencing at the intersection of First Street and Main Street in the City of Newberg, OR, thence west along the centerline of First Street until the apparent intersection with the centerline of S Harrison St, thence north along the centerline of Harrison St until the apparent intersection with the centerline of the Portland and Western railroad right-of-way, thence northeasterly along the centerline of the Portland and Western right-of-way until the intersection with Sherman St, thence east along the centerline of E Sherman St until the apparent intersection of the western right-of-way of a north-south running alley located in Block 3 of Deskins Addition to Newberg, thence south along said alley right-of-way until the apparent intersection with the centerline of E Hancock St, thence west along said centerline to the intersection with the centerline of N Main St, thence south along said centerline until the point of beginning, containing approximately 11.1 acres.

# Craft Industrial District
# Exhibit B. Planning Commission Resolution 2024-397

## *PLANNING COMMISSION RESOLUTION 2024-397*

**A RESOLUTION RECOMMENDING THE NEWBERG CITY COUNCIL AMEND THE COMPREHENSIVE PLAN MAP, ZONING MAP, AND NEWBERG MUNICIPAL CODE TITLE 15 FOR CREATION OF A CRAFT INDUSTRIAL DISTRICT**

### RECITALS

1. On December 5, 2016, the Newberg City Council adopted the Newberg Downtown Improvement Plan (NDIP) under Resolution 2016-3345 as a guiding document for future downtown planning efforts and investments. According to the NDIP, there is a need to create a West End/Mill District (now referred to as the "Craft Industrial" District.

2. On September 3, 2019, the Newberg City Council initiated amendments for creation of the West End Mill (Craft Industrial) District through a comprehensive plan map change, zoning map change and code amendments through Resolution 2019-3591.

3. On July 9, 2020, the Planning Commission conducted a workshop on the proposed district.

4. On March 17 and 19, 2021, public workshops were held with property owners about the proposed district.

5. On June 28, 2021, a Transportation Rule Analysis was completed for the proposed zone change

6. On August 7, 2023, a Downtown Newberg Parking Study was presented to the Newberg City Council.

7. On January 16, 2024, The City Council approved the Planning Division's 2024 Work Plan that included the proposed Craft Industrial District.

8. On September 27, 2024, staff submitted a Post-Acknowledgement Plan Amendment (PAPA) notice with the Department of Land Conservation and Development (DLCD)

9. On October 10, 2024, the Newberg Planning Commission conducted a work session on the proposed district.

10. On October 25, 2024, a Measure 56 notice was sent to property owners letting them know that the City has proposed a land use regulation that may affect the permissible uses of their property regarding the proposed district.

11. On November 14, 2024, after proper notice, the Newberg Planning Commission opened a public hearing and continued the hearing to December 12, 2024, for staff to work with the Oregon Department of Transportation (ODOT) transportation concerns

12. On December 12, 2024, the Newberg Planning Commission continued the public hearing, considered public testimony, deliberated, found that the proposed amendments were in the best interests of the City of Newberg.

**The Newberg Planning Commission resolves as follows:**

1. The Planning Commission of the City of Newberg recommends the City Council adopt the proposed changes to the Newberg Comprehensive Plan Map, Zoning Map and Newberg Municipal Code amendments for Title 15 Development Code for creation of a Craft Industrial District.

2. This recommendation is based on the staff report, Exhibit "A" Development Code Amendment language and Findings in Exhibit ~~"B"~~. "D"

3. Exhibits "A" and "B" are incorporated by reference.

4. The proposed comprehensive plan map shown in Exhibits "C" should be adopted.

5. The proposed zoning map shown in Exhibits ~~"D"~~ "B" should be adopted.

6. Exhibits "C" and "D" are incorporated by reference.

7. The proposed district boundaries of the proposed craft industrial district should follow the description in Exhibit "E". Exhibit "E" is incorporated by reference.

**Adopted by the Newberg Planning Commission this 12th day of December 2024.**

ATTEST:

Planning Commission Chair

Planning Commission Secretary

List of Exhibits:

Exhibit "A": Development Code Amendments
Exhibit "B": Existing and Proposed Zoning Map
Exhibit "C": Existing and Proposed Comprehensive Plan Map
Exhibit "D": Findings
Exhibit "E": Boundary Description of Proposed District

# Exhibit "A" to Planning Commission Resolution No. 2024-397
# Development Code Amendments – File DCA19-0008

Note: Existing text is shown in regular font.
Added text is shown in double underline
Deleted text is shown in ~~strikethrough~~.

**The Newberg Municipal Code shall be amended as follows:**

## Chapter 15.05.030 Definitions.

For the purpose of this title, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

"**Abut**" means contiguous to; for example, two lots with a common property line.

"**Cottage cluster project**" means a development site with one or more cottage clusters. Each cottage cluster as a part of a cottage cluster project must have its own common courtyard.

**Coverage**. See "**lot coverage**."

**"Craft Industrial"** means the manufacturing, processing, fabrication, packaging or assembly of goods, with associated retail, or similar commercial uses on site.

"**Critical facility**" means a facility for which even a slight chance of flooding might be too great. Critical facilities include, but are not limited to, schools, nursing homes, hospitals, police, fire and emergency response installations, and installations which produce, use or store hazardous materials or hazardous waste.

"**Hotel**" or "**motel**" means a structure with sleeping units or dwelling units rented or occupied for periods of less than 30 days, excluding vacation rental homes and bed and breakfast establishments.

"**Housing project**" means any work or undertaking of a nonprofit sponsor or limited dividend housing corporation for the purpose of operating, rehabilitating or constructing decent, safe and sanitary housing for families and individuals who cannot obtain such shelter in the open market for 25 percent of the gross family income.

"**Industrial services category**" means a category of uses under Chapter 15.303 NMC that provide services to other businesses or industries. Services often are provided off site at the customer location. Services to the general public are allowed, but general public visits to the site are infrequent. Items to be serviced may be brought in and out by truck, trailer or forklift. Materials may be stored in warehouses, or outside in enclosed areas. Trailers and medium or heavy duty vehicles may be used and stored on site.

"**Livestock and poultry farming**" means the keeping and raising of livestock or poultry for commercial purposes.

**"Live/work unit"** means a building or space within a building used jointly for a commercial or manufacturing activity allowed in the zone and a residential living space for the owner of the commercial or manufacturing business, or the owner's employee, and that person's household.

"**Loading space**" means an off-street space or berth on the same lot with a main building or contiguous to a group of buildings, for the temporary parking of commercial vehicles while loading or unloading, and which shall abut a street, alley or other appropriate means of ingress and egress.

"**Restaurant**" means a place where meals are served to the public either for dining in or takeout, which does not include a walk-up or drive-up window.

"**Restaurant, drive-up**," "**restaurant, drive-through**" or "**restaurant, walk-up**" means a restaurant which serves all or a portion of its meals to the public, for purposes of takeout, via a drive-up, drive-through, or walk-up window.

"**Retail food and beverage production category**" means a category of uses under Chapter 15.303 NMC that prepare and package food and beverages for retail sale or consumption on site, and for shipment for sales at other locations. These are medium-sized operations, using 10,000 square feet or less of floor for production. The area on site devoted to retail sales and dining is at least 25 percent of the floor area.

"**Retail sales – bulk outdoor category**" means a category of uses under Chapter 15.303 NMC that sell or rent large items to the general public from stock displayed or stored in whole or in part outdoors. Large items include vehicles and materials that require forklifts, tow trucks, or other loading equipment to load to customers. Sales may include sale of other items indoors or outdoors.

# Chapter 15.250
# ANNEXATIONS

**15.250.080 Comprehensive plan and zoning designations.**

A. The comprehensive plan map designation of the property at the time of annexation shall be used as a criterion to determine whether or not the proposed request complies with the Newberg comprehensive plan. A redesignation of the comprehensive plan map may be requested concurrent with annexation. The proposed redesignation shall then be used to determine compliance with the Newberg comprehensive plan.

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 NMC 15.302.030 shall not be required.

| Comprehensive Plan Classification | Appropriate Zoning Classification |
|---|---|
| OS | Any zoning classification |
| LDR | R-1 |
| MDR | R-2, R-4 |
| HDR | R-3, R-4 |
| COM | C-1, C-2, or C-3 as determined by the director |
| MIX | C-2, M-1, M-2, M-5 or M-E as determined by the director |
| IND | M-1, M-2, M-3, M-4, M-5 or AI as determined by the director |
| PQ | Any zoning classification |
| P | CF |

C. If a zoning classification is requested by the applicant for other than that described in subsection (B) of this section, the criteria of NMC 15.302.030 shall apply. This application shall be submitted concurrently with the annexation application.

D. In the event that the annexation request is denied, the zone change request shall also be denied. [Ord. 2883 § 1 (Exh. A § 1), 6-7-21; Ord. 2747 § 1 (Exh. A § 6), 9-6-11; Ord. 2720 § 1(9), 11-2-09; Ord. 2451, 12-2-96. Code 2001 § 151.267.]

# Chapter 15.302
# DISTRICTS AND THEIR AMENDMENT

Sections:

15.302.010 Establishment and designation of use districts and subdistricts.
15.302.020 Establishment of districts.
15.302.030 Procedures for comprehensive plan map and zoning map amendments.
15.302.032 Purposes of each zoning district.
15.302.040 Subdistricts.
15.302.050 Continuance of use.
15.302.060 Establishment of districts and subdistricts by map.

15.302.070 Division of zoning map.
15.302.080 Uncertainty of district boundaries.

**15.302.010 Establishment and designation of use districts and subdistricts.**

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 subdistricts 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. R-4 Manufactured Dwelling district

~~4.~~ 5. RP residential professional district.

~~5.~~ 6. C-1 neighborhood commercial district.

~~6.~~ 7. C-2 community commercial district.

~~7.~~ 8. C-3 central business district.

~~8.~~ 9. C-4 riverfront commercial district.

~~9.~~ 10. CF community facilities district.

~~10.~~ 11. I institutional district.

~~11.~~ 12. M-1 limited industrial district.

~~12.~~ 13. M-2 light industrial district.

~~13.~~ 14. M-3 heavy industrial district.

~~14.~~ 15. M-4 large lot industrial district.

16. M-5 Craft industrial district.

~~15.~~ 17. AI airport industrial district.

~~16.~~ 18. Airport residential (AR) district.

~~17.~~ 19. SD Springbrook district.

~~18~~. 20. M-E mixed employment district.

B. Subdistricts of Use Districts.

1. AO airport overlay subdistrict.

2. CC civic corridor overlay subdistrict.

3. H historic landmarks subdistrict.

4. IO institutional overlay subdistrict.

5. LU limited use overlay subdistrict.

6. RD riverfront subdistrict.

7. SC stream corridor overlay subdistrict.

8. SP specific plan subdistrict.

9. AIO airport industrial overlay subdistrict.

10. Airport residential overlay subdistrict.

11. Bypass interchange overlay subdistrict.

12. Interim industrial overlay subdistrict. [Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2720 § 1(8), 11-2-09; Ord. 2564, 4-15-02; Ord. 2561, 4-1-02; Ord. 2550, 5-21-01; Ord. 2451, 12-2-96. Code 2001 § 151.120.]

**15.302.032 Purposes of each zoning district.**

M. M-4 Large Lot Industrial District. The M-4 industrial employment district is divided into two subdistricts: the industrial employment subdistrict and the industrial commercial subdistrict. 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." The M-4 district has two subdistricts:

1. Employment Subdistrict. 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 subdistrict 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.

2. Commercial Subdistrict. The industrial commercial subdistrict is intended to create, preserve and enhance areas for retail establishments serving the specific needs of the M-4 industrial employment area. The subdistrict 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.

N. M-5 Craft Industrial District. The purpose of the M-5 craft industrial district is to create, preserve and enhance areas that provide a mix of commercial and light industrial uses, particularly small-scale craft industrial uses with an integrated commercial component. The district is intended to complement nearby commercial areas by providing opportunities for production spaces while minimizing off-site impacts. The M-5 district is intended to be consistent with the industrial (IND) and mixed use (MIX) designations of the comprehensive plan.

Potential adverse impacts of industrial activity on adjacent uses are minimized by design and development standards as required by NMC 15.220.090. 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.

~~N.~~ O.CF Community Facilities District. The purpose of the CF community facilities district is to provide for appropriate development of community facilities, primarily by public agencies or nonprofit organizations. It encourages the preservation of natural resources and open space resources inventoried in the comprehensive plan. The CF district is intended to be consistent with the parks (P) and public/quasi-public (PQ) designations in the comprehensive plan. It may also be consistent with any other designation of the comprehensive plan as determined by the city council.

~~O.~~ P. I Institutional District. The I institutional district is intended to support and promote institutional uses. The district provides for the establishment and growth of large institutional campuses as well as accessory and compatible uses. The institutional district is intended to be consistent with the public/quasi-public (PQ) designation of the comprehensive plan.

~~P.~~ Q. AR Airport Residential District. The purpose of the AR airport residential district is to encourage and support the continued operation and vitality of Sportsman Airpark and to take advantage of the transportation options it provides by allowing airport-related residential uses. The AR district is intended to be consistent with the airport residential (AR) designation in the comprehensive plan. Maximum overall density shall be 8.8 units per gross buildable acre in the district, calculated as follows:

1. Single-family detached dwellings and duplex dwellings shall count as a single dwelling unit for density calculation.

2. Triplex dwellings, quadplex dwellings, townhouse dwellings and cottage cluster projects shall be exempt from density calculation and shall be subject only to the minimum lot sizes in NMC 15.405.010.

~~Q.~~ R. AI Airport Industrial District. The purpose of the AI airport industrial district is to encourage and support the continued operation and vitality of Sportsman Airpark by allowing airport-related industrial uses, and as such to promote economic development for the City of Newberg and Yamhill County. The AI airport industrial district is intended to recognize those areas devoted to or most suitable for the immediate operational facilities necessary for commercial and noncommercial aviation. It is also intended to provide areas for those activities directly supporting or dependent upon aircraft or air transportation when such activities, in order to function, require or benefit from a location within or immediately adjacent to primary flight operations and passengers or cargo service facilities. It is further intended to provide appropriate locations for airport-related light industrial uses that are compatible with and benefit from air transportation. The AI district is intended to be consistent with the industrial (IND) and public/quasi-public (PQ) designations in the comprehensive plan.

~~R.~~ S. M-E Mixed Employment District. The M-E mixed employment district is intended to create a mix of light industrial and limited commercial uses that provide employment opportunities for the City of Newberg while also creating a high-quality urban environment. This designation can provide a buffer between industrial uses with a high degree of external impact and other uses such as residential and recreational areas. The M-E designation is intended to be consistent with the industrial (IND) and mixed use (MIX) designations of the comprehensive plan. [Ord. 2913 § 2 (Exh. B § 8), 4-17-23; Ord. 2889 § 2 (Exh. B §§ 9 – 12), 12-6-21; Ord. 2880 § 2 (Exh. B §§ 11 – 13), 6-7-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2763 § 1 (Exh. A § 4), 9-16-13.]

# Chapter 15.303
# USE CATEGORIES

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15.303.509 Craft industrial category.
15.303.600 Miscellaneous uses.

**15.303.010 Purpose.**

A. Defined and Categorized Uses. Chapter 15.305 NMC lists the allowable uses in each zoning district. The uses listed are of two types:

1. Defined Uses. Defined uses are those uses that fit a specific definition contained in the definition section under NMC 15.05.030. For example, a "family child care home" is a specific defined use that is different than other day care type uses.

2. Use Categories. Use categories are used to describe land uses and activities that may be known by several common names, but are organized on the basis of common functional, product, or physical characteristics. For example, beauty salons, tanning salons, and body art studios are classified into a general category, "personal services." Uses are assigned to the category whose description most closely describes the nature of the primary use. The "characteristics" subsection of each use category describes the characteristics of each use category. Developments may have more than one primary use. Developments may also have one or more accessory uses.

B. Interpretation. When a use's category is not clearly identifiable, the director, through a Type I procedure, determines the applicable use category or similar use. The following is considered to determine what use category the use is in, and whether the activities constitute primary uses or accessory uses:

1. The description of the activity(ies) in relationship to the characteristics of each use category;

2. The relative amount of site or floor space and equipment devoted to the activity;

3. Relative amounts of sales from each activity;

4. The customer type for each activity;

5. The relative number of employees in each activity;

6. Hours of operation;

7. Building and site arrangement;

8. Vehicles used with the activity;

9. The relative number of vehicle trips generated by the activity;

10. How the use advertises itself; and

11. Whether the activity would function independently of the other activities on the site.

C. Developments with Multiple Primary Uses. When all the primary uses of a development fall within one use category, then the development is assigned to that use category. For example, a development that contains a grocery store, a gift shop, and a pharmacy would be classified in the general retail sales category because all the primary uses are in that category. When the primary uses of a development fall within different use categories, each primary use is classified in the applicable category and is subject to the regulations for that category.

D. Accessory Uses. The "accessory uses" subsection lists common accessory uses that are allowed by right in conjunction with the use unless stated otherwise in the regulations. Also, unless otherwise stated, they are subject to the same regulations as the primary use. Typical accessory uses are listed as examples with the categories.

E. Use of Examples. The "examples" subsection of each use category provides a list of examples of uses that are included in the use category. The names of uses on the lists are generic. They are based on the common meaning of the terms and not on what a specific use may call itself. For example, a use whose business name is "wholesale liquidation," but that sells mostly to consumers, would be included in the general retail sales category rather than the wholesale and industry sales category. This is because the actual activity on the site matches the description of the general retail sales category.

F. Exclusions. The "exclusions" subsection of each use category indicates uses that are classified not included in that particular use category. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.100 Agricultural uses.**
The following agricultural uses are defined in NMC 15.05.030:

A. Horticulture.

B. Livestock and poultry farming.

C. Home gardening.

D. Home livestock and poultry raising. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.200 Residential uses.**
The following residential uses are defined in NMC 15.05.030:

A. Dwelling, single-family detached.

B. Dwelling, single-family attached.

C. Manufactured home.

D. Manufactured dwelling park.

E. Mobile home park.

F. Manufactured home subdivision.

G. Dwelling, duplex.

H. Dwelling, triplex.

I. Dwelling, quadplex.

J. Dwelling, townhouse.

K. Dwelling, cottage.

L. Cottage cluster project.

M. Dwelling, multifamily.

N. Dwelling, accessory.

O. Dwelling, mixed use.

P. Dwelling, caretaker.

Q. Dormitory.

R. Home occupation. [Ord. 2889 § 2 (Exh. B § 13), 12-6-21; Ord. 2880 § 2 (Exh. B § 15), 6-7-21; Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

S. Live/Work Unit

**15.303.300 Institutional and public uses.**
[Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.310 Institutional care and housing.**
The following institutional care and housing uses are defined in NMC 15.05.030:

A. Family child care home.

B. Residential care home.

C. Residential care facility.

D. Prison. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.423 Retail sales – Convenience category.**
A. Characteristics. Convenience retail sales uses sell items to the general public that mostly are used or consumed the same day. Store size is limited to a specific floor area established by the zoning district. Items are sold predominantly indoors.

B. Accessory Uses. Eating and drinking (non-alcohol-related).

C. Examples. Mini-marts.

D. Exclusions. Retail sales – general. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.425 Retail food and beverage production category.**

A. Characteristics. Uses in this category prepare and package food and beverages for retail sale or consumption on site, and for shipment for sales at other locations. ~~These are medium-sized operations, using 10,000 square feet or less of floor for production. Th area on site devoted to retail sales and dining is at least 25 percent of the floor area.~~

B. Accessory Uses. Drive-up service windows. Note that drive-up service windows require a conditional use permit in some zones. Entertainment.

C. Examples. Processing of food and related products and related products, catering establishments. Small-scale wineries, breweries, and distilleries with tasting rooms on site. Retail bakeries. Chocolate shops. Coffee roaster or tea manufacturers with tasting rooms and/or retail area on site.

D. Exclusions. Wholesale bakeries, wineries, breweries, and distilleries with no or smaller retail or dining components are classified as light manufacturing ~~industrial~~ uses. Restaurants or retail shops that also produce food or beverages, where dining or customer areas comprise the majority of the floor area, or all food is sold "take-out," such as some brew pubs and bakeries, are classified as eating and drinking establishment or general retail sales. Manufacturing uses with no retail sales component are classified as light manufacturing uses.

**15.303.430 Eating and drinking establishments category.**

A. Characteristics. Eating and drinking establishments provide customers ready to consume food or drink for purchase. These establishments often provide tables and seating for the customers, and may provide take-out or delivery service. Eating and drinking establishments are of two types:

1. Alcohol-related are those establishments that serve alcohol and where minors are prohibited by law in any portion of the customer area.

2. Non-alcohol-related are those establishments that do not serve alcohol, or that do serve alcohol but minors are not prohibited by law in any portion of the customer area.

B. Accessory Uses. Drive-up service windows. Note that drive-up service windows require a conditional use permit in some zones. Entertainment. Bakeries, wineries, breweries, distilleries and similar food production areas provided the area devoted to production and storage is less than the floor area devoted to dining and retail sales, and the food is offered for sale on site.

C. Examples. Alcohol-related uses include bars, night clubs, taverns, and tasting rooms. Non-alcohol-related uses include restaurants, take-out food service, and soda fountains.

D. Exclusions. Nonprofit membership-only clubs are classified in private clubs, lodges, and meeting halls. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.440 Commercial services uses.**

The following commercial services uses are defined in NMC 15.05.030:

A. Temporary merchant. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.508 Waste-related category.**

A. Characteristics. Waste-related uses receive solid or liquid wastes from others for disposal on the site or for transfer to another location, collect sanitary wastes, or 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.

B. Accessory Uses. Accessory uses may include recycling of materials, offices, and repackaging and transshipment of byproducts.

C. Examples. Examples include sanitary landfills, limited use landfills, waste composting, energy recovery plants, portable sanitary collection equipment storage and pumping, and hazardous waste collection sites, automobile wrecking yards.

D. Exclusions.

1. Disposal of clean fill, as defined in OAR 340-093-0030, is considered a fill, not a waste-related use.

2. Sewer pipes that serve a development are considered a basic utility.

3. Wastewater treatment plants are a separate use. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

**15.303.509 Craft Industrial Category**

**A. Characteristics.** Uses in this category are involved in the manufacturing, processing, fabrication, packaging or assembly of goods, with an associated public commercial component on site. Uses in this category can also include involvement of manufacturing and selling of artisan goods such as leather, glass cutlery, paper, ceramic, textile, yard, or similar products on site,

**B. Accessory uses.** Retail sales, display and consumption of goods produced on site,

**C. Examples**. Weaving or production of textiles or apparel. Woodworking, including furniture and cabinet makers. Manufacture or assembly of machinery, equipment, instruments, including musical instruments, vehicles, appliances, precision items, and other electrical items. Production of artwork and toys. Art studios, furniture makers and metalwork manufacturers with retail areas on site.

D. **Exclusions.** Uses are distinct from light manufacturing because of the larger commercial component. Uses are also distinct from retail, food, and beverage uses as they do not include food or beverage uses. Manufacturing uses with no retail sales component are classified as light manufacturing uses.

**15.303.600 Miscellaneous uses.**

The following residential uses are defined in NMC 15.05.030:

A. Accessory building.

B. Accessory use. [Ord. 2763 § 1 (Exh. A § 5), 9-16-13.]

# Chapter 15.305
# ZONING USE TABLE

Sections:

15.305.010 Classification of uses.
15.305.020 Zoning use table – Use districts.
15.305.030 Zoning use table – Use subdistricts.

**15.305.010 Classification of uses.**

The zoning use table under NMC 15.305.020 identifies the land uses that are allowed in the various zoning districts. The specific land use categories are described in Chapter 15.303 NMC. The table identifies each use as one of the following:

| | |
|---|---|
| P | Permitted Use. The use is a permitted use within the zone. Note that the use still may require design review, building permits, or other approval in order to operate. |
| C | Conditional Use. A conditional use permit is required for the use. See Chapter 15.225 NMC. |
| S | Special Use. The use is subject to specific standards as identified within this code. The applicable section is included in the last column of the table. |
| (#) | A note indicates specific limits on the use. These notes are listed at the bottom of the table. |
| X | Prohibited Use. The use is specifically prohibited. |

If none of the codes above are indicated, then the use is not permitted within the zone. [Ord. 2763 § 1 (Exh. A § 6), 9-16-13.]

**15.305.020 Zoning use table – Use districts.**

**Newberg Development Code – Zoning Use Table**

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100 | **AGRICULTURAL USES** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Horticulture | P | P | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | |
| Def. | Livestock and poultry farming | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |
| Def. | Home gardening | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| Def. | Home livestock and poultry raising | S | S | | | | | | | | X | | | | | | | | | S | | NMC Title 6 |
| 200 | **RESIDENTIAL USES** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Dwelling, single-family detached | P(2) | P | P(3) | | P | | C(4) | C(5) | | X | | | | | | | | P | P(6) | | Subject to lot or development site area requirements of |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | NMC 15.405.010 |
| Def. | Dwelling, townhouse | P(2) | P | P(3) | | P | | C(4) | C(5) | | X | | | | | | | | P | P(6) | | NMC 15.415.050(B); subject to lot or development site area requirements of NMC 15.405.010 |
| Def. | Manufactured home on individual lot | S(2) | S | S(3) | P(7) | S | | | | | X | | | | | | | | | P(6) | | NMC 15.445.050 – 15.445.070; subject to lot or development site |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | area requirements of NMC 15.405.010 |
| Def. | Manufactured dwelling park | | S | S | S | | | | | | X | | | | | | | | | | | NMC 15.445.075 – 15.445.160 |
| Def. | Mobile home park | | S | S | S | | | | | | X | | | | | | | | | | | NMC 15.445.075 – 15.445.160 |
| Def. | Manufactured home subdivision | | S | | S | | | | | | X | | | | | | | | | | | NMC 15.445.075 – 15.445.160 |
| Def. | Dwelling, duplex | P(2) | P | P | C | P | | C(4) | P(8)/C(5) | | X | | | | | | | | P | P(6) | | Subject to lot or developm |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | ent site area requirements of NMC 15.405.010 |
| Def. | Dwelling, triplex | P | P | P | | P | | | | | | | | | | | | | P | P(6) | | NMC 15.415.050(A); subject to lot or development site area requirements of NMC 15.405.010 |
| Def. | Dwelling, quadplex | P | P | P | | P | | | | | | | | | | | | | P | P(6) | | NMC 15.415.050(A); subject to |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | lot or development site area requirements of NMC 15.405.010 |
| Def. | Cottage cluster project | P | P | P | | P | | | | | | | | | | | | | P | P(6) | | NMC 15.415.050(C); subject to lot or development site area requirements of NMC 15.405.010 |
| Def. | Dwelling, multifamily | C | P | P | C | P | | C(4) | P(8)/C(5) | | X | | | | | | P(8) | | P | | | Subject to lot or |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | development site area requirements of NMC 15.405.010 |
| Def. | Dwelling, accessory | S | S | S | | S | | C | C | | X | | | | | | | | S | S | | Chapter 15.445 NMC, Article V |
| Def. | Dwelling, mixed use | | | | | | P(9) | P(10) | P(8)/C(5) | P(11) | X | C | C | | | | P(10) | | | | | |
| Def. | Dwelling, caretaker | | | | | | | | | | X | P | P | P | C | | P | | | | P(12) | Limited to one per lot, and allowed whenever the use requires the on-site residence |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | of such person. |
| Def. | Dormitory | | C | P | | P | | | | | X | | | | | | | | P | | | |
| Def. | Home occupation (no more than one outside paid employee) | S | S | S(13) | S | S | S(13) | S(13) | S(13) | S(13) | X | S(13) | S(13) | S(13) | S(13) | S(13) | | S(13) | S | S | S(13) | NMC 15.415.060 |
| Def. | Home occupation (more than one outside paid employee) | C | C | C(13) | C | C | C(13) | C(13) | C(13) | C(13) | X | C(13) | C(13) | C(13) | C(13) | C(13) | | C(13) | C | C | C(13) | NMC 15.415.060 |
| Def. | Live/work unit | | | | | | | | S | | | | | | | | S | | | | | NMC 15.415.070 |
| 300 | **INSTITUTIONAL AND PUBLIC USES** | | | | | | | | | | | | | | | | | | | | | |
| 310 | **INSTITUTIONAL CARE AND HOUSING** | | | | | | | | | | | | | | | | | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Def. | Family child care home | P | P | P(13) | P(13) | P | P(13) | P(13) | P(13) | P(13) | X | | | | | | P(13) | | P | P(13) | | ORS Chapter 657A |
| 312 | Day care | P | P | P | C | P | P | P | P | | P | P | P | C | C | P | P | | P | | P(14) | ORS Chapter 657A |
| Def. | Residential care home (5 or fewer people) | P | P | P(13) | P(13) | P | P(13) | P(13) | P(13) | P(13) | X | | | | | | P(13) | | P | P(13) | | ORS 197.665 |
| Def. | Residential care facility (6 – 15 people) | C | P | P | C | P | | C | C | | X | | | | | | | | P | | | ORS 197.665 |
| 315 | Group care facility (16+ people) | C | C | C | | C | | C | | | X | | | | | | | | P | | | |
| 316 | Hospital | C | C | C | | C | | P | P | | C | | | | | | | | P | | | |
| Def. | Prison | | | | | | | | | | X | C | C | C | C | | | | | | | |
| 320 | **ASSEMBLY** | | | | | | | | | | | | | | | | | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 321 | Religious institution, place of worship | P | P | P | P | P | P | P | P | P | X | | P(29) | | | | P | C | P | | | |
| 322 | Private club, lodge, meeting hall | | | C | C | | | P | P | C | X | | | | | | P | | P | | | |
| 330 | **SCHOOLS** | | | | | | | | | | | | | | | | | | | | | |
| 330 | School, primary or secondary | P | P | P | | P | | | | | X | | | | | | | C | | | | |
| 331 | College | P | P | P | | P | P | P | P(15) | | P(15) | | | | | | P(15) | C | P | | | |
| 332 | Commercial educational services | C | C | C | | C | P | P | P | | P | | | | | | P | | C | | | |
| 340 | **PARKS AND OPEN SPACES** | | | | | | | | | | | | | | | | | | | | | |
| 341 | Open space | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 342 | Park | P | P | P | P | P | P | P | P | P | X | | | | P(16) | | P | P(17) | P | | | |
| Def. | Golf course | P | P | P | | | | | | | X | | | | | | | P(17) | | | | |
| 350 | **PUBLIC SERVICES** | | | | | | | | | | | | | | | | | | | | | |
| 351 | Community services | C | C | C | C | P | | P | P | P | P | | | | | | P | C | P | | | |
| 352 | Emergency services | P | P | P | P | P | P | P | P | P | X | P | P | P | P | P | P | P | P | P | P | |
| Def. | Pound, dog or cat | | | | | | | C | C | | C | C | P | P | C | C | C | | | | | |
| Def. | Cemetery | C | C | C | C | C | C | C | C | C | X | C | C | C | C | C | C | C | C | C | C | ORS Chapter 97.46 |
| 360 | **TRANSPORTATION** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Transportation facilities and improvements | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| Def. | Transit center | | | | | | | P | P | P | X | P | P | P | | | P | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Def. | Parking facility | | | P | | C | C | P | P(18) | C | P | P | P | P | | P | P(18)/C(18) | | P | | | |
| Def. | Airport, landing field | | | | | | | | | | X | | C | C | | | | | | | P | |
| Def. | Heliport, helipad | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | P | |
| Def. | Marina | | | | | | | | | C | X | | | | | | | C | | | | |
| | Pilings, piers, docks, and similar in-water structures | | | | | | | | | C | X | | | | | | | C | | | | |
| 370 | **UTILITIES** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Basic utilities | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| Def. | Utility distribution plant or yard | | | | | | | | | | X | | P | P | P | | | | | | | |
| Def. | Wastewater treatment plant | | | | | | | | | | X | | C | P | C | | | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Def. | Telecommunication facility incorporated into existing structure/utility pole and no taller than 18 feet above existing structure/utility pole | C | C | C | C | C | S | S | S | S | S | S | S | S | S | S | S | | S | | | Chapter 15.445 NMC, Article IV |
| Def. | Telecommunication facility, including radio towers and transmitters, which are 100 feet or less in height, except those incorporated into an existing structure no taller than 18 | | | | | | C | C | C | | C | C | S(19) | S(19) | P | C | C | | C | | | Chapter 15.445 NMC, Article IV |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | feet above that structure | | | | | | | | | | | | | | | | | | | | | |
| Def. | Telecommunication facility, including radio towers and transmitters, which are over 100 feet | | | | | | C | C | C | | C | C | C | C | C | C | C | | C | | | Chapter 15.445 NMC, Article IV |
| 400 | **COMMERCIAL USES** | | | | | | | | | | | | | | | | | | | | | |
| 410 | **COMMERCIAL OFFICES** | | | | | | | | | | | | | | | | | | | | | |
| 411 | Medical office | | | C | | P | P(20) | P | P(21) | | P | | | | | | P(21) | | P | | | |
| 412 | Local business office | | | | | P(22) | P(20) | P | P(21) | | P | | | | | | P(21) | | | | | |
| 420 | **COMMERCIAL SALES AND RENTALS** | | | | | | | | | | | | | | | | | | | | | |
| 421 | Retail sales – General | | | | | | P(20) | P | P(15)/(21) | P | P | | P(23) | | | | P(15)(21) | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 422 | Retail sales – Bulk outdoor | | | | | | | P | C | | P | | P | | | | P | | | | | |
| 423 | Retail sales – Convenience | | | | | | P(20) | P | P(21) | P | X | | P(24) | | | P(25) | P(21) | | | | | |
| Def. | Temporary merchant | | | | | | | S | S(21) | | S | | | | | | | | | | | NMC 5.15.050 et seq. |
| 425 | Retail food and beverage production | | | | | | | S/C | S/C | | P | | | | | | S/C | | | | | Chapter 15.445 NMC, Article VIII |
| 430 | **EATING AND DRINKING ESTABLISHMENTS** | | | | | | | | | | | | | | | | | | | | | |
| 430 | Eating and drinking – Alcohol-related | | | | | | | P | P(21) | P | P | | | | | | P(21) | | | | | Requires liquor license |
| 430 | Eating and drinking – Non-alcohol-related | | | | | | P(20) | P | P(21) | P | P | P | P | | | | P(21) | | | | C(26) | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 440 | **COMMERCIAL SERVICES** | | | | | | | | | | | | | | | | | | | | | |
| 441 | Personal services | | | | | P | P(20) | P | P(21) | P | P | | | | | | P(21) | | | | | |
| 442 | Commercial services | | | | | | P(20) | P | P(21) | | P | | | | | | P(21) | | | | | |
| 443 | Commercial vehicle service | | | | | | | P | C | | X | P(27) | P | | | P(28) | P | | | | | |
| Def. | Kennel, commercial | | | | | | | C | C | | X | C | P | P | C | C | C | | | | | |
| 450 | **COMMERCIAL RECREATION** | | | | | | | | | | | | | | | | | | | | | |
| 451 | Commercial recreation – Indoors | | | | | | | P | P(15) | | P | P(29) | P(29) | | | | P(15)(29) | | | | | |
| 452 | Commercial recreation – Outdoors | | | | | | | P | | | X | | C | | | | | | | | | |
| 453 | Commercial recreation – | | | | | | | | | | X | | C | | | | | | | | C(33) | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Motor-vehicle-related | | | | | | | | | | | | | | | | | | | | | |
| 460 | **COMMERCIAL LODGING** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Vacation rental home | C | C | S | S | S | S(13) | S(13) | S(13) | S(13) | X | | | | | | S(13) | | | | | Chapter 15.445 NMC, Article VII |
| Def. | Bed and breakfast (2 or fewer rooms) | C | S | S | | S | S | S | S | S | X | | | | | | | | | | | NMC 15.445.010 |
| Def. | Bed and breakfast (3 or more rooms) | C | C | C | | C | C | S | S | S | X | | | | | | | | | | | NMC 15.445.010 |
| Def. | Hotel or motel | | | | | | | P | P(15) | P | P | | | | | | P | | | | C(26) | |
| Def. | Recreational vehicle park | | | | | | | C | | C | X | C | C | C | | | | | | | | NMC 15.445.170 |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 500 | **INDUSTRIAL USES** | | | | | | | | | | | | | | | | | | | | | |
| 501 | Traded sector industry office | | | | | P(30) | P(30) | P | P | | P | P | P | | P | | P | | | | P(33) | |
| 502 | Industrial services | | | | | | | C | | | P | | P | P | P | | C | | | | P(33) | |
| 503 | Wholesale and industry sales | | | | | | | C(31) | | | P | P(31) | P | P | P | | C(31) | | | | P(33) | |
| 504 | Warehouse, storage, and distribution | | | | | | | | | | P | P(32) | P | P | P | | P(41) | | | | P(33) | |
| ***Use 504 above was revised to allow it with footnote 41 in the M-5 zone pursuant to the recommendation of the Newberg Planning Commission to allow ongoing rail-oriented activities to continue in the district and mitigate negative impacts to existing owners and operators.*** | | | | | | | | | | | | | | | | | | | | | | |
| 505 | Self-service storage | | | | | | | P | | | X | P | P | P | P | | | | | | | |
| 506 | Light manufacturing | | | | | | | | | | P | P | P | P | P | | P | | | | P(33) | |
| 507 | Heavy manufacturing | | | | | | | | | | X | | P(34) | P | C | | | | | | | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 508 | Waste-related | | | | | | | | | | X | | | C | C | | | | | | | |
| Def. | Craft Industrial | | | | | | | | | | | | | | | | S/C | | | | | Chapter 15.445 NMC, Article VIII |
| 600 | **MISCELLANEOUS USES** | | | | | | | | | | | | | | | | | | | | | |
| Def. | Accessory building and use incidental to other permitted uses in the zone | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| | Uses similar to permitted uses in the zone and not defined or categorized | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| | Uses similar to conditional uses in the zone | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | and not defined or categorized | | | | | | | | | | | | | | | | | | | | | |
| | Medical marijuana dispensary | X | X | X | X | X | P(35) | P(35) | P(35) | P(35) | X | X | X | X | X | X | P(35) | X | X | X | X | |
| | Medical marijuana processor | X | X | X | X | X | X | P(38) | X | X | P(37) | P(37) | P(37) | P(37) | P(37) | X | P(37) | X | X | X | X | |
| | Medical marijuana grow site | P(36) | P(36) | P(36) | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | X | |
| | Medical marijuana wholesaler | X | X | X | X | X | X | C(31)/(38) | X | X | P(38) | P(38) | P(38) | P(38) | P(38) | X | P(38) | X | X | P(38) | X | |
| | Recreational marijuana processor | X | X | X | X | X | X | C(38) | X | X | P(37) | P(37) | P(37) | P(37) | P(37) | X | P(38) | X | X | X | X | |
| | Recreational marijuana producer (indoor) | X | X | X | X | X | X | X | X | X | P | P | P | P | P | X | C | X | X | X | X | |

| # | Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | M-5 | CF | I | AR | AI | Notes and Special Use Standards |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Recreational marijuana producer (outdoor) | X | X | X | X | X | X | X | X | X | C | C | C | C | C | X | X | X | X | X | X | |
| | Recreational marijuana retailer | X | X | X | X | X | P(38)/(39)/(40) | P(38)/(39)/(40) | P(38)/(39)/(40) | P(38)/(39)/(40) | X | X | X | X | X | X | P(38)/(39)/(40) | X | X | X | X | |
| | Recreational marijuana wholesaler | X | X | X | X | X | X | C(31)/(38) | X | X | P(38) | P(38) | P(38) | P(38) | P(38) | X | X | X | X | P(38) | X | |
| | Marijuana laboratories | X | X | X | X | X | P | P | P | P | P | P | P | P | P | P | P | X | P | X | X | |
| | Marijuana research certificate | X | X | X | X | X | P | P | P | P | P | P | P | P | P | P | P | X | P | X | X | |

Key:

P: Permitted use

S: Special use – Use requires a special use permit

C: Conditional use – Requires a conditional use permit

X: Prohibited use

(#): See notes for limitations

Notes.

(1) Limited to sites with preexisting agricultural uses, including at time of annexation.

(2) Limited to one per lot as a permitted use. More than one per lot allowed only through a conditional use permit or planned unit development, subject to density limits of NMC 15.405.010(B).

(3) Permitted on individual lots created prior to November 17, 1992. Homes on individual lots created on or after November 17, 1992, will only be permitted through the planned unit development process.

(4) The permitted density shall be stated on the conditional use permit.

(5) The dwelling units must front onto Hancock Street. No more than 30 percent of a single street frontage of a block may be occupied by residential uses. Contiguous residential street frontage must be less than 60 lineal feet. Density and parking standards for allowable dwelling units must be met.

(6) One single-family, duplex, triplex or quadplex dwelling, or up to four townhouses or cottage dwellings per lot with the addition of a tie-down or hangar for an airplane. At a minimum, a paved tie-down or hangar shall be provided on the property, or the property shall include permanent rights to a private hangar within the subdivision. See Chapter 15.336 NMC.

(7) The homes are not subject to the development standards set forth in NMC 15.445.050 through 15.445.070.

(8) The units must be located on the same lots as another use permitted or conditionally permitted in the C-3 or M-5 zone and may not occupy the first floor storefront area (the portion of the building closest to the primary street), except on E/W Second Street where dwelling units are permitted to occupy the first floor of a building. There shall be no density limitation. Private parking areas or garages are not required for dwelling units located within buildings in existence prior to and including June 30, 1999. Parking shall be provided for all new dwelling units within any building constructed after June 30, 1999, in private parking areas or garages on the basis of one parking space for each dwelling unit.

(9) Permitted on the ground floor, one per lot in conjunction with any other use permitted or conditional use in the C-1 zone. On upper floors, dwelling units are unlimited and one parking space per dwelling unit is required.

(10) Permitted above any permitted use in the C-2 or M-5 zone. There shall be no density limitation. Parking shall be provided in private parking areas or garages on the basis of one parking space for each dwelling unit.

(11) The units must be located on the same lot as another use permitted or conditionally permitted in the C-4 district and may not occupy the first-floor storefront area (the portion of the building closest to the primary street). There shall be no density limitation. Parking shall be provided for all new dwelling units in private parking areas or garages on the basis of a maximum of one parking space for each dwelling unit.

(12) One residence of area not more than 40 percent of the area of the hangar floor, up to a maximum of 1,500 square feet, for an airport caretaker or security officer on each separate parcel.

(13) Permitted in existing dwelling units only. New dwelling units may not be created for this use unless the dwelling unit would otherwise be allowed.

(14) Allowed exclusively for employers or employees of businesses located within this district.

(15) Facility over 40,000 square feet gross floor area requires a conditional use permit.

(16) Allowed in areas designated in industrial area plans.

(17) Limited to facilities owned or operated by a public agency.

(18) Parking garages are a conditional use, and must have first floor street frontage of 40 feet or less for ingress or egress. First floor development must be commercial.

(19) A conditional use permit is required if the facility is less than 2,000 feet from the nearest telecommunication facility.

(20) Businesses in the C-1 zone that have hours of operation between 10:00 p.m. and 7:00 a.m. require a conditional use permit.

(21) Drive-up service windows accessory to an existing business on the site with walk-in customer service, such as a drive-up bank window, are allowed only with a conditional use permit. Otherwise, drive-up service windows, except those in service on April 1, 2002, are prohibited. Changes in use will not be allowed.

(22) Retail sales of goods on site not allowed.

(23) Limited to secondhand stores.

(24) Store size is limited to 2,000 square feet gross floor area.

(25) Store size is limited to 5,000 square feet gross floor area.

(26) Use must demonstrate that it is compatible with airport operations.

(27) Limited to service stations.

(28) Limited to card lock fueling only. Retail services are limited to self-vending services.

(29) Permitted provided the structure is designed for easy conversion to industrial use, including not having fixed seating.

(30) Limited to 10,000 square feet maximum floor area.

(31) Allowed indoors only.

(32) Allowed indoors only. Outdoor use requires a conditional use permit.

(33) Must be aviation-related. See Chapter 15.332 NMC.

(34) Limited to expansion or change of existing heavy manufacturing uses.

(35) Shall not be located at the same address as a state-registered marijuana grow site, or within 1,000 feet of the real property comprising a public park, a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school, teaching children as described in ORS 339.030(1)(a). Distance is measured in a straight line in a radius extending for 1,000 feet or less in any direction from the closest point anywhere on the boundary line of the real property comprising an existing public park, public elementary or secondary school or a private or parochial elementary or secondary school to the closest point of the premises of a dispensary. The premises consist of the dispensary building, or the portion of the building used for a dispensary. Shall not be located within 1,000 feet of another medical marijuana dispensary. Operating hours are limited to the hours between 9:00 a.m. and 10:00 p.m.

(36) Allows up to 12 mature plants; indoor operations only.

(37) Indoor use only.

(38) The use is not allowed within 1,000 feet of the real property comprising a public park, a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school, teaching children as described in ORS 339.030(1)(a). Distance is measured in a straight line in a radius extending for 1,000 feet or less in any direction from the closest point anywhere on the boundary line of the real property comprising an existing public park, public elementary or secondary school or a private or parochial elementary or secondary school to the closest point of the premises of a recreational processor, wholesaler or retailer, or medical marijuana processor and wholesaler.

(39) One-thousand-foot separation between retailer to retailer premises and 1,000-foot separation between retailer to dispensary premises.

(40) Operating hours limited to the hours between 9:00 a.m. and 10:00 p.m.

(41) Must be a rail-oriented use and/or property.

***Footnote 41 revision was added pursuant to the recommendation of the Newberg Planning Commission to allow ongoing rail-oriented activities to continue in the district and mitigate negative impacts to existing owners and operators.***

[Ord. 2889 § 2 (Exh. B § 14), 12-6-21; Ord. 2880 § 2 (Exh. B § 16), 6-7-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2857 § 1 (Exh. A §§ 1, 2), 3-16-20; Ord. 2851 § 1 (Exh. A § 1), 1-21-20; Ord. 2840 § 1 (Exh. A § 1, Att. 1), 10-15-18; Ord. 2832 § 1 (Exh. A, Att. 1), 7-2-18; Ord. 2820 § 1 (Exh. A § 1, Att. 1), 9-18-17; Ord. 2809 § 1 (Exh. A § 1), 9-19-16; Ord. 2801 § 1 (Exh. A § 2), 6-6-16; Ord. 2798 § 1 (Exh. A § 2), 4-4-16; Ord. 2793 § 2 (Exh. A § 1), 2-1-16; Ord. 2780 § 1 (Exh. A § 2), 4-6-15; Ord. 2763[1] § 1 (Exh. A § 6), 9-16-13.]

| # | Use | R-1/PD | R-1/0.1 | R-1/0.4 | R-1/6.6 | R-1/SP | R-2/PD | R-2/SP | R-2/RD | R-3/RD | SD/LDR | SD/MMR | R-3/PD | RP/SP | RP/LU | AO | ARO | C-1/SP | C-2/LU | C-2/PD | C-2/SP | C-3/LU | C-4/RD | SD/V | SD/NC | SD/H | CC | CF/RD | IO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 600 | MISCELLANEOUS USES | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Medical marijuana dispensary | X | X | X | X | X | X | X | (5) | (5) | X | X | X | X | X | (5) | X | P(4) | P(4) | P(4) | P(4) | P(4) | (5) | P(4) | P(4) | P(4) | X | (5) | X |
| | Medical marijuana processor | X | X | X | X | X | X | X | (5) | (5) | X | X | X | X | X | (5) | X | X | X | X | X | X | (5) | X | X | X | X | (5) | X |
| | Medical marijuana grow site | C | C | C | C | C | C | C | (5) | (5) | C | C | C | C | C | C | C | C | C | C | C | C | (5) | C | C | C | C | (5) | C |
| | Medical marijuana wholesaler | X | X | X | X | X | X | X | (5) | (5) | X | X | X | X | X | (5) | X | X | X | X | X | X | (5) | X | X | X | X | (5) | X |
| | Recreational marijuana processor | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X |
| | Recreational marijuana producer (indoor) | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X |
| | Recreational marijuana | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X |

| # | Use | R-1/PD | R-1/0.1 | R-1/0.4 | R-1/6.6 | R-1/SP | R-2/PD | R-2/SP | R-2/RD | R-3/RD | SD/LDR | SD/MMR | R-3/PD | RP/SP | RP/LU | AO | ARO | C-1/SP | C-2/LU | C-2/PD | C-2/SP | C-3/LU | C-4/RD | SD/V | SD/NC | SD/H | CC | CF/RD | IO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | producer (outdoor) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Recreational marijuana retailer | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | P(1)/(2)/(3) | P(1)/(2)/(3) | P(1)/(2)/(3) | P(1)/(2)/(3) | P(1)/(2)/(3) | (6) | P(1)/(2)/(3) | P(1)/(2)/(3) | P(1)/(2)/(3) | X | (6) | X |
| | Recreational marijuana wholesaler | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X |
| | Marijuana laboratories | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | P | P | P | P | P | (6) | P | P | P | P | (6) | X |
| | Marijuana research certificate | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | P | P | P | P | P | (6) | P | P | P | P | (6) | P |

| # | Use | M-1/ SP | M-E/ RD | M-1/ RD | M-2/ RD | SD/ E | FHO | II | AIO | H | SC | BI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 600 | MISCELLANEOUS USES | | | | | | | | | | | |
| | Medical marijuana dispensary | X | (5) | (5) | (5) | X | X | X | X | X | X | (5) |
| | Medical marijuana processor | P | (5) | (5) | (5) | P | X | X | X | X | X | (5) |
| | Medical marijuana grow site | C | (5) | (5) | (5) | C | C | C | C | C | C | C |
| | Medical marijuana wholesaler | P(1) | (5) | (5) | (5) | P(1) | X | P(1) | X | X | X | (5) |
| | Recreational marijuana processor | P | (6) | (6) | (6) | P | X | X | X | X | X | (6) |
| | Recreational marijuana producer (indoor) | P | (6) | (6) | (6) | P | X | P | X | X | X | (6) |
| | Recreational marijuana producer (outdoor) | C | (6) | (6) | (6) | C | X | C | X | X | X | (6) |
| | Recreational marijuana retailer | X | (6) | (6) | (6) | X | X | X | X | X | X | (6) |
| | Recreational marijuana wholesaler | P(1) | (6) | (6) | (6) | P(1) | X | P(1) | X | X | X | (6) |
| | Marijuana laboratories | P | (6) | (6) | (6) | P | X | P | P | X | X | (6) |
| | Marijuana research certificate | P | (6) | (6) | (6) | P | X | P | P | X | X | (6) |

Key:

| | | |
|---|---|---|
| P: Permitted use | S: Special use – Use requires a special use permit | |
| C: Conditional use – Requires a conditional use permit | X: Prohibited use | (#): See notes for limitations |

Notes.

(1) The use is not allowed within 1,000 feet of the real property comprising a public park, a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school, teaching children as described in ORS 339.030(1)(a). Distance is measured in a straight line in a radius extending for 1,000 feet or less in any direction from the closest point anywhere on the boundary line of the real property comprising an existing public park, public elementary or secondary school or a private or parochial elementary or secondary school to the closest point of the premises of a recreational retailer or wholesaler, or medical marijuana wholesaler.

(2) One-thousand-foot separation between retailer to retailer premises and 1,000-foot separation between retailer to dispensary premises.

(3) Operating hours limited to the hours between 9:00 a.m. and 10:00 p.m.

(4) Shall not be located at the same address as a state-registered marijuana grow site, or within 1,000 feet of the real property comprising a public park, a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school, teaching children as described in ORS 339.030(1)(a). Distance is measured in a straight line in a radius extending for 1,000 feet or less in any direction from the closest point anywhere on the boundary line of the real property comprising an existing public park, public elementary or secondary school or a private or parochial elementary or secondary school to the closest point of the premises of a dispensary. The premises consist of the dispensary building, or the portion of the building used for a dispensary. Shall not be located within 1,000 feet of another medical marijuana dispensary. Operating hours are limited to the hours between 9:00 a.m. and 10:00 p.m.

(5) See NMC 15.305.020, Zoning use table – Use districts, for districts where medical marijuana dispensaries, processors, grow sites, and wholesalers are allowed or prohibited.

(6) See NMC 15.305.020, Zoning use table – Use districts, for districts where recreational marijuana processors, producers (indoor and outdoor), retailers, wholesalers, and marijuana laboratories and research certificates are allowed or prohibited.

[Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2840 § 1 (Exh. A § 2, Att. 2), 10-15-18; Ord. 2820 § 1 (Exh. A § 2, Att. 2), 9-18-17; Ord. 2809 § 1 (Exh. A § 2), 9-19-16; Ord. 2801 § 1 (Exh. A § 3), 6-6-16; Ord. 2798 § 1 (Exh. A § 3), 4-4-16; Ord. 2793 § 3 (Exh. A § 2), 2-1-16.]

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[1] Code reviser's note: Section 25 of Ordinance 2763 provides:

**SECTION 25: Grace period for previously permitted or conditional uses.** Where an applicant demonstrates that a particular use was a permitted or conditional use on a specific property immediately prior to adoption of this ordinance, but that the use is no longer either a permitted or conditional use on that property due to this ordinance, the applicant may establish the use as either a permitted or conditional use, as provided in the prior code, provided the use is legally commenced prior to January 1, 2018.

# Chapter 15.405
# LOT REQUIREMENTS

Sections:

15.405.010 Minimum and maximum lot area.
15.405.020 Lot area exceptions.
15.405.030 Lot dimensions and frontage.
15.405.040 Lot coverage and parking coverage requirements.
15.405.050 Middle housing land divisions.

**15.405.010 Minimum and maximum lot area.**

A. In the following districts, each lot or development site shall have an area as shown below except as otherwise permitted by this code:

1. In the R-1, R-2, R-3, R-P and AR districts, the following minimum lot area standards apply:

| Zone | Minimum lot area for single family | Minimum lot area for duplex dwelling | Minimum lot area for triplex dwelling | Minimum lot area for quadplex dwelling | Minimum lot area for townhouse | Minimum lot area for cottage cluster | Minimum lot area per dwelling unit for multifamily |
|---|---|---|---|---|---|---|---|
| R-1 | 5,000 SF | 5,000 SF | 5,000 SF | 7,000 SF | 1,500 SF | 7,000 SF | Per conditional use review |
| R-2 | 3,000 SF | 3,000 SF | 5,000 SF | 7,000 SF | 1,500 SF | 7,000 SF | 3,000 SF |
| R-3 | 2,500 SF | 2,500 SF | 4,500 SF | 6,000 SF | 1,500 SF | 6,000 SF | 1,500 SF |
| R-P | 3,000 SF | 3,000 SF | 5,000 SF | 7,000 SF | 1,500 SF | 7,000 SF | 3,000 SF |
| AR | 5,000 SF | 5,000 SF | 5,000 SF | 7,000 SF | 1,500 SF | 7,000 SF | — |

2. In the AI, C-1, C-2, ~~and~~ C-3, and M-5 districts, each lot or development site shall have a minimum area of 5,000 square feet or as may be established by a subdistrict.

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

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

5. Within the commercial and mixed employment district(s) of the riverfront overlay subdistrict, there is no minimum lot size required, provided the other standards of this code can be met.

B. Maximum Lot or Development Site Area per Dwelling Unit.

1. In the R-1 district, the average size of lots in a subdivision intended for single-family development shall not exceed 10,000 square feet.

2. In the R-2 and R-P districts, the average size of lots in a subdivision intended for single-family development shall not exceed 5,000 square feet.

3. In the R-2, AR and R-P districts, lots or development sites in excess of 15,000 square feet used for multiple single-family, duplex, triplex, quadplex, multifamily dwellings or cottage cluster projects shall be developed at a minimum of one dwelling per 5,000 square feet lot area.

4. In the R-3 district, lots or development sites in excess of 15,000 square feet used for multiple single-family, duplex, triplex, quadplex, multifamily dwellings or cottage cluster projects shall be developed at a minimum of one dwelling per 2,500 square feet lot area.

C. In calculating lot area for this section, lot area does not include land within public or private streets. In calculating lot area for maximum lot area/minimum density requirements, lot area does not include land within stream corridors, land reserved for public parks or open spaces, commons buildings, land for preservation of natural, scenic, or historic resources, land on slopes exceeding 15 percent or for avoidance of identified natural hazards, land in shared access easements, public walkways, or entirely used for utilities, land held in reserve in accordance with a future development plan, or land for uses not appurtenant to the residence.

D. Lot size averaging is allowed for any subdivision. Some lots may be under the minimum lot size required in the zone where the subdivision is located, as long as the average size of all lots is at least the minimum lot size. [Ord. 2889 § 2 (Exh. B § 26), 12-6-21; Ord. 2880 § 2 (Exh. B §§ 36, 37), 6-7-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2763 § 1 (Exh. A § 12), 9-16-13; Ord. 2730 § 1 (Exh. A (2)), 10-18-10; Ord. 2720 § 1(14), 11-2-09; Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2507, 3-1-99; Ord. 2451, 12-2-96. Code 2001 § 151.565.]

**Penalty:** See NMC 15.05.120.

### 15.405.020 Lot area exceptions.

The following shall be exceptions to the required lot areas:

A. Lots of record with less than the area required by this code.

B. Lots or development sites which, as a process of their creation, were approved in accordance with this code.

C. Planned unit developments, provided they conform to requirements for planned unit development approval. [Ord. 2451, 12-2-96. Code 2001 § 151.566.]

**15.405.030 Lot dimensions and frontage.**

A. Width. Widths of lots shall conform to the standards of this code.

B. Depth to Width Ratio. Each lot and parcel shall have an average depth between the front and rear lines of not more than two and one-half times the average width between the side lines. Depths of lots shall conform to the standards of this code. Development of lots under 15,000 square feet are exempt from the lot depth to width ratio requirement.

C. Area. Lot sizes shall conform to standards set forth in this code. Lot area calculations shall not include area contained in public or private streets as defined by this code.

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 NMC 15.05.030, shall be created to provide frontage or access except as allowed by NMC 15.240.020(L)(2).

   b. Each lot in R-2 zone shall have a minimum width of 25 feet at the front building line and R-3 zone shall have a minimum width of 30 feet at the front building line, except that duplex, triplex, quadplex and cottage cluster project lots in the R-3 zone shall have a minimum width of 25 feet at the front building line.

   c. Each lot in R-1 zone shall have a minimum width of 35 feet at the front building line and AI or RP shall have a minimum width of 50 feet at the front building line.

   d. 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. Lots for townhouse dwellings in any zone where they are permitted shall have a minimum frontage on a public street for a distance of at least 20 feet, shall have a minimum width of 20 feet at the front building line and shall have access meeting the provisions of NMC 15.415.050(B).

   b. Legally created lots of record in existence prior to the effective date of the ordinance codified in this code.

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

   d. 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. However, existing single-family detached dwellings on existing private streets may be converted to duplex, triplex, or quadplex dwellings. [Ord. 2889 § 2 (Exh. B § 27), 12-6-21; Ord. 2880 § 2 (Exh. B § 38), 6-7-21; Ord. 2830 § 1

(Exh. A), 4-2-18; Ord. 2822 § 1 (Exh. A), 2-5-18; Ord. 2730 § 1 (Exh. A (3)), 10-18-10; Ord. 2720 § 1(15), 11-2-09; Ord. 2647, 6-5-06; Ord. 2507, 3-1-99; Ord. 2451, 12-2-96. Code 2001 § 151.567.]

**Penalty:** See NMC 15.05.120.

**15.405.040 Lot coverage and parking coverage requirements.**

A. Purpose. The lot coverage and parking coverage requirements below are intended to:

1. Limit the amount of impervious surface and storm drain runoff on residential lots.

2. Provide open space and recreational space on the same lot for occupants of that lot.

3. Limit the bulk of residential development to that appropriate in the applicable zone.

B. Residential uses in residential zones shall meet the following maximum lot coverage and parking coverage standards; however, cottage cluster projects shall be exempt from the standards. See the definitions in NMC 15.05.030 and Appendix A, Figure 4.

1. Maximum Lot Coverage.

   a. R-1: 40 percent, except:

      i. Fifty percent if all structures on the lot are one story; and

      ii. Sixty percent for townhouse dwellings.

   b. R-2 and RP: 60 percent.

   c. AR and R-3: 60 percent.

2. Maximum Parking Coverage. R-1, R-2, R-3, and RP: 30 percent.

3. Combined Maximum Lot and Parking Coverage.

   a. R-1: 60 percent.

   b. R-2, R-3, RP and townhouse dwellings in R-1: 70 percent.

C. All other districts and uses not listed in subsection (B) of this section shall not be limited as to lot coverage and parking coverage except as otherwise required by this code. [Ord. 2913 § 2 (Exh. B § 10), 4-17-23; Ord. 2889 § 2 (Exh. B § 28), 12-6-21; Ord. 2880 § 2 (Exh. B § 39), 6-7-21; Ord. 2832 § 1 (Exh. A), 7-2-18; Ord. 2746 § 1 (Exh. A § 1), 8-15-11; Ord. 2730 § 1 (Exh. A (3)), 10-18-10; Ord. 2647, 6-5-06; Ord. 2451, 12-2-96. Code 2001 § 151.568.]

**Penalty:** See NMC 15.05.120.

**15.405.050 Middle housing land divisions.**

Applications for middle housing land divisions shall follow the lot requirements set forth in this chapter. [Ord. 2912 § 1 (Exh. A § 13), 5-1-23.]

# Chapter 15.410
# YARD SETBACK REQUIREMENTS

Sections:

15.410.010 General yard regulations.
15.410.020 Front yard setback.
15.410.030 Interior yard setback.
15.410.040 Setback and yard restrictions as to schools, churches, public buildings.
15.410.050 Special setback requirements to planned rights-of-way.
15.410.060 Vision clearance setback.
15.410.070 Yard exceptions and permitted intrusions into required yard setbacks.
15.410.080 Middle housing land divisions.

**15.410.010 General yard regulations.**

A. No yard or open space provided around any building for the purpose of complying with the provisions of this code shall be considered as providing a yard or open space for any other building.

B. No yard or open space on adjoining property shall be considered as providing required yard or open space for another lot or development site under the provisions of this code.

C. No front yards provided around any building for the purpose of complying with the regulations of this code shall be used for public or private parking areas or garages, or other accessory buildings, except as specifically provided elsewhere in this code.

D. When the common property line separating two or more contiguous lots is covered by a building or a permitted group of buildings with respect to such common property line or lines does not fully conform to the required yard spaces on each side of such common property line or lines, such lots shall constitute a single development site and the yards as required by this code shall then not apply to such common property lines.

E. Dwellings Where Permitted above Nonresidential Buildings. The front and interior yard requirements for residential uses shall not be applicable; provided, that all yard requirements for the district in which such building is located are complied with.

F. In the AI airport industrial district, clear areas, safety areas, object-free areas, taxiways, parking aprons, and runways may be counted as required yards for a building, even if located upon an adjacent parcel.

G. In the AR airport residential district, clear areas, safety areas, object-free areas, taxiways, parking aprons, and runways may be counted as required yards for a building, if located upon an adjacent parcel. [Ord. 2647, 6-5-06; Ord. 2451, 12-2-96. Code 2001 § 151.550.]

**Penalty:** See NMC 15.05.120.

**15.410.020 Front yard setback.**

A. Residential (see Appendix A, Figure 10).

1. AR, R-1 and R-2 districts shall have a front yard of not less than 15 feet, except that multifamily dwellings with parking to the side or rear shall have a front yard of not less than 10 feet. Said yard shall be landscaped and maintained.

2. R-3 and RP districts shall have a front yard of not less than 12 feet, except that multifamily dwellings with parking to the side or rear shall have a front yard of not less than eight feet. Said yard shall be landscaped and maintained.

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

4. Cottage cluster projects in any zone in which they are permitted shall have a front yard of not less than 10 feet. Any garage, carport, or parking areas that are part of a cottage cluster shall be set back at least 20 feet from the nearest property line of the street to which access will be provided; however, the foregoing setback requirement shall not apply where the garage or carport will be provided with access to an alley only.

B. Commercial.

1. All lots or development sites in the C-1 district shall have a front yard of not less than 10 feet. There shall be no minimum front yard setback for C-1 zoned property that has frontage on E. Portland Road or Highway 99 W. The maximum front yard setback for C-1 zoned property that has frontage on E. Portland Road or Highway 99 W. shall be no greater than 10 feet. A greater front yard setback is allowed for C-1 zoned property having frontage on E. Portland Road or Highway 99 W. when a plaza or other pedestrian amenity is provided; however, said front yard setback should be the minimum setback needed to accommodate a pedestrian amenity. Said yard shall be landscaped and maintained.

2. All lots or development sites in the C-2 district shall have a front yard of not less than 10 feet. There shall be no minimum front yard setback for C-2 zoned property that has frontage on E. Portland Road or Highway 99 W. The maximum front yard setback for C-2 zoned property that has frontage on E. Portland Road or Highway 99 W. shall be no greater than 10 feet. A greater front yard setback is allowed for C-2 zoned property having frontage on E. Portland Road or Highway 99 W. when a plaza or other pedestrian amenity is provided; however, said front yard setback should be the minimum setback needed to accommodate a pedestrian amenity. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained.

3. All lots or development sites in the C-3 district shall have no minimum front yard requirements. The maximum allowable front yard shall be 20 feet. In the case of a through lot with two front yards, at least one front yard must meet the maximum setback requirement. In the case of three or more front yards, at least two front yards must meet the maximum setback requirements. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained.

4. All lots or development sites in the C-4 district will comply with the front yard requirements described in NMC 15.352.040(E).

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. All lots or development sites in the M-5 district shall have no minimum front yard requirements but the maximum allowable front yard shall be 20 feet unless the there is more than one front yard, then only one yard shall have to meet the maximum setback requirement

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

E. Mixed Employment. All lots or development sites in the M-E district shall have no minimum front yard requirements. The maximum allowable front yard shall be 10 feet. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained. Lots or development sites within the riverfront overlay subdistrict will comply with the front yard requirements described in NMC 15.352.060(E). [Ord. 2913 § 2 (Exh. B § 11), 4-17-23; Ord. 2889 § 2 (Exh. B § 29), 12-6-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2862 § 1 (Exh. A § 4), 6-15-20; Ord. 2720 § 1(12), 11-2-09; Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2561, 4-1-02; Ord. 2550, 5-21-01; Ord. 2451, 12-2-96. Code 2001 § 151.551.]

**Penalty:** See NMC 15.05.120.

**15.410.030 Interior yard setback.**

A. Residential.

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

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

3. All lots with townhouse dwellings shall have no minimum interior yard setback where units are attached.

4. All lots with new multifamily dwellings shall have interior yards of not less than eight feet adjacent to lot lines shared with existing single-family dwellings. All other multifamily dwellings shall meet the provisions of subsection (A)(1) of this section.

B. Commercial.

1. All lots or development sites in the C-1 and C-2 districts have no interior yards required where said lots or development sites abut property lines of commercially or industrially zoned property. When interior lot lines of said districts are common with property zoned residentially, interior yards of not less than 10 feet shall be required opposite the residential districts.

2. All lots or development sites in the C-3 district shall have no interior yard requirements.

3. All lots or development sites in the C-4 district will comply with the interior yard requirements described in NMC 15.352.040(E).

C. Industrial and Mixed Employment. All lots or development sites in the AI, M-1, M-2, M-3, M-4, M-5, and M-E districts shall have no interior yards where said lots or development sites abut property lines of commercially or industrially zoned property. When interior lot lines of said districts are common with property zoned residentially, interior yards of not less than 10 feet shall be required opposite the residential districts.

D. Institutional and Community Facility. All lots or development sites in the I and CF district shall have interior yards of not less than 10 feet, except outdoor activity facilities, such as pools, basketball courts, tennis courts, or baseball diamonds, including any accessory structures and uses, shall have an interior yard setback of 25 feet when abutting a residential district. [Ord. 2913 § 2 (Exh. B § 12), 4-17-23; Ord. 2889 § 2 (Exh. B § 30), 12-6-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2720 § 1(13), 11-2-09; Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2550, 5-21-01; Ord. 2451, 12-2-96. Code 2001 § 151.552.]

**Penalty:** See NMC 15.05.120.

**15.410.040 Setback and yard restrictions as to schools, churches, public buildings.**

A. Building Setback. No buildings shall be erected, used or maintained for a school, church or public or semi-public building or use, institution or similar use under the regulations of this code unless such building is removed at least 25 feet from every boundary line of any property included in any residential district.

B. Required Yard. No required front or interior yard of the lot on which such building or use is located shall be used for play or parking purposes. [Ord. 2451, 12-2-96. Code 2001 § 151.553.]

**Penalty:** See NMC 15.05.120.

**15.410.050 Special setback requirements to planned rights-of-way.**

A. Yard Requirements for Property Abutting Partial or Future Street Rights-of-Way.

1. Except as provided in subsection (A)(2) of this section, no building shall be erected on a lot which abuts a street having only a portion of its required width dedicated, unless the yards provided and maintained in connection with such building have a width and/or depth needed to complete the street width plus the width and/or depths of the yards required on the lot by this code.

2. Where a comprehensive plan street design or a future street plan exists, the placement of buildings and the establishment of yards where required by this code shall relate to the future street boundaries as determined by said plans.

B. Planned Street Right-of-Way Widths. Planned street right-of-way widths are established as indicated in subsection (C) of this section for the various categories of streets shown in the transportation system plan.

C. A lot or parcel of land in any district adjoining a street for which the planned right-of-way width and alignment have been determined shall have a building setback line equal to the yard required in the district, plus a distance of:

1. Fifty feet from and parallel with the centerline of expressways.

2. Thirty-five feet from and parallel with the centerline of major and minor arterials.

3. Thirty feet from and parallel with the centerline of multifamily, commercial and industrial streets and single-family collector streets.

4. Thirty feet from and parallel with the centerline of single-family local streets.

5. Twenty-five feet from and parallel with the centerline of single-family hillside, cul-de-sacs and local streets which will never be extended more than 2,400 feet in length and which will have a relatively even division of traffic to two or more exits.

Exceptions to the above five classifications are shown in the transportation system plan.

D. The centerline of planned streets shall be either the officially surveyed centerline or a centerline as on a precise plan. In the event of conflict between the two, the latter-described line shall prevail. In all other cases, a line midway between properties abutting the right-of-way shall be the centerline for the purposes of this code. [Ord. 2763 § 1 (Exh. A § 13), 9-16-13; Ord. 2602, 9-20-04; Ord. 2451, 12-2-96. Code 2001 § 151.554.]

**Penalty:** See NMC 15.05.120.

**15.410.060 Vision clearance setback.**
The following vision clearance standards shall apply in all zones (see Appendix A, Figure 9).

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

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

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

D. There is no vision clearance requirement within the commercial zoning district(s) located within the riverfront (RF) overlay subdistrict. [Ord. 2564, 4-15-02; Ord. 2507, 3-1-99; Ord. 2451, 12-2-96. Code 2001 § 151.555.]

**Penalty:** See NMC 15.05.120.

**15.410.070 Yard exceptions and permitted intrusions into required yard setbacks.**
The following intrusions may project into required yards to the extent and under the conditions and limitations indicated:

A. Depressed Areas. In any district, open work fences, hedges, guard railings or other landscaping or architectural devices for safety protection around depressed ramps, stairs or retaining walls may be located in required yards; provided, that such devices are not more than three and one-half feet in height.

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

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

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

2. Chimneys and fireplaces, provided they do not exceed eight feet in width.

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

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

D. Fences and Walls.

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

a. Not to exceed six feet in height. Located or maintained within the required interior yards. For purposes of fencing only, lots that are corner lots or through lots may select one of the street frontages as a front yard and all other yards shall be considered as interior yards, allowing the placement of a six-foot fence on the property line. In no case may a fence extend into the clear vision zone as defined in NMC 15.410.060.

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

2. In any commercial, industrial, or mixed employment district, a fence or wall shall be permitted to be placed at the property line or within a yard setback as follows:

a. Not to exceed eight feet in height. Located or maintained in any interior yard except where the requirements of vision clearance apply. For purposes of fencing only, lots that are corner lots or through lots may select one of the street frontages as a front yard and all other yards shall be considered as interior yards, allowing the placement of an eight-foot fence on the property line.

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

3. If chain link (wire-woven) fences are used, they are manufactured of corrosion-proof materials of at least 11-1/2 gauge.

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

E. Parking and Service Drives (Also Refer to NMC 15.440.010 through 15.440.080).

1. In any district, service drives or accessways providing ingress and egress shall be permitted, together with any appropriate traffic control devices in any required yard.

2. In any residential district, public or private parking areas and parking spaces shall not be permitted in any required yard except as provided herein:

a. Required parking spaces shall be permitted on service drives in the required front yard in conjunction with any single-family detached dwelling, duplex dwelling, triplex dwelling, quadplex dwelling, or townhouse dwelling on a single lot.

b. Recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use are restricted to parking in the front yard setback for not more than 48 hours; and recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use are permitted to be located in the required interior yards.

c. Public or private parking areas, parking spaces or any building or portion of any building intended for parking which have been identified as a use permitted in any residential district shall be permitted in any interior yard that abuts an alley, provided said parking areas, structures or spaces shall comply with NMC 15.440.070, Parking tables and diagrams (Diagrams 1 through 3).

d. Public or private parking areas, service drives or parking spaces which have been identified as a use permitted in any residential district shall be permitted in interior yards; provided, that said parking areas, service drives or parking spaces shall comply with other requirements of this code.

3. In any commercial or industrial district, except C-1, C-4, M-1, and M-E, public or private parking areas or parking spaces shall be permitted in any required yard (see NMC 15.410.030). Parking requirements in the C-4 district and the M-E district within the riverfront overlay subdistrict are described in NMC 15.352.040(H).

4. In the I district, public or private parking areas or parking spaces may be no closer to a front property line than 20 feet, and no closer to an interior property line than five feet.

F. Public Telephone Booths and Public Transit Shelters. Public telephone booths and public transit shelters shall be permitted; provided, that vision clearance is maintained for vehicle requirements for vision clearance.

G. Hangars within the AR airport residential district may be constructed with no yard setbacks to property lines adjacent to other properties within the airport residential or airport industrial districts. [Ord. 2889 § 2 (Exh. B § 31), 12-6-21; Ord. 2880 § 2 (Exh. B § 40), 6-7-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2647, 6-5-06; Ord. 2619, 5-16-05; Ord. 2564, 4-15-02; Ord. 2561, 4-1-02; Ord. 2451, 12-2-96. Code 2001 § 151.556.]

H. Play structues may intrude into the required front yard by no more than five feet and into the required interior yard by no more than two feet; provided that such intrusions are no closer than three feet from any interior lot line and 10 feet from any front lot line.

**Penalty:** See NMC 15.05.120.

### 15.410.080 Middle housing land divisions.

Applications for middle housing land divisions shall follow the yard setback requirements set forth in this chapter. [Ord. 2912 § 1 (Exh. A § 14), 5-1-23.]

# Chapter 15.415
# BUILDING AND SITE DESIGN STANDARDS

Sections:

15.415.010 Main buildings and uses as accessory buildings.
15.415.020 Building height limitation.
15.415.030 Building height exemptions.
15.415.040 Public access required.
15.415.050 Rules and exceptions governing triplex and quadplex dwellings, townhouse dwellings and cottage cluster projects.
15.415.060 Home occupation.
15.415.070 Middle housing land divisions.
15.415.080 Live/Work Units

**15.415.010 Main buildings and uses as accessory buildings.**

A. Hereinafter, any building which is the only building on a lot is a main building.

B. In any residential district except RP, there shall be only one main use per lot or development site; provided, that home occupations shall be allowed where permitted.

C. In any residential district, there shall be no more than two accessory buildings on any lot or development site. [Ord. 2451, 12-2-96. Code 2001 § 151.535.]

**15.415.020 Building height limitation.**

A. Residential.

1. In the R-1 district, no main building shall exceed 30 feet in height, except that townhouse dwellings shall not exceed 35 feet in height.

2. In the R-2, AR, and RP districts, no main building shall exceed 35 feet in height.

3. In the R-3 district, no main building shall exceed 45 feet in height, except, where an R-3 district abuts upon an R-1 district, the maximum permitted building height shall be limited to 30 feet for a distance of 50 feet from the abutting boundary of the aforementioned district.

4. Accessory buildings in the R-1, R-2, R-3, AR, and RP districts are limited to 16 feet in height, except as follows:

a. Up to 800 square feet of an accessory building may have a height of up to 24 feet.

b. Aircraft hangars in the AR district may be the same height as the main building.

5. No cottage cluster dwelling shall exceed 25 feet in height in any zone where the use is permitted.

6. Single-family dwellings permitted in commercial or industrial districts shall not exceed 35 feet in height, or the maximum height permitted in the zone, whichever is less.

B. Commercial, Industrial and Mixed Employment.

1. In the C-1 district no main building or accessory building shall exceed 30 feet in height.

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

3. In the C-4 district, building height limitation is described in NMC 15.352.040(J)(1).

4. In the M-E district within the riverfront overlay subdistrict, building height limitation is described in NMC 15.352.060.

5. In the M-5 district there is no building height limitation, except, where said district abuts or is across an alley from a residential district, the maximum building height shall not exceed the maximum building height permitted in the abutting or across the alley residential district for a distance of 50 feet from the abutting boundary or property line next to the alley.

C. The maximum height of buildings and uses permitted conditionally shall be stated in the conditional use permits.

D. Institutional. The maximum height of any building or structure will be 75 feet except as follows:

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

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

3. Within 100 feet of a property line abutting a public street or railroad right-of-way, or within 100 feet of property lines abutting parcels with an R-1, R-2, R-3, R-P, C-1, C-2, C-3, M-1, M-2, or M-3 zoning designation, no main building may exceed 50 feet in height.

4. To utilize the maximum permitted height standard, at least 80 percent of the building's ground coverage must be beyond the setback area designated in subsection (D)(3) of this section. The maximum encroachment may not exceed 25 feet.

E. Alternative Building Height Standard. As an alternative to the building height standards above, any project may elect to use the following standard (see Figure 24 in Appendix A). To meet this standard:

1. Each point on the building must be no more than 20 feet higher than the ground level at all points on the property lines, plus one vertical foot for each horizontal foot of distance from that property line; and

2. Each point on the building must be no more than 20 feet higher than the ground level at a point directly north on a property line, plus one vertical foot for each two horizontal feet of distance between those points. This second limit does not apply if the property directly to the

north is a right-of-way, parking lot, protected natural resource, or similar unbuildable property.

F. Buildings within the airport overlay subdistrict are subject to the height limits of that subdistrict. [Ord. 2889 § 2 (Exh. B § 32), 12-6-21; Ord. 2880 § 2 (Exh. B § 41), 6-7-21; Ord. 2868 § 1 (Exh. A), 11-16-20; Ord. 2730 § 1 (Exh. A (4)), 10-18-10; Ord. 2720 § 1(10), 11-2-09; Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2550, 5-21-01; Ord. 2451, 12-2-96. Code 2001 § 151.536.]

**Penalty:** See NMC 15.05.120.

### 15.415.030 Building height exemptions.

Roof structures and architectural features for the housing of elevators, stairways, tanks, ventilating fans and similar equipment required to operate and maintain the building, fire or parapet walls, skylights, towers, flagpoles, chimneys, smokestacks, wireless masts, TV antennas, steeples and similar structures may be erected above the height limits prescribed in this code; provided, that no roof structure, feature or any other device above the prescribed height limit shall be allowed or used for the purpose of providing additional floor space. Further, no roof structure or architectural feature under this exemption shall be erected more than 18 feet above the height of the main building, whether such structure is attached to it or freestanding, nor shall any such structure or feature exceed the height limits of the airport overlay subdistrict. [Ord. 2730 § 1 (Exh. A (4)), 10-18-10; Ord. 2451, 12-2-96. Code 2001 § 151.537.]

### 15.415.040 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 NMC 15.332.020(B)(24), 15.336.020(B)(8), and in the M-4 zone. Existing private streets may not be used for access for new dwelling units, except as allowed under NMC 15.405.030. No building or structure shall be erected or altered without provisions for access roadways as required in the Oregon Fire Code, as adopted by the city. [Ord. 2720 § 1(11), 11-2-09; Ord. 2647, 6-5-06; Ord. 2507, 3-1-99; Ord. 2451, 12-2-96. Code 2001 § 151.538.]

**Penalty:** See NMC 15.05.120.

### 15.415.070 Middle housing land divisions.

Applications for middle housing land divisions shall follow the building and site design standards set forth in this chapter. [Ord. 292 § 1 (Exh. A § 15), 5-1-23.]

## 15.415.080 Live/Work Units

A. A minimum of seventy-five percent (75%) of a structure's street front façade at street level shall be occupied by nonresidential uses.
B. The minimum floor-to-floor height of the first floor shall be 13 feet.
C. If off-street parking is provided, private parking areas or garages shall not be located between the structure's street front façade and the street.
D. The primary entrance for the work use shall be oriented towards a street frontage or common courtyard that may be used for utilized for residential units

# Chapter 15.420
# LANDSCAPING AND OUTDOOR AREAS

Sections:

15.420.010 Required minimum standards.
15.420.020 Landscaping and amenities in public rights-of-way.

**15.420.010 Required minimum standards.**

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

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

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

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

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

c. Storage areas are required in residential developments. Convenient areas shall be provided in residential developments for the storage of articles such as bicycles, barbecues, luggage, outdoor furniture, and the like. These shall be entirely enclosed.

3. In the AR airport residential district a five percent 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 percent requirement.

B. Required Landscaped Area. The following landscape requirements are established for all developments except single-family detached dwellings, duplex dwellings, triplex dwellings, quadplex dwellings, townhouse dwellings and cottage cluster projects:

1. A minimum of 15 percent of the lot area shall be landscaped; provided, however, that computation of this minimum may include areas landscaped under subsection (B)(3) of this section. Development in the C-3 (central business district, ~~and~~ M-4 (large lot industrial), and M-5 (craft industrial) zoning district is exempt from the 15 percent landscape area requirement of this section. Additional landscaping requirements in the C-4 district are described in NMC 15.352.040(K). In the AI airport industrial district, only a five percent 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 percent 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.

2. All areas subject to the final design review plan and not otherwise improved shall be landscaped.

3. The following landscape requirements shall apply to the parking and loading areas:

a. A parking or loading area providing 10 or more spaces shall be improved with defined landscaped areas totaling no less than 25 square feet per parking space~~.~~, except that the standard shall be reduced to 12.5 square feet of landscaping per parking space for development in the M-5 zoning districts provided all other requirements of subsection (B) are met for landscaping areas.

b. A parking, loading area, or drive aisle which runs adjacent to a property line shall be separate from any lot line adjacent to a street by a landscaped strip at least 10 feet in interior width or the width of the required yard, whichever is greater, except that the landscape strip may be reduced to a minimum of five feet in interior width for development in the M-5 zoning districts and may be eliminated along any lot line adjacent to an alley. A parking, loading area, or drive aisle which runs adjacent to a property line in all zoning districts shall be separate from ~~and~~ any other lot line by a landscaped strip of at least five feet in interior width. See subsections (B)(3)(c) and (d) of this section for material to plant within landscape strips.

c. A landscaped strip separating a parking area, loading area, or drive aisle from a street shall contain street trees spaced as appropriate to the species, not to exceed 50 feet apart on average, and a combination of shrubs and ground cover, or lawn. This landscaping shall provide partial screening of these areas from the street.

d. A landscaped strip separating a parking area, loading area, or drive aisle from an interior lot line shall contain any combination of trees, shrubs, ground cover or lawn. Plant material shall be selected from at least two different plant material groups (example: trees and shrubs, or lawn and shrubs, or lawn and trees and shrubs).

e. Landscaping in a parking or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.

f. Landscaping areas in a parking lot, service drive or loading area shall have an interior width of not less than five feet.

g. All multifamily, institutional, commercial, or industrial parking areas, service drives, or loading zones which abut a residential district shall be enclosed with a 75 percent opaque, site-obscuring fence, wall or evergreen hedge along and immediately adjacent to any interior property line which abuts the residential district. Landscape plantings must be large enough to provide the required minimum screening requirement within 12 months after initial installation. Adequate provisions shall be maintained to protect walls, fences or plant materials from being damaged by vehicles using said parking areas.

h. An island of landscaped area shall be located to separate blocks of parking spaces. At a minimum, one deciduous shade tree per seven parking spaces shall be planted to create a partial tree canopy over and around the parking area. No more than seven parking

spaces may be grouped together without an island separation unless otherwise approved by the director based on the following alternative standards:

i. Provision of a continuous landscaped strip, with a five-foot minimum width, which runs perpendicular to the row of parking spaces (see Appendix A, Figure 13).

ii. Provision of tree planting landscape islands, each of which is at least 16 square feet in size, and spaced no more than 50 feet apart on average, within areas proposed for back-to-back parking (see Appendix A, Figure 14).

4. Trees, Shrubs and Ground Covers. The species of street trees required under this section shall conform to those authorized by the city council through resolution. The director shall have the responsibility for preparing and updating the street tree species list which shall be adopted in resolution form by the city council.

a. Arterial and minor arterial street trees shall have spacing of approximately 50 feet on center. These trees shall have a minimum two-inch caliper tree trunk or stalk at a measurement of two feet up from the base and shall be balled and burlapped or boxed.

b. Collector and local street trees shall be spaced approximately 35 to 40 feet on center. These trees shall have a minimum of a one and one-half or one and three-fourths inch tree trunk or stalk and shall be balled and burlapped or boxed.

c. Accent Trees. Accent trees are trees such as flowering cherry, flowering plum, crab-apple, Hawthorne and the like. These trees shall have a minimum one and one-half inch caliper tree trunk or stalk and shall be at least eight to 10 feet in height. These trees may be planted bare root or balled and burlapped. The spacing of these trees should be approximately 25 to 30 feet on center.

d. All broad-leafed evergreen shrubs and deciduous shrubs shall have a minimum height of 12 to 15 inches and shall be balled and burlapped or come from a two-gallon can. Gallon-can size shrubs will not be allowed except in ground covers. Larger sizes of shrubs may be required in special areas and locations as specified by the design review board. Spacing of these shrubs shall be typical for the variety, three to eight feet, and shall be identified on the landscape planting plan.

e. Ground Cover Plant Material. Ground cover plant material such as greening juniper, cotoneaster, minor Bowles, English ivy, hypericum and the like shall be one of the following sizes in specified spacing for that size:

| | |
|---|---|
| Gallon cans | 3 feet on center |
| 4" containers | 2 feet on center |
| 2-1/4" containers | 18" on center |
| Rooted cuttings | 12" on center |

5. Automatic, underground irrigation systems shall be provided for all areas required to be planted by this section. The director shall retain the flexibility to allow a combination of

irrigated and nonirrigated areas. Landscaping material used within nonirrigated areas must consist of drought- resistant varieties. Provision must be made for alternative irrigation during the first year after initial installation to provide sufficient moisture for plant establishment.

6. Required landscaping shall be continuously maintained.

7. Maximum height of tree species shall be considered when planting under overhead utility lines.

8. Landscaping requirements and standards for parking and loading areas (subsection (B)(3) of this section) will apply to development proposals unless the institution has addressed the requirements and standards by an approved site development master plan. With an approved site development master plan, the landscape requirements will be reviewed through an administrative Type I review process.

9. In the M-4 zone, landscaping requirements and standards for parking and loading areas (subsection (B)(3) of this section) do not apply unless within 50 feet of a residential district.

C. Installation of Landscaping. All landscaping required by these provisions shall be installed prior to the issuance of occupancy permits, unless security equal to 110 percent of the cost of the landscaping as determined by the director is filed with the city, insuring such installation within six months of occupancy. A security – cash, certified check, time certificates of deposit, assignment of a savings account, bond or such other assurance of completion as shall meet with the approval of the city attorney – shall satisfy the security requirements. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the director, the security may be used by the city to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the city shall be returned to the applicant. [Ord. 2889 § 2 (Exh. B § 34), 12-6-21; Ord. 2880 § 2 (Exh. B §§ 42, 43), 6-7-21; Ord. 2720 § 1(16, 17), 11-2-09; Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2561, 4-1-02; Ord. 2513, 8-2-99; Ord. 2451, 12-2-96. Code 2001 § 151.580.]

**Penalty:** See NMC 15.05.120.

### 15.420.020 Landscaping and amenities in public rights-of-way.

The following standards are intended to create attractive streetscapes and inviting pedestrian spaces. A review body may require any of the following landscaping and amenities to be placed in abutting public rights-of-way as part of multifamily, commercial, industrial, or institutional design reviews, or for subdivisions and planned unit developments. In addition, any entity improving existing rights-of-way should consider including these elements in the project. A decision to include any amenity shall be based on comprehensive plan guidelines, pedestrian volumes in the area, and the nature of surrounding development.

A. Pedestrian Space Landscaping. Pedestrian spaces shall include all sidewalks and medians used for pedestrian refuge. Spaces near sidewalks shall provide plant material for cooling and dust control, and street furniture for comfort and safety, such as benches, waste receptacles and pedestrian-scale lighting. These spaces should be designed for short-term as well as long-term use. Elements of pedestrian spaces shall not obstruct sightlines and shall adhere to any other required city safety measures. Medians used for pedestrian refuge shall be designed for short-

term use only with plant material for cooling and dust control, and pedestrian-scale lighting. The design of these spaces shall facilitate safe pedestrian crossing with lighting and accent paving to delineate a safe crossing zone visually clear to motorists and pedestrians alike.

1. Street trees planted in pedestrian spaces shall be planted according to NMC 15.420.010(B)(4).

2. Pedestrian spaces shall have low (two and one-half feet) shrubs and ground covers for safety purposes, enhancing visibility and discouraging criminal activity.

a. Plantings shall be 90 percent evergreen year-round, provide seasonal interest with fall color or blooms, and at maturity maintain growth within the planting area (refer to plant material matrix below).

b. Plant placement shall also adhere to clear sight line requirements as well as any other relevant city safety measures.

3. Pedestrian-scale lighting shall be installed along sidewalks and in medians used for pedestrian refuge.

a. Pole lights as well as bollard lighting may be specified; however, the amount and type of pedestrian activity during evening hours, e.g., transit stops, nighttime service districts, shall ultimately determine the type of fixture chosen.

b. Luminaire styles shall match the area/district theme of existing luminaires and shall not conflict with existing building or roadway lights causing glare.

c. Lighting heights and styles shall be chosen to prevent glare and to designate a clear and safe path and limit opportunities for vandalism (see Appendix A, Figure 17, Typical Pedestrian Space Layouts).

d. Lighting shall be placed near the curb to provide maximum illumination for spaces furthest from building illumination. Spacing shall correspond to that of the street trees to prevent tree foliage from blocking light.

4. Street furniture such as benches and waste receptacles shall be provided for spaces near sidewalks only.

a. Furniture should be sited in areas with the heaviest pedestrian activity, such as downtown, shopping districts, and shopping centers.

b. Benches should be arranged to facilitate conversation between individuals with L-shaped arrangements and should face the area focal point, such as shops, fountains, plazas, and should divert attention away from nearby traffic.

5. Paving and curb cuts shall facilitate safe pedestrian crossing and meet all ADA requirements for accessibility.

6. Outdoor café-style seating and outdoor display or sales areas may be provided along sidewalks provided a clear path for pedestrian travel meeting all ADA requirements is maintained.

B. Planting Strip Landscaping. All planting strips shall be landscaped. Planting strips provide a physical and psychological buffer for pedestrians from traffic with plant material that reduces heat and dust, creating a more comfortable pedestrian environment. Planting strips shall have different arrangements and combinations of plant materials according to the frequency of on-street parking (see Appendix A, Figures 18 and 19).

1. Planting strips which do not have adjacent parking shall have a combination of ground covers, low (two and one-half feet) shrubs and trees. Planting strips adjacent to frequently used on-street parking, as defined by city staff, shall only have trees protected by tree grates, and planting strips adjacent to infrequently used on-street parking shall be planted with ground cover as well as trees (see Appendix A, Figures 18 and 19, Typical Planting Strip Layouts). District themes or corridor themes linking individual districts should be followed utilizing a unifying plant characteristic, e.g., bloom color, habit, or fall color. When specifying thematic plant material, monocultures should be avoided, particularly those species susceptible to disease.

2. Street trees shall be provided in all planting strips as provided in NMC 15.420.010(B)(4).

a. Planting strips without adjacent parking or with infrequent adjacent parking shall have street trees in conjunction with ground covers and/or shrubs.

b. Planting strips with adjacent parking used frequently shall have only street trees protected by tree grates.

3. Shrubs and ground covers shall be provided in planting strips without adjacent parking with low (two and one-half feet) planting masses to enhance visibility, discourage criminal activity, and provide a physical as well as psychological buffer from passing traffic.

a. Plantings shall be 90 percent evergreen year-round, provide seasonal interest with fall color or blooms and at maturity maintain growth within the planting area.

b. Ground cover able to endure infrequent foot traffic shall be used in combination with street trees for planting strips with adjacent occasional parking (refer to plant material matrix below).

c. All plant placement shall adhere to clear sight line requirements as well as any other relevant city safety measures.

C. Maintenance. All landscapes shall be maintained for the duration of the planting to encourage health of plant material as well as public health and safety. All street trees and shrubs shall be pruned to maintain health and structure of the plant material for public safety purposes.

D. Exception. In the AI airport industrial district and AR airport residential district, no landscape or amenities except for grass are required for any area within 50 feet of aircraft operation areas

including aircraft parking areas, taxiways, clear areas, safety areas, object-free areas, and the runway.

**Plant Material Matrix – Newberg Transportation Planning Rule Implementation**

| | Median | | Pedestrian Space | Planting Strip | | |
|---|---|---|---|---|---|---|
| | **Central Business District/Urban Application** | **Low Density Application** | | **Frequent On-Street Parking** | **Infrequent On-Street Parking** | **Without On-Street Parking** |
| Plant Material | Trees, shrubs and ground cover | | Trees, shrubs and ground cover (where applicable) | Trees in tree wells with grates | Trees and ground cover | Trees, shrubs and ground cover |
| Tree and Shrub Arrangement | Single row of trees planted in triangular pattern, equally spaced, shrubs as desired | Single row of trees planted in triangular pattern, arranged in clusters, shrubs as desired | Refer to median or planting strip specifications as applicable | Single row of trees planted in linear pattern, equally spaced | Refer to tree specifications for median as applicable, ground cover as desired | Refer to tree specifications for median as applicable, ground cover as desired |
| Tree Form | Columnar to round tree canopy | Round to broad tree canopy | Refer to median or planting strip specifications as applicable | Refer to median recommendations as applicable | Refer to median recommendations as applicable | Refer to median recommendations as applicable |
| Examples of Recommended Tree Species | Bradford Flowering Pear (Pyrus calleryana “Bradford”), Flowering Cherry (Prunus serrulata, several varieties), Red Sunset Maple (Acer | Flowering Cherry (Prunus serrulata, several varieties), Flowering Dogwood (Cornus species, several varieties), Hawthorn (Crataegus | Refer to median or planting strip specifications as applicable | Refer to median recommendations as applicable, lowest tree limb height of 10 feet | Refer to median recommendations as applicable, lowest limb height of 10 feet | Refer to median recommendations as applicable, lowest limb height of 10 feet |

| | Median | | Pedestrian Space | Planting Strip | | |
|---|---|---|---|---|---|---|
| | **Central Business District/Urban Application** | **Low Density Application** | | **Frequent On-Street Parking** | **Infrequent On-Street Parking** | **Without On-Street Parking** |
| | rubrum), Londos Plana (Platanus acerifolia) | species, several species), Red Sunset Maple (Acer rubrum), Red Oak (Quercus rubra) | | | | |
| Shrub and Ground Cover Characteristics (i.e., environmental tolerance, mature size) | Pollutant and reflected heat tolerant | Pollutant and reflected heat tolerant | 2.5 feet maximum height, pollutant and reflected heat tolerant | Not applicable | 2.5 feet maximum height, pollutant and reflected heat tolerant | 2.5 feet maximum height, pollutant and reflected heat tolerant |
| Examples of Recommended Shrub Species | Lonicera japonica (Privet Honeysuckle), Sargent Juniper (Juniperus sargentii), Cotoneaster (Cotoneaster, various varieties), Winter Creeper (Euonymus fortunei) | Lonicera japonica (Privet Honeysuckle), Sargent Juniper (Juniperus sargentii), Cotoneaster (Cotoneaster, various varieties), Winter Creeper (Euonymus fortunei) | Sargent Juniper (Juniperus sargentii), Cotoneaster (Cotoneaster, low varieties), Winter Creeper (Euonymus fortunei) | Not applicable | Sargent Juniper (Juniperus sargentii), Cotoneaster (Cotoneaster, prostrate varieties) | Sargent Juniper (Juniperus sargentii), Cotoneaster (Cotoneaster, various varieties), Winter Creeper (Euonymus fortunei) |

[Ord. 2763 § 1 (Exh. A § 14), 9-16-13; Ord. 2647, 6-5-06; Ord. 2513, 8-2-99. Code 2001 § 151.581.]

# Chapter 15.435
# SIGNS

Sections:

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15.435.030 Permit required.
15.435.040 General requirements – All signs.
15.435.050 Major freestanding signs.
15.435.060 Minor freestanding signs.
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15.435.080 Minor attached signs, awning signage, and umbrella signage.
15.435.085 Electronic message centers.
15.435.090 Portable signs.
15.435.100 Temporary signs for events.
15.435.105 Sign permit program for portable signs on private property.
15.435.110 Signs within the public right-of-way.
15.435.120 Downtown (C-3) sign standards.
15.435.130 Original art murals.

## 15.435.010 Purpose.

A. The citizens of Newberg desire a clean, attractive, economically vibrant, and safe community. Well-planned and constructed signs can contribute to the community's success by directing and informing the public about commercial and other activities, and by creating attractive commercial and other neighborhoods. On the other hand, unregulated signage can create clutter, distractions, and hazards.

B. These regulations are designed:

1. To improve, maintain and preserve Newberg as a pleasing environment so as to improve the quality of life of all residents.

2. To enhance the attractiveness of Newberg as a place to conduct business.

3. To enable the identification of places of residence and business.

4. To allow freedom of expression.

5. To reduce distractions and obstructions from signs which would adversely affect safety.

6. To reduce the hazards from improperly placed or constructed signs. [Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2499, 11-2-98. Code 2001 § 151.590.]

## 15.435.020 Applicability and exemptions.

A. All signs placed or maintained anywhere within the city shall comply with the standards of this chapter, with the exception of the following:

1. Public signs.

2. Signs that are required to be placed by law and that are no more than 50 percent larger than the minimum size required by law or, if there is no minimum size specified, signs with lettering height no more than four inches.

3. Signs painted on or attached to windows that do not cover more than 50 percent of the surface of that window.

4. Signs located entirely within a building and not on a window.

5. Signs not legible from the public right-of-way.

B. If any of the signs listed above require permits under the current edition of the Oregon Structural Specialty Code, the sign shall be placed only following issuance of such permit.

C. Nothing in this chapter shall be construed to allow placement of a sign on a property without the authority of the property owner. [Ord. 2782 § 1 (Exh. A § 1), 9-8-15; Ord. 2499, 11-2-98. Code 2001 § 151.591.]

**15.435.030 Permit required.**

A. Except as follows, no person or entity shall place any sign within the city without first obtaining a permit from the director.

B. The following do not require sign permits, but must otherwise comply with the standards of this chapter:

1. Minor freestanding signs.

2. Minor attached signs.

3. Temporary signs.

4. Portable signs (except as stated in NMC 15.435.105).

5. Flag display (two allowed on each street frontage, except as authorized by NMC 15.435.100(C)).

6. If any of the signs listed above require permits under the current edition of the Oregon Structural Specialty Code, the sign shall be placed only following the issuance of such permit. [Ord. 2897 § 1 (Exh. A § 1), 6-21-22; Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2499, 11-2-98. Code 2001 § 151.592.]

**Penalty:** See NMC 15.05.120.

**15.435.040 General requirements – All signs.**

A. All signs shall comply with the standards contained in the current edition of the Oregon Structural Specialty Code. If the standards of that code and this development code conflict, this development code shall prevail. All signs shall be kept in repair and in a proper state of preservation as required under the current edition of the Oregon Structural Specialty Code.

B. No sign shall have bright or flashing lights shining on a public way that blind or impair the vision of drivers. No sign shall be constructed such that it may be confused with any traffic sign, signal or device.

C. In the C-3 and M-5 zones, animated signs are prohibited.

D. All signs shall comply with the vision clearance standards of NMC 15.410.060.

E. Signs located in the airport overlay subdistrict shall comply with the height and visual interference restrictions of that district. [Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2731 § 3, 10-18-10; Ord. 2565, 4-1-02; Ord. 2561, 4-1-02; Ord. 2499, 11-2-98. Code 2001 § 151.593.]

**Penalty:** See NMC 15.05.120.

**15.435.050 Major freestanding signs.**

A. Number.

1. Residential, I, and CF Zones. One major freestanding sign is allowed on each street frontage, plus one sign for each full 600 feet of street frontage. Only one sign on each street frontage may be an animated sign.

2. Other Zones. Not more than one major freestanding sign shall be located on any one street frontage.

B. Size.

1. Residential Zones. No major freestanding sign shall be larger than 0.2 square feet per foot of street frontage, up to a maximum of 50 square feet. At least six square feet of signage will be allowed. Major freestanding signs are not allowed on lots containing only one single-family dwelling or duplex.

2. C-1 and I Zones. No major freestanding sign shall be larger than one-half square foot per foot of street frontage, up to a maximum of 100 square feet. At least 12 square feet of signage will be allowed.

3. Other Zones. No major freestanding sign shall be larger than one square foot per foot of street frontage, up to a maximum of 100 square feet. At least 40 square feet of signage will be allowed. For any lot at least 10 acres in size with at least 200 feet of frontage on a street, the one sign on that street may be up to 200 square feet total size.

C. Height and Setbacks. Freestanding signs regulated by this section are not subject to the setback requirements of NMC 15.410.010 through 15.410.070 or the projecting building features requirements of said sections. Height and setbacks of freestanding signs shall conform to the following requirements:

1. C-3 Zone. No major freestanding signs shall be allowed greater than six feet in height.

2. Other Zones.

a. A sign up to three feet in height is not required to be set back from any property line.

b. A sign taller than three feet and up to six feet shall be set back at least five feet from any property line.

c. A sign taller than six feet and up to eight feet shall be set back at least 10 feet from any front property line and five feet from any interior property line.

d. A sign taller than eight feet and up to 15 feet shall be set back at least 15 feet from any front property line and five feet from any interior property line.

e. A sign taller than 15 feet and up to 20 feet shall be set back at least 20 feet from the front property line and five feet from any interior property line.

f. A sign on a lot that is at least 10 acres in size in a zone other than residential, C-1, or I and that has at least 200 feet of frontage on a street may be up to 30 feet high, provided it is set back at least 20 feet from the front property line and at least 10 feet from any interior property line. [Ord. 2731 § 3, 10-18-10; Ord. 2646, 6-5-06; Ord. 2565, 4-1-02; Ord. 2561, 4-1-02; Ord. 2499, 11-2-98. Code 2001 § 151.594.]

**Penalty:** See NMC 15.05.120.

**15.435.060 Minor freestanding signs.**

A. Number. Not more than two minor freestanding signs shall be located in the front yard on any one street frontage, plus one for each full 100 feet of street frontage. This number limit shall not apply to minor freestanding signs located outside a required front yard and more than 10 feet from the public right-of-way.

B. Size.

1. Residential Zones. No minor freestanding sign shall exceed three square feet in area.

2. Other Zones. No minor freestanding sign shall exceed six square feet in area.

C. Height. No minor freestanding sign shall exceed three feet in height. [Ord. 2561, 4-1-02; Ord. 2499, 11-2-98. Code 2001 § 151.595.]

**Penalty:** See NMC 15.05.120.

**15.435.070 Major attached.**

A. Number.

1. C-3 Zone. Allowed major attached signs include flat wall signs and signs that project over the sidewalk. Prohibited signs include signs on roofs, chimneys or balconies.

2. All Zones. The number of major attached signs on any building face shall not exceed one per 25 feet of building frontage of that face.

B. Size.

1. R-1', R-2, and R-3 Zones. The total of all major attached signs on any building frontage shall not exceed 0.2 square feet for each foot of building frontage. At least six square feet of

signage will be allowed up to a maximum of 50 square feet. Major attached signs are not allowed on lots containing only one single-family dwelling or duplex.

2. RP, C-1, and I Zones. The total of all major attached signs on any building frontage shall not exceed one-half square foot for each foot of building frontage. At least 12 square feet of signage will be allowed.

3. Other Zones. The total of all major attached signs on any building frontage shall not exceed one square foot for each foot of building frontage. At least 40 square feet of signage will be allowed.

C. Height.

1. C-3 Zone. Maximum mounting height for wall signs shall be 18 feet above the sidewalk, measured from the top of the sign. The top signboard of a projecting sign on a single-story building shall not be higher than the wall from which it projects. For multistory buildings, the signboard shall not be higher than the average sill height of the second-story windows. Projecting signs shall be mounted such that the distance between the lower edge of the signboard and the ground level is not less than eight feet. The distance from the building wall to the signboard shall be a maximum of six inches.

2. Other Zones. Major attached signs shall not extend above the roof line of the building they are attached to by more than eight feet, and shall not exceed the maximum height of the zone in which they are located.

D. Projections. Major attached signs may project into the required front yard no more than five feet and into the required interior yards not more than two feet; provided, that such projections are no closer than three feet to any interior lot line. For buildings in the C-3 zone, major attached signs may project up to five feet into the right-of-way, but not closer than two feet from the curb line. The lower edge of any major attached sign shall be at least eight feet above ground level. This requirement supersedes the relevant sign standards in the current edition of the Oregon Structural Specialty Code. [Ord. 2731 § 3, 10-18-10; Ord. 2561, 4-1-02; Ord. 2499, 11-2-98. Code 2001 § 151.596.]

**Penalty:** See NMC 15.05.120.

**15.435.080 Minor attached signs, awning signage, and umbrella signage.**

A. Minor Attached Signs.

1. Spacing. No two minor attached signs on one building that are both visible from any one point shall be closer than 25 feet.

2. Size.

a. Residential Zones. Minor attached signs shall not exceed three square feet in area.

b. Other Zones. Minor attached signs shall not exceed six square feet in area.

3. Height. Minor attached signs shall not extend above the roof line of the building they are attached to.

4. Projections.

a. C-3 Zone. Minor attached signs may project no more than three feet into a public right-of-way, but no closer than two feet from the curb line. The lower edge of any minor attached sign shall be at least eight feet above ground level. This requirement supersedes the relevant sign standards in the current edition of the Oregon Structural Specialty Code.

b. Other Zones. The same projection is allowed as for major attached signs, NMC 15.435.070.

B. Awning Signage. Awnings are encouraged along the frontage of buildings in the C-3 district.

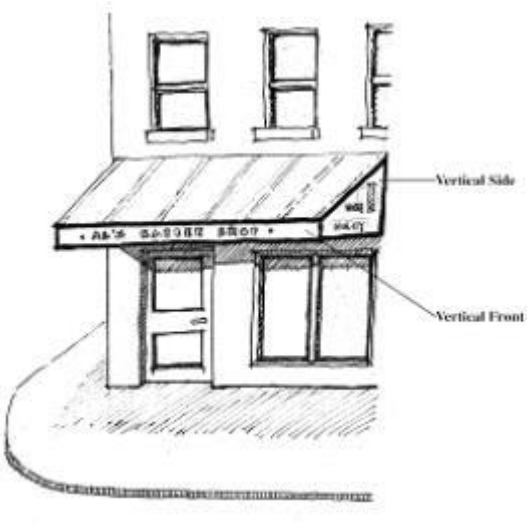
1. C-3 Zone. Back-lit translucent awnings are not allowed. Lettering may appear on curved surfaces, but shall be limited to the lowest 12 inches of the awning (measured vertically from the lowest edge). Freestanding letters mounted on top of the front vertical surface are also allowed, though they shall not exceed eight inches in height.

a. Other minor attached signs may be attached to or suspended from an awning or canopy, provided they are less than six square feet in size.

b. The lower edge of any awning shall be at least eight feet above ground level. This requirement supersedes the relevant sign standards in the Uniform Sign Code.

c. Signage is not allowed on any awning surfaces that are not specifically permitted in this section.

2. Other Zones. Awning signs in other zones shall be regulated as either minor or major attached signs.




C. Umbrella Signage. Signs on umbrellas are allowed without a sign permit but are limited to the lowest 12 inches of the umbrella (measured along the umbrella surface from the lowest edge). Umbrella signs shall comply with all other municipal code requirements. [Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2561, 4-1-02; Ord. 2499, 11-2-98. Code 2001 § 151.597.]

**Penalty:** See NMC 15.05.120.

**15.435.085 Electronic message centers.**

A. Electronic message center (EMC) signs are permitted subject to the limitations shown in the table below:

**Electronic Message Center Standards by Display Method, Size, Zoning, and Review Process**

| Zoning | Size of EMC [1] | Display Method | | | | |
|---|---|---|---|---|---|---|
| | | Static Message | Alternating Message | Animated Message | Extended Video Message | Flashing or Rapid Scrolling |
| Community Commercial and Industrial (C-2, M-1, M-2, M-3, M-4); other zones not listed | Up to 30 sq. ft. | Allowed | Allowed | Allowed | Prohibited | Prohibited |
| | > 30 sq. ft. up to 50 sq. ft. | Allowed | Allowed | Allowed [2] or site element review | Prohibited | Prohibited |
| | > 50 sq. ft. up to 100 sq. ft. | Allowed | Allowed | Site element review | Prohibited | Prohibited |
| Craft Industrial District (M-5) | Up to 30 sq. ft. | Allowed | Allowed | Prohibited | Prohibited | Prohibited |
| | > 30 sq. ft. up to 100 sq. ft. | Allowed | Allowed | Prohibited | Prohibited | Prohibited |
| Central Business District (C-3) | Up to 30 sq. ft. | Allowed | Prohibited | Prohibited | Prohibited | Prohibited |
| | > 30 sq. ft. up to 100 sq. ft. | Allowed | Prohibited | Prohibited | Prohibited | Prohibited |
| Institutional (I), Neighborhood Commercial (C-1), and Residential-Professional (R-P) | Up to 30 sq. ft. | Allowed | Allowed | Allowed | Prohibited | Prohibited |
| | > 30 sq. ft. up to 50 sq. ft. | Allowed | Allowed | Allowed [2] or site element review | Prohibited | Prohibited |
| | > 50 sq. ft. up to 100 sq. ft. | Allowed | Site element review | Site element review | Prohibited | Prohibited |

| Zoning | Size of EMC [1] | Display Method | | | | |
|---|---|---|---|---|---|---|
| | | Static Message | Alternating Message | Animated Message | Extended Video Message | Flashing or Rapid Scrolling |
| All Residential Zones (Including R-1, R-2, and R-3) [3] | Up to 30 sq. ft. | Allowed | Allowed | Allowed | Prohibited | Prohibited |
| | > 30 sq. ft. up to 50 sq. ft. | Allowed [2] | Allowed [2] | Allowed [2] | Prohibited | Prohibited |

[1] Maximum size of EMC is limited by the maximum size of sign allowed in that zone. Therefore, EMCs of the size shown may or may not be allowed.
[2] Allowed if setback from front property line is greater than 30 feet.
[3] Must be turned off between the hours of 11:00 p.m. and 6:00 a.m.
B. Review Process for Allowed EMC. The table in subsection (A) of this section lists the zones where EMCs are allowed, based on the display method, size, and review process. EMCs that are allowed in the zone will use the standard Type I administrative review process.

C. Review process for EMCs that require site element review:

Site element review is a Type I process with a decision by the planning director.

1. Criteria. The review body must find that the sign will be compatible with surrounding uses, based on all of the following factors:

a. Proposed sign operation complies with the code.

b. Setback: at least 15 feet from the front property line.

c. Hours of operation: may be required to be turned off between the hours of 11:00 p.m. and 6:00 a.m. if sign is abutting and visible from a residential district.

d. Site landscaping is maintained and is up to code. If the site is nonconforming and cannot be brought up to code then efforts have been made to bring the site as close to code as practical.

e. Freestanding signs include three of the following design elements:

i. Includes prominent brickwork, masonry, naturally finished wood, or naturally finished metal in frame or supports.

ii. Includes neon type tube lighting on portions of the sign outside the EMC.

iii. Uses two support poles or a full-width support structure.

iv. Outline or top of the frame is predominantly nonrectangular or curved.

v. Includes landscaping around the base equal in area to the size of the sign.

vi. More than 40 percent of sign is EMC.

vii. Height is 20 percent lower than otherwise required.

viii. Setback is 20 percent greater than otherwise required.

ix. Sign will be used by two or more businesses on site. Each business must have two or more employees on site at least 15 hours per week.

2. Appeals. Appeal of the director's decision will be to the planning commission.

D. Size Incentive. If any freestanding EMC sign includes four of the design elements in subsection (C)(1)(e) of this section, then the allowable sign area is increased by 10 percent. If any freestanding EMC sign includes five or more of the design elements in subsection (C)(1)(e) of this section, then the allowable sign area is increased by 20 percent.

E. Electronic Scoreboards. Electronic scoreboards with electronic message centers in stadiums or at sports fields are not considered signs or limited in size or display method if they are oriented inward to the playing field.

F. Sign Maintenance. All electronic message centers shall be kept in a good state of repair. Any burned out lights or LEDs shall be replaced as soon as possible.

G. Brightness. Each electronic message center shall be equipped with dimming technology that automatically varies the brightness of the electronic message display according to ambient light conditions. This standard shall only apply to signs approved after October 18, 2010. [Ord. 2731 § 1, 10-18-10. Code 2001 § 151.597.5.]

**15.435.090 Portable signs.**

A. Number. Not more than two portable signs may be located on any one street frontage, except temporary signs allowed per NMC 15.435.100.

B. Size.

1. Residential Zones.

a. Residential Uses. Two portable signs. Each sign not to exceed six square feet.

b. All Other Permitted Uses. Two portable signs not to exceed six square feet if located in the front yard, or 16 square feet if located elsewhere on the property.

2. Other Zones. The two portable signs may not exceed 12 square feet if located in the front yard, or 40 square feet if located elsewhere on the property.

C. Design. No portable sign shall be permanently affixed to any structure or the ground. No portable sign shall be attached to a tree, utility pole, traffic sign, street sign, or any publicly owned pole, post, wire or cable, except as authorized by the city. All signs shall be designed to be removed quickly. No portable sign shall be animated or internally illuminated. No readerboard shall be used as a portable sign, except as a temporary sign as permitted in NMC 15.435.100.

D. Location. No portable sign shall be located within the public right-of-way except as allowed under NMC 15.435.110.

E. Height. The height of a portable sign shall not exceed the maximum height of buildings in that zone. [Ord. 2897 § 1 (Exh. A § 2), 6-21-22; Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2499, 11-2-98. Code 2001 § 151.598.]

**Penalty:** See NMC 15.05.120.

### 15.435.100 Temporary signs for events.

In addition to the portable signs otherwise permitted in this code, a lot may contain temporary signs in excess of the number and size allowed by NMC 15.435.090 during events as listed below. Pennants, streamers, and inflatable objects may be used during these events.

A. Grand Opening Event. A grand opening is an event of up to 30 days in 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. If there are no freestanding signs on a frontage after the grand opening event, one of the temporary signs may remain on the property for the 60 days immediately after the end of the grand opening event. A temporary electronic message center may be used during a grand opening event. An unlimited number of temporary signs are allowed during a 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 in duration, nor less than 30 days apart. A temporary electronic message center may be used during the event. An unlimited number of temporary signs are allowed during the event. The applicant shall notify the city in writing of the beginning and ending dates prior to the other event.

C. Flags. An unlimited number of flags are permitted on Memorial Day, Presidents' Day, Independence Day, Veterans Day, Labor Day, Flag Day, Peace Officers Day, the Friday of the Camellia Festival, the Friday of the Old Fashioned Festival, on days when flags are normally flown at half-mast, or on any festival day designated by the Newberg city council. [Ord. 2897 § 1 (Exh. A § 3), 6-21-22; Ord. 2782 § 1 (Exh. A), 9-8-15; Ord. 2731 § 3, 10-18-10; Ord. 2499, 11-2-98. Code 2001 § 151.599.]

**Penalty:** See NMC 15.05.120.

### 15.435.105 Sign permit program for portable signs on private property.

A. Purpose. The purpose of the sign permit program is to allow additional temporary and portable signage for properties within the C-2, C-3, and institutional zones than is otherwise allowed by the municipal code. The goal of the permit program is to allow additional signage on private property with a coordinated appearance.

B. Process. Applications for a permit under the sign permit program will be reviewed under a Type I process. Signage allowed under the permit must be well-maintained both physically and operationally. Signage under the permit that is found to not be well-maintained may result in the permit being revoked. Permits may be obtained for up to one year. Permits may be renewed, as

long as they continue to meet the permit requirements. Only a property owner or their designee is allowed to obtain a permit under the sign permit program. A property owner is allowed one sign permit per property.

C. Criteria. The following criteria must be met for permit approval under the sign permit program:

1. Number of signs per property: one per 100 feet of street frontage in C-2 zone; one per 15 feet of street frontage, with a maximum of four signs total within the C-3 zone; and one per 100 feet of street frontage within the institutional zone. If more than one business is located on a property, at least one sign per business is allowed, as long as the business occupies a discrete space and possesses its own business license.

2. Size and Location of Signs. Maximum total signage for all temporary and portable signs under a sign permit shall be one square foot per one foot of street frontage. Maximum size allowed for any specific sign will be based on the location of the sign, up to a maximum of 40 square feet. The farther the distance a sign is from the front property line, the greater size that will be allowed for a specific sign. Maximum size for signage within the first 10 feet from the property line is 10 square feet. For every additional 10 feet from the property line, the maximum square footage for a sign will be an additional 10 square feet larger. Example: if a sign is between the front property line and 10 feet from the property line, then maximum sign size is 10 square feet; if a sign is between 10 feet and 20 feet from the property line, then the maximum sign size is 20 square feet in size, and so on.

3. Coordinated Appearance. Every sign approved under an individual sign permit must have a cohesive, coordinated appearance. Signs must meet three of the following five criteria: similar size, colors, shape, materials, and/or font. [Ord. 2782 § 1 (Exh. A), 9-8-15.]

**15.435.110 Signs within the public right-of-way.**

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

B. Temporary and/or portable signs for other than traffic control and motorist advisories are not allowed within state highway right-of-way administered by the Oregon Department of Transportation except on resolute highways. In 2015, the resolute highways in Newberg were: on First Street from Harrison Street to River Street, on Main Street from First Street to Illinois Street, and on College Street from First Street to Vermilion Street. On a resolute highway, the city manages the portion of the right-of-way behind the curb and can permit portable signs on the sidewalk. Portable and/or temporary signs are not allowed by ODOT on Hancock Street except within the College Street or Main Street rights-of-way. Portable and/or temporary signs are not allowed within county road right-of-way administered by Yamhill County.

C. For lots in the C-3, ~~and~~ C-4 and M-5 zones, the two allowed portable signs per street frontage may be located, without permit, in the public right-of-way fronting that lot except as stated in subsection (B) of this section, provided they meet the following standards:

1. The signs may not be less than two feet nor more than four feet high. The signs must also conform to NMC 15.410.060 if they are within the clear vision zone.

2. The signs may not be located within the vehicular path.

3. If located on a sidewalk, the signs must leave a clear access path at least five feet wide measured horizontally across the main part of the sidewalk and may not be located on an ADA ramp.

4. If the signs are located adjacent to a striped on-street parking area, the signs must be located adjacent to the stripe.

5. The signs may not be located within three feet of a fire hydrant.

6. The sign owner must have the signs removed during hours when the business being advertised is closed.

7. The person placing the signs in the right-of-way must obtain written permission from the owner, or their designee, of the property abutting the right-of-way for any sign, other than a public sign, that is placed within that right-of-way fronting the property owner's lot. The written permission must be presentable to code enforcement or their designee promptly upon request.

8. If more signs than are allowed by this code are located in the right-of-way fronting one lot, all signs may be forfeited as per subsection (F) of this section.

9. Portable and/or temporary signs are not allowed by ODOT on sidewalks along Hancock Street except within the College Street and Main Street rights-of-way.

D. For lots in other zones, two portable or minor free-standing signs per street frontage may be allowed in the public right-of-way except as stated in subsection (B) of this section, provided:

1. The standards of subsection (C) of this section shall be met with the exception of subsection (C)(6) of this section.

2. Any sign installed or placed in the public right-of-way within these zones not in conformance with subsection (C)(7) of this section shall be forfeited to the owner of the property abutting the right-of-way and is subject to confiscation by said owner.

3. Portable and/or temporary signs are not allowed in the right-of-way along Highway 99W, Highway 240 or Highway 219 except as noted in subsection (B) of this section.

E. No other signs shall be placed within the public right-of-way except as specifically permitted by this code.

F. Any sign installed or placed in the public right-of-way, except in conformance with the requirements of this code, shall be forfeited to the city and subject to confiscation by city employees. In addition to other remedies hereunder, the city shall have the right to recover from the owner or person placing such a sign the full costs of removal and disposal of such sign. Identifying information on the sign shall be prima facie evidence that the individual or entity so identified is the violator. [Ord. 2897 § 1 (Exh. A § 4), 6-21-22; Ord. 2782 § 1 (Exh. A), 9-8-15;

Ord. 2706 § 1 (Exh. A(2)), 10-6-08; Ord. 2564, 4-15-02; Ord. 2499, 11-2-98. Code 2001 § 151.600.]

**Penalty:** See NMC 15.05.120.

### 15.435.120 Downtown (C-3) sign standards.

A. Purpose. Newberg's downtown is the heart of the community. A variety of early 20th century commercial buildings define its character. The community's vision is for this area to be a lively, customer- and pedestrian-friendly district with a variety of successful businesses. Competition from other retail areas requires this area to have an identity and look that are distinct and attractive. Capturing the historic and unique feel of the downtown through sign design standards will aid in its vitality. These standards are intended to promote the economic vitality of downtown by promoting attractive, historically themed, and pedestrian-oriented signage.

B. Design Standards. In addition to meeting other standards within this code, any major attached or freestanding sign within the C-3 district shall score at least 10 points using the following scale. Where more than one sign exists on a frontage, the total score shall be the average score for all signs on that frontage.

| Points Possible | Element |
|---|---|
| | **Sign Type** |
| 4 | The sign is attached to a mounting bracket and allowed to swing freely. |
| 4 | The sign is on an awning and meets the standards in NMC 15.435.080. |
| 3 | The sign is a fin sign extending at least two feet from the building surface. |
| 3 | The sign primarily includes raised or engraved individual letters or graphics on a background wall. |
| 2 | The sign is freestanding and less than six feet high. |
| | **Sign Material** |
| 4 | The sign is sandblasted or carved wood. |
| 4 | The sign includes natural finished wood in the frame, background or lettering (plywood excluded). |
| 4 | The sign includes a frame, background or lettering in |

| Points Possible | Element |
|---|---|
| | aluminum, copper or brass in natural finishes. |
| 2 | The sign is on an opaque fabric awning made of cotton-based canvas or woven acrylic and includes free-hanging trim or vertical front. |
| 2 | The sign incorporates decorative wrought iron. |
| | **Sign Face** |
| 4 | The outline of the sign frame (or the letters and graphics if no frame) is predominantly curved or nonrectangular. |
| 3 | All colors on the sign are low intensity, such as muted earth tones. Bright, fluorescent, or neon colors are excluded. |
| 2 | The most prominent lettering on the sign, such as the business' name, uses a serif or cursive font. |
| 2 | At least 15 percent of the sign area is a landscape, nature, or similar art scene. |
| | **Lighting** |
| 2 | The sign uses neon tube lighting for letters or graphics. |
| minus 2 | The sign uses internal illumination with greater than 30 percent transparent or light-colored face. |
| minus 2 | The sign is on a backlit, translucent awning. |
| minus 4 | The sign uses blinking, flashing, or chasing lights. |
| | **Sign Size** |
| 1 point per 20 | For major attached signage, one point for each full 20 percent reduction in the total sign area |

| Points Possible | Element |
|---|---|
| percent reduction | allowed on that building frontage. For major freestanding signage, one point for each full 20 percent reduction in the total area allowed for that sign. |

C. Bonus Provisions.

1. Notwithstanding other provisions of this code, a proposed sign in the C-3 district that scores in excess of 10 points using the above scale may be larger than the maximum allowable size of a sign otherwise allowed by this code. An increase of 10 percent of the maximum size is allowed for each point scored over 10 points.

2. The director may refund 25 percent of sign design review fees paid for any sign scoring in excess of 15 points on the scale. [Ord. 2561, 4-1-02. Code 2001 § 151.601.]

# Chapter 15.440
# OFF-STREET PARKING, BICYCLE PARKING, AND PRIVATE WALKWAYS

Sections:

Article I. Off-Street Parking Requirements

15.440.010 Required off-street parking.
15.440.020 Parking area and service drive design.
15.440.030 Parking spaces required.
15.440.040 Parking requirements for uses not specified.
15.440.050 Common facilities for mixed uses.
15.440.060 Parking area and service drive improvements.
15.440.070 Parking tables and diagrams.
15.440.075 Residential garage standards.
15.440.080 Off-street loading.

Article II. Bicycle Parking

15.440.090 Purpose.
15.440.100 Facility requirements.
15.440.110 Design.

Article III. Private Walkways

15.440.120 Purpose.
15.440.130 Where required.
15.440.140 Private walkway design.

## Article I. Off-Street Parking Requirements

### 15.440.010 Required off-street parking.

A. Off-street parking shall be provided on the lot or development site for all R-1, C-1, M-1, M-2 and M-3 zones. In all other zones, the required parking shall be on the lot or development site or within 400 feet of the lot or development site which the parking is required to serve. All required parking must be under the same ownership as the lot or development site served except through special covenant agreements as approved by the city attorney, which bind the parking to the lot or development site.

1. In cases where the applicant is proposing off-street parking, refer to subsection (F) of this section for the maximum number of parking spaces.

B. Off-street parking is required pursuant to NMC 15.440.030 in the C-2 district.

1. In cases where the applicant is proposing off-street parking, refer to subsection (F) of this section for the maximum number of parking spaces.

C. Off-street parking is not required in the C-3 or M-5 district, except for:

1. Dwelling units meeting the requirements noted in NMC 15.305.020.

2. New development which is either immediately adjacent to a residential district or separated by nothing but an alley.

3. In cases where the applicant is proposing off-street parking, refer to subsection (F) of this section for the maximum number of parking spaces.

D. Within the C-4 district, the minimum number of required off-street parking spaces shall be 50 percent of the number required by NMC 15.440.030, except that no reduction is permitted for residential uses. For maximum number of off-street parking spaces refer to subsection (F) of this section.

E. All commercial, office, or industrial developments that have more than 20 off-street parking spaces and that have designated employee parking must provide at least one preferential carpool/vanpool parking space. The preferential carpool/vanpool parking space(s) must be located close to a building entrance.

F. Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces, pursuant to NMC 15.440.030, multiplied by a factor of:

1. One and one-fifth spaces for uses fronting a street with adjacent on-street parking spaces; or

2. One and one-half spaces for uses fronting no street with adjacent on-street parking; or

3. A factor determined according to a parking analysis. [Ord. 2889 § 2 (Exh. B § 35), 12-6-21; Ord. 2862 § 1 (Exh. A § 2), 6-15-20; Ord. 2851 § 1 (Exh. A § 2), 1-21-20; Ord. 2810 § 2 (Exhs. B, C), 12-19-16; Ord. 2763 § 1 (Exh. A § 15), 9-16-13; Ord. 2564, 4-15-02; Ord. 2561, 4-1-02; Ord. 2451, 12-2-96. Code 2001 § 151.610.]

**Penalty:** See NMC 15.05.120.

**15.440.020 Parking area and service drive design.**

A. All public or private parking areas, parking spaces, or garages shall be designed, laid out and constructed in accordance with the minimum standards as set forth in NMC 15.440.070.

B. Groups of three or more parking spaces, except those in conjunction with a single-family detached dwelling, duplex dwelling, triplex dwelling, quadplex dwelling, townhouse dwelling or cottage cluster project on a single lot, shall be served by a service drive so that no backward movement or other maneuvering of a vehicle within a street, other than an alley, will be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress and maximum safety of pedestrian and vehicular traffic on the site, but in no case shall two-way and one-way service drives be less than 20 feet and 12 feet, respectively. Service drives shall be improved in accordance with the minimum standards as set forth in NMC 15.440.060.

C. Gates. A private drive or private street serving as primary access to more than one dwelling unit shall not be gated to limit access, except as approved by variance.

D. In the AI airport industrial district and AR airport residential district, taxiways may be used as part of the service drive design where an overall site plan is submitted that shows how the circulation of aircraft and vehicles are safely accommodated, where security fences are located, if required, and is approved by the fire marshal, planning director, and public works director. The following submittal must be made:

1. A drawing of the area to be developed, including the probable location, height, and description of structures to be constructed; the location and description of a security fence or gate to secure the aircraft operations areas of off-airport property from the other nonsecured pedestrian/auto/truck areas of on-airport property; the proposed location of the proposed taxiway access in accordance with FAA specifications (refer to Federal Aviation Administration Advisory Circular No. 150/5300-13 regarding airport design, and AC/5370-10B regarding construction standards for specifications that should be used as a guideline); and the identification of the vehicular traffic pattern area clearly separated from aircraft traffic. Once specific buildings have been designed, FAA Form 7460-1, Notice of Proposed Construction or Alteration, must be submitted to the City of Newberg, the private airport owner, and the FAA for airspace review. [Ord. 2889 § 2 (Exh. B § 36), 12-6-21; Ord. 2880 § 2 (Exh. B § 44), 6-7-21; Ord. 2670, 5-7-07; Ord. 2647, 6-5-06; Ord. 2451, 12-2-96. Code 2001 § 151.611.]

**Penalty:** See NMC 15.05.120.

**15.440.030 Parking spaces required.**

| Use | Minimum Parking Spaces Required |
|---|---|
| **Residential Types** | |
| Dwelling, multifamily and multiple single-family dwellings on a single lot | |
| Studio or one-bedroom unit<br>Two-bedroom unit<br>Three- and four-bedroom unit<br>Five- or more bedroom unit | 1 per dwelling unit<br>1.5 per dwelling unit<br>2 per dwelling unit<br>0.75 spaces per bedroom |
| • Unassigned spaces | If a development is required to have more than 10 spaces on a lot, then it must provide some unassigned spaces. At least 15 percent of the total required parking spaces must be unassigned and be located for convenient use by all occupants of the development. The location shall be approved by the director. |
| • Visitor spaces | If a development is required to have more than 10 spaces on a lot, then it must provide at least 0.2 visitor spaces per dwelling unit. |
| • On-street parking credit | On-street parking spaces may be counted toward the minimum number of required spaces for developments required to have more than 10 spaces on a lot. The on-street spaces must be directly adjoining and on the same side of the street as the subject property, must be legal spaces that meet all city standards, and cannot be counted if they could be removed by planned future street widening or a bike lane on the street. |
| • Available transit service | At the review body's discretion, affordable housing projects may reduce the required off-street parking by 10 percent if there is an adequate continuous pedestrian route no more than 1,500 feet in length from the development to transit service with an average of less than one hour regular service intervals during commuting periods or where the development provides its own transit. A developer may qualify for this parking reduction if improvements on a proposed pedestrian route |

| Use | Minimum Parking Spaces Required |
|---|---|
| | are made by the developer, thereby rendering it an adequate continuous route. |
| Commercial neighborhood district (C-1) | 1 for each dwelling |
| Dwelling, single-family | 2 for each dwelling unit on a single lot |
| Dwelling, duplex | 1 for each dwelling unit |
| Dwelling, triplex | 1 for each dwelling unit<br><br>Except that conversion of a detached single-family dwelling to a triplex dwelling shall not be subject to this requirement |
| Dwelling, quadplex | 1 for each dwelling unit<br><br>Except that conversion of a detached single-family dwelling to a quadplex dwelling shall not be subject to this requirement |
| Dwelling, townhouse | 1 for each dwelling unit |
| Dwelling, cottage | 1 for each dwelling unit |
| Dwelling, Live/Work | 1 for each dwelling unit |
| Fraternities, sororities, cooperatives and dormitories | 1 for each three occupants for which sleeping facilities are provided |
| Hotels, motels, motor hotels, etc. | 1 for each guest room |
| Rooming or boarding houses | 1 for each guest room |
| Special needs housing | 1 space per 3 beds or actual parking needs as demonstrated through a parking analysis. |
| **Institutional Types** | |
| Churches, clubs, lodges | 1 for every 4 fixed seats or every 8 feet of bench length or every 28 sq. ft. where no permanent seats or benches are maintained – in main auditorium (sanctuary or place of worship) |
| Continuing care retirement community not including nursing care | 1 space per living unit |
| Day care facility | 1 space per employee plus 1 space per 10 children/adults cared for |
| Family child care homes | No off-street parking other than for the required dwelling |

| Use | Minimum Parking Spaces Required |
|---|---|
| Hospitals (including accessory retail wholly contained within a hospital building) | 2 spaces for each 1,000 gross sq. ft. |
| Libraries, museums, art galleries | 1 for each 250 sq. ft. of gross floor area |
| Medical/dental offices and laboratories | 3.5 spaces for each 1,000 gross sq. ft. |
| Nursing homes, homes for the aged, group care homes, asylums, etc. | 1 for each 3 beds |
| Schools | Colleges – "commuter" type, 1 for every full-time equivalent student (plus 1/2 of the requirements for accessory buildings, i.e., 1.-E* and 3.-G(1)**) |
| Schools | Colleges – "resident" type, 1 for every 3 full-time equivalent students (plus 1/2 of the requirements for accessory buildings, i.e., 1.-E* and 3.-G(1)**) |
| Schools | Elementary or junior high, 1-1/2 for each teaching station plus 4 for every classroom, or 1 for every 42 sq. ft. of seating area where there are no fixed seats in an auditorium or assembly area |
| Schools | High schools, 1-1/2 for each teaching station, plus 8 for every classroom, or 1 for every 28 sq. ft. of seating area where there are no fixed seats in an auditorium or assembly area |
| Schools | Colleges – commercial or business, 1 for every 3 classroom seats (plus 1/2 of the requirements for accessory buildings, i.e., 1.-E* and 3.-G(1)**) |
| Welfare or correctional institutions | 1 for each 5 beds |
| **Commercial Types** | |
| Barber and beauty shops | 1 for each 75 sq. ft. of gross floor area |
| Bowling alleys | 6 for each bowling lane |
| Establishments or enterprises of a recreational or an entertainment nature: | |
| Establishments for the sale and consumption on the premises of food and beverages with a drive-up window | 1 for each 75 sq. ft. of gross floor area |

| Use | Minimum Parking Spaces Required |
|---|---|
| Establishments for the sale and consumption on the premises of food and beverages without a drive-up window | 1 for each 100 sq. ft. of gross floor area |
| Participating type, e.g., skating rinks, dance halls | 1 for each 75 sq. ft. of gross floor area |
| Spectator type, e.g., auditoriums, assembly halls, theaters, stadiums, places of public assembly | 1 parking space for each 4 seats |
| Office buildings, business and professional offices | 1 for every 400 sq. ft. of gross floor area |
| Pharmacies | 1 for each 150 sq. ft. of gross floor area |
| Retail establishments, except as otherwise specified herein | 1 for each 300 sq. ft. of gross floor area |
| Retail stores handling bulky merchandise, household furniture, or appliance repair | 1 for each 600 sq. ft. of gross floor area |
| **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, and M-5 | 1 for each 500 sq. ft. of gross floor area |
| Aircraft storage hangars up to 3,600 sq. ft. each enclosed hangar area | None (parking occurs in hangar) |
| Aircraft storage hangars over 3,600 sq. ft. each enclosed hangar area | 1 for every 700 sq. ft. of hangar area over 3,600 sq. ft. |
| Aircraft hangars intended for repair and maintenance operations | 1 for each 5,000 sq. ft. of hangar, plus 1 for each 500 sq. ft. of shop area, plus 1 for each 400 sq. ft. of office area |
| Laboratories and research facilities | 1 for each 300 sq. ft. of gross floor area |
| Machinery or equipment | 1 for each 400 sq. ft. of gross sales floor area |
| Wholesale and storage operations | 1 for each 700 sq. ft. of gross floor area |

Notes:

* “1-E” refers to fraternities, sororities, cooperatives and dormitories that require one parking space for each three occupants for whom sleeping facilities are provided.

** "3.-G(1)" refers to establishments or enterprises of a recreational or an entertainment nature (spectator type, e.g., auditoriums, assembly halls, theaters, stadiums, places of public assembly) that require one parking space for each four seats.

[Ord. 2889 § 2 (Exh. B § 37), 12-6-21; Ord. 2880 § 2 (Exh. B § 45), 6-7-21; Ord. 2862 § 1 (Exh. A § 2), 6-15-20; Ord. 2763 § 1 (Exh. A § 16), 9-16-13; Ord. 2730[1] § 1 (Exh. A (13)), 10-18-10; Ord. 2720 § 1(19), 11-2-09; Ord. 2710 § 1, 3-2-09; Ord. 2647, 6-5-06; Ord. 2550, 5-21-01; Ord. 2451, 12-2-96. Code 2001 § 151.612.]

**Penalty:** See NMC 15.05.120.

**15.440.040 Parking requirements for uses not specified.**
The parking space requirements for buildings and uses not set forth herein shall be determined by the director through a Type I procedure. Such determination shall be based upon the requirements for the most comparable building or use specified herein. [Ord. 2451, 12-2-96. Code 2001 § 151.613.]

**15.440.050 Common facilities for mixed uses.**
A. In the case of mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements for the various uses. Off-street parking facilities for one use shall not be considered as providing parking facilities for any other use except as provided below.

B. Joint Uses of Parking Facilities. The director may, upon application, authorize the joint use of parking facilities required by said uses and any other parking facility; provided, that:

1. The applicant shows that there is no substantial conflict in the principal operating hours of the building or use for which the joint use of parking facilities is proposed.

2. The parking facility for which joint use is proposed is no further than 400 feet from the building or use required to have provided parking.

3. The parties concerned in the joint use of off-street parking facilities shall evidence agreement for such joint use by a legal instrument approved by the city attorney as to form and content. Such instrument, when approved as conforming to the provisions of the ordinance, shall be recorded in the office of the county recorder and copies of the instrument filed with the director.

C. Commercial establishments within 200 feet of a commercial public parking lot may reduce the required number of parking spaces by 50 percent. [Ord. 2451, 12-2-96. Code 2001 § 151.614.]

**15.440.060 Parking area and service drive improvements.**
All public or private parking areas, outdoor vehicle sales areas, and service drives shall be improved according to the following:

A. All parking areas and service drives shall have surfacing of asphaltic concrete or Portland cement concrete or other hard surfacing such as brick or concrete pavers. Other durable and dust-free surfacing materials may be approved by the director for infrequently used parking areas. All parking areas and service drives shall be graded so as not to drain stormwater over the public sidewalk or onto any abutting public or private property.

B. All parking areas shall be designed not to encroach on public streets, alleys, and other rights-of-way. Parking areas shall not be placed in the area between the curb and sidewalk or, if there is no sidewalk, in the public right-of-way between the curb and the property line. The director may issue a permit for exceptions for unusual circumstances where the design maintains safety and aesthetics.

C. All parking areas, except those required in conjunction with a single-family detached, duplex, triplex, quadplex or townhouse dwelling, or cottage cluster project, shall provide a substantial bumper which will prevent cars from encroachment on abutting private and public property.

D. All parking areas, including service drives, except those required in conjunction with single-family detached, duplex, triplex, quadplex or townhouse dwellings or cottage cluster projects, shall be screened in accordance with NMC 15.420.010(B).

E. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect the light away from any abutting or adjacent residential district.

F. All service drives and parking spaces shall be substantially marked and comply with NMC 15.440.070.

G. Parking areas for residential uses shall not be located in a required front yard, except as follows:

1. Single-family detached, duplex, triplex, quadplex, and townhouse dwellings: parking is authorized in a front yard on a service drive which provides access to an improved parking area outside the front yard.

H. A reduction in size of the parking stall may be allowed for up to a maximum of 30 percent of the total number of spaces to allow for compact cars. For high turnover uses, such as convenience stores or fast-food restaurants, at the discretion of the director, all stalls will be required to be full-sized.

I. Affordable housing projects may use a tandem parking design, subject to approval of the community development director.

J. Portions of off-street parking areas may be developed or redeveloped for transit-related facilities and uses such as transit shelters or park-and-ride lots, subject to meeting all other applicable standards, including retaining the required minimum number of parking spaces. [Ord. 2889 § 2 (Exh. B §§ 38 – 40), 12-6-21; Ord. 2880 § 2 (Exh. B §§ 46 – 48), 6-7-21; Ord. 2810 § 2 (Exhs. B, C), 12-19-16; Ord. 2730 § 1 (Exh. A (14)), 10-18-10; Ord. 2628, 1-3-06; Ord. 2505, 2-1-99; Ord. 2451, 12-2-96. Code 2001 § 151.615.]

**Penalty:** See NMC 15.05.120.

**15.440.070 Parking tables and diagrams.**

The following tables provide the minimum dimensions of public or private parking areas:

**Diagram 1**

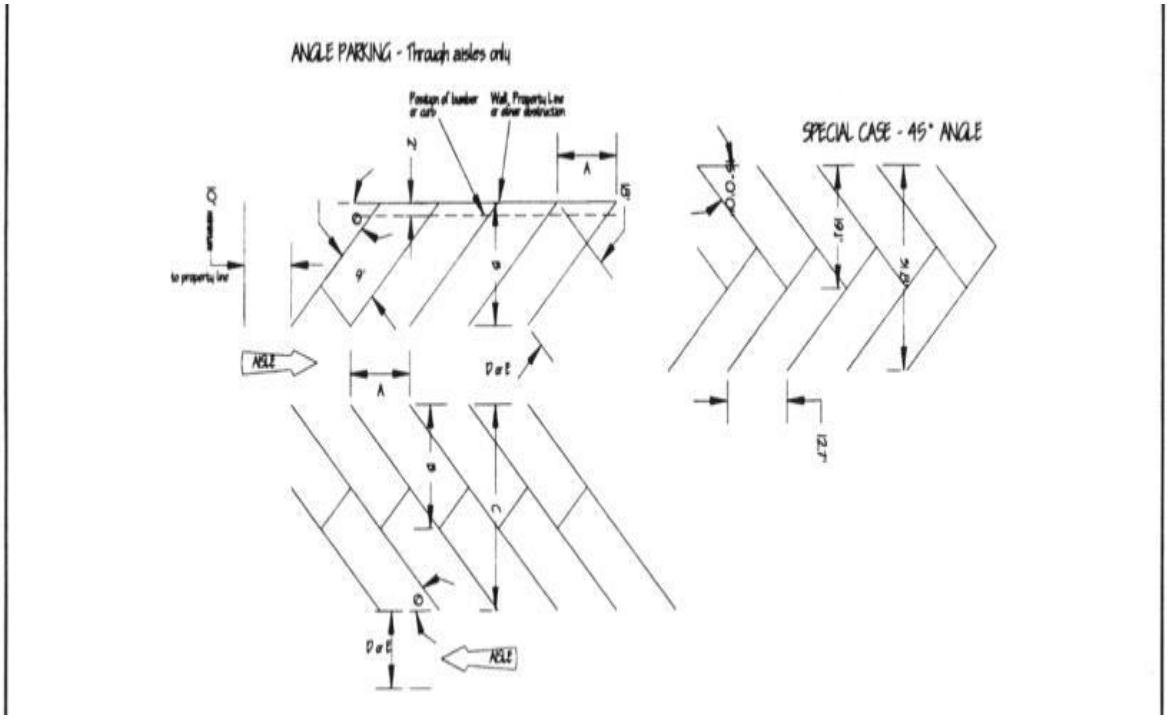
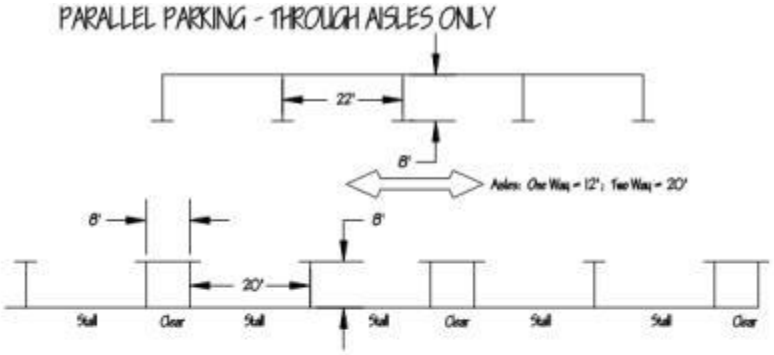


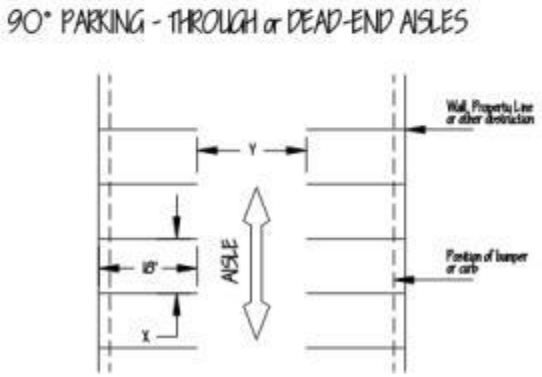

**Table of Dimensions (In Feet)**

| | Basic Stall | | Back to Back | Aisles | |
|---|---|---|---|---|---|
| **Angle – °** | **A** | **B** | **C** | **D (One-Way)** | **E (Two-Way)** |
| 30° | 18 | 16.8 | 25.8 | 12 | 20 |
| 38° | 14.6 | 18.2 | 29.3 | 12 | 20 |
| 45° | 12.7 | 19.1 | 31.8 | 12 | 20 |
| 52° | 11.4 | 19.7 | 33.9 | 13 | 20 |
| 55° | 11 | 19.9 | 34.6 | 14 | 20 |

| | Basic Stall | | Back to Back | Aisles | |
|---|---|---|---|---|---|
| **Angle – °** | **A** | **B** | **C** | **D (One-Way)** | **E (Two-Way)** |
| 60° | 10.4 | 20.1 | 35.7 | 15 | 20 |
| 70° | 9.6 | 20 | 36.9 | 18 | 20 |
| 80° | 9.1 | 19.3 | 37 | 20 | 20 |

**Diagram 2**




Notes:

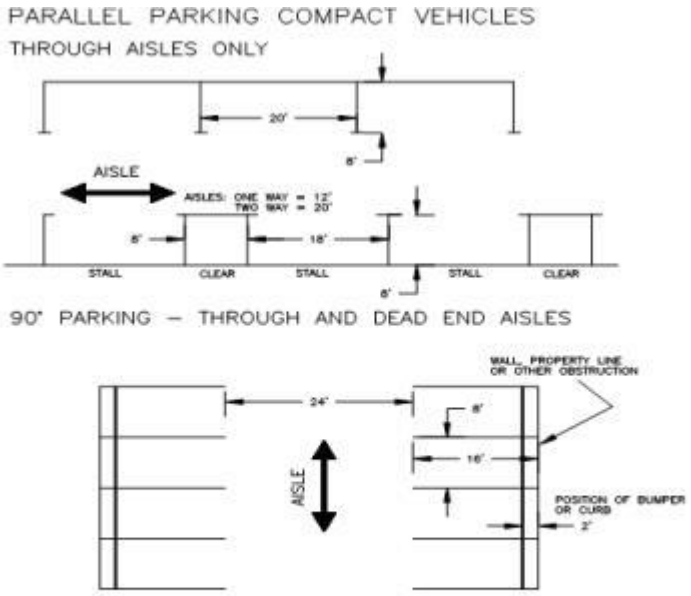
1. Bumpers must be installed where paved areas abut street right-of-way (except at driveways).
2. No stalls shall be such that cars must back over the property line to enter or leave stall.
3. Stalls must be clearly marked and the markings must be maintained in good condition.

4. The sketches show typical situations to illustrate the required standards. For further information or advice, contact the community development department at 537-1210.

**Table of Dimensions (In Feet)**

| Stall Width with Corresponding Aisle Width | | | | | | |
|---|---|---|---|---|---|---|
| Stall Width = X | 9 | 9.5 | 10 | 10.5 | 11 | 12 |
| Aisle Width = Y | 24 | 24 | 22 | 22 | 20 | 20 |

**Diagram 3**




Notes:

1. Bumpers must be installed where paved areas abut street right-of-way (except at driveways).
2. No stalls shall be such that cars must back over the property line to enter or leave stall.

3. Stalls must be clearly marked and the markings must be maintained in good condition.

4. The sketches show typical situations to illustrate the required standards. For further information or advice, contact the planning department.

[Ord. 2451, 12-2-96. Code 2001 § 151.616.]

**15.440.075 Residential garage standards.**

A. Single-car garages for residential uses shall have a minimum inside width of 10 feet by 20 feet.

B. Two-car garages for residential uses shall have a minimum inside width of 20 feet by 20 feet.

C. Three-car garages for residential uses shall have a minimum inside width of 30 feet by 20 feet. [Ord. 2880 § 2 (Exh. B § 49), 6-7-21.]

**15.440.080 Off-street loading.**

A. Buildings to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths in sufficient number and size to adequately handle the needs of the particular use. Uses in the C-3 and M-5 districts may allow loading spaces to be in an alley or in on-street parking at the Director's discretion.

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

| Gross Floor Area of the Building in Square Feet | No. of Berths |
|---|---|
| Up to 10,000 | 1 |
| 10,000 and over | 2 |

2. A loading berth shall contain a space 10 feet wide and 35 feet long and have a vertical clearance of 14 feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

3. Additional off-street loading requirements within the C-4 district are described in NMC 15.352.040(H)(7).

4. Where a facility includes an aircraft hangar, the off-street loading requirement is not required since loading may occur through the hangar doors.

B. The following provisions shall apply to off-street loading facilities:

1. The provision and maintenance of off-street loading space is a continuing obligation of the property owner. No building permit shall be issued until plans are presented that show

property that is and will remain available for exclusive use as off-street loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of loading space required by this code. Should the owner or occupant of any building change the use to which the building is put, thereby increasing off-street loading requirements, it shall be unlawful and a violation of this code to begin or maintain such altered use until such time as the increased off-street loading requirements are met.

2. Owners of two or more buildings may agree to utilize jointly the same loading spaces when the hours of operation do not overlap; provided, that satisfactory legal evidence is presented to the city attorney in the form of deeds, leases or contracts to establish the joint use.

3. A plan drawn to scale, indicating how the off-street loading requirements are to be fulfilled, shall accompany an application for a building permit.

4. Design Requirements for Loading Areas.

a. Areas used for standing and maneuvering of vehicles shall have durable and dustless surfaces of asphaltic concrete or portland cement concrete, maintained adequately for all-weather use and so drained as to avoid flow of water across the sidewalks.

b. Loading areas adjacent to residential zones designed to minimize disturbance of residents.

c. Artificial lighting which may be provided shall be so deflected as not to shine or create glare in any residential zone or on any adjacent dwelling.

d. Access aisles shall be of sufficient width for all vehicular turning and maneuvering.

e. Vision clearance standards as identified in NMC 15.410.060 shall apply. [Ord. 2647, 6-5-06; Ord. 2564, 4-15-02; Ord. 2451, 12-2-96. Code 2001 § 151.617.]

**Penalty:** See NMC 15.05.120.

## Article II. Bicycle Parking

### 15.440.090 Purpose.

Cycling is a healthy activity for travel and recreation. In addition, by maximizing bicycle travel, the community can reduce negative effects of automobile travel, such as congestion and pollution. To maximize bicycle travel, developments must provide effective support facilities. At a minimum, developments need to provide a secure place for employees, customers, and residents to park their bicycles. [Ord. 2564, 4-15-02; Ord. 2518, 9-21-99. Code 2001 § 151.625.1.]

### 15.440.100 Facility requirements.

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

| Use | Minimum Number of Bicycle Parking Spaces Required |
|---|---|
| New multiple dwellings, including additions creating additional dwelling units | One bicycle parking space for every four dwelling units |
| New commercial, industrial, office, and institutional developments, including additions that total 4,000 square feet or more | One bicycle parking space for every 10,000 square feet of gross floor area. In C-4 districts, two bicycle parking spaces, or one per 5,000 square feet of building area, must be provided, whichever is greater |
| Transit centers and park and ride lots | Four spaces or one per 10 vehicle spaces, whichever is greater[a] + b |
| Parks | Two bicycle parking spaces within 50 feet of each developed play-ground, ball field, or shelter |
| Transit stops | Two spaces[a] |

Notes:

a. Short-term bicycle parking is parking intended to be used for durations less than two hours. Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely and shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space. Shelter or cover may be required for a specified percentage of short-term parking.

b. Long-term bicycle parking is parking intended to be used for durations over two hours. Long-term parking shall consist of a lockable enclosure, a secure room in a building on-site, monitored parking, or another form of fully sheltered and secure parking.

[Ord. 2862 § 1 (Exh. A § 3), 6-15-20; Ord. 2564, 4-15-02; Ord. 2518, 9-21-99. Code 2001 § 151.625.2.]

**15.440.110 Design.**

A. Bicycle parking facilities shall consist of one or more of the following:

1. A firmly secured loop, bar, rack, or similar facility that accommodates locking the bicycle frame and both wheels using a cable or U-shaped lock.

2. An enclosed locker.

3. A designated area within the ground floor of a building, garage, or storage area. Such area shall be clearly designated for bicycle parking.

4. Other facility designs approved by the director.

B. All bicycle parking spaces shall be at least six feet long and two and one-half feet wide. Spaces shall not obstruct pedestrian travel.

C. All spaces shall be located within 50 feet of a building entrance of the development.

D. Required bicycle parking facilities may be located in the public right-of-way adjacent to a development subject to approval of the authority responsible for maintenance of that right-of-way. [Ord. 2518, 9-21-99. Code 2001 § 151.625.3.]

## Article III. Private Walkways

**15.440.120 Purpose.**

Sidewalks and private walkways are part of the city's transportation system. Requiring their construction is part of the city's plan to encourage multimodal travel and to reduce reliance on the automobile. Considerable funds have and will be expended to install sidewalks along the streets in the city. Yet there is little point to this expense if it is not possible for people to walk from the sidewalk to the developments along each side. The following requirements are intended to provide safe and convenient paths for employees, customers, and residents to walk from public sidewalks to development entrances, and to walk between buildings on larger sites. [Ord. 2619, 5-16-05; Ord. 2513, 8-2-99. Code 2001 § 151.620.1.]

**15.440.130 Where required.**

Private walkways shall be constructed as part of any development requiring Type II design review, including mobile home parks. In addition, they may be required as part of conditional use permits or planned unit developments. In the airport industrial (AI) district and residential (AR) district, on-site walks are not required in aircraft operations areas, such as parking aprons, taxiways, and runways. [Ord. 2647, 6-5-06; Ord. 2619, 5-16-05; Ord. 2513, 8-2-99. Code 2001 § 151.620.2.]

**15.440.140 Private walkway design.**

A. All required private walkways shall meet the applicable building code and Americans with Disabilities Act requirements.

B. Required private walkways shall be a minimum of four feet wide.

C. Required private walkways shall be constructed of portland cement concrete or brick.

D. Crosswalks crossing service drives shall, at a minimum, be painted on the asphalt or clearly marked with contrasting paving materials or humps/raised crossings. If painted striping is used, it should consist of thermoplastic striping or similar type of durable application.

E. At a minimum, required private walkways shall connect each main pedestrian building entrance to each abutting public street and to each other.

F. The review body may require on-site walks to connect to development on adjoining sites.

G. The review body may modify these requirements where, in its opinion, the development provides adequate on-site pedestrian circulation, or where lot dimensions, existing building layout, or topography preclude compliance with these standards. [Ord. 2619, 5-16-05; Ord. 2513, 8-2-99. Code 2001 § 151.620.3.]

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[1] Code reviser's note: Ordinance 2730 sets out amendments to this section without accounting for prior amendments from Ordinance 2710. The code reflects the intended amendments of both ordinances.

# Chapter 15.445
# SPECIAL USE STANDARDS

Sections:


Article I. Bed and Breakfast Establishments

15.445.010 Bed and breakfast establishments.

Article II. Manufactured Dwellings

15.445.015 Description and purpose.
15.445.020 Applicability.
15.445.030 Permitted locations.
15.445.050 Manufactured homes on individual lots – Purpose.
15.445.060 Manufactured homes on individual lots – Uses.
15.445.070 Manufactured homes on individual lots – Development standards.
15.445.075 Mobile home and manufactured dwelling parks – General provisions.
15.445.080 Mobile home and manufactured dwelling parks – Application and processing.
15.445.090 Limiting mobile home parks and manufactured dwelling parks to mobile home park or manufactured dwelling park uses.
15.445.100 Mobile home and manufactured dwelling parks – Maintenance.
15.445.110 *Repealed*.
15.445.150 Manufactured home subdivisions – General provisions.

15.445.160 Manufactured home subdivisions – Application and processing.

Article III. Recreational Vehicles

15.445.165 Allowable use of recreational vehicles.
15.445.170 Recreational vehicle parks – General provisions.

Article IV. Telecommunications Facilities

15.445.180 Description and purpose.
15.445.190 Approval criteria.
15.445.200 Application requirements.
15.445.210 Conditions of approval.
15.445.220 Installation standards.
15.445.230 Removal standards.
15.445.240 Exemptions.

Article V. Accessory Dwelling Units

15.445.250 Purpose.
15.445.260 Development standards.
15.445.270 Approval.

Article VI. Amateur Radio

15.445.280 Amateur radio and citizen band antenna.

Article VII. Vacation Rental Homes

15.445.300 Application and purpose.
15.445.310 Where allowed.
15.445.320 Registration required.
15.445.330 Standards.
15.445.340 Registration posting.
15.445.350 Complaints and revocation of registration.

Article VIII. Small-Scale Food and Beverage Production in Commercial Zones

15.445.400 Application and purpose.
15.445.410 Where allowed.
15.445.420 Standards.
15.445.430 Approval.

## Article VII. Vacation Rental Homes

### 15.445.300 Application and purpose.

These standards apply to a single-family dwelling unit that is used, rented or occupied for periods of less than 30 days, or is available, advertised, or listed by an agent as available for use, rent for occupancy for periods of less than 30 days. The purpose is to maintain the peace, quiet,

traffic patterns, and property maintenance typical for the residential neighborhood. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

**15.445.310 Where allowed.**
Vacation rental homes are permitted in areas shown on Chapter 15.305 NMC. The vacation rental home must be a structure approved for occupancy as a single-family dwelling unit. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

**15.445.320 Registration required.**
Prior to use or advertising for use of a dwelling as a vacation rental home, the owner or operator shall register the vacation rental home with the city on forms provided by the director. The registration shall include such information required by the director, including the name and contact information for the owner, operator and a local contact. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

**15.445.330 Standards.**
A. The vacation rental home shall provide a minimum of two parking spaces on the site that are available for use of the rental occupants.

B. The applicant shall provide for regular refuse collection.

C. The vacation rental home may not be occupied by more than two rental occupants per bedroom, up to a maximum of 15 people.

D. The premises of the vacation rental home may not include any occupied recreational vehicle, trailer, tent or temporary shelter during the rental occupancy. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

**15.445.340 Registration posting.**
The applicant shall post the vacation rental home registration within the dwelling adjacent to the front door. At a minimum, the posting will contain the following information:

A. The name of the operator and a telephone number where the operator may be reached.

B. The telephone number for the police department.

C. The maximum number of occupants permitted to stay in the dwelling.

D. The standards for the rental occupancy.

E. The solid waste collection day. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

**15.445.350 Complaints and revocation of registration.**
If the city receives two or more written complaints within a one-year period regarding a vacation rental home occupancy, and the issues have not been resolved through the code enforcement officer, the city manager may schedule a hearing to consider revoking the vacation rental home registration. The hearing may be conducted by the city manager, or other such hearings officer as the city manager may appoint for this purpose. The city manager shall notify the owner and

operator of the hearing, those submitting written complaints, and may invite others to submit testimony at the hearing. After hearing the facts, the city manager may do any of the following:

A. Revoke the registration for noncompliance with the standards in this section. If this permit is revoked, the premises may not be used as a vacation rental home for a period of two years, or a period of lesser time as determined by the hearings officer.

B. Impose additional conditions necessary to fulfill the purpose of this section.

C. Establish a probationary period to monitor compliance.

D. Dismiss the complaint.

E. Refer the matter to the code enforcement officer for citation in municipal court or other appropriate jurisdiction.

The hearings officer's decision may be appealed to the planning commission by the applicant, owner, or person filing the written complaint within 14 calendar days of the date of the decision in the manner provided in NMC 15.100.170. [Ord. 2763 § 1 (Exh. A § 17), 9-16-13.]

## Article VIII. Small-Scale Food and Beverage Production in Commercial and Craft Industrial Zones

### 15.445.400 Application and purpose.

These standards apply to small-scale food and beverage production in commercial and craft industrial zones. These uses are primarily manufacturing, processing and storage facilities but have accessory tasting rooms, dining areas, or retail space. Some types of retail bakeries, wineries, breweries and distilleries fit in this category. The purpose is to allow small-scale food and beverage production in commercial zones if the uses can meet certain design standards that will maintain the commercial character of the zone. Larger scale food and beverage production is allowed in certain of Newberg's industrial zones. [Ord. 2763 § 1 (Exh. A § 18), 9-16-13.]

### 15.445.410 Where allowed.

Small-scale food and beverage production is allowed in the C-2, C-3 and M-5 zones if the use meets the development standards listed below. If the use cannot meet the development standards below, then it is a conditional use in the C-2, ~~and~~ C-3, and M-5 ~~commercial~~ zones and would require review by the planning commission. [Ord. 2763 § 1 (Exh. A § 18), 9-16-13.]

### 15.445.420 Standards.

A. Retail Use. At least 25 percent of the gross floor area must be for retail, dining, or similar customer use, with a minimum of 1,000 square feet.

B. Not Next to Residential. The site cannot abut a site with residential zoning.

C. Loading Area. The site must have a loading area for trucks. This could be a loading dock, an on-site paved loading area, or an adjacent alley.

D. Size Limit. The maximum size of the production area is limited to 10,000 square feet.

E. Outdoor Storage. Outdoor storage of materials on site is limited to a small (under 400 square feet) fenced and screened area. [Ord. 2763 § 1 (Exh. A § 18), 9-16-13.]

**15.445.430 Approval.**

To obtain approval for a small-scale food and beverage production use in the C-2 or C-3 commercial zones, the applicant must demonstrate compliance with all of the development standards. The application shall be processed as a Type I or II design review procedure, depending on the extent of building remodeling, as regulated by NMC 15.220.020. If the proposed use cannot meet any of the design standards in NMC 15.445.420, then it would require a Type III conditional use permit and design review as regulated by Chapter 15.225 NMC. [Ord. 2763 § 1 (Exh. A § 18), 9-16-13.]

## Article IX. Craft Industrial

**15.445.440 Application and purpose.**

These standards apply to craft industrial uses These uses are primarily manufacturing, processing and storage facilities but have accessory retail or classroom space. The purpose is to allow small-scale craft industrial uses which process supplemental commercial uses which meet certain design standards that maintain both the industrial and commercial character.

**15.445.450 Where allowed.**

Craft Industrial production is allowed in the M-5 district if the use meets the development standards listed below. If the use cannot meet the development standards below, then it is a conditional use in the M-5 zoning district and would require review by the planning commission.

**15.445.460 Standards.**

A. Retail Use. At least 25 percent of the gross floor area must be for retail, or similar customer use, with a minimum of 1,000 square feet.

B. Not Next to Residential. The site cannot abut a site with residential zoning.

C. Size Limit. The maximum size of the production area is limited to 10,000 square feet.

D. Outdoor Storage. Outdoor storage and processing of goods and materials is less than 10 percent of the site and must be screened

**15.445.470 Review Procedures.**

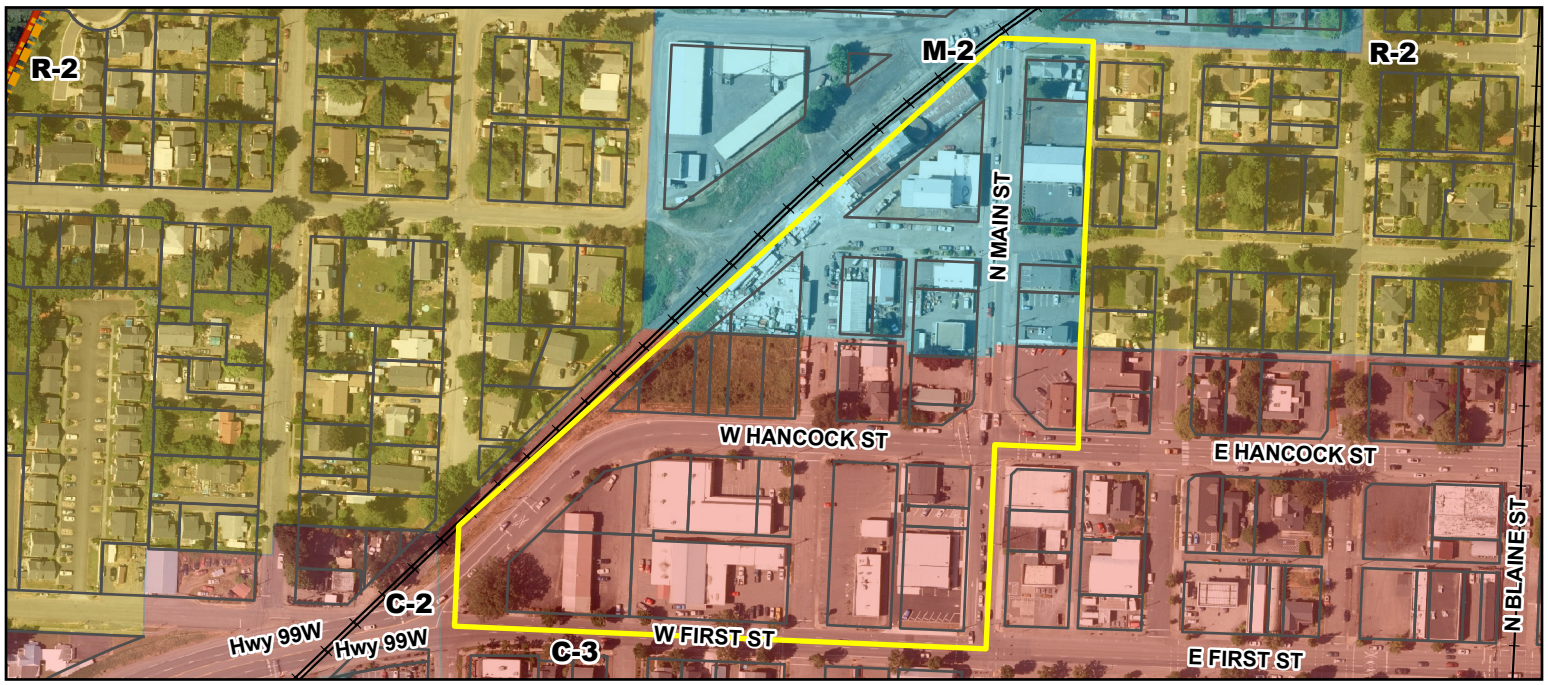
To obtain approval for a craft industrial use in the M-5 district, the applicant must demonstrate compliance with all of the development standards. The application shall be processed as a Type I or II design review procedure, depending on the extent of building, as regulated by NMC 15.220.020. If the proposed use cannot meet any of the design standards in NMC 15.445.460, a Type III conditional use permit and design review as regulated by NMC Chapter 15.225.

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[1] Code reviser's note: Ord. 2747 includes this section as NMC 15.445.010. This section has been editorially renumbered to prevent duplication of numbering.

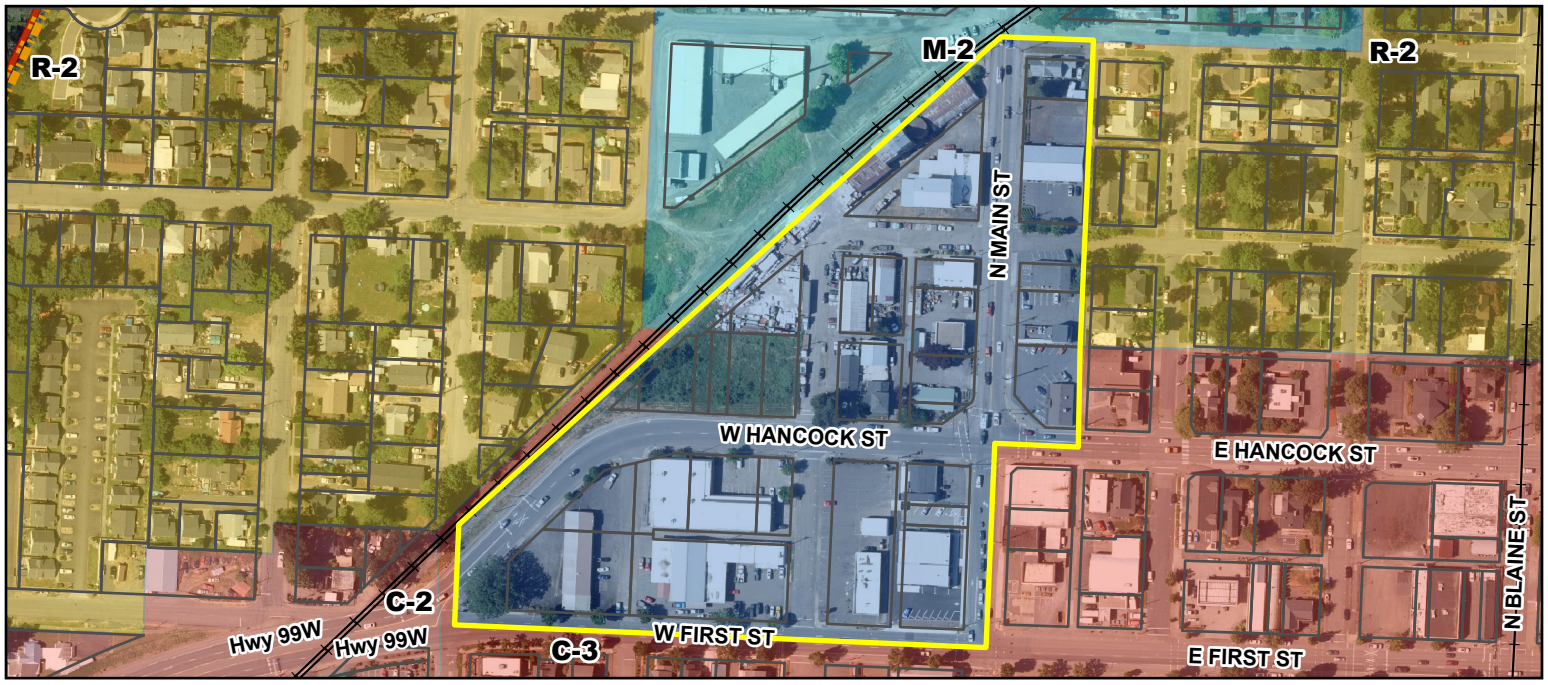
# Exhibit "B" Existing and Proposed Zoning Map to Planning Commission Resolution 2024-297

## Downtown Newberg Zoning Map (Existing)




N

## Downtown Newberg Zoning Map (Proposed)




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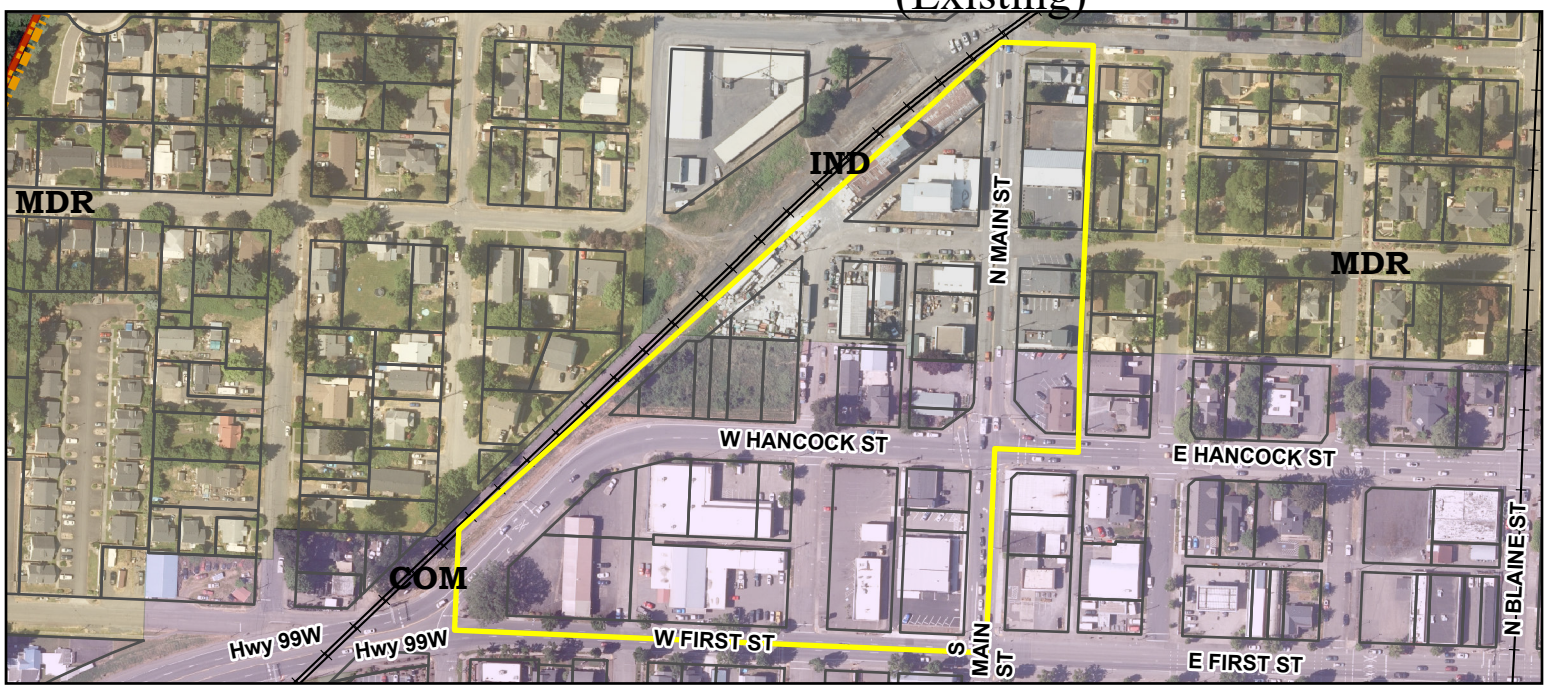
- Yamhill County Taxlots
- M-5 (Proposed)
- Street Segment
- Railroad Tracks

Zoning Districts

- R-1 Low Density Residential
- R-2 Medium Density Residential
- R-3 High Density Residential
- R-P Residential Professional
- C-1 Neighborhood Commercial
- C-2 Community Commercial
- C-3 Central Business
- C-4 Riverfront Commercial
- M-1 Limited Industrial
- M-2 Light Industrial
- M-3 Heavy Industrial
- CF Community Facilities
- I Institutional
- AR Airport Residential
- AI Airport Industrial
- M-E/RD Mixed Employment
- SD/E Springbook District Employment
- SD/H Springbrook District Hospitality
- SD/LDR Springbrook District Low Density Residential
- SD/MRR Springbrook District Mid-Rise Residential
- SD/V Springbrook District Village

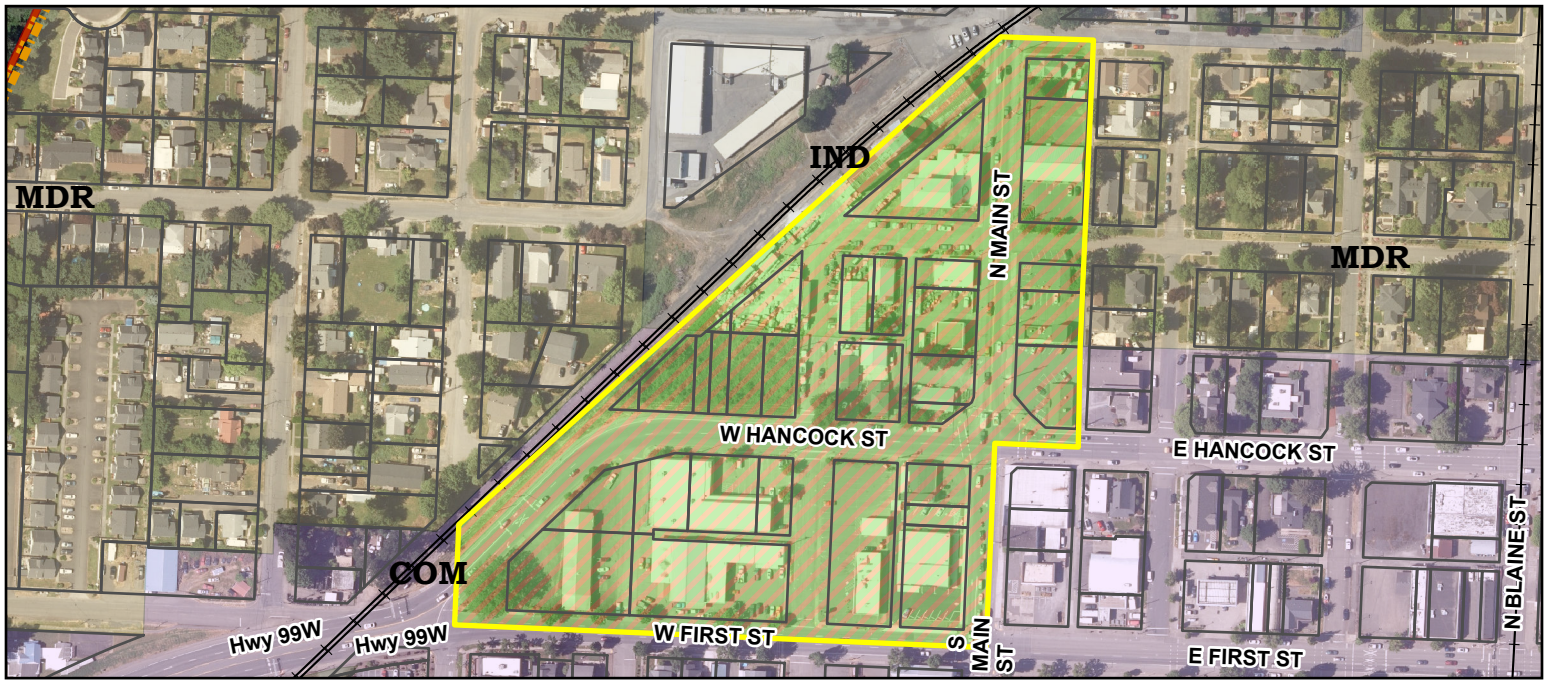
# Exhibit "C" Existing and Proposed Comprehensive Plan Map to Planning Commission Resolution 2024-297

## Downtown Newberg Comprehensive Plan Map (Existing)




N

## Downtown Newberg Comprehensive Plan Map (Proposed)




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- Yamhill County Taxlots
- Street Segment
- Railroad Tracks

Comprehensive Plan

- COM
- COM/RD
- COM/SP
- HDR
- HDR/RD
- HDR/SP
- IND
- IND/RD
- IND/SP
- LDR
- LDR-6.6
- LDR/1A
- LDR/SP
- MDR
- MDR/RD
- MDR/SP
- MIX
- MIX/RD
- MIX/SP
- P
- P/RD
- PQ
- SD/E
- SD/H
- SD/LDR
- SD/MRR
- SD/NC
- SD/V

**Exhibit "D" to Planning Commission Resolution No. 2024-397**
**Proposed Craft Industrial District Findings**
**– File DCA19-0008/CPMA19-0002/MA19-0002**

# APPLICABLE CRITERIA

## A. Statewide Planning Goals (the "Goals")

**GOAL 1: CITIZEN INVOLVEMENT**
To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

**Finding:** There have been letters sent and visits to business owners and workshops with owners as well as workshops with the Planning Commission. There also will be public hearings with both the Planning Commission and City Council where citizens will have a chance to submit comments as seen in the table below. Previous opportunities for citizen involvement were done with the Newberg Downtown Improvement Plan in 2016.

| **Citizen Involvement** | **Date** |
|---|---|
| Mailer sent to Property Owners for Planning Commission Workshop | June 15, 2020 |
| Planning Commission Workshop | July 9, 2020 |
| Mailed Notice for Workshop | March 9, 2021 |
| Business Owner Workshop | March 17, 2021 |
| Business Owner Workshop | March 19, 2021 |
| Planning Commission Workshop | October 10, 2024 |
| Post Acknowledgement Plan Amendment (PAPA) Notification to Department of Land Conservation and Development | September 27, 2024 |
| Measure 56 Notice Mailed | October 25, 2024 |
| Notice of Planning Commission Hearing Published in Newberg Graphic | October 31, 2024 |
| Planning Commission Hearing | November 14, 2024 |
| City Council Work Session | November 18, 2024 |
| City Council Hearing | December 2, 2024 |

The Goal is met.

**GOAL 2: LAND USE PLANNING**

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

**Finding:** This Goal requires that land use decisions 1) have an adequate factual base, 2) that alternatives have been considered, and 3) that implementation measures are consistent with and adequate to carry out comprehensive plan policies and designations.

The proposed M-5 Craft Industrial District is a culmination of a recommendation from Newberg's Downtown Improvement Plan (NDIP) seen in Attachment 1. The alternatives considered are to leave the area as is or to adopt a new M-5 craft industrial district. The implementation measures are consistent with the Comprehensive Plan as addressed in the findings for the Comprehensive Plan.

The comprehensive planning designation is proposed to change from a mix of commercial and industrial designations to a mixed-use designation. The new mixed-use designation is consistent with the comprehensive plan as seen in the findings for the Comprehensive Plan. The craft industrial district has combined commercial and industrial uses that can also have a residential component making it a good designation for mixed use.

The Goal is met.

**GOAL 3: AGRICULTURAL LANDS**

To preserve and maintain agricultural lands.

**Finding:** Not applicable because the proposal does not propose any land use regulation changes to agricultural lands. The proposal is for lands inside the Newberg Urban Growth Boundary.

**GOAL 4: FOREST LANDS**

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

**Finding:** Not applicable because the proposal does not propose any land use regulation changes to forest resource lands. The proposal is for lands inside the Newberg Urban Growth Boundary.

## GOAL 5: NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

To protect natural resources and conserve scenic and historic areas and open spaces.

**Finding:** The proposed amendment will not negatively impact inventoried Goal 5 resources because the amendments do not change protections that already exist in the Newberg Municipal Code, Specific Plans and Master Plans to protect these resources. Newberg has an acknowledged Stream Corridor designation, inventoried historic resources, and identified open spaces in compliance with Goal 5.

For designated historic resources, all locally designated historic resources that require review per Chapter 15.344 Historic Landmarks (H) Subdistrict for exterior modifications and construction on historic sites.

This Goal is met.

## GOAL 6: AIR, WATER AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

**Finding:** Newberg has an acknowledged Comprehensive Plan that complies with this goal. Protections are already in place for air, water, and land resource quality. This proposal does not modify the existing goals and policies as the area is already zoned for a mixture of commercial and industrial uses. The proposed zone is a hybrid zone allowing a mixture of downtown commercial and small-site industrial uses.
This Goal is met.

## GOAL 7: AREAS SUBJECT TO NATURAL HAZARDS

To protect people and property from natural hazards.

**Finding:** Newberg has an acknowledged Comprehensive Plan that complies with this goal. This proposal does not modify the City's natural hazards requirements such as flood plain or landslide areas. This proposal does not modify the existing goals and policies and none of the proposed district is in a known hazard zone.
This Goal is met.

## GOAL 8: RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

**Finding:** Newberg has an acknowledged Comprehensive Plan that complies with this goal. This proposal does not modify the City's recreational goals and policies.
This Goal is met.

**GOAL 9: ECONOMIC DEVELOPMENT**

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

**Finding:** The proposed M-5 Craft Industrial District provides additional opportunities for more businesses to provide economic activities to increase overall welfare to the City and its residents. It can help to promote tourism in the downtown area and the development trend would be continued downtown as an industrial commercial area that could supply additional jobs as seen the City's Economy Comprehensive Plan Goals and Policies.

This area included is an opportunity for redevelopment of industrial and commercial uses in the area to provide future prosperity for owners as it mostly increases the amount of allowed uses on the property for commercial and industrial purposes. It will help to revitalize the west end of the downtown area and could create additional opportunities for tourism.
The Goal is met.

**GOAL 10: HOUSING**

To provide for the housing needs of citizens of the state.

**Finding**: The proposed amendments for housing in the Craft Industrial District (M-5) would have the Central Business District (C-3) adding a live/work option and caretaker dwelling while removing single family dwellings, townhomes and duplexes.

The light industrial (M-2) zoning district that would be changing currently only allows dwellings through a mixed-use dwelling or caretaker dwelling. The new M-5 district will add multi-family and live/work units while eliminating no existing residential uses.

The district is intended to have industrial uses that enhance tourism downtown and is not meant to be used for housing that is not combined with a commercial or an industrial use but has a few other options nonetheless as seen in the comparison table below.

Finally, although it is not assumed future housing needs would be met through new dwellings on lands zoned C-3 or M-2 that would be changing to the M-5 Craft Industrial District, the Downtown Improvement Plan estimated 70-140 dwelling units will redevelop in downtown commercial areas of which the Craft Industrial District would be a part of. The Comprehensive Plan does encourage a mixture of compatible uses with residential of which the Craft Industrial District can serve as seen in the housing options available in the district. The overall district is just over 6.02 acres (not including Right-of-Way).

Therefore, the proposal has minimal effect on Newberg's Housing Capacity or Residential Buildable Lands Inventory by allowing housing needs of the citizens of the state to still be met with the new M-5 zoning district.

*P* *Permitted Use. The use is a permitted use within the zone. Note that the use still may require design review, building permits, or other approval in order to operate.*

*C* *Conditional Use. A conditional use permit is required for the use. See Chapter 15.225 NMC.*

*S* *Special Use. The use is subject to specific standards as identified within this code. The applicable section is included in the last column of the table.*

*(#)* *A note indicates specific limits on the use. These notes are listed at the bottom of the table.*

*X* *Prohibited Use. The use is specifically prohibited.*

| Type of Dwelling Unit | C-3 District | M-2 District | New M-5 District | Notes and Special Use Standards |
|---|---|---|---|---|
| Single-family Detached | C(5) | | | Subject to lot or development site area requirements of NMC 15.405.010 |
| Townhouse | C(5) | | | NMC 15.415.050(B); subject to lot or development site area requirements of NMC 15.405.010 |
| Manufactured Home on individual lot | | | | |
| Manufactured Dwelling Park | | | | |
| Mobile Home Park | | | | |
| Manufactured Home Subdivision | | | | |
| Duplex | P(8)/C(5) | | | |
| Triplex | | | | |
| Quadplex | | | | |
| Cottage Cluster | | | | |
| Multi-family | P(8)/C(5) | | P(8) | |
| Accessory Dwelling | C | | | |

| | | | | |
|---|---|---|---|---|
| Mixed Use Dwelling | P(8)/C(5) | C | P(10) | |
| Caretaker Dwelling | | P | P | |
| Dormitory | | | | |
| Live/Work Unit | S | | S | NMC 15.415.070 |

*(5) The dwelling units must front onto Hancock Street. No more than 30 percent of a single street frontage of a block may be occupied by residential uses. Contiguous residential street frontage must be less than 60 lineal feet. Density and parking standards for allowable dwelling units must be met.*

*(8) The units must be located on the same lots as another use permitted or conditionally permitted in the C-3 zone and may not occupy the first floor storefront area (the portion of the building closest to the primary street), except on E/W Second Street where dwelling units are permitted to occupy the first floor of a building. There shall be no density limitation. Private parking areas or garages are not required for dwelling units located within buildings in existence prior to and including June 30, 1999. Parking shall be provided for all new dwelling units within any building constructed after June 30, 1999, in private parking areas or garages on the basis of one parking space for each dwelling unit.*

*(10) Permitted above any permitted use in the C-2 or M-5 zone. There shall be no density limitation. Parking shall be provided in private parking areas or garages on the basis of one parking space for each dwelling unit.*

*(13) Permitted in existing dwelling units only. New dwelling units may not be created for this use unless the dwelling unit would otherwise be allowed.*
The Goal is met.

**GOAL 11: PUBLIC FACILITIES AND SERVICES**

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

**Finding:** Existing public facilities and services are already available and planned for the proposed area. No new roads or infrastructure are planned for this amendment. Local streets that are not currently up to City standards would be upgraded as resources allow through the City's Capital Improvement Program.
The proposal meets the Goal.

**GOAL 12: TRANSPORTATION**

To provide and encourage a safe, convenient and economic transportation system.

**Finding:** The City of Newberg's adopted Transportation System Plan (2016) has been acknowledged by DLCD. The transportation system is planned to accommodate the population growth of the community for a 20-year planning period. There are no proposed modifications to the transportation system with the adoption of the M-5 zoning district. The proposed amendments do not significantly affect any transportation facility or change the functional classification of any street. There are no off-street parking requirements in the new zone other than for residential units or parcels that abut residentially zoned districts either directly or by an alley. The need for off-street parking was not warranted as seen in the City's 2023 Downtown Parking Study (Attachment 2).

The downtown area has sidewalks in most locations. As the rest of zoning district develops, sidewalks will be required to be put in on all public streets. A Transportation Rule Analysis (Attachment 3) was conducted for this project in 2021 pursuant to OAR 660-012-060 and found that the amendment does not result in a significant effect of the transportation system and no further analyses are required.

The parcel at 200 N Main St (currently Papa Murphy's) was not included in the transportation rule analysis. However, there are not any more intense uses than what was previously considered. Adding the parcel will not result in any measurable increases as previous uses allowed such as a medical office or restaurant with higher turnover rates are allowed under the current zoning district and would be allowed in the new zoning district as well.
In conclusion, the amendments comply with Goal 12, and in particular, the provisions of OAR 660-012-0045 and 660-012-0060 Transportation Planning Rule.
The proposal meets the Goal.

**GOAL 13: ENERGY CONSERVATION**

To conserve energy.

**Finding:** The proposed amendment is redevelopment of an already established area of the City. There likely would not be any impacts on energy in the area outside of potential increases in the demand for electrical power.
This Goal is met.

**GOAL 14: URBANIZATION**

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

**Finding:** The proposed amendment does not include an expansion of the Urban Growth Boundary but ensures the efficient use of the land within the existing Urban Growth Boundary for the projected population and employment opportunities within the City and meets the goal.

The proposal will maintain Newberg's identity and enhance the quality living and employment environment by balancing growth and providing varying business activities.

This Goal is met.

**GOAL 15: WILLAMETTE RIVER GREENWAY**

To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

**Finding:** The City of Newberg is located along the Willamette River on it southern border. The Willamette River Greenway is not located in the area affected by the proposed amendment. The proposed amendment does not alter any area or regulations within the boundaries of the Willamette River Greenway.

This Goal is not applicable.

# B. Newberg Comprehensive Plan

## II. GOALS AND POLICIES

### A. CITIZEN INVOLVEMENT

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

**Finding:** The City meets this goal through its Type IV legislative procedures subject to NMC 15.100.060 and 15.100.250 as well as through completion of public outreach, noticing, and public meetings that were conducted. There have been letters sent to business owners and workshops with owners (March of 2021) as well as workshops with the Planning Commission (2020). A webpage was prepared to inform the public of the pending proposal. Finally, notice was published in the Newberg Graphic newspaper and posted in four public places.

The amendments are subject to the Type IV Legislative process, which requires public notification and public hearings before the Planning Commission and the City Council. This process has been established by the City and determined to be consistent with Goal I of the Oregon Statewide Planning Goals. The public hearing notice of the action and decision, and the hearings on this case before the Planning Commission and the City Council are all recognized as opportunities for citizen participation. Please see the table below of dates that outreach was done: There have been letters sent and visits to business owners and workshops with owners as well as workshops with the Planning Commission.

There also will be public hearings with both the Planning Commission and City Council where citizens will have a chance to submit comments as seen in the table below. Previous opportunities for citizen involvement were done with the Newberg Downtown Improvement Plan in 2016.

| **Citizen Involvement** | **Date** |
|---|---|
| Mailer sent to Property Owners for Planning Commission Workshop | June 15, 2020 |
| Planning Commission Workshop | July 9, 2020 |
| Mailed Notice for Workshop | March 9, 2021 |
| Business Owner Workshop | March 17, 2021 |
| Business Owner Workshop | March 19, 2021 |
| Planning Commission Workshop | October 10, 2024 |
| Post Acknowledgement Plan Amendment (PAPA) Notification to Department of Land Conservation and Development | September 27, 2024 |
| Measure 56 Notice Mailed | October 25, 2024 |

| | |
|---|---|
| Notice of Planning Commission Hearing Published in Newberg Graphic | October 31, 2024 |
| Planning Commission Hearing | November 4, 2024 |
| City Council Work Session | November 18, 2024 |
| City Council Hearing | December 2, 2024 |

The Goal is met.

## B. LAND USE PLANNING

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

**Finding:** The City meets this goal by having a comprehensive plan that follows state goals and this proposal stems from the Downtown Improvement Plan which is a subarea plan within the Comprehensive Plan that recognizes the need for small scale industrial land and uses.

The change from commercial and industrial designations in the current comprehensive plan map to a mixed-use zone is compliant with the Comprehensive Plan (Attachment 4) and land use planning as the mixed-use plan classification objective seen in Section III Number 1 of the plan "*is to provide a compatible mixture of commercial, office, employment, light industrial and high density residential uses*". It is in this area that development should not be limited to a single type of use. The light industrial and commercial of the craft industrial area can be done in harmony without conflict as most of the industrial uses will have a commercial component to them that is attractive to visitors and customers. The area is already well served by utilities in the adjoining streets.

## C. AGRICULTURAL LANDS

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

**Finding:** The proposed amendment is in the downtown core which does not have agricultural lands and is already urban in nature.

This goal is not applicable.

## D. WOODED AREAS

GOAL: To retain and protect wooded areas.

**Finding:** The proposed amendment is in the downtown core which does not have wooded areas. This goal is not applicable.

## E. AIR, WATER, AND LAND RESOURCE QUALITY

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

POLICIES

1. Development shall not exceed the carrying capacity of the air, water or land resource base.
2. Water quality in the Willamette River and tributary streams shall be protected.
3. As public sanitary sewer systems become available, all development shall connect to the public system. To encourage economic development, the City may permit subsurface sewerage disposal where the system meets State and County requirements and where unique circumstances exist.
4. The Newberg airshed shall be protected from excessive pollution levels resulting from urbanization.
5. New industry should be located in area which minimize the impacts upon the air, water, and land resources base, as well as upon surrounding land uses.
6. The City will cooperate with State and Federal agencies which regulate environmental quality and shall adhere to the standards established by these agencies in the issuance of any permits or approvals given by the City. This policy is intended to cover discharges and emissions which may impair air, water or land quality or exceed the established standards for noise or other emissions.
7. The threat of excessive noise will be considered when reviewing land use requests. In addition, and new commercial and industrial developments shall conform to DEQ noise pollution standards.
8. The City will continue to support soil conservation measures designed to prevent unnecessary losses through excavation, stripping, erosion, and sedimentation.
9. The City will seek abatement of the aesthetic degradation of the environment resulting from blighted neighborhoods, indiscriminate waste disposal, offensive outdoor storage.
10. The City shall promote community cleanup programs.
11. The City will continue to encourage and support the three R's of recycling (re-use, reduction, and recycling)

**Finding:** Newberg has an acknowledged Comprehensive Plan that complies with this goal. Protections are already in place for air, water, and land resource quality. This proposal does not modify the existing goals and policies. Any permit submittal will be required to meet state requirements regarding emissions and noise as well as local ordinances, as applicable. The amendment is to encourage redevelopment of the area, which over time could potentially reduce excess outside storage in the area and therefore reduce or mitigate impacts on air, water, and land resources.

## F. AREAS SUBJECT TO NATURAL HAZARDS

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

**Finding:** Newberg has an acknowledged Comprehensive Plan that complies with this goal. This proposal does not modify the City's natural hazards requirements such as flood plain or landslide areas. This proposal does not modify the existing goals and policies. The proposed area does not contain any floodplain areas and does not have any known area subject to natural hazards. This goal is met.

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

GOALS:

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

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

3. To protect, conserve, enhance and maintain the Willamette River Greenway.
POLICY: 3. Historic Resources Policies

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

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

**Finding:** The proposed amendment will not negatively impact open space or historic resources because the amendments do not change protections that already exist in the Newberg Municipal Code, Specific Plans, and Master Plans to protect these resources. Newberg has an acknowledged Stream Corridor designation, inventoried historic resources, and identified open spaces in compliance with State Goal 5.

The proposal for an M-5 Craft Industrial District does not change the designated historic resources that already exist in the proposed zone or what it would take to modify them. The proposed location of the M-5 zone does not currently provide recreational resources or open space and is not located in the Willamette River Greenway. In addition to this, the M-5 district opens up the historic properties to more business opportunities than are currently available.

## H. THE ECONOMY

GOAL: To develop a diverse and stable economic base.

1. General Policies
    a. In order to increase the percentage of persons who live in Newberg and work in Newberg, the City shall encourage a diverse and stable economic base. Potential methods may include, but are not limited to, land use controls and capital improvement programs.
    b. The City shall encourage economic expansions consistent with local needs
    c. The City will encourage creation the creation of a diversified employment base, the strengthening of trade centers and the attraction of both capital and labor intensive enterprises.
    d. Newberg will encourage the development of industries which represent the most efficient use of existing resources including land, air, water, energy and labor
    e. Economic expansion shall not exceed the carrying capacity of the air, water or land resource quality of the planning area.
    f. The City shall participate with local and regional groups to coordinate economic planning.
    g. The City shall encourage business and industry to locate within the Newberg City limits.
    h. Yamhill County history, products and activities should be promoted.
    i. The City shall encourage tourist-related activities and services such as motor inns, restaurants, parks and recreation facilities, a visitor center, conference and seminar activities.
    j. A mixed-use river-oriented commercial area should be encourage to be developed near the Willamette River.
    k. The City shall promote Newberg as a tourist destination location.
    l. The City shall promote the expansion of local viticulture and wine productions as a method for increasing tourism.

**Finding:** The proposed amendment for a craft industrial district in the Downtown area is from the Newberg Downtown Improvement Plan which recognizes the needs for multiple uses downtown to help promote tourism. This area already has a “gritty” industrial feel to it and can help employment in the downtown area while providing a place where goods can be made, sampled, touched and purchased. This idea was brainstormed from the various entities including but not limited to the Newberg Downtown Coalition and the Chehalem Valley Chamber of Commerce, Historic Preservation Commission, George Fox University, Business Owners as well as the public at large. The proposed zoning district is intended to allow smaller industrial uses that are more commercial in nature to have their own place in the City and help provide a new area to promote their businesses and items.

It is consistent with the Economy Goal to develop a diverse and stable economic based and is consistent with the following economic policies:

| | | |
|---|---|---|
| General Policy i. | "*The City shall encourage tourist-related activities…*". | Items where things can be touched, sampled and purchased often attract tourists |
| Industrial Policy e. | "*Established industrial areas may be extended and new industrial areas designated by plan amendment where development trends warrant such extension or designation. Full urban services will be extended into the area if appropriate, if the extension of land use and services is consistent with all other goals and policies of the plan."* | This area is already partially zoned industrial, and the development trend is a hybrid of commercial/industrial. There are already urban services available in the area and is consistent with the rest of the plan. |

## I. HOUSING

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

**Finding:** The proposed amendments for housing in the Craft Industrial District (M-5) would have the Central Business District (C-3) adding a live/work option and caretaker dwelling while removing single family dwellings, townhomes and duplexes.

The light industrial (M-2) zoning district that would be changing currently only allows dwellings through a mixed-use dwelling or caretaker dwelling. The new M-5 district will add multi-family and live/work units while eliminating no existing residential uses.

The district is intended to have industrial uses that enhance tourism downtown and is not meant to be used for housing that is not combined with a commercial or an industrial use but has a few other options nonetheless as seen in the comparison table below.

Finally, although it is not assumed future housing needs would be met through new dwellings on lands zoned C-3 or M-2 that would be changing to the M-5 Craft Industrial District, the Downtown Improvement Plan estimated 70-140 dwelling units will redevelop in downtown commercial areas of which the Craft Industrial District would be a part of. The Comprehensive Plan does encourage a mixture of compatible uses with residential of which the Craft Industrial

District can serve as seen in the housing options available in the district. The overall district is just over 6.02 acres (not including Right-of-Way).

Therefore, the proposal has minimal effect on Newberg's Housing Capacity or Residential Buildable Lands Inventory by allowing housing needs of the citizens of the state to still be met with the new M-5 zoning district.

*P* *Permitted Use. The use is a permitted use within the zone. Note that the use still may require design review, building permits, or other approval in order to operate.*

*C* *Conditional Use. A conditional use permit is required for the use. See Chapter 15.225 NMC.*

*S* *Special Use. The use is subject to specific standards as identified within this code. The applicable section is included in the last column of the table.*

*(#)* *A note indicates specific limits on the use. These notes are listed at the bottom of the table.*

*X* *Prohibited Use. The use is specifically prohibited.*

| Type of Dwelling Unit | C-3 District | M-2 District | New M-5 District | Notes and Special Use Standards |
|---|---|---|---|---|
| Single-family Detached | C(5) | | | Subject to lot or development site area requirements of NMC 15.405.010 |
| Townhouse | C(5) | | | NMC 15.415.050(B); subject to lot or development site area requirements of NMC 15.405.010 |
| Manufactured Home on individual lot | | | | |
| Manufactured Dwelling Park | | | | |
| Mobile Home Park | | | | |
| Manufactured Home Subdivision | | | | |
| Duplex | P(8)/C(5) | | | |
| Triplex | | | | |
| Quadplex | | | | |
| Cottage Cluster | | | | |

| | | | | |
|---|---|---|---|---|
| Multi-family | P(8)/C(5) | | P(8) | |
| Accessory Dwelling | C | | | |
| Mixed Use Dwelling | P(8)/C(5) | C | P(10) | |
| Caretaker Dwelling | | P | P | |
| Dormitory | | | | |
| Live/Work Unit | S | | S | NMC 15.415.070 |

*(5) The dwelling units must front onto Hancock Street. No more than 30 percent of a single street frontage of a block may be occupied by residential uses. Contiguous residential street frontage must be less than 60 lineal feet. Density and parking standards for allowable dwelling units must be met.*

*(8) The units must be located on the same lots as another use permitted or conditionally permitted in the C-3 zone and may not occupy the first floor storefront area (the portion of the building closest to the primary street), except on E/W Second Street where dwelling units are permitted to occupy the first floor of a building. There shall be no density limitation. Private parking areas or garages are not required for dwelling units located within buildings in existence prior to and including June 30, 1999. Parking shall be provided for all new dwelling units within any building constructed after June 30, 1999, in private parking areas or garages on the basis of one parking space for each dwelling unit.*

*(10) Permitted above any permitted use in the C-2 or M-5 zone. There shall be no density limitation. Parking shall be provided in private parking areas or garages on the basis of one parking space for each dwelling unit.*

*(13) Permitted in existing dwelling units only. New dwelling units may not be created for this use unless the dwelling unit would otherwise be allowed.*
The Goal is met.

## J. URBAN DESIGN

GOAL 1: To maintain and improve the natural beauty and visual character of the City.
GOAL 2: To develop and maintain the physical context needed to support the livability and unique character of Newberg.
DOWNTOWN POLICY 5C: The City should encourage a variety of commercial and service activities to locate in the central business district, including mixed-use commercial/residential buildings and mixed use commercial/craft industrial to create a vital downtown core with a strong retail sector.

**Finding:** The proposed amendment would require street trees for new development as well as any off-street parking areas. This area suggests a unique character of Newberg with it's more

"gritty" feeling where it gets its identity with some older buildings and industrial feel to the area. The allowance of craft industrial uses is intended to create a vital downtown core that is active later into the evening and more days through the week. This craft industrial district lines up with downtown policy 5C in the comprehensive plan to help create a vital downtown core.

## K. TRANSPORTATION

GOAL 1: Establish cooperative agreements to address transportation based planning, development, operation and maintenance.
GOAL 2: Establish consistent policies which require concurrent consideration of transportation/land use system impacts.
GOAL 3: Promote reliance on multiple modes of transportation and reduce reliance on the automobile.
GOAL 4: Minimize the impact of regional traffic on the local transportation system.
GOAL 5: Maximize pedestrian, bicycle and other non-motorized travel throughout the City.
GOAL 6: Provide effective levels of non-auto oriented support facilities (e.g. bus shelters, bicycle racks, etc.).
GOAL 8: Maintain and enhance the City's image, character and quality of life.
GOAL 9: Create effective circulation and access for the local transportation system.
GOAL 10: Maintain the viability of existing rail, water and air transportation systems.
GOAL 11: Establish fair and equitable distribution of transportation improvement costs.
GOAL 12: Minimize the negative impact of a Highway 99 bypass on the Newberg community.
GOAL 13: Utilize the Yamhill County Transit Authority (YCTA) Transit Development Plan (TDP) as a Guidance Document.
GOAL 14: Coordinate with Yamhill County Transit Area.
GOAL 15: Implement Transit-Supportive Improvements.

**Finding:** The City of Newberg has an adopted Transportation System Plan from 2016 which includes the Addendum Riverfront Master Plan 2021 which have gone through the Post Acknowledgment Amendment process. The transportation system is planned to accommodate the population growth of the community for a 20-year planning period. There are no proposed modifications to the transportation system with the amendment to the comprehensive plan and zoning map to an M-5 zone – Craft Industrial District. A Transportation Rule Analysis was conducted for this project in 2021 pursuant to OAR 660-012-060 and found that the amendment does not result in a significant effect of the transportation system and no further analyses are required. By not requiring off-street parking in most areas of the proposed district, it will maximize the pedestrian travel through the area as their would need to be less reliance on the automobile to get to various sites.

## L. PUBLIC FACILITIES AND SERVICES

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

**Finding:** Existing public facilities and services are already available and planned for the proposed area. No new roads or infrastructure are planned for this amendment. Local streets that are not currently up to City standards would be upgraded as resources allow through the City's Capital Improvement Program.

## M. ENERGY

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

**Finding:** The proposed amendment for rezoning part of the downtown core is an efficient land use pattern allowing for more compact urban development. New projects will be required to meet current energy code which is more efficient.

## N. URBANIZATION

GOALS:
1. To provide for the orderly and efficient transition from rural to urban land uses.
2. To maintain Newberg's identity as a community which is separate from the Portland Metropolitan area.
3. To create a quality living environment through a balanced growth of urban and cultural activities.

**Finding:** The proposed amendment is within City Limits and will not create any new growth or transition from rural to urban land uses.

## C. Newberg City Code 15.302.030(B): Type IV Plan and Zoning Map Amendments – Large Area of the City and Multiple Ownerships

***1. The city may initiate plan map amendments affecting large areas and multiple ownerships under the Type IV procedure. No public notice is required to initiate the amendment. Initiation must be done by resolution of the planning commission or city council. These map changes include those that have widespread and significant impact beyond the immediate area of change.***

**Findings:** The City Council passed Resolution 2019-3591 (Attachment 5) in September 2019 that initiated work of the creation of the M-5 Craft Industrial District.

***2. Amendment Criteria. The city must demonstrate:***

***a. The proposed change is consistent with and promotes the objectives of the Newberg comprehensive plan and this code;***

**Findings:** As part of the Urban Design of the comprehensive plan, the goal is to maintain and improve the natural beauty and visual character of the City. In the downtown policies section of the urban design, it suggests a mixed use commercial/craft industrial to create a vital downtown core with a strong retail sector. The proposed M-5 Craft Industrial District creates this mixed use.

***b. There is a public need for a change of the kind in question;***

**Findings:** The public need was identified during the Newberg Downtown Improvement Plan by citizens who wanted to keep the area in a more "gritty" feeling on the west side of downtown.

***c. The need will be best served by changing the classification of the particular piece of property in question as compared with other available property;***

**Findings:** The need will be best served by rezoning to the M-5 Craft Industrial District and Comprehensive Plan Map to Mixed Use as the area does not fit well into either the existing commercial areas or industrial areas but is rather both that needs a new classification to differentiate from the existing zoning and properties around them.

***d. Compliance with the State Transportation Planning Rule (OAR 660-012-0060) for proposals that significantly affect transportation facilities.***

**Findings:** A Transportation Planning Rule Analysis was completed for this proposed project and found that the rezoning and comprehensive plan map amendment would not significantly affect transportation facilities.

***C. Amendment of Land Use Regulation. A change in requirements, general provisions, exceptions or other provisions of a land use regulation may be initiated by a resolution of the planning commission or the city council. No notice is required to initiate the amendment. Amendments to land use regulation shall be reviewed under the Type IV procedure.***

**Findings:** This amendment was initiated by Resolution 2019-3591 and is being reviewed under the Type IV procedure.

**Conclusion:** Based on the findings above, the comprehensive map amendment to mixed use and creation of a new M-5 Craft Industrial District meets all statewide planning goals, the Newberg Comprehensive Plan and City Code requirements for a Type IV Plan and Zoning Map Amendments.

# Exhibit "E" Boundary Description of District for Planning Commission Resolution 2024-297

## Proposed Boundary for Craft Industrial District

Commencing at the intersection of First Street and Main Street in the City of Newberg, OR, thence west along the centerline of First Street until the apparent intersection with the centerline of S Harrison St, thence north along the centerline of Harrison St until the apparent intersection with the centerline of the Portland and Western railroad right-of-way, thence northeasterly along the centerline of the Portland and Western right-of-way until the intersection with Sherman St, thence east along the centerline of E Sherman St until the apparent intersection of the western right-of-way of a north-south running alley located in Block 3 of Deskins Addition to Newberg, thence south along said alley right-of-way until the apparent intersection with the centerline of E Hancock St, thence west along said centerline to the intersection with the centerline of N Main St, thence south along said centerline until the point of beginning, containing approximately 11.1 acres.

# Planning Commission Meeting

**December 12, 2024**

## CALL MEETING TO ORDER

Meeting called to order at 7:00 p.m.

## ROLL CALL

Commissioners Present:

Jason Dale (Chair)
Abby Seits (Student)
Randy Rickert
Jose Villalpando(via Zoom-late)
Kriss Wright(via Zoom)

Commissioners Absent:

Linda Newton-Curtis (Vice Chair)
Layne Quinn

City Council Representative:

Glenn Cloyd

Staff Present:

Planning Manager: Clay Downing
Assistant Planner: James Dingwall
Associate Planner: Jeremiah Cromie
Community Development Director: Scot Siegle
Administrative Assistant: Fé Bates

## PUBLIC COMMENTS

None

## CONSENT CALENDAR

**Approve** 10/10/2024 & 11/14/2024 Planning Commission Meeting Minutes

| | |
|---|---|
| Action: | Approve the minutes for October 10 & November 14 2024 |
| Motion: | Commissioner Wright |
| Second: | Commissioner Seits |
| Voice Vote: | Unanimous Yes |

DRAFT

## QUASI-JUDICIAL PUBLIC HEARINGS

**CUP24-0006: Conditional Use Permit to use a single-family dwelling as a vacation rental at 3950 N Bruce Drive.**

Assistant Planner Dingwall presented the Staff report to the Planning Commission and answered Commissioners questions about it.

Chair opened the floor Public Testimony:
PROPONENT: Applicant Kristen Collette testified in person and Joel Collette testified via Zoom to the Commissioners in regard to the application and answered questions from Planning Commissioners.

Chair Closed the Public Testimony and asked for final comments from Staff:
Staff recommended approval of **CUP24-0006:** a conditional use permit to use a single-family dwelling as a vacation rental home at **3950 N Bruce Drive**

Chair Opened the floor for Planning Commissioners deliberation:
After discussion the Planning Commission chose to:

Action: Approve *CUP24-0006* as a vacation rental home at 3950 N Bruce Drive
Motion: Commissioner Seits
Second: Commissioner Rickerts
Roll Call Vote: 4 Yes ; 2 Absent ; __ Abstained; 1 Unable to vote due to technical difficulties.

## LEGISLATIVE PUBLIC HEARINGS

**(*CONTINUED)* DCA19-0008/CPMA19-0002/ZMA19-0002: Craft Industrial Comprehensive Plan Map, Zoning & Development Code Amendments (Legislative)**

***Associate Planner*** Cromie presented the staff report to the Planning Commission and answered Commissioners' questions about it.

Chair opened the floor Public Testimony: Received Testimony from Steve Waldroup about concern of the restrictions the new district would have on his existing business located off of N Grant adjacent to the railroad. Commission received Testimony off the audio due to the person making the Testimony was unable to go up to the stand.

Chair Closed the Public Testimony and asked for final comments from Staff:
Staff Recommends approving ***RES2024-397*** which recommends City Council adopt the Craft Industrial Comprehensive Plan Map, Zoning & Development Code Amendments
Commissioners asked Staff for suggestions to the situation that was brought up with the public testimony and what could be done to try to accommodate the existing business.

Chair Opened the floor for Panning Commissioners deliberation:
Commissioners deliberated the best options for the Craft Industrial Comprehensive Plan while taking into account the existing business that may be negatively affected by the change.

DRAFT

Action: Recommend City Council adopting RES2024-397 for a Craft Industrial Comprehensive Plan Map, Zoning & Development Code Amendments (Legislative) with amendments to allow use of warehouse storage and distribution for property's that are rail oriented.
Motion: Commissioner Wright
Second: Commissioner Villalpando
Roll Call Vote: 4 Yes ; 2 Absent ; __ Abstained

**WORK SESSION**

**(*CONTINUED)* DCA24-0002: Code Maintenance Package**

Community Development Director Scot Siegel continued reviewing the proposed Development code maintenance amendments to Newberg Municipal Code (NMC), Title 15 Development Code to the commission and received input on some of the items.

**ITEMS FROM STAFF**

Planning Manager Clay Downing reviewed with the Commission the anticipated schedule of land use projects for the upcoming months.

City Planning Manager Clay Downing updated the commission of the results from the outreach events that took place for the various Vacation Rental Open Houses.

He asked the commission about the Prior Discussion project list and if they could elaborate on some of the items on the list. Current Planning Staff does not have historical knowledge of why the items on the list were put there and what exactly it is referring to. Commissioner Wright and Chair Dale shared some insight on some of the items. City Planning Manager Clay Downing asked if they could think of anything else to please email him.

**ITEMS FROM COMMISSIONERS**

None

**ADJOURNMENT**

Meeting adjourned at _9:25_ p.m.

Attest:

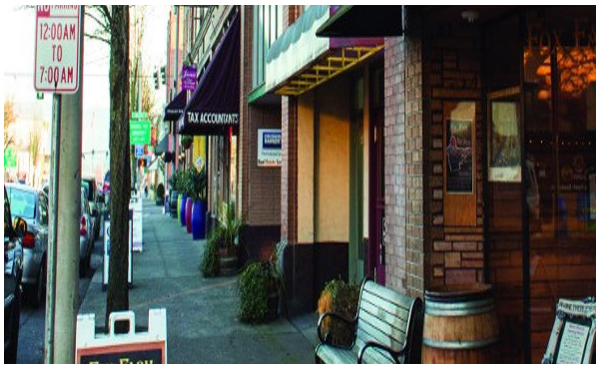
Jason Dale, Planning Commission Chair

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DRAFT

NEWBERG DOWNTOWN IMPROVEMENT PLAN




# NEWBERG DOWNTOWN IMPROVEMENT PLAN

January 2017

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# ACKNOWLEDGMENTS


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*The contents of this document do not necessarily reflect views or policies of the State of Oregon.*

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# EXECUTIVE SUMMARY

## CONTEXT FOR THE PLAN

Newberg's downtown area is the historic and commercial heart of the city. For the purposes of this Downtown Improvement Plan, the downtown is defined as a 92-acre area generally bordered by Harrison Street on the west, Sheridan Street on the north, River Street on the east and Second Street to the south. The Study Area is bisected by two heavily traveled state highways: 99W (east to west) and 219 (north and south). That portion of the downtown planning area along Highway 99W – also known as First Street – predominantly consists of beautiful, early 20th century buildings of architectural significance and character. While the downtown area remains a key component of Newberg's economy, maintaining downtown's vitality has been a struggle in the last few decades.

For many years, that portion of Highway 99W within downtown has been known for its heavy traffic, and congestion on this designated state freight system route has created both livability and economic impacts to downtown Newberg, the larger community and the region. In 2009, the Oregon Legislature approved House Bill 2001 – the Oregon Jobs and Transportation Act – funding Phase 1 of the Newberg Dundee Bypass. When Phase 1 is completed in 2017, the bypass is expected to reduce traffic congestion by approximately 20 percent in Newberg and 40 percent in Dundee. Freight traffic will be reduced even more, between 45 to 70 percent, through both cities. When the remainder of the bypass is funded and constructed, these reductions are anticipated to increase or keep pace with anticipated growth and resultant traffic.

Once the bypass is operational, the community will have a unique opportunity for transforming its historic downtown by capitalizing on the planned congestion relief, and the opportunity for increasing the use of the current Highway 99W right-of-way for people, social interaction and commerce – as opposed to the primary focus of moving traffic and freight. This will result in a safer and more pleasant environment for all users of Newberg's downtown. This is especially important for current business customers, and will make the area more inviting for potential new customers and for Newberg's burgeoning tourism economy. The need to provide sufficient and well-managed parking and multiple transportation options for current and potential new customers will be very important. This new condition and opportunity will allow the community to expand upon the momentum it has fostered over the last decade in its pursuit of a unique, attractive and vibrant downtown.



# PROJECT OBJECTIVES

The primary objectives of Newberg's Downtown Improvement Plan (NDIP or Plan) are threefold. First and foremost, the NDIP is a downtown improvement plan, one that builds upon the good "bones" of the current downtown area and that builds upon the sound foundation of community-based planning for the area. Secondly, the NDIP is intended to serve as the "master conceptual plan" for the downtown neighborhood, as envisioned within Newberg's comprehensive plan. Finally, the overarching objective of the Plan is implementation, ensuring that Newberg will carry out the community's stated vision for downtown as a unique destination – a place to live, work, shop and play.

The NDIP is a vision-driven and outcomes-oriented blueprint for the reinvention of Downtown Newberg into a vital, active, more urban, mixed-use and pedestrian-friendly environment over the next 20 to 30 years. This document depicts and summarizes the rationale for the master conceptual design plan and identifies development types, redevelopment opportunities, and "catalyst projects" having the ability to jumpstart investment and development downtown. Finally, the NDIP provides an incremental implementation strategy – a program for carrying out the plan and achieving the community's vision for Downtown over time.

# A VISION FOR DOWNTOWN NEWBERG

Through a sustained and interactive public process, the community identified a vision and set of desired outcomes for the future of downtown Newberg:

> *Downtown Newberg will be a thriving, active and attractive destination at the gateway to Oregon's wine country. Building upon an authentic main street environment and maximizing redevelopment opportunity, downtown will have a successful, complementary mix of retail, civic, entertainment, cultural, office and residential uses, showcasing its pedestrian-friendly streetscapes, public art, and strong connections to adjacent neighborhoods and activity centers. Downtown Newberg – a unique destination, and a place to live, work, shop and play.*

Downtown Newberg will have the following characteristics, or desired outcomes:

- Downtown will be a vibrant, inviting, and fun destination for those coming from near and far
- Downtown streets will be pedestrian-friendly and safe for all modes of transportation
- Downtown will be the center for public life – a place to shop, work, visit, gather and play
- Downtown will have increased density, a diverse mix of businesses and a broad range of places in which to live
- Downtown will be easy to navigate through attractive, effective signage and physical connections between activity centers and districts
- Downtown will have a variety of easy-to-find parking options
- New development and redevelopment will complement older and historic buildings
- Downtown will be "people-oriented" with attractive, comfortable, and functional amenities or public uses on the sidewalk or in other right-of-way
- Downtown will build upon Newberg's strong community spirit, and incorporate public art reflecting the local character
- Downtown will have the appropriate type and level of infrastructure to support the envisioned future type, mix and intensity of uses

# BIG IDEAS – THE FOUNDATION FOR ACTION

This vision and desired outcomes are intended to guide future action from the "big picture" level. To help focus efforts to achieve the envisioned downtown, a framework of key concepts, or "big ideas" was established. These Big Ideas are intended to focus recommended actions and projects for creating a climate for investment, and for stimulating development to achieve the envisioned future for downtown Newberg. The ten Big Ideas that comprise the framework for the NDIP are:

- Gateways: Heralding arrival at a special destination
- First Street Improvements: Making what's good even better!
- Hancock Street Reinvention: Changing its character over time
- East End/Gateway District: A signature "welcome" to downtown's main point of entry
- West End/Mill District: A place where things are made and experienced
- Second Street Mixed-Use District: A place to live with access to all downtown has to offer
- Civic/Cultural Corridor: Linking cultural, recreational and civic institutions and opportunities
- Core Catalyst Development: Jumpstarting private investment
- North/South Connections: Linking downtown to the greater community
- Celebrate Art! Good art is good business

These Big Ideas, and the actions and projects recommended for carrying them out, are detailed in the NDIP.

# A STRATEGY FOR ACTION

Finally, for the Downtown Improvement Plan to truly be the "chart for change" it is intended to be, it must be accompanied by an action plan for carrying it out in manageable steps. As not every recommendation can be carried out and completed at once, an incremental implementation strategy has been provided, laying out the short-term, medium range, and long-term actions for achieving them. Critical to the success of the NDIP is ensuring that this incremental implementation strategy is regularly monitored, and that it is updated to reflect progress, changing circumstances and opportunities. In addition, it is important that progress in carrying out the strategy in support of the vision for downtown is regularly reported to City Council and the public.

This regular monitoring, reporting and updating helps to keep the NDIP flexible and current, keeps all City departments and project partners focused on carrying out this important public policy objective, and keeps the implementation of the NDIP on the "front burner", and in the public eye.




*Newberg Downtown Improvement Plan public workshop*

# INTRODUCTION

## INTRODUCTION AND HOW TO USE THIS PLAN

Cities are seldom provided the chance to re-imagine the future for the heart and soul of their community – their downtown. Events and conditions have recently aligned within and around Newberg in a manner that provides a unique opportunity for focusing on an *intentional* future. With the advent of the Newberg Dundee Bypass (currently under construction in phases), the amount of car and truck traffic that has historically plagued the community, and particularly its downtown, will be greatly reduced. This project, in combination with a resurging economy and an active downtown organization, sets the stage for the community to seize the opportunity to re-imagine how downtown can make the most of these favorable circumstances, and establish a vision-driven and outcomes oriented plan of action for improving downtown Newberg.

The Newberg Downtown Improvement Plan (NDIP or Plan) is a vision-driven and outcomes-oriented blueprint for the reinvention of downtown Newberg into a vital, active, more urban, mixed-use and pedestrian-friendly environment over the next 20 to 30 years. This document depicts and summarizes the rationale for the master conceptual design plan and identifies development types, redevelopment opportunities, and "catalyst projects" having the ability to jumpstart investment and development downtown. Finally, the NDIP provides an incremental implementation strategy – a program for carrying out the plan and achieving the community's vision for downtown over time.

This document is divided into four sections: Introduction, Physical and Economic Context, the Downtown Improvement Plan, and Implementation – Taking the Plan Forward. The Physical and Economic Context section summarizes the background conditions upon which the Plan is based. The Downtown Improvement Plan section provides the vision, desired outcomes and "big ideas" – the key concepts upon which the Plan is based. The Implementation section describes the projects, tools, actions and best practices the City, its project partners and the community can take for advancing these big ideas, and lays out a programmatic strategy for initiating them. This NDIP document is a summary statement of the community's intended future for downtown. The background information providing the foundation for the community's policy decisions is contained within a series of technical memoranda, and is available for review by contacting the City of Newberg, and through the City's website.

## PROJECT OBJECTIVES

The primary objectives of the NDIP are threefold. First and foremost, the NDIP is a downtown improvement plan, one that builds upon the good "bones" of the current downtown area and that builds upon the sound foundation of community-based planning for the area. Secondly, the NDIP is intended to serve as the "master conceptual plan" for the downtown neighborhood, as envisioned within Newberg's comprehensive plan. Finally, the overarching objective of the Plan is implementation, ensuring that Newberg will carry out the community's stated vision for downtown as a unique destination – a place to live, work, shop and play.

# VISIONING AND DESIGN PROCESS OVERVIEW

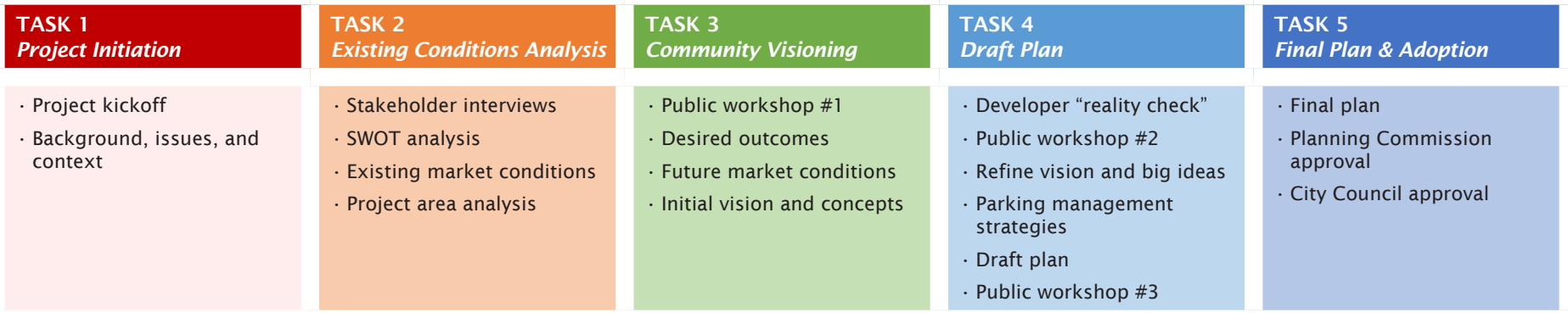
The process used in developing the NDIP was comprised of five major tasks, with the majority of the work centering upon three of them: Existing Conditions, Community Visioning, and Draft Plan. The major elements of each task are shown in Figure 1 below. As one of the initial steps in the process, a Project Management Team (PMT) and a Newberg Downtown Improvement Plan Advisory Committee (NDIPAC or Advisory Committee) were formed. The PMT consisted of the project leaders and project managers from the City of Newberg, the Newberg Downtown Coalition, the consultant team, and the grant manager from Oregon's Transportation and Growth Management Program who funded the project in participation with the City. The PMT met at strategic points in the process to make critical decisions in project direction.

The NDIPAC was comprised of local elected and appointed officials, state agency representatives, and other leaders and stakeholders representing business, residential, institutional and general community interests. The role of the Advisory Committee was to represent the public viewpoint in discussions, review and comment on project reports and presentation materials, provide technical and regulatory advice according to their area of expertise, share information regarding the project to others in the community, and obtain input on issues and suggested solutions. The Advisory Committee met during each of the project's major tasks.

The NDIP is the result of interactive community planning and includes a vision and set of desired outcomes; a land use and urban design framework; improvements to land use, circulation, streetscape, infrastructure and parking management; and a programmatic strategy for carrying out projects and actions for implementing the vision over time. The vision, desired outcomes, "big ideas" for effecting change and the program of action for achieving them were developed iteratively through discussions with stakeholders, the Advisory Committee, and the community at large through three interactive workshops. In addition, information was provided and input solicited through the City's website and other efforts conducted by the City and the Newberg Downtown Coalition.



*Figure 1: Visioning and Design Process*



# PHYSICAL AND ECONOMIC CONTEXT

## LAND USE

The project area for the NDIP encompasses 92 acres of land. The area includes Newberg's historic downtown and surrounding blocks, roughly measured between Sheridan Street to the north, Second Street to the south, and the east and west ends of the one-way street couplet that is formed by Hancock Street and First Street. These two streets are also known by their Oregon Department of Transportation numbered names, Oregon 99W and Oregon 219, respectively.

The primary land use designation in the project area is commercial. Additional uses include industrial, high density residential, medium density residential, mixed-use, parks and public/quasi-public (public non-park facilities). Comprehensive Plan designations and zoning support most existing land uses, though several lots within the study area have non-conforming uses.



*Photo credit: www.sf.curbed.com*

The City of Newberg's Comprehensive Plan was adopted by the City Council in 1979 and has been amended numerous times. There are many land use policies in the Comprehensive Plan that apply in general to the NDIP. In addition to the Comprehensive Plan, several land use plans and other documents provide guidance regarding downtown Newberg. These include:

- Declared Future for Downtown Newberg in 2020, Beyond the Vision: The Chehalem Valley in 2020
- Ad Hoc Committee on Newberg's Future; Downtown Transformation Project
- City of Newberg Economic Opportunities Analysis
- City of Newberg Historic Resource Inventory
- Newberg Street Seats Program
- City of Newberg, Downtown Bike Rack Cost Share Program
- The (1986) Downtown Development Plan
- City of Newberg Transportation System Plan

The City has also recently adopted an Economic Development Strategy and a Strategic Tourism Plan. Each of these two plans were developed concurrently with the NDIP and provide parallel and compatible strategies and actions for the City and community stakeholders to take in order to support the revitalization of the downtown area.

# URBAN FORM

Urban design is defined as the process of designing and shaping cities, towns and villages. In contrast to architecture, which focuses on the design of individual buildings, urban design deals with the larger scale of groups of buildings, streets and public spaces, whole neighborhoods and districts, and entire cities, with the goal of making urban areas functional, attractive, and sustainable. Urban design makes connections between people and places, movement and urban form, nature and the built fabric. Urban design draws together the many strands of place-making, environmental stewardship, social equity and economic viability into the creation of places with distinct beauty and identity.

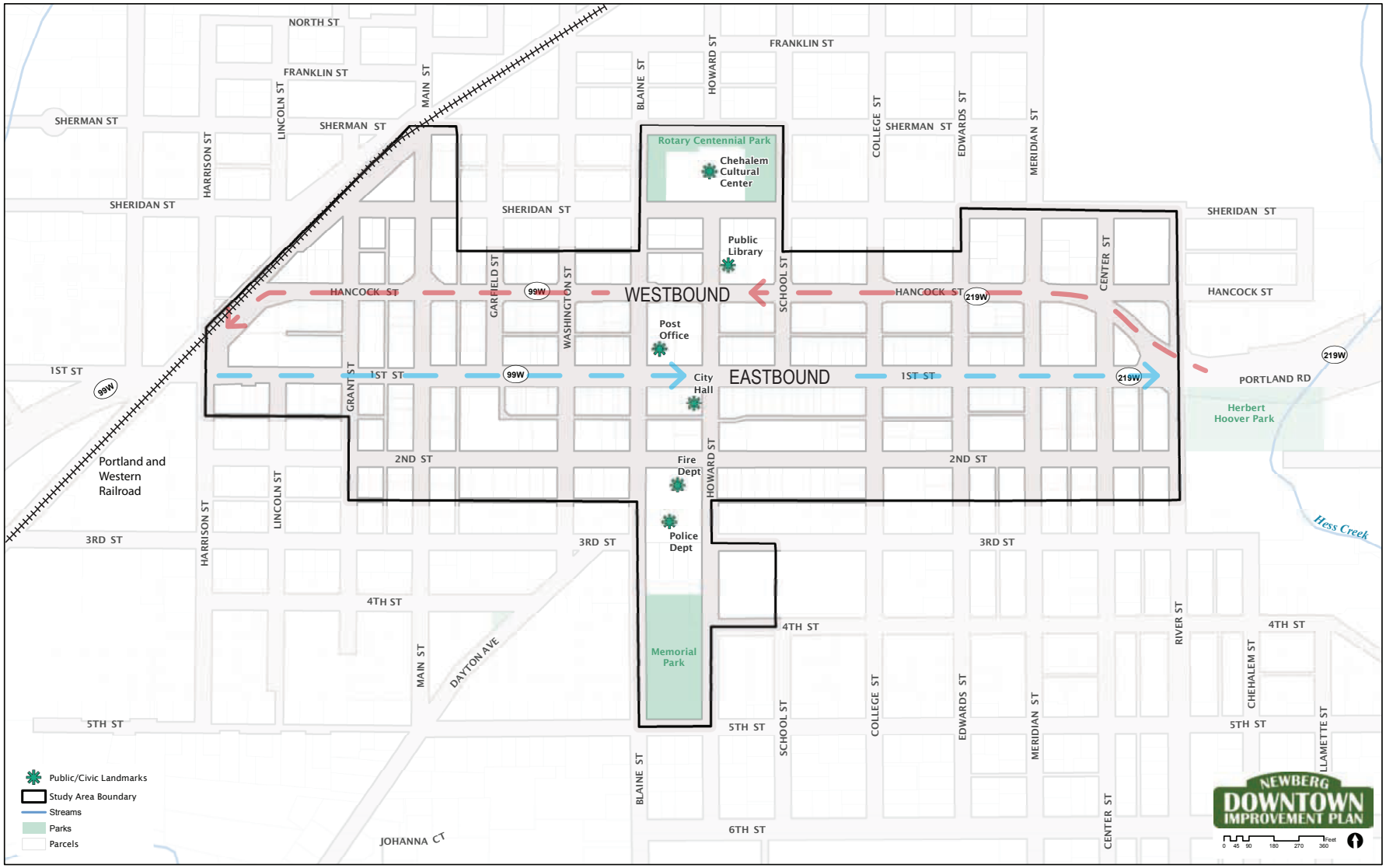
Newberg's downtown area builds on a rich history of architecture and historic properties that date from the 1880s to present, and represent the "Commercial Style" and "Commercial with Decorative Masonry Style," which is considered a building type, more than a particular style of architecture from the late 1800s to early twentieth century. These structures included the use of brick or stucco exterior walls, modest decorative details, and flat roofs with parapet walls. Through time, many of these historic buildings have been lost, but those that remain have been repurposed and house a variety of business types while preserving their original aesthetic quality and facade informing the present streetscape.

Another major impact affecting the present streetscape of downtown Newberg is Oregon 99W, also known as Herbert Hoover Highway, which is designated as a Statewide Highway and is on the National Highway System. Completed in 1917, it transects through downtown Newberg as a one-way couplet; westbound traffic travels along Hancock Street and eastbound traffic flows on First Street. Oregon 99W directly affects the current streetscape and aesthetic quality of the downtown area, due to its high traffic volumes and serves as a major freight corridor leading to larger major metropolitan areas. Figure 2 on the following page illustrates the geographic location of Oregon 99W within the project boundary area.




*Photo credit: City of Newberg*

*Figure 2: Downtown Newberg Oregon 99W Couplet System*



# TRANSPORTATION AND PARKING

Newberg's transportation system is undergoing significant change at this time. The City is currently in the process of updating its transportation system plan (TSP), and the completion of the first phase of the Newberg Dundee Bypass will be completed in the late 2017. The long-anticipated Newberg Dundee Bypass will provide an alternate route for regional traffic that currently passes through downtown Newberg on Oregon 99W. Figure 3 reflects the primary roadway network serving downtown Newberg, as well as the first phase of the Newberg Dundee Bypass.

The current transportation conditions through downtown Newberg vary by mode. As a state highway, Oregon 99W currently serves regional movement with three travel lanes in each direction along the First-Hancock couplet. Traffic signals along the corridor are timed to facilitate the movement of vehicular and freight traffic along the corridor and the four key intersections analyzed in the TSP update currently meet ODOT mobility targets. Due to the traffic volume and street width within the corridor, crossing the street at unsignalized intersections can be difficult for both motor vehicles and pedestrians/ bikes that wait for gaps in traffic in order to travel north-south.

The downtown area is well connected with sidewalks for pedestrian travel. Bicycle lanes are provided along the couplet and some connecting roadways. Transit service is provided along the couplet by Yamhill County Transit Area, but local and regional routes have limited service frequency with headways of one hour or longer. Additionally, transit stop information and other amenities are limited.

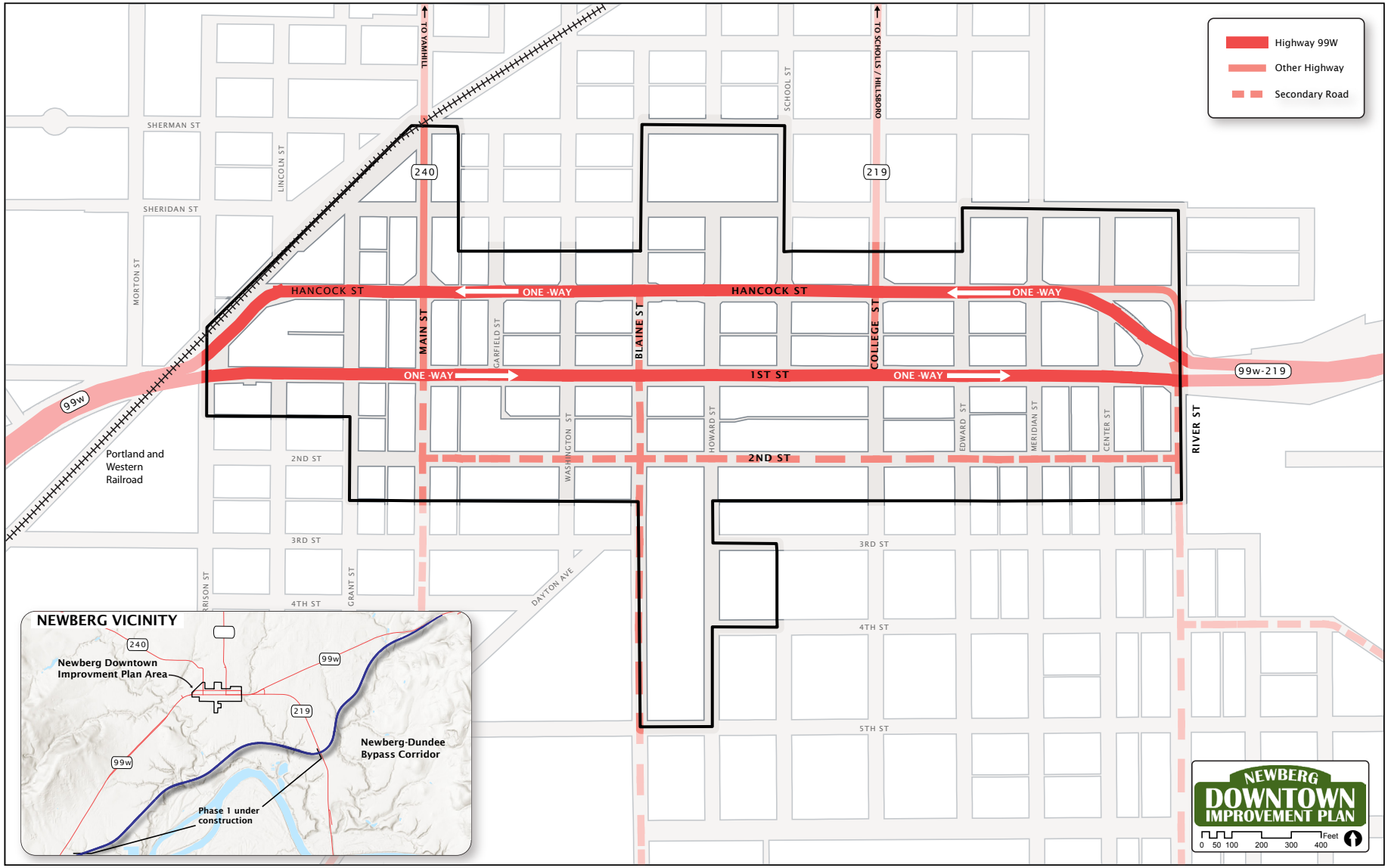
Downtown Newberg has a robust parking supply. There are a total of 2,090 parking stalls in the downtown study area, nearly evenly split between on-street, (944 stalls, or 45 percent of all spaces) and off-street (1,146 stalls, or 55 percent of all spaces). The majority of the on-street stalls (68 percent) are unregulated with no time restriction. The remainder of the on-street stalls have a mix of time limits and regulations. There is currently no parking enforcement in the area.

In studying parking utilization it was found that on-street parking was only 47.6 percent occupied during peak hours and that on-street parking is readily available throughout the day. Off-street parking faced similar levels of vacancy. During peak hours, off-street parking was 47.3 percent occupied and is therefore underutilized.



*Photo credit: thebellacasagroup.com*

*Figure 3: Newberg's Downtown Transportation System*



# INFRASTRUCTURE

Newberg's public infrastructure (water distribution, storm sewer, and sanitary sewer systems) is generally adequately proportioned and in good condition to meet current and most future growth scenarios.

The water distribution system serving the Newberg downtown area is well established. There are no specific projects within the study area identified in the City of Newberg Water Distribution System Plan, though the Plan recommends replacing aging pipelines as part of the annual City budgeting process. One location identified by the City as having insufficient pressure for future development is along the south side of First Street between Howard Street and College Street. It is assumed that water and sewer systems in the NDIP planning area will be upgraded and improved as needed to support future growth in conjunction with new development or with design and construction of transportation improvement projects.

The downtown stormwater system is concentrated on Hancock Street, First Street, and Howard Street. The City of Newberg Stormwater Master Plan identified a number of observed drainage problem areas, as reported by City staff. The Stormwater Master Plan identified one project within the study area. This project, located from Hancock near Howard Street, diagonally to Blaine Street, and only partially within the study area, recommends decommissioning a storm sewer line that runs on private property and upsizes surrounding lines to accommodate future anticipated flows.

Oriented on a grid system in the Newberg downtown area, the sanitary sewer system is well established to serve the area. The 21-inch-diameter Wynooski Trunkline cuts through the east end of the study area. The City of Newberg Sewerage Master Plan recommends upsizing a portion of this trunkline in the study area from 21 inches to 24 inches to increase its capacity for 2040 flows.




*Photo credit: City of Newberg*

# ECONOMIC CONDITIONS AND TRENDS

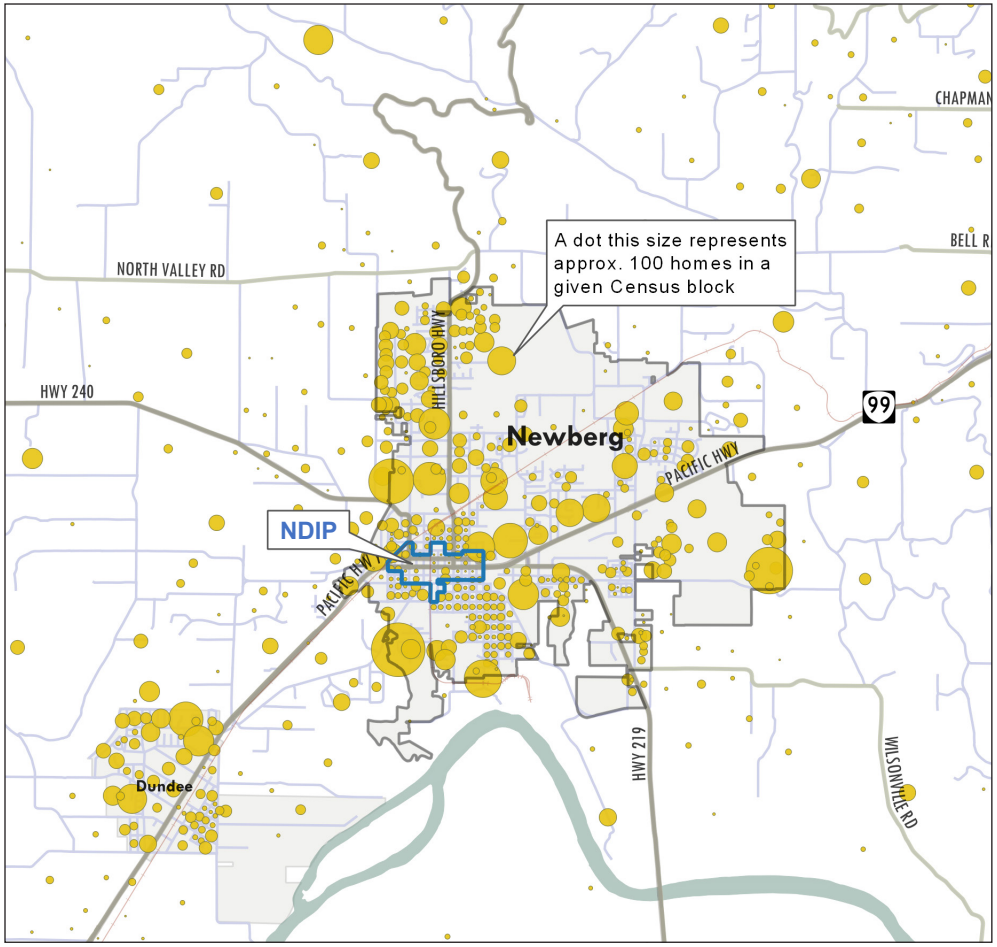
Newberg is a steadily growing community that is poised and ready for economic transformation. The city has many positive attributes that make it a desirable place to live and work including its proximity to the Portland Metropolitan region and Oregon's wine country, a strong and diverse economy, a four-year private university, a community college campus, a diverse housing stock, and an active and engaged community. Figure 4 shows the concentration of residential housing in Newberg and its relative proximity to downtown.

Newberg is a growing community with a population of almost 23,000 as of 2015. Between 2000 and 2010 Newberg grew by over 20 percent, a substantial change when compared to the State of Oregon's growth of 12 percent over the same period. The population is relatively young with an average age of 34 years. Newberg is a college town, with over 4,000 undergraduate and graduate students attending the private George Fox University, along with scores of students at Newberg's Portland Community College (PCC) campus. Newberg is expected to continue to grow its population primarily through migration through the short and long terms.

The local economy is strong, diversified, and expanding. The community has a number of stable and economically significant employers, and local market indicators, including the unemployment rate and jobs created, have been improving in recent years. Newberg is also well positioned in Oregon's wine country, leading to a rapidly expanding tourism economy.

The City of Newberg recently adopted an Economic Development Strategy and a Strategic Tourism Plan. Each of these living documents outlines concrete actions for the City and public and private sector partners to take in order to promote the city's growing economy and revitalization of the downtown area.

*Figure 4: Residential Housing Concentration in Newberg 2015*




*Source: ESRI Business Analyst, Leland Consulting Group*

*Shown by block group.*

# THE DOWNTOWN IMPROVEMENT PLAN

*The types, arrangement, mix and intensity of land uses, transportation facilities, streetscape and other amenities, parking facilities and programs, and other public and private sector projects and activities greatly affect the character of a downtown. Great downtowns do not come about by accident – rather they are created, nurtured and improved by the dreams and intentional actions of many. A substantial number of ideas were generated by the Advisory Committee, the public and the Project Management Team during the initial, visioning phase of Plan development. These have been synthesized into a vision statement and a set of 10 desired outcomes that would further describe an envisioned future for downtown. In addition, 10 draft "big ideas" have been formulated which would then be used to help focus the generation of recommended projects and actions that would create a climate for investment and stimulate development to achieve the envisioned future for downtown Newberg. The vision, desired outcomes and conceptual big ideas are provided below.*

## VISION AND DESIRED OUTCOMES FOR DOWNTOWN NEWBERG

Downtown Newberg will be a thriving, active and attractive destination at the gateway to Oregon's wine country. Building upon an authentic main street environment and maximizing redevelopment opportunity, downtown will have a successful, complementary mix of retail, civic, entertainment, cultural, office and residential uses, showcasing its pedestrian-friendly streetscapes, public art, and strong connections to adjacent neighborhoods and activity centers. Downtown Newberg – a unique destination, and a place to live, work, shop and play.



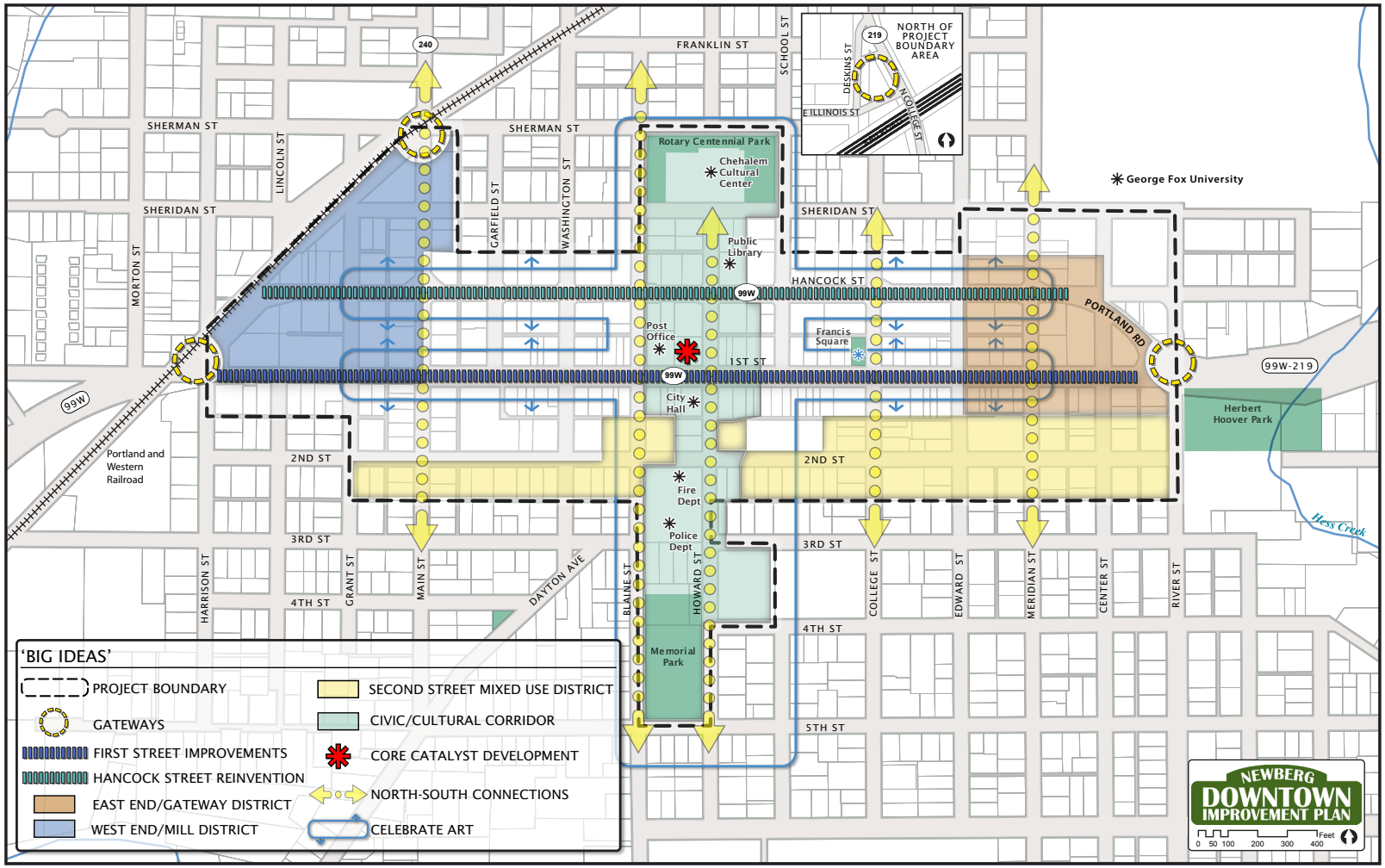
Downtown Newberg will have the following characteristics, or desired outcomes:

1. Downtown will be a vibrant, inviting, and fun destination for those coming from near and far
2. Downtown streets will be pedestrian-friendly and safe for all modes of transportation
3. Downtown will be the center for public life – a place to shop, work, visit, gather and play
4. Downtown will have increased density, a diverse mix of businesses and a broad range of places in which to live
5. Downtown will be easy to navigate through attractive, effective signage and physical connections between activity centers and districts
6. Downtown will have a variety of easy-to-find parking options
7. New development and redevelopment will complement older and historic buildings
8. Downtown will be "people-oriented" with attractive, comfortable, and functional amenities or public uses on the sidewalk or in other right-of-way
9. Downtown will build upon Newberg's strong community spirit and incorporate public art reflecting the local character
10. Downtown will have the appropriate type and level of infrastructure to support the envisioned future type, mix and intensity of uses

# CONCEPTUAL FRAMEWORK: BIG IDEAS

The vision and desired outcomes provide the foundation for developing a framework of key concepts – big ideas that would focus the generation of recommended actions and projects that would create a climate for investment and stimulate development to achieve the envisioned future for downtown Newberg. Accordingly, 10 key concepts, or big ideas, have been identified to comprise the framework for the Downtown Improvement Plan. The Conceptual Framework Plan presented in Figure 5, below, represents a composite of the 10 big ideas. A narrative description and accompanying graphic are provided in the sections that follow.

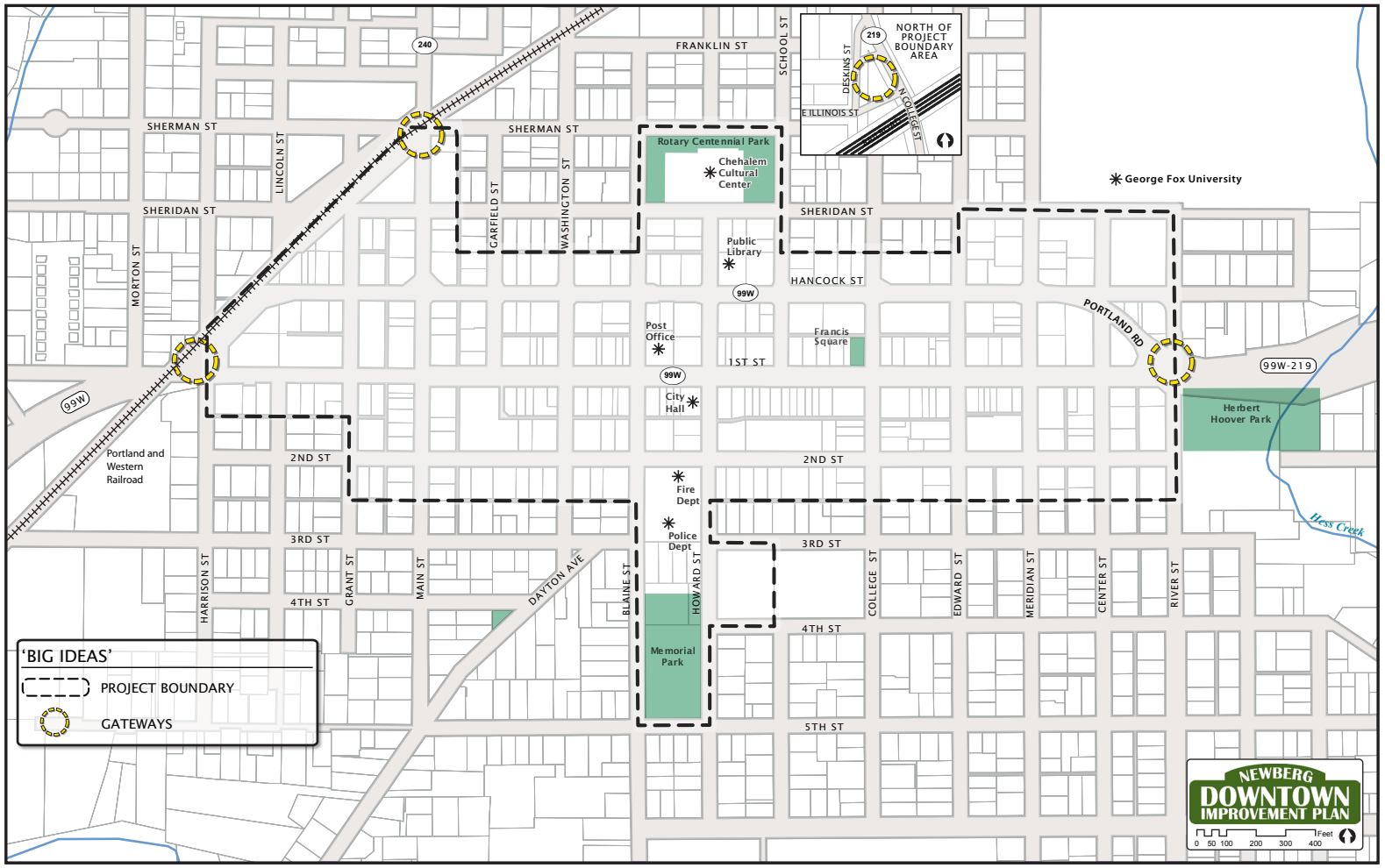
*Figure 5: Big Ideas*



# GATEWAYS | Heralding arrival at a special destination

Gateway features help define neighborhoods and districts through the design of landscape, buildings, or art installations to symbolize or designate an entrance and signal a sense of arrival to a special area or place. Gateways often employ streetscape schemes or physical structures such as landmarks, public art, special signs, a highly visible archway or some other drive-through entry feature to help establish a district's identity – sending a signal to residents and visitors that they are approaching/entering a special place with a unique identity, one in which the community takes pride. There are four key primary gateways to downtown Newberg that can inform the greatest number of visitors from the east, west and north. These key gateways, in conjunction with a clear system of directional wayfinding signage, can make downtown a more legible, identifiable and easily accessible destination.

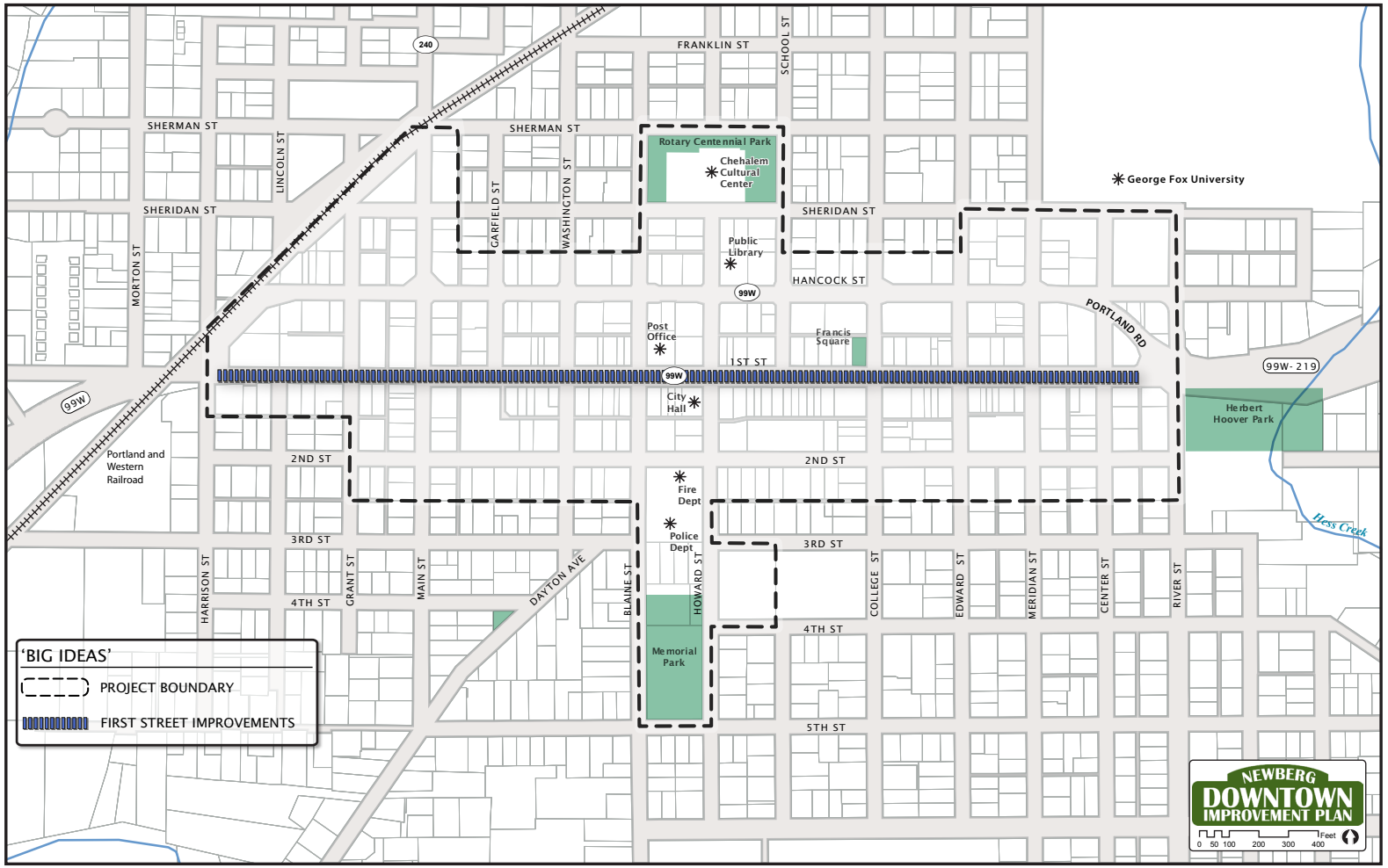
*Figure 6: Gateways*



## FIRST STREET IMPROVEMENTS | Making what's good even better!

First Street is downtown Newberg's "main street" – the principal business street within the downtown area, with a concentration of businesses, restaurants and services within a walkable environment – and the social center of the community. New development and major redevelopment will be more vertical in nature, providing increased opportunities for new businesses and residents, and creating additional vitality downtown. The pedestrian quality of the First Street environment should invite visitors and shoppers to explore, linger, have a conversation, have a meal at a restaurant's outdoor tables, and provide an attractive and safe atmosphere for exploration of businesses and local attractions. Reducing roadway traffic from three lanes to two along most of its length, retaining on-street customer and visitor parking, increasing the width and attractiveness of the sidewalk environment, improving the streetscape and providing safer pedestrian crossings will, in combination, help advance First Street's role as the center for public life within Newberg and downtown.

*Figure 7: First Street Improvements*

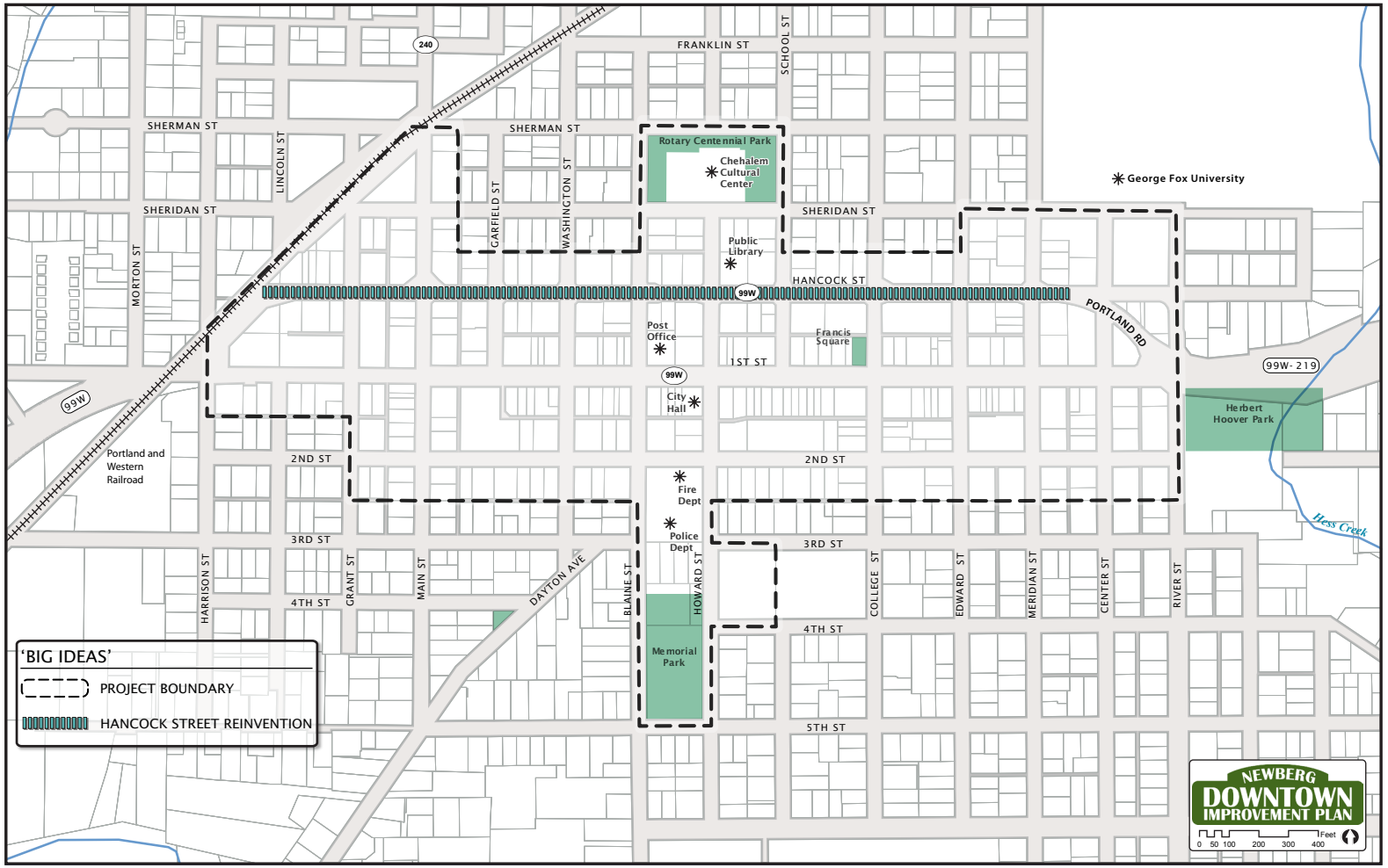


## HANCOCK STREET REINVENTION | Changing its character over time

While Hancock Street is one of downtown's two primary traffic streets – an important connection and through-way for local residents and for the movement of goods and services to and through the community – it has an important role to play in the growth and continued evolution of downtown. Reducing roadway traffic from three lanes to two along most of its length, increasing the width and attractiveness of the sidewalk environment and providing safer pedestrian crossings will make Hancock a more attractive "address" for the mixed-use development that complements the more traditional main street role of First Street.

Over time, infill development and redevelopment will be oriented toward the street and result in a higher-density and mix of uses, creating a more vital location for office, housing and commercial uses, and in Hancock Street becoming a business district destination in its own right.

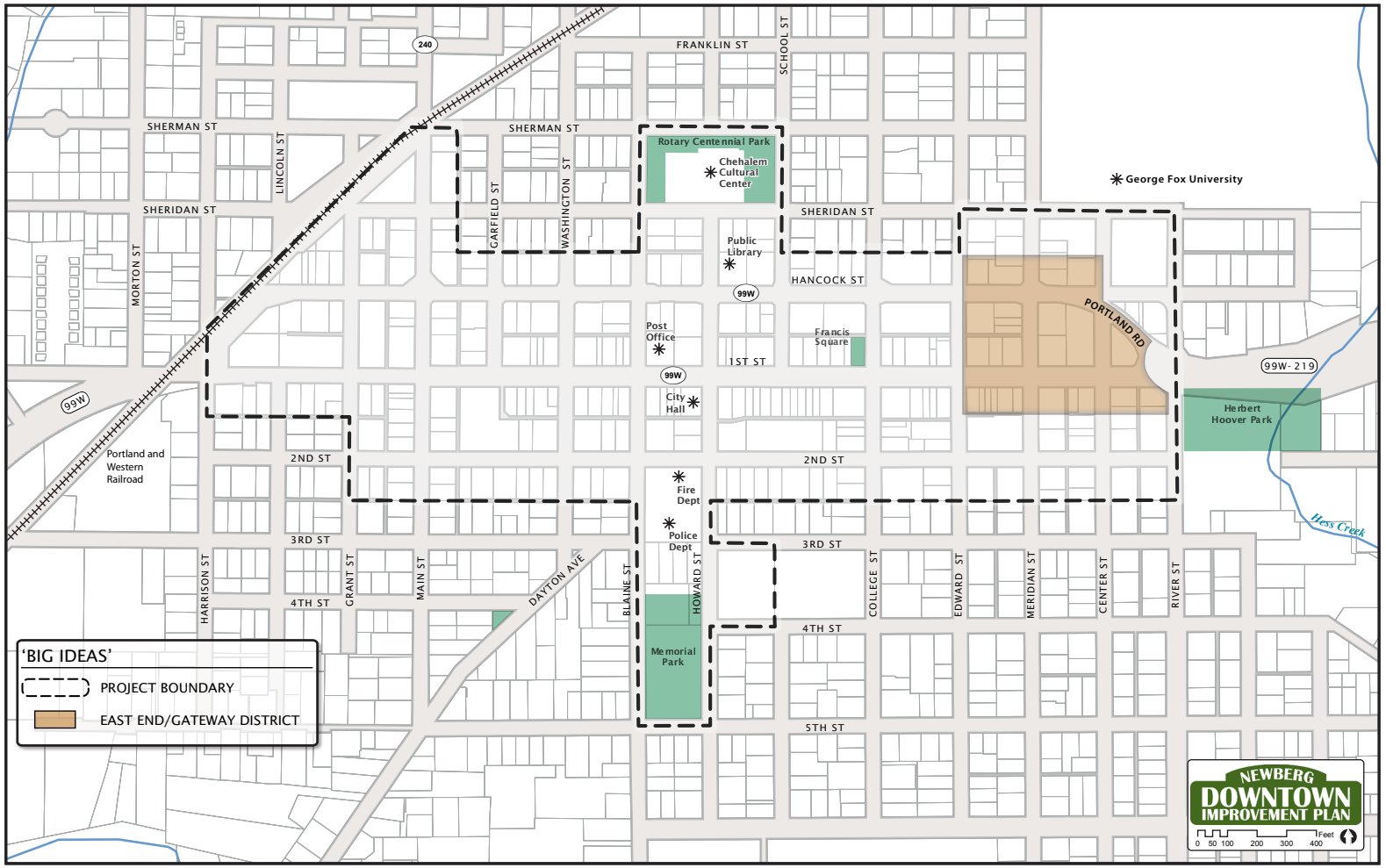
*Figure 8: Hancock Street Reinvention*



## EAST END/GATEWAY DISTRICT | A signature welcome to downtown's main point of entry

For those coming to Newberg from Portland and other locations to the northeast, the East End or "Gateway District" will serve as the point of arrival to a special place – downtown, the "heart" of Newberg, and the first point of entry to Oregon's wine country. Immediate and clear wayfinding signage will be provided directing those arriving from the northeast to where attractions and destinations can be accessed, such as First Street's eclectic mix of retail and business uses, the Chehalem Cultural Center, George Fox University, the West-End Mill District, and parking. This could be the location for a signature development, such as an attractive hotel and small conference facility providing lodging for those doing business in Newberg and for tourists accessing the community's attractions and surrounding wine country.

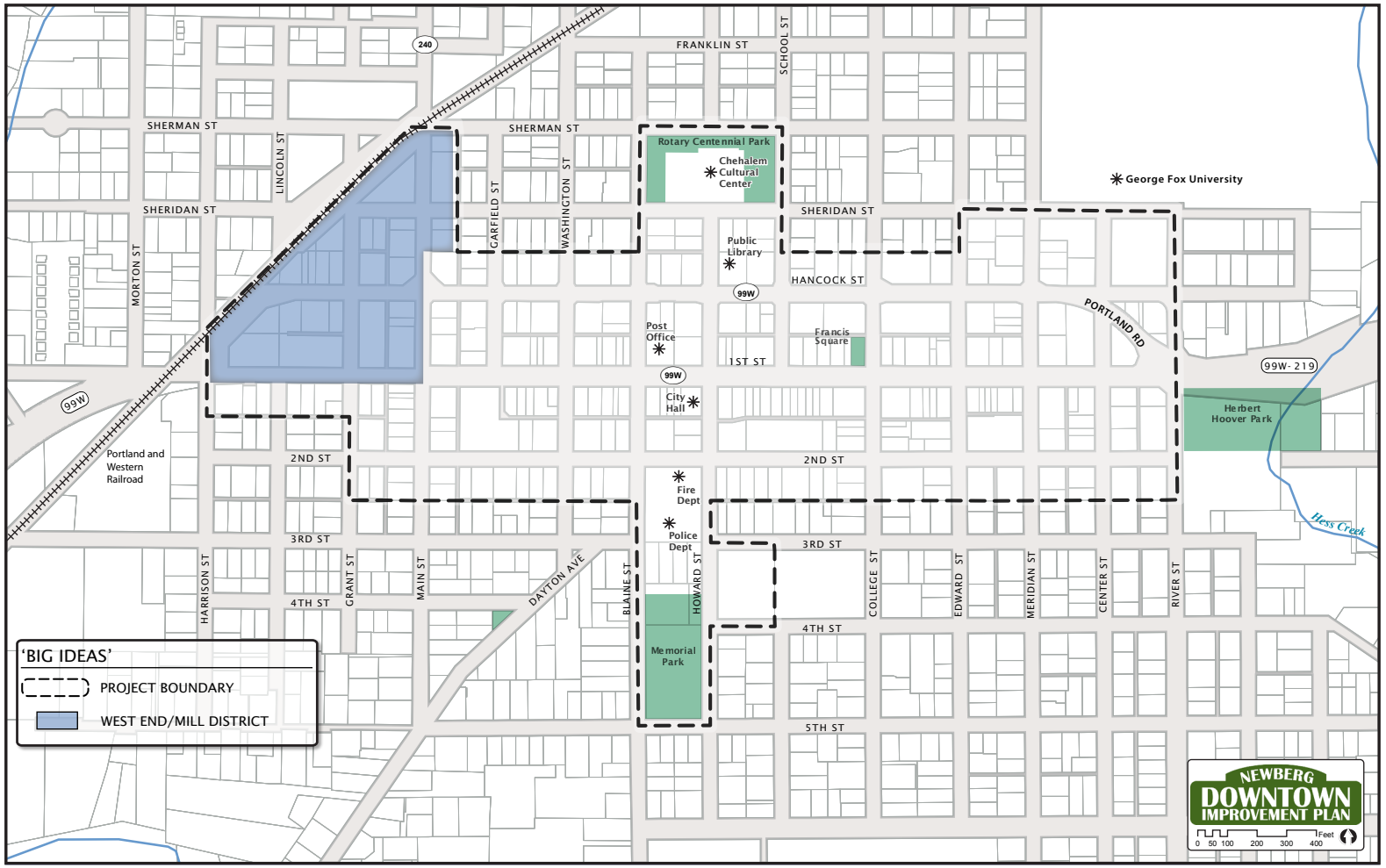
*Figure 9: East End/Gateway District*



## WEST END/MILL DISTRICT | A place where things are made and experienced

Possessing a combination of employment and commercial uses, downtown's West End/Mill District presents an opportunity for building upon the industrial and employment heritage of the area. This area can serve as a location for those uses that may not have a home in the core of downtown, but play a vital role in the downtown environment. Given its history and suitability for a variety of employment and commercial uses, redevelopment within this district would be guided with a lighter touch, retaining some of the area's "gritty" feel and ambiance, which is a key part of its appeal. In addition to employment, the west end and the old mill area in particular can serve as a destination for craft industrial uses – places where goods can be made, sampled or touched (and purchased). Within easy walking distance from the community's Civic/Cultural Corridor (see Figure 12) and First Street's main street character and feel, this jobs-focused concept will also have added tourism value, building upon the appeal of goods produced locally and from materials sourced locally or within the region.

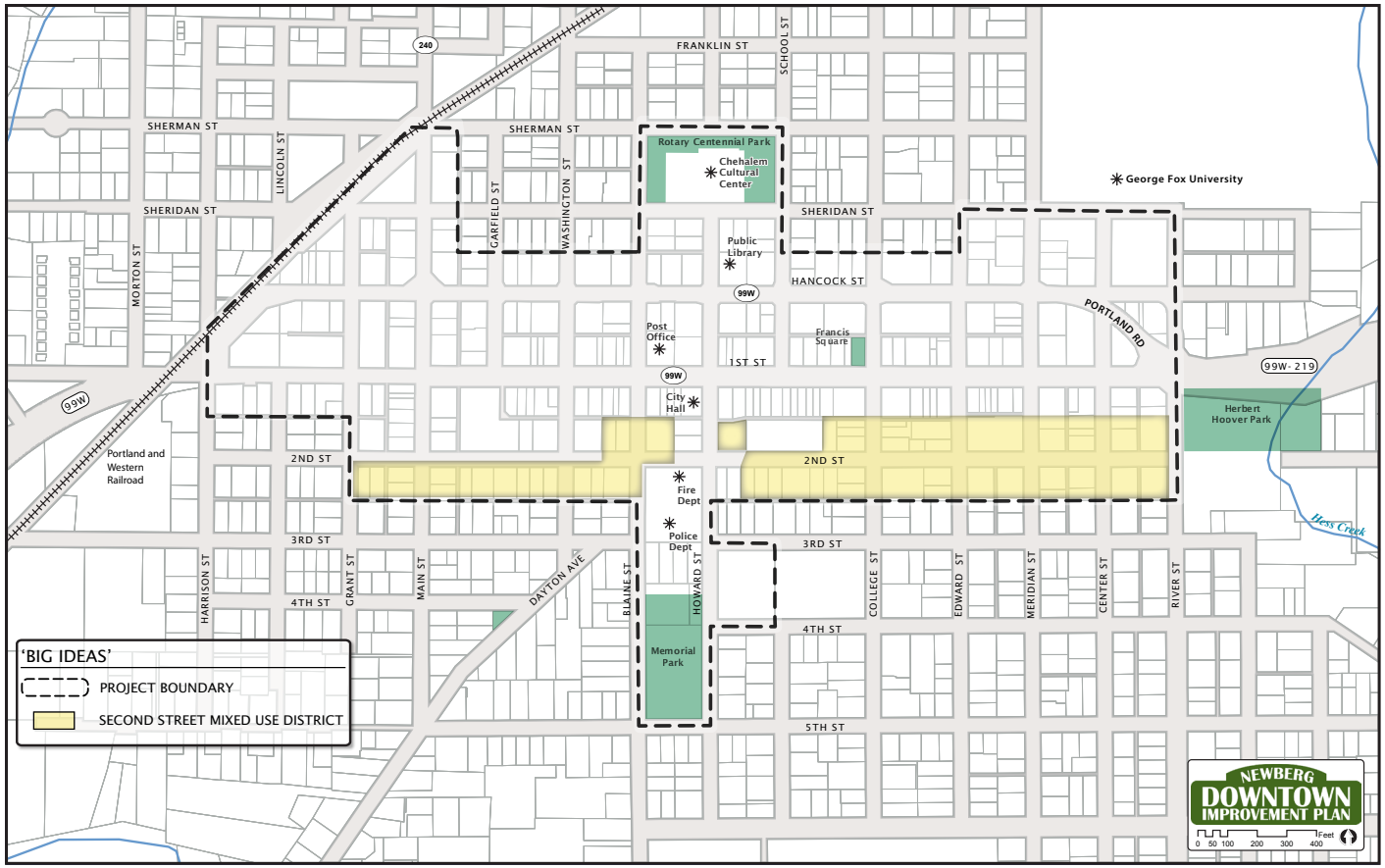
*Figure 10: West End/Mill District*



## SECOND STREET MIXED-USE DISTRICT | A place to live with access to all downtown has to offer

Housing is a key component of successful downtowns – it provides for a large and growing market of consumers wanting to live in close proximity to goods, services, restaurants, and other activities and resources offered in a downtown environment. Demographic trends show a demand for the type of smaller, mixed-use or free-standing urban housing products that would be suitable in downtown Newberg. Downtown residents provide additional buying power to support local merchants. Similarly, downtown residents generate additional vitality and safety – providing "eyes on the street" seven days a week – and housing grows the tax base for the community. While additional housing is encouraged throughout downtown, the area along Second Street offers a unique opportunity for appropriately scaled multi-family apartments, condominiums, townhomes, or rowhomes at a variety of affordability levels, integrated with ground-floor retail or other commercial uses in a mixed-use environment immediately adjacent to the First Street commercial core. This will help fill a demonstrated housing need, provide additional business opportunities, create an active downtown neighborhood, and increase the number of rooftops supporting downtown merchants.

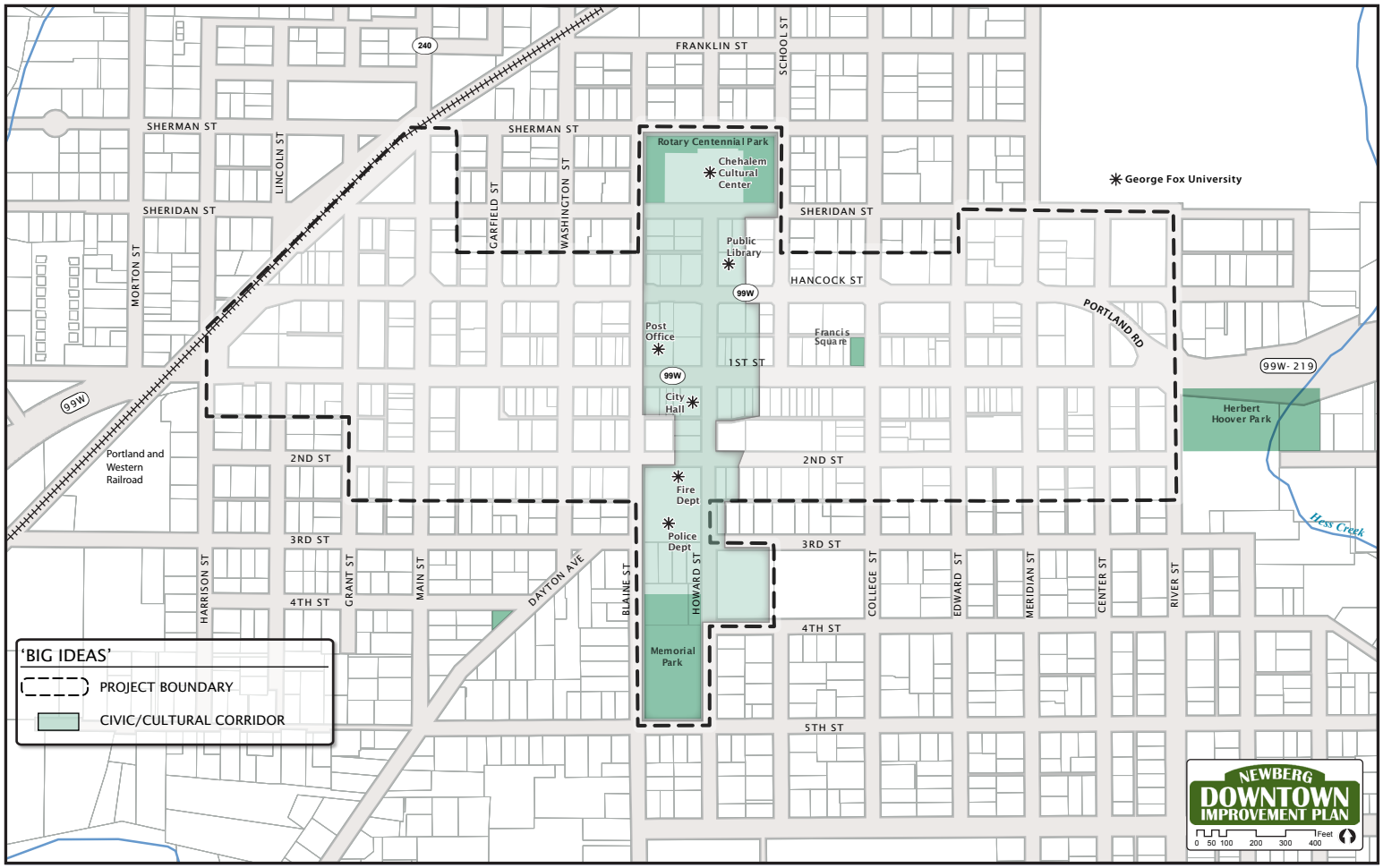
*Figure 11: Second Street Mixed-Use District*



# CIVIC/CULTURAL CORRIDOR | Linking cultural, recreational and civic institutions and opportunities

The Civic and Cultural Corridor is an important activity center – a celebratory location connecting key institutions within the community such as City Hall, the Chehalem Cultural Center, the Public Safety facility and Memorial Park. The Corridor will provide a special pedestrian-oriented streetscape environment that can be easily reconfigured as a "festival street" along portions of Howard Street for special occasions and events. The Civic and Cultural Corridor will also feature special signage, wayfinding, public art distributed throughout the corridor to signify a unique identity and provide interest. Streetscape treatments will highlight the connection of downtown and neighborhoods to the north, to Memorial Park and the river to the south, and to nearby activity centers such as George Fox University. The "occasional" festival street facilities might include special paving treatments, rolled curbs to facilitate easy pedestrian movement, electricity and water for special uses such as seasonal/ holiday lighting, or food and craft vendors.

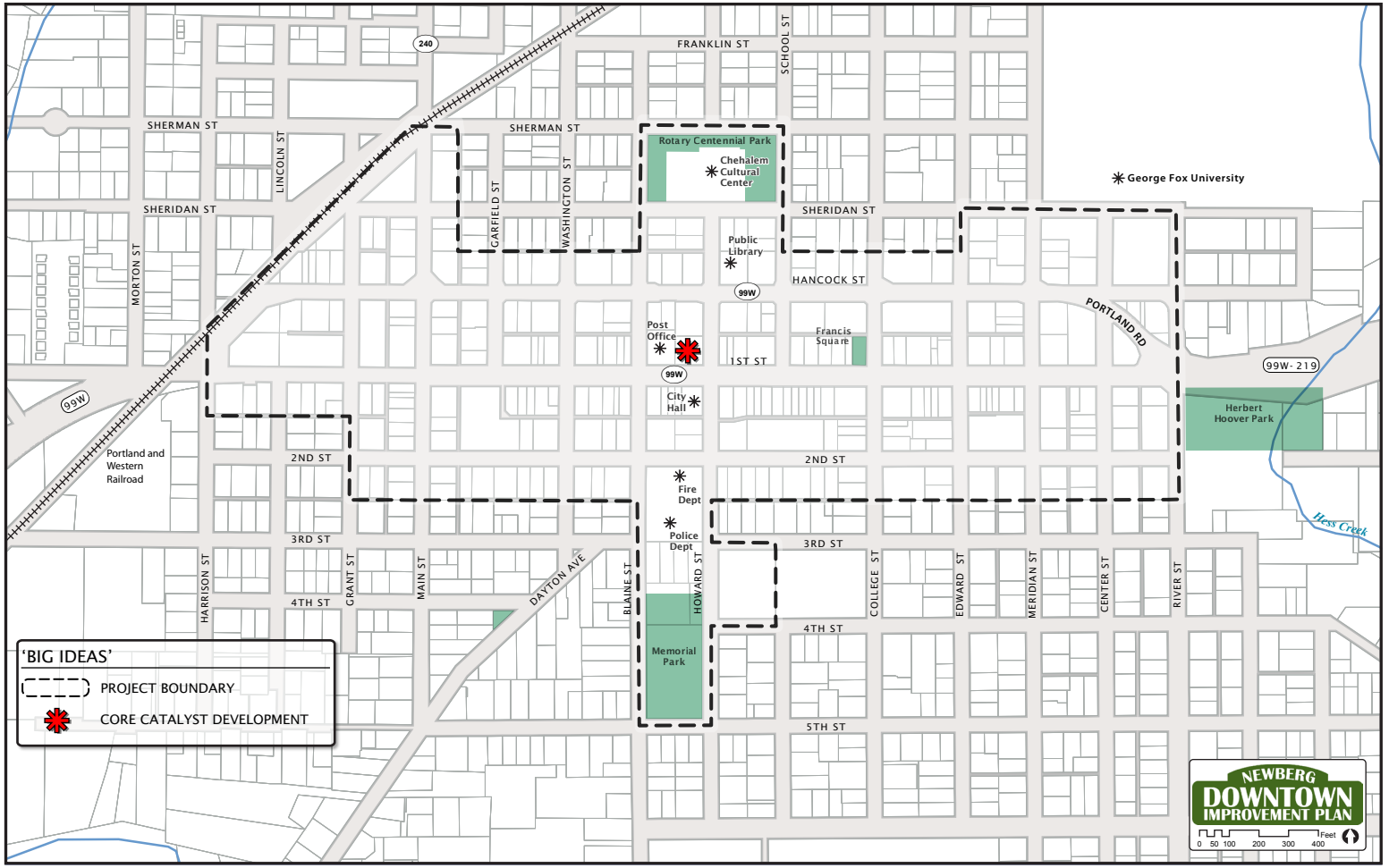
*Figure 12: Civic/Cultural Corridor*



# CORE CATALYST DEVELOPMENT | Jumpstarting private investment

"Catalyst" developments are those that present a particularly good opportunity for stimulating private investment and for substantively changing the development environment downtown – serving as a catalyst for development consistent with the vision of the Plan. A signature development on the City-owned former Butler site, in the heart of the First Street retail and entertainment district and along/within the Civic and Cultural corridor, has the potential to help create and jumpstart the climate for private investment and action. This site has long been envisioned as having the potential for a showcase mixed-use development featuring ground-floor retail with housing, lodging or office uses above, perhaps featuring an opportunity to sample food and wine from the region, and perhaps linked to a future adaptive re-use of the historic Post Office. This concept provides a key opportunity for employing a public-private partnership to facilitate the development of this opportunity site in a manner consistent with the vision for downtown.

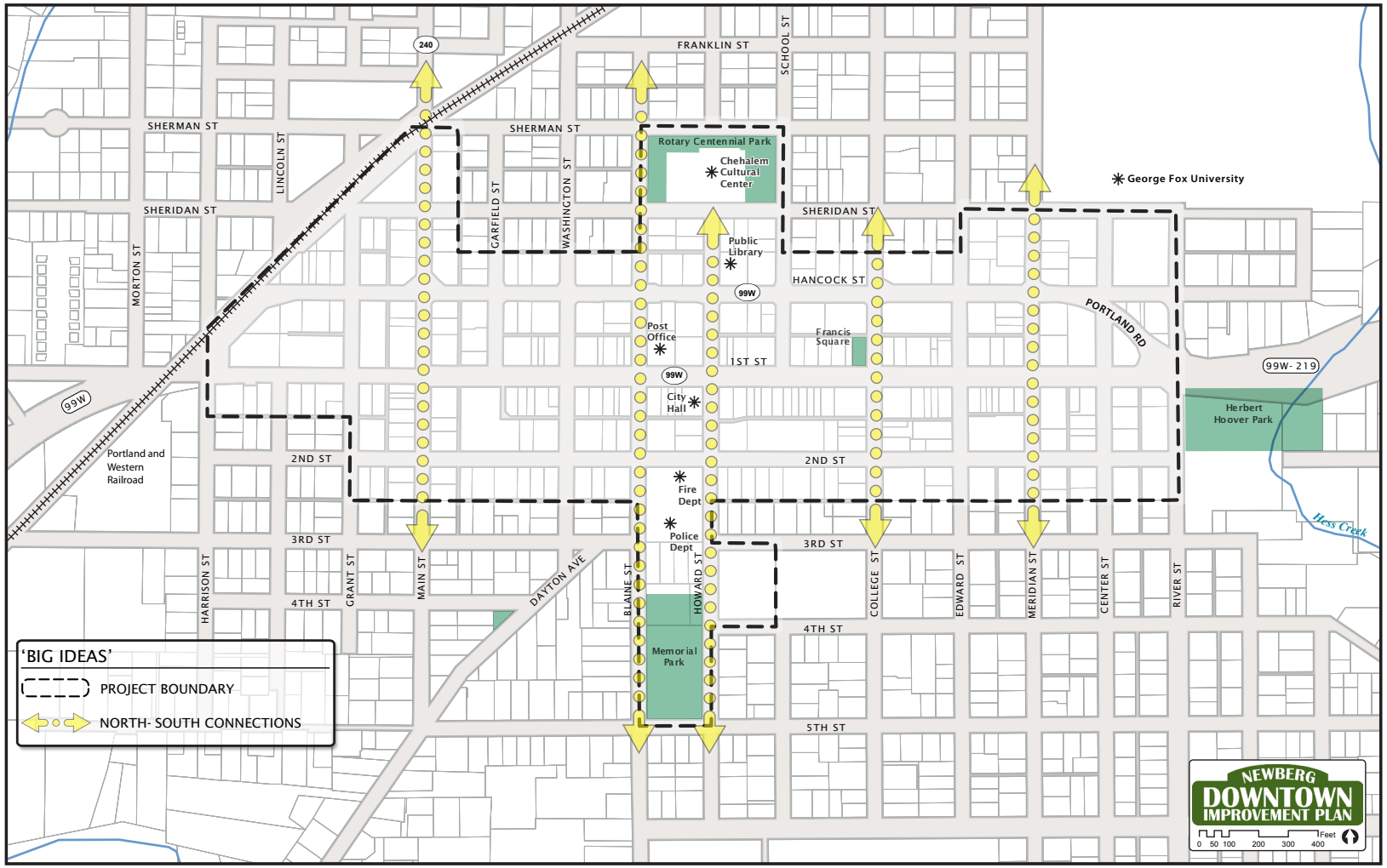
*Figure 13: Core Catalyst Development*



## NORTH/SOUTH CONNECTIONS | Linking downtown to the greater community

Key local north/south streets within and accessing downtown such as Main, Blaine, College, Meridian and River Streets, should be enhanced to emphasize and improve connections to adjacent neighborhoods and uses close to downtown such as Friendsview Retirement Community and George Fox University. It should be easy to understand how to get downtown and safely and easily access it – by car, by bike or on foot. Perhaps there's even a future trolley using the existing railroad tracks within Blaine Street to connect such attractions as the Allison Inn, the Chehalem Cultural Center, Memorial Park and the Willamette River. Quality connections require good street and walkway connectivity, effective signage, and a distinct streetscape that is attractive and easy to understand, making the connection to downtown clear, safe and pleasant.

*Figure 14: North/South Connections*



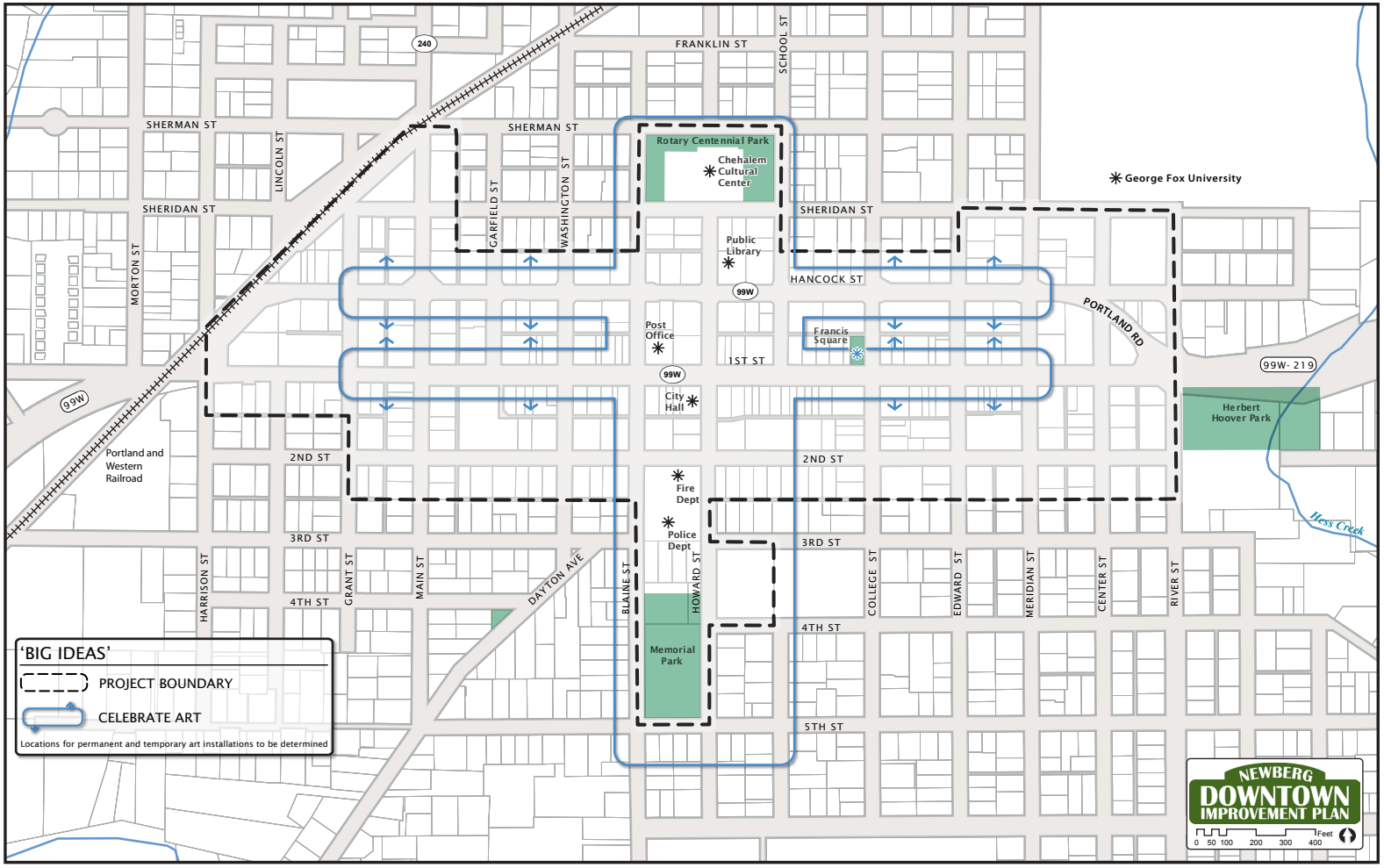
Big ideas

## CELEBRATE ART! | Good art is good business

It's been said that "the sign of a great city is the strength of its cultural life." Public art helps create an attachment to one's community and has been proven to be a highly cost-effective way of helping spur economic revitalization in downtowns nationwide. Public art reflecting the character and identity of the community should be an important part of the Plan and should be provided through a mix of signature installations in locations special to the community such as Francis Square, within an improved streetscape environment along First and Hancock Streets, along the Cultural Corridor, or building upon the existing great examples of murals adorning the walls of downtown buildings.

Whether the installment is permanent or temporary, the ability of public art to educate, create jobs, increase real estate value, build community pride, increase tourism, and provide other benefits is well-known. According to the Urban Land Institute, "good art is good business."

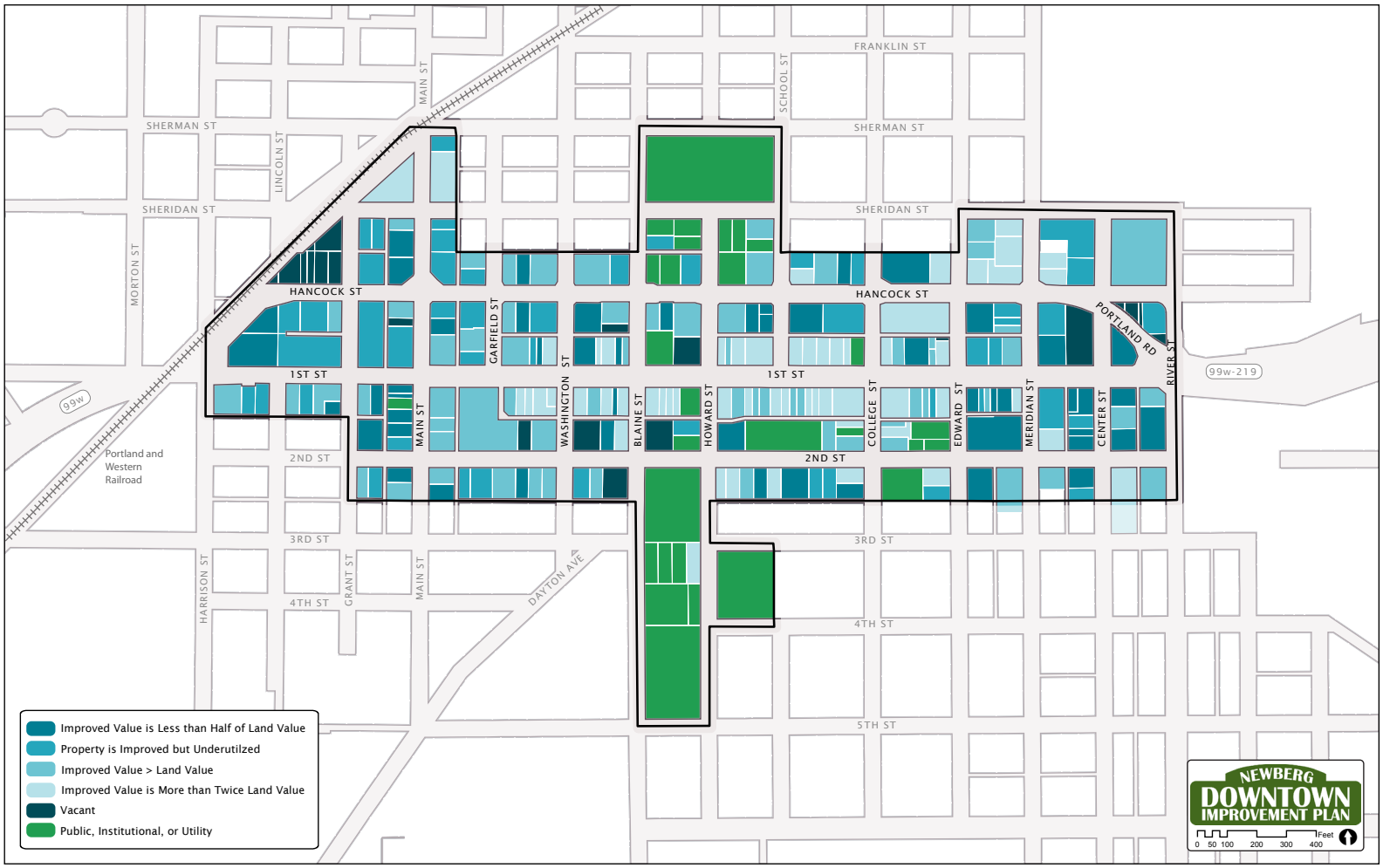
*Figure 15: Celebrate Art!*



# FUTURE POTENTIAL DOWNTOWN DEVELOPMENT PROGRAM

Market trends and future demographic and economic conditions will reshape the built form of downtown Newberg. This section considers how and where future growth and development will take place in the downtown area in the short and long term. Figure 16 below illustrates the ratio between improvement value and land value for downtown Newberg properties.[1] This ratio is commonly used to identify properties that may be underutilized and ripe for redevelopment. When a property has few or no improvements (buildings) on it, it will have a low improvement to land value ratio, indicating that it is more easily redeveloped. Conversely, if a property has significant improvements on it, the ratio will be high, indicating that redevelopment is unlikely. In the map below, darker parcels represent those with low improvement to land value ratios, illustrating potential opportunity sites for redevelopment. In other words, the darker the blue, the greater the potential for redevelopment.

*Figure 16: Downtown Newberg Improvement to Land Value Map*




[1] *The values used for this analysis are real market values as identified by the Yamhill County assessor.*

There is significant redevelopment potential in the area based on low improvement to land ratios especially at the eastern and western ends of the area. In all, it appears that approximately 26 acres of the 44 acres of private land in downtown Newberg are either vacant or underutilized. Redeveloping these properties will require property assembly and coordination between the public and private sectors.

The overall objective of downtown development is to capture target markets, maintain economically viable conditions, continually strengthen prospects for financial success while addressing residents' needs and desires for a "live, work, stay, play, learn" environment and create a positive, long-term identity for the downtown as described in the Vision for downtown Newberg. Following is a description of the development anticipated over the short term (through 2020) and the long term (through 2030).

## Development Assumptions

The development program for downtown Newberg assumes a number of parameters will guide both the form and timing of development, as noted below.

**SURFACE PARKING:** The area will most likely be reliant upon surface parking, be it on-street or in surface parking lots. Development in the short term will be unlikely to support structured parking, which is much more expensive to build. This will dictate the form of development and will likely keep new development at a two- to four-story maximum. In the long term, it is possible that downtown development will command prices that make structured parking feasible. Likewise, a public shared parking facility could be built at any time. As noted elsewhere in this document, studies conducted in conjunction with this Plan demonstrate that downtown Newberg does not currently have a parking supply problem – rather, there are significant opportunities for improving how on- and off-street parking resources are managed.

As noted within the Parking Management Plan (see Appendix E) there are a number of cost-effective parking management strategies that can be employed before structured parking becomes a viable parking option. In the short term, this means employing management practices such as effective signage, improved enforcement, shared parking, etc.

**INFRASTRUCTURE:** Before the area can reach its full redevelopment potential, major investments in transportation infrastructure will be necessary, especially road and sidewalk improvements to First and Hancock Streets. These improvements will balance automobile and bike traffic through downtown Newberg, improve safety and greatly enhance the pedestrian experience. The timeframe for these capital improvement projects, especially the reinvention of the character of uses along Hancock Street and the improvement of the pedestrian/streetscape environment along First Street, reflects the anticipated phasing of such investments. More detail on implementing actions and potential phasing of improvements is presented in the Implementation Strategy section of this Plan.

**ZONING REFINEMENTS:** As described in the previous Land Use discussion, achieving the community's vision implies that land uses will change over time, which will require amendments to existing zoning and development regulations as presented in the Implementation Strategy. Without being overly burdensome, the zoning regulations should encourage the distinct urban form that is envisioned in the Desired Outcomes. This may mean clarifying use regulations and/or providing flexibility in development standards.

## Short-Term Development

Development in the short term, through 2020, will be incremental and will likely warrant public support. The level of support will depend on the scale of the project, but does not necessarily need to take the form of financial assistance. Pre-application meetings, site visits, providing connections to brokers or potential tenants – these are proactive and nonmonetary ways that City staff can assist near-term developers. In the next few years, development is likely to take the shape of rehabilitation of existing buildings or modest one- or two-story infill projects. As more of these projects come online, their momentum is likely to snowball into more substantial projects.

As is highlighted in the Market Analysis Existing Conditions Report in Appendix A, development of a hotel is feasible in today's market, requiring a site of approximately 2.5 acres. Attracting a hotel to downtown Newberg will take significant legwork from City staff and community partners, and this effort should be initiated in the near term. Although there are likely opportunities within the West End/Mill District and the East End Gateway District, there may be other potential sites downtown. Identifying a suitable hotel site and overcoming the project challenges will demand time and energy, and should be considered a priority action.

*Figure 17: Feasible Near-Term Development Types*








## Long-Term Development

Development prospects look better for the long term, through 2030, as overall economic conditions continue to improve, the Newberg Dundee Bypass is constructed, and infrastructure improvements are made within the area. In this timeframe, downtown Newberg will likely experience its first few midrise buildings along with other new developments and existing building renovations. Infill housing projects will boost the number of downtown residents, leading to a more vibrant downtown core that is active 18 hours a day. Development at the East End Gateway will provide a signature entrance to downtown from the east, while the West End/Mill District will flourish with a mix of craft industrial, office, and retail businesses. Downtown Newberg is still not expected to be completely built-out within this timeframe, however, and market conditions should be reassessed in the future to further guide development in this area.

# PROGRAMS, PROJECTS AND ACTIONS

The Plan is action-oriented. It focuses upon the actions to be taken, programs and projects to be initiated, and partnerships to be formed to carry out a clearly defined vision, a set of desired outcomes and the framework plan for improving urban form, land use and transportation downtown. The Plan will be implemented in pieces. Some actions will be initiated immediately; others will be initiated in the years to follow as resources become available or as circumstances change. There are projects, actions and partnerships that are expected to serve as catalysts for investment, development and redevelopment. In some cases, these catalytic projects or activities require a refinement study or next step to pin down a concept, a location, a footprint or criteria for subsequent development proposals.

Accordingly, the Plan identifies preliminary "setup" tasks or staffing resources/actions needed to enable projects to move forward (e.g., land assembly, property owner coordination). The Plan also identifies potential amendments to the City's Comprehensive Plan and Development Code to carry out the intended uses, character and densities envisioned. These potential amendments will need to be considered through a separate process and after a thorough discussion with downtown property owners, businesses and stakeholders.

It is anticipated that the City will conduct discussions with potential development interests regarding carrying out the Plan. Certain major improvements will be made by the City of Newberg through a variety of funding sources, perhaps including urban renewal, should this financing tool be approved. Other improvements will be the responsibility of proposers of specific development activities. One or more of the catalyst projects may come about as a result of a public-private partnership: a contractual arrangement tailor-made for each situation by which the public sector authority assigns certain functions or responsibilities to a private developer. The important point is that the Plan is both a community partnership and a long-term plan for the revitalization and growth of the area over the course of the next 20 years, in alignment with a vision for the future of the area established by the community. The following sections summarize the recommended actions, projects and tools recommended within the Plan for achieving envisioned character and future uses downtown. These will be followed by the incremental implementation strategy for programming their execution.

# LAND USE

To reinvent downtown Newberg as a vital, active, more urban, mixed-use and pedestrian-friendly environment, the City will need to consider amending the Newberg Comprehensive Plan and Development Code. Amendments have been identified to help the City focus on creating the desired uses, scale and character envisioned within the Plan.

The NDIP should be adopted as a refinement plan of the Newberg Comprehensive Plan. In addition, it is suggested that several sub-policies in the Comprehensive Plan see some additions and revisions. These revisions will clarify policies intended to encourage downtown revitalization. These clarifications and additions include:

- Language to encourage the retention of the post office retail function in downtown.
- Encouraging a list of uses in downtown including, "mixed-use commercial/ residential buildings and mixed-use commercial/craft industrial buildings to create a vital downtown core with a strong retail sector."
- Modifications to sub-policies encouraging the City to consider:
  - adequate off-street parking.
  - adoption of a downtown improvement plan which should include design standards for all new public and private improvements.
  - various options to make the downtown area more pedestrian friendly, particularly as volumes change with the opening of Phase 1 of the Newberg Dundee Bypass.

It is also suggested the City update sections on the economy and commercial area policies to encourage tourism-related businesses, a hotel, and craft industrial uses in downtown.

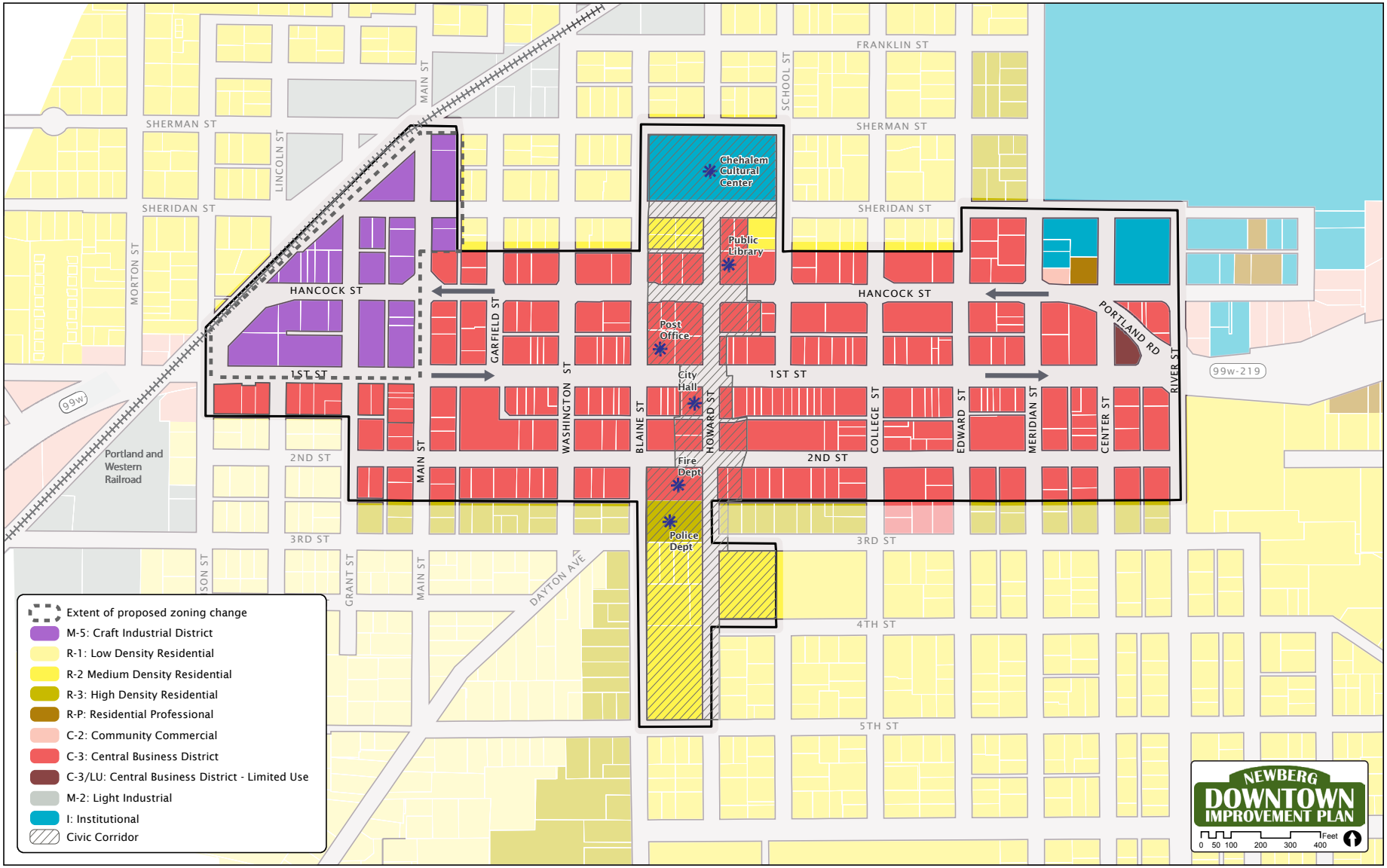
In addition to updating the comprehensive plan, the following amendments to the zoning and development code are suggested to implement the NDIP:

- **HANCOCK, FIRST AND SECOND STREETS.** Revise the C-3 zone to achieve the vision for these three streets as a mix of commercial, service and residential uses, with a heavier emphasis on residential along Second Street and commercial and service uses along First Street, and a desired form of two- to four-story buildings.
- **CIVIC/CULTURAL CORRIDOR.** No changes to the current Civic Corridor Overlay District are recommended.
- **WEST END/MILL DISTRICT.** Create a new Craft Industrial Zoning District (M-5) to regulate the mix of uses allowed and prohibited, dimensional and design standards, and to provide better continuity for the area than can be achieved through existing split C-3 and M-2 zoning. Allow for the potential siting of a hotel to take advantage of the West End's unique craft industrial character and to provide a needed resource for downtown. The focus is on developing craft industrial uses and maintaining the area's gritty feel more in keeping with the industrial heritage than the main street, historic feel along parts of First Street. The recommended M-5 zone is discussed in Appendix H of this Plan, as it is the recommended creation of design guidelines to achieve the envisioned feel and character of this area.
- **EAST END/GATEWAY DISTRICT.** Accommodate desired uses, such as a hotel/conference center and parking lot in the base zone, reviewing the footnotes in the use table and tailoring them to encourage this development. Specifically, revise the limitation on hotel uses in C-3 district that requires a conditional use permit for hotel uses greater than 40,000 square feet.
- **PARKING REGULATIONS.** It is recommended that parking requirements for residential uses be removed, and the City introduce a fee-in-lieu program. These in-lieu fees can be accrued and used in the future to purchase land for future parking facilities or for making other parking improvements. Address additional parking needs of residents, visitors, and employees through a variety of strategies outlined in the parking

management plan to complement the off-street parking exemptions. Support plans for shared parking facilities across downtown by revisiting the standards for joint use of facilities. Adjust landscaping standards to make parking areas more efficient, and review bike parking ratios to support the vision for bicycle tourism and multimodal transportation.

Figure 18 shows the recommended zone changes to carry out the visions for downtown and the big ideas called for in this Plan.

*Figure 18: Downtown Newberg Proposed Zoning Changes*



# STREETSCAPE AND PLACE-MAKING

Successful urban design and streetscapes help foster strong, livable communities. They are physically comfortable and safe; they bolster economic growth and stability and help improve the natural environment. They are accessible to everyone, they help facilitate chance meetings, and they bring the citizens of the community together. These urban spaces are flexible and can accommodate a variety of activities and events like farmer's markets, art fairs, political rallies and parades. These spaces should accommodate different modes of transportation and ease traffic congestion. Foremost, these spaces and landscapes should reflect the spirit and identity of a community.

The purpose of the Plan is to enable and encourage revitalization of Newberg's downtown so that it develops in an intentional manner, contributes to the economy and livability of the city, takes advantage of the opportunity to reinvent the streetscape environment along First and Hancock Streets provided by the future completion of the Newberg Dundee Bypass, and accommodates local and through-traffic demands through all modes of transportation. To that end, there are actions to be taken and guidelines to follow that will improve the quality of publicly owned streets, pathways, rights-of-way, parks and publicly accessible open spaces and advance the realization of the vision and big ideas contained within this Plan.

## Streetscape

Streetscape improvements enhance the "public space" environment. Streets in downtown Newberg should have a consistent and high-quality streetscape design that enhances the character of the area in support of the vision. While First and Hancock Streets should have an enhanced, distinctive section and design as discussed in this Plan, all of downtown's streets should have a similar or complementary set of streetscape elements to unify the area and facilitate use by the public. For the purposes of this Plan, a successful streetscape is one that:

- Makes the right of way accessible to all users, regardless of age, ability or mode of transportation.
- Supports the economic vitality of downtown for businesses and residents. Incorporates the use of "green" approaches to design that improve the long-term environmental performance of the street and the uses along it.
- Treats the planning of the downtown public environment as a coordinated community design strategy.



*Photo credit: Leland Consulting Group*

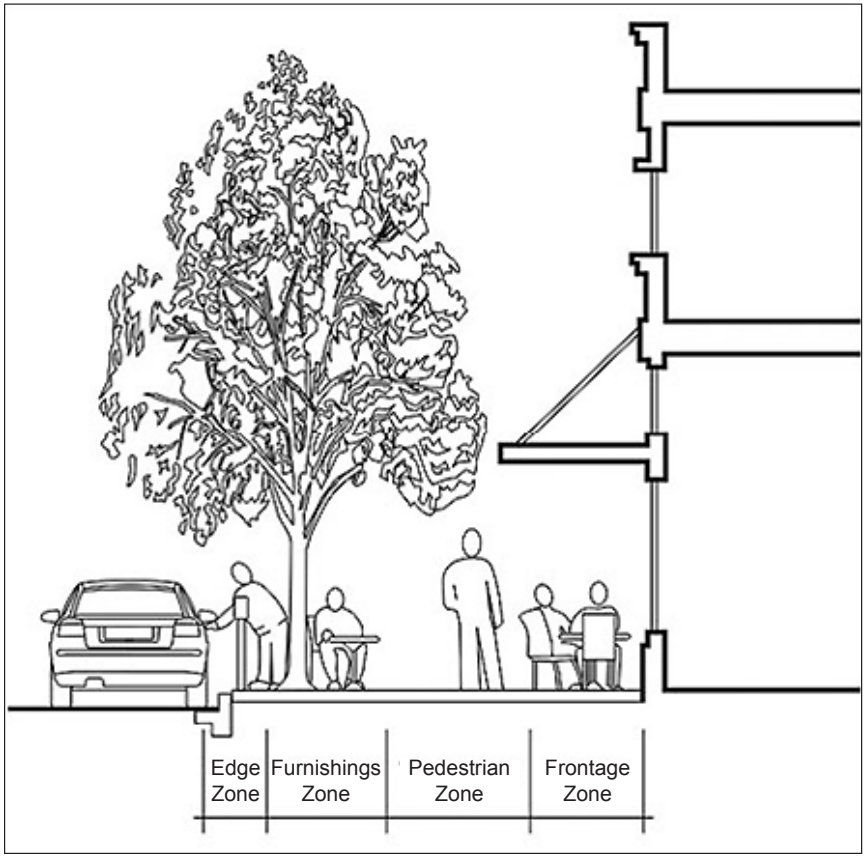
- Enhances the attractiveness of downtown through design improvements that result in a reinvestment of public and private dollars.
- Creates a consistent and memorable image for the street that reflects downtown's history and character.
- Makes the street a safe, attractive and comfortable place to walk, shop, and interact with others.

The sidewalk corridor is the zone between the curb and the edge of the right of way/ property line of adjacent development. It consists of three functional zones: Frontage Zone, Pedestrian Zone, and Furnishings Zone (see Figure 19). While not all features would be accommodated on every street, the figure shows elements to consider for an active pedestrian streetscape. The streetscape should have well-defined zones so that the pedestrian throughway is clearly evident.

## Furnishing Zone

Streetscape elements of the Furnishing Zone include utility poles, street lights, planters, trees, benches, bike racks, and future bus shelters, all of which should be designed and consistently used throughout downtown to contribute to its unified character. Green street design improvements (such as flow-through stormwater planters) should also be located in this zone.

*Figure 19: Streetscape Zones*




*Source modified from:*

*Institute of Transportation Engineers*

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

*Chapter 8. Streetside Design Guidelines*

*http://www.ite.org/css/online/DWUT08.html*

*July 21, 2016*

## Pedestrian Zone

New sidewalks along downtown streets should be at least five or six feet in width and wider if the right of way allows. Ideally, two people walking together should be able to pass a third person comfortably. On First Street and Hancock Streets, consistent with this Plan's big ideas, sidewalk widths are anticipated to be significantly increased in the future. The width and timing of sidewalk improvements will be determined by ODOT and the City of Newberg as a result of discussions following adoption of the NDIP and Transportation System Plan.

## Frontage Zone

Buildings should have active frontages including outdoor uses, such as display or restaurant seating, or be designed to provide views into buildings from ground-floor windows and doors. Residential uses should include stoops, main entries, and/ or public spaces. No blank walls should be permitted.

## Public Space

Within the streetside – the area within the public right of way that accommodates non-vehicular activity – civic and community functions may require additional public space to complement adjacent civic or retail land uses. Public spaces in the streetside include public plazas, squares, outdoor dining, transit stops and open spaces. Public spaces should be designed to serve functions that enhance the surrounding context, such as public gatherings, special events, farmers' markets, quiet contemplation, lunchtime breaks and so forth. General principles for the design of public spaces include the following:

- Public spaces in private property adjacent to the streetside should be visible and accessible from the streetside. These public spaces can accommodate higher levels of pedestrian activity at entries to major buildings or businesses.
- Public spaces in the streetside should not impede the circulation of pedestrians and should provide appropriate features such as seating and lighting to make them attractive and functional places for people to use.
- The streetside and public space design should integrate each other's functions in a compatible and mutually supportive manner. Functions should interconnect by design.
- Special paving and materials may be considered to unify the look of the sidewalk, parking lane and crosswalks.
- There should be a continuity of design in adjacent streetside and public spaces. This may include paving, lighting, landscape plants and materials and other features.
- Street trees, light fixtures, public art and other elements with a unified design can be used to highlight a segment of a roadway that is specifically designed to function as a public gathering place.




*Photo credit: City of Newberg*

## Signage and Wayfinding

Signage and wayfinding are information systems that guide people through a physical environment such as a downtown, enhancing their understanding and experience of the place. Signage and wayfinding help inform people of the features of a place or district, provide guidance on how to get to features or attractions, and clearly communicate an instructional message to users of a service or feature (such as the timing of a parking space, hours of operation, and etc.). They also include gateway features, signaling a sense of arrival to a special area. This Plan addresses the need to identify and locate key gateways to downtown. The Parking Management Strategy addresses the need for clear informational wayfinding indicating the location of – and how to get to – downtown's parking resources, and the need for signage clearly communicating parking purpose, stay-limits and other information.

In order to ensure a consistent direction for the type and location of streetscape amenities, identification of specific treatments and improvements, provision of clear and coordinated wayfinding, gateway features and other signage, a Streetscape and Wayfinding Plan is recommended as a high-priority action for initiating realization of the vision and big ideas contained within the NDIP. This Plan will provide standards, identify projects and establish a program for carrying them out. Until such time as the recommended Streetscape and Wayfinding Plan is prepared and approved, interim guidance for streetscape improvements is provided within Appendix G emphasizing those actions and types of street furniture that may be used again or relocated, rather than replaced. During the initial public workshop conducted in association with the NDIP, attendees were presented with




*Photo credit: www.visitcentraloregon.com*

imagery of various types and examples of streetscape furnishings, gateways and other features, and were asked which appealed to them most. This input helped inform these interim streetscape guidelines, and should also serve as initial input for the Streetscape and Wayfinding Plan.

The Streetscape and Wayfinding Plan will identify the type/details of the wayfinding feature most appropriate for the four gateway locations noted within the NDIP. Given the lack of current signage, a higher priority should be given to design and construction of gateway features to inform visitors coming into the downtown from the west (where Oregon 99W comes into downtown at First and Harrison Streets) and the northwest (at the intersection of Sherman Street and Main Street/Oregon 240), announcing entry to downtown from highly popular wine country destinations and helping to brand the adjacent West End/Mill District.

As referenced within the Big Idea of Celebrate Art!, public art can be a significant streetscape component by enhancing civic identity at multiple scales. At the larger scale, it can help to unify an entire district or neighborhood. At the pedestrian scale, it can add aesthetic interest and also functional benefits if incorporated into pedestrian furnishings such as seating or lighting. As part of developing a public art program, creation of an "art walk," building upon the existing First Friday Artwalk event hosted by the Newberg Downtown Coalition, is recommended as a near-term action that will generate interest and excitement for residents and visitors alike. Art walks often have both a physical component – leading visitors along a route with stops at permanent and/or temporary installations, and an interactive component, where visitors are directed to galleries for exhibits or receptions. It's all about interest and activity downtown.

To begin implementing the Plan's vision and big ideas, the following order-of-magnitude costs have been estimated:

| *Signage and Wayfinding Cost Estimates* | |
|---|---|
| Improvement | Cost Estimate |
| Streetscape and Wayfinding Plan | $100K–$120K |
| West End Gateway | $250K–$350K |
| Secondary Gateway | $100K–$120K |
| Art Walk | $100K |

Additional information and recommended programming can be found in the Implementation section of this Plan and in its appendices.

# PARKING MANAGEMENT

In assessing the role of parking for downtown Newberg, it is clear that a balance must be struck between supporting broader community goals for development, growth and vitality while retaining Newberg's historic downtown character. Parking management should be supportive of these goals, providing community members and visitors with clearly communicated and easy parking access to a successful and well-functioning downtown.

An evaluation of downtown on-street and off-street parking revealed that nearly half (47 percent) of downtown's parking spaces went underutilized during peak hours, clearly indicating the potential and need for effective parking management. A total of 15 strategies are recommended for the City of Newberg. Successfully completed, these strategies will improve the existing function and efficiency of the City's parking system and provide a solid foundation for decision-making and accommodating future growth. The full and detailed parking management plan is provided in Appendix E.

In the short term, parking management strategies are focused on establishing principles and guidelines setting the stage for future parking changes and management of the parking resource. Creating a Parking Work Group will create a forum for addressing parking issues. Similarly, fostering business-to-business communication will help coordinate parking utilization and planning.

Opportunities for shared parking should be pursued in the near term and code guidelines should be reevaluated to support these opportunities. Off-street shared-use parking is particularly effective in freeing up visitor parking by providing employee parking in areas away from popular destinations.

In coordination with streetscape and wayfinding planning, the City should develop an identifiable parking brand that is evident in signage, wayfinding, and public parking lot design. Branding should also include communication systems at the East End Gateway and West End/Mill District that assist users in finding and identifying parking lots and simply and clearly convey time-stay allowances.

Upgrading parking facilities is warranted throughout the downtown area with public off-street lots, on-street spaces, and private off-street lots all deserving attention. There is also a need to add bike parking at strategic locations around downtown in order to better integrate Newberg's existing bike system into the downtown area. In the long term, and on an ongoing basis, the City should develop a schedule for collecting and analyzing parking data, explore and develop parking funding options, and identify strategically located locations for long-term public parking. The City may elect to reorder, accelerate, or moderate parking management strategies depending on community support and consensus, opportunity, and/or funding. All strategies will require consistent and dedicated management with active participation by the private sector.



*Photo credit: GreenWorks, LLC*

# INFILL AND REDEVELOPMENT

Newberg's downtown is already a thriving and successful classic main street with many businesses and restaurants. However, there are still storefront vacancies, underutilized properties, and few downtown residents. For Newberg's downtown to continue to be a place for businesses to locate and expand, and for residents to live, work, and play, infill development and redevelopment of underutilized properties should be encouraged through policy actions and community leadership.

There are a variety of actions that the City can take to support infill in the downtown area. To encourage commercial and mixed-use infill redevelopment, the City of Newberg should consider actions, programs, and projects that together establish a proactive strategy for effective engagement with the real estate development sector. One program that has proven successful in other similarly sized cities includes Design and Development Programs that assist property owners with design issues, pre-development planning, and project feasibility. These programs are frequently linked to grant and loan programs that provide matching funds for property owners that are investing capital into their properties. These programs frequently provide funding for development opportunity studies to help support and pay for up-front pre-development feasibility analysis – this is a low-cost tool that the City of Newberg can provide to help facilitate downtown development at various scales.




*Photo credit: GreenWorks, LLC*

There is one block in the center of downtown that should be considered as a catalyst development opportunity having the potential to jumpstart other investment downtown – the city block containing the Butler Property: the quarter-block, city-owned, vacant parcel at the corner of First and Howard Streets. Given its key location, ownership, and site readiness, the City should consider near-term development on this site. With the redevelopment of the Butler Property, or perhaps in the future if the opportunity presents itself, it will be worth considering the potential reuse of the adjacent Post Office. This historically significant building could be adapted into a host of new uses either with the Butler Property development or as a standalone project.

In concert with the preparation of this Plan, a pre-development feasibility study was conducted evaluating three potential development programs for the Butler property: a small hotel, and two types of mixed use development (the study is attached to this Plan as Appendix D. Although the location is great, it's a very

small piece of property (only about 10,000 square feet) for these types of uses. The key finding of the study was that these particular uses aren't presently feasible, given the rents and property values downtown at this time – perhaps in the future, but not at this time.

In the meantime, the Butler Property presents an opportunity to develop a temporary community resource that could be utilized until such time as a permanent development or solution is identified. Although currently used as the location for a seasonal farmers' market, it is recommended that until the right, more permanent use for the property is solidified, the Butler Property be planned and developed in the interim as an active, public space – perhaps as an artisanal demonstration or promotional venue with art installations, a food cart pod, or perhaps with a temporary theater or performance shelter to bring energy and focus to the heart of downtown Newberg. It is recommended that the Downtown Coalition or other working group be charged with developing a program of activity for this interim public space and coordinating the scheduling and/or leveraging of events with others holding events downtown. A budget in the range of $50,000 would be appropriate for initiating and supporting program development, coordination and costs for this initial start-up phase of activity.

In order to specifically target more infill housing in downtown, the City should work with the private sector to construct an Infill Housing Demonstration Project. The Infill Housing Demonstration Project would provide an example to developers and investors on how an infill housing project could take shape and be expedited in downtown Newberg. Additionally, the demonstration project would act as a "trial run" for city staff on how to facilitate and permit new housing development downtown.



*Photo credit: Leland Consulting Group*

Recruiting a downtown hotel has been a long-held interest by local elected leaders and community stakeholders alike. At present there are no hotels downtown, and at the citywide level there is a gap between one luxury resort and low-cost, aging motels. At present, the market for a hotel in downtown Newberg is ripe for investment. This Plan indicates two suitable, feasible locations for a hotel – the East End/Gateway District and the West End/Mill District. Recruiting a new hotel will boost local economic activity and encourage business creation, expansion, and property reinvestment.

No matter what form of development the City is attempting to attract, it's crucial to take a proactive role in marketing, partnering, coordinating, and project problem-solving. A few actions that exemplify what this proactivity would look like include active property-owner engagement, inventorying and tracking vacant and underutilized properties and their redevelopment, site-specific partnering, and mentoring of property owners that lack development capacity. Other cities have found that creating a new position either within the City or in a downtown organization that serves as a downtown development ombudsman to shepherd redevelopment projects towards construction, coordinate problem-solving efforts, and play this proactive role, is a successful way in which the public sector can meaningfully engage with the private sector and actively help move projects forward.

# TRANSPORTATION AND CIRCULATION

Efficient downtown transportation facilities and freedom of multimodal circulation are essential elements of a successful and well-functioning downtown. Analysis conducted for this project and also the draft Transportation System Plan (TSP), included planned projects to address gaps in the network and provide connections to the downtown area for pedestrians and bicyclists. Key projects are identified along Main Street, College Street, Meridian Street, and Blaine Street to improve accessibility to the downtown core from surrounding neighborhoods, parks and George Fox University. Within the downtown area, four primary strategies have been identified



*Photo credit: GreenWorks, LLC*

to improve multimodal circulation. While these strategies will require design review with City and/or ODOT staff to identify and refine specific locations and treatments, the concepts lay the framework for creating a more inviting destination for residents.

The first strategy includes improving north/south connections within downtown. Among the big ideas associated with this Plan is the improvement of north/south connections linking downtown to the greater community, particularly focusing upon Main, Blaine, College, Meridian and River Streets. Early-on in the process of developing the NDIP, the public was asked in a workshop exercise to identify those types of streetscape and access improvements they found appealing for improving safety, appearance and identity along these north-south connections. This information can help inform the future design and engineering of improvements, and should be considered through a refinement study and subsequent engineering design in conjunction with the future streetscape and wayfinding plan and road diet concepts also being called for within this Plan. As it is not yet known what the specific improvements might be, a per-block estimated improvement cost has been determined as a placeholder for planning purposes.

In addition, the Plan calls for creating a north/south civic corridor through the



*Photo credit: www.downtownmcminnville.com*

downtown area centering upon Howard Street. The corridor would connect the Chehalem Cultural Center on the north end with Memorial Park on the south end. Howard Street is currently signalized at First Street and Hancock Street, enabling pedestrian access to the area. The two-block stretch of Howard Street between First Street and Sheridan Street is proposed to be redesigned and reconfigured into a festival street for civic uses, such as an extended farmers' market, special celebrations, and other occasional uses.

The second strategy focuses on facilitating the pedestrian crossing of Hancock Street and First Street by providing enhanced pedestrian crossings where traffic signals are not present. Due to the volume of vehicle traffic traveling along both

Hancock Street and First Street, and the existence of the coordinated traffic signals within the downtown grid, the addition of pedestrian signals at some locations where no signals currently exist would provide for a less intimidating and safer crossing environment for pedestrians and bicyclists. A discussion of potential locations and project considerations is provided in the transportation technical memorandum in Appendix I. As the specific type of pedestrian signal is not yet known, an estimated cost has been determined as a placeholder for planning purposes.

The third strategy is the implementation of a partial road diet through the downtown couplet on Hancock Street and First Street. The road diet will assist in achieving the goal of the second strategy by reducing each street to two vehicle lanes and decreasing the street widths. Implementing this road diet would also provide opportunities for enhancing the multimodal system along both Hancock Street and First Street. These improvements could include widening existing bicycle lanes, buffering bicycle lanes, and widening sidewalks and/or pedestrian space. The road diet concept is feasible due to the reduced traffic flow through downtown following the completion of Phase 1 of the Newberg Dundee Bypass.

The traffic analysis associated with the NDIP recommended that First Street between School Street and College Street remain a three lane section with the third lane as a dedicated left turn lane onto northbound College Street. This analysis also recommended that Hancock Street retain three lanes from River Street to College with the third lane as a dedicated right turn lane onto northbound College Street, and from Garfield Street to Main Street with the third lane as a dedicated right turn lane onto northbound Main Street. The partial retention of a three-lane section is recommended for accommodating traffic flow and management of potential queuing.

*Figure 20: Proposed First Street Permanent Street Design*

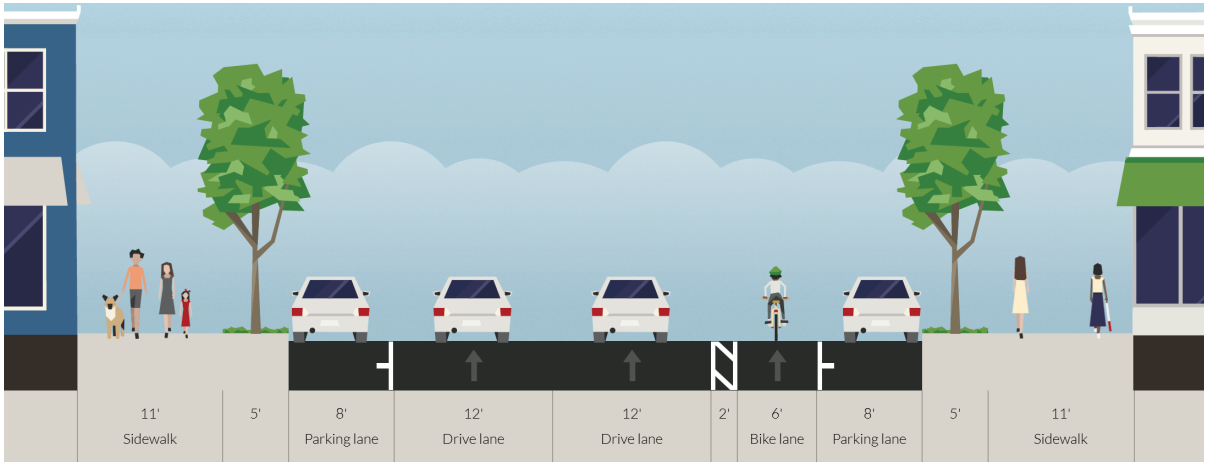
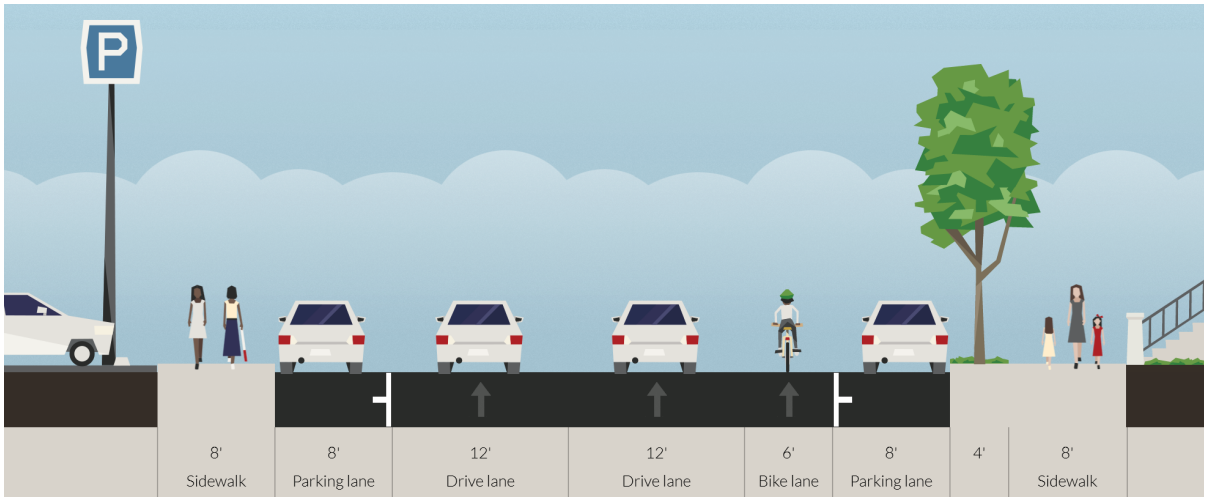


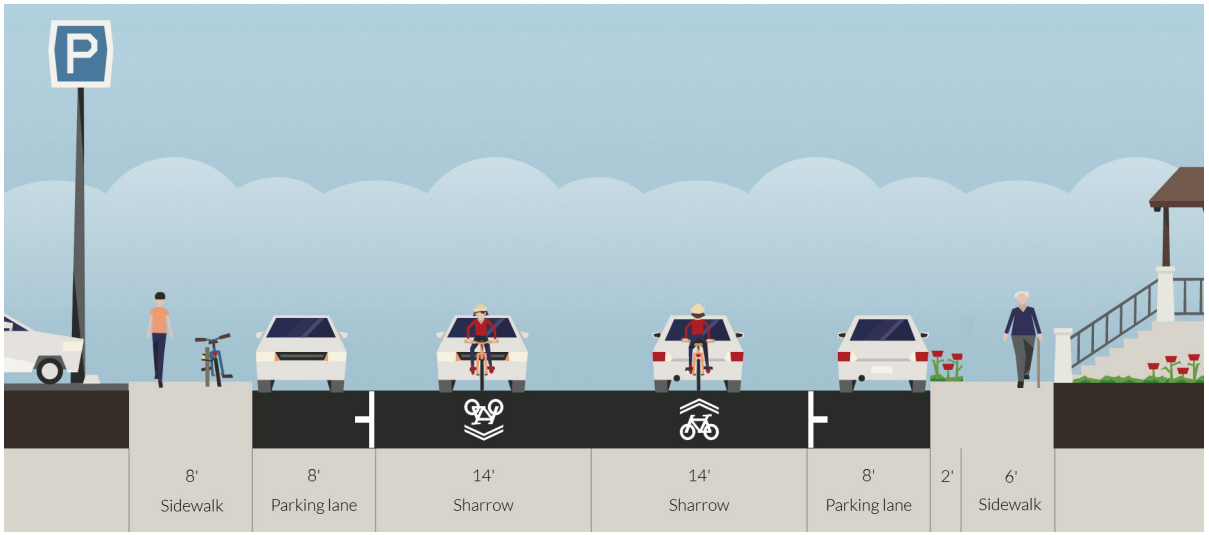

*Figure 21: Proposed Hancock Street Permanent Street Design*



The improvement may be implemented on a temporary or permanent basis, pending the congestion relief provided by Phase 1 or completion of additional phases of the Bypass and future traffic growth. With the temporary road diet concept, the lane reduction is achieved with striping and movable planters. No changes in curb locations or sidewalk width would occur. With the permanent road diet concept the curb location and sidewalk width would change (see Appendix F for a graphic reflecting the temporary improvement cross sections for First and Hancock Streets). Due to ODOT's control of the roadway and existing freight designations, this project will require continued coordination with ODOT to achieve policy support with the Oregon Freight Advisory Committee and Oregon Transportation Commission, and to seek approval for the use of alternative mobility standards or STA Special Transportation Area) designation to facilitate achieving the vision for downtown Newberg. Specific design treatments would also be coordinated and reviewed by ODOT.

The fourth strategy addresses the big idea calling for the Second Street Mixed-Use District and calls for the improvement of Second Street to create a more inviting environment. The primary work to be done is the rehabilitation of current pavement, replacement of about 25 percent of the sidewalks and curbs, and restriping to delineate parking, all of which can be done within current rights of way. This improvement will better support envisioned infill and redevelopment of the area as a mixed-use and residential district – creating a more inviting environment for investment and development.

*Figure 22: Proposed Future Second Street Design*




To implement the Plan's vision and big ideas, order-of-magnitude costs have been estimated for recommended improvements to downtown's transportation system and are noted in the following table. Additional detail can be found in Appendix F.

| *Transportation Improvement Cost Estimates* | |
|---|---|
| Transportation Improvement | Cost Estimate |
| **First Street Improvements** | |
| *Road Diet (temporary)* | $2.1M |
| *Road Diet (permanent)* | $9.3M |
| **Hancock Improvements** | |
| *Road Diet (temporary)* | $1M |
| *Road Diet (permanent)* | $2.7M |
| **Second Street Improvements** | $565K |
| **Howard Street** | |
| *Festival Street* | $2M |
| **North/South Street Improvements** | |
| *Per Ave./Block* | $228K |

# CAPACITY BUILDING

Capacity refers to the ability of people or organizations to effect change over an extended period of time. Successful downtowns are a reflection of the capacity of people and organizations that plan, maintain, and manage their daily needs and longer term demands. In order to initiate downtown projects, create a sense of ownership within the community, and maintain momentum on current projects, it's crucial to have an organized group or groups to take on these challenges, and push for change. These can take the form of business or property owner associations or groups of citizens that are engaged in downtown revitalization, or a combination thereof. Newberg's Downtown Coalition is an excellent example of a downtown champion, well-positioned to coordinate events, actions, marketing and branding. There's also a significant benefit to having a committee or partnership that can champion and fundraise for specific projects. This Plan recommends the City appoint a broad downtown partnership of community and regional leaders with influence and/or a proven track record of success in significant fundraising. This partnership would coordinate and "make the asks" for helping fund significant improvements citywide, with an initial focus on advancing the vision and big ideas for downtown, complementing the work of the Downtown Coalition. These groups, along with the task forces and committees the City appoints to address key tasks, help build Newberg's capacity for leadership and change, bringing attention, energy, and focus to the downtown area, boosting business and economic activity, while also forming a strong sense of community.




*Credit: City of Newberg*

# IMPLEMENTATION: TAKING THE PLAN FORWARD

## INCREMENTAL IMPLEMENTATION STRATEGY

As noted within the previous sections, a substantial number of actions, programs and projects are needed to carry out the Plan. Not all of these can be done at once, and consideration needs to be given at the outset to the grouping, phasing, and timing of particular actions. The community should program available resources where they can do the most good, where they can leverage other resources or supporting activities, or where they can be concentrated to focus on a designated geographic target area. However, as opportunities and priorities change, or as additional funding becomes available, there may very well be the desire to change the geographic focus or implementation priorities for carrying out components of the Plan. The Incremental Implementation Strategy and its periodic review are intended to allow for and accommodate just this sort of flexibility.

The Incremental Implementation Strategy is a renewable/rolling, short-term action plan that is annually updated with a regularly scheduled monitoring and updating process and a supporting budget. It is an assemblage of objectives and a game plan of short-term and medium-range projects, actions and partnerships for achieving them, prioritized with regard to relative timing (e.g., short-term: 1-3 years; near-term: 4-6 years; and long-term: 7 years and beyond).

This allows the City to review the Plan on a regularly scheduled basis, and make amendments as opportunity or changing community and economic circumstances necessitate. Should there be a desire to change the vision and guiding principles or shift the emphasis of a particular project, this action plan and update process provides the mechanism for doing so within the context of reviewing the plan as a whole.

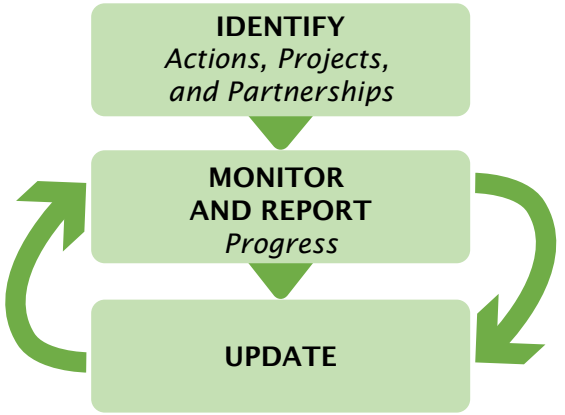
In addition, the strategy identifies those short-term actions needing to occur in each of the next three years to set the stage for the activities to be programmed for the next year. The Implementation Strategy calls for the City to develop and maintain a short-term strategic action plan for phasing and carrying out the Plan's improvements and actions.

# HOW THE STRATEGY WORKS

The Plan's vision and desired outcomes would be examined on a regularly scheduled basis to ascertain the current status of progress in achieving them and actions for moving ahead in each of the next three years. The activities for Year 1 would be tied to the City's annual operating budget. The activities identified for Year 2 and Year 3 would serve as a placeholder or indication of anticipated action-related resource needs for the coming two years. Once Year 1 is nearly complete, the status of activities would be reviewed, and the activities for Year 2 would be adjusted as necessary, as it will become the new Year 1. Year 3 would be adjusted as appropriate in readiness for its becoming the new Year 2, and activities for a new Year 3 would be identified.

The City should identify the coordinating body responsible for the monitoring, development and update of the Incremental Implementation Strategy, and for the coordination of the various City departmental activities to fund and/or carry out the strategy. City staff or the identified coordinating body would provide the City Council with a regularly scheduled status report on implementation activities. This regular monitoring, reporting and updating help to keep the NDIP flexible and current, keeps all City departments and project partners focused on the carrying out of this important public policy objective, and keeps the implementation of the NDIP on the "front burner."

*Figure 23: Reviews and Updates to Plan Activities*



# IMPROVEMENTS, PROJECTS, AND ACTIONS

Previous sections summarized the actions, projects and partnerships recommended for carrying out the future vision for downtown Newberg over time. The following sections provide additional detail to the range of actions and preliminary subtasks needing to be taken, and indicate the timeframe within which they should be initiated (and by whom).

## GATEWAYS | Heralding arrival at a special destination

Gateways inform visitors of their arrival to the downtown area and in conjunction with a clear system of directional wayfinding signage can make downtown a more legible, identifiable and easily accessible destination. In order to carry out this vision the following projects and actions are warranted:

- *Develop a Streetscape, Wayfinding, and Gateway Plan.* This plan will identify types and locations for streetscape features, wayfinding markers, gateways, and other components of the pedestrian realm. The plan will inform, guide, and be coordinated with other big ideas.
- *Pilot Project Design and Construction.* Using the Streetscape, Wayfinding, and Gateway Plan as a guide, initiate pilot gateway projects in order to build momentum, interest and support for downtown improvement activities. The two pilot projects include the West End gateway and Northwest gateway at the intersection of Sherman and Main Streets.

***Implementation Timing for Gateway Projects and Actions***

| | Timeline | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Short-Term | | | Near-Term | Long-Term | | | |
| *Projects and Actions* | *Year 1* | *Year 2* | *Year 3* | *Years 4–6* | *Years 7+* | *Cost* | *Project Lead* | *Coordination* |
| **Gateways and Streetscape** | | | | | | | | |
| *Streetscape, wayfinding, and gateway plan* | | ✓ | | | | $100,000–$120,000 | City | NDC, CDB, GFU, ODOT, Service Organizations |
| **Pilot Project Design and Construction** | | | | | | | | |
| *West End Gateway* | | | | ✓ | | $250,000–$350,000 | City | NDC, CDB, GFU, ODOT, Service Organizations |
| *Northwest Gateway* | | | | ✓ | | $100,000–$120,000 | City | NDC, CDB, GFU, ODOT, Service Organizations |

## FIRST STREET IMPROVEMENTS | Making what's good even better!

First Street is downtown Newberg's "main street" – the principal business street within the downtown area, with a concentration of businesses, restaurants and services within a walkable environment – and the social "center" of the community. As First Street is under ODOT's jurisdiction (curb to curb), any physical or functional changes will require close coordination and approval by the State. The following projects and actions are recommended for improving First Street:

- *Resolve policy and analysis issues* needed to support the road diet recommendation, including alternative mobility standards or the application of a Special Transportation Area (STA) designation.
- *Road Diet/Design Agreement.* Working closely with ODOT, facilitate a process to agree upon a specific road diet plan, design, and timeline.
- *Pursue approvals* with the Oregon Freight Advisory Committee and Oregon Transportation Commission.
- *Design and Programming.* Coordinate with projects and actions from the other big ideas and design and program the improved right of way.
- *Determine project limits and phasing,* particularly regarding when the road diet improvements (temporary or permanent) are to be made and their extent/location.
- *Final design.* Final street design alternative is identified.

### *Implementation Timing for First Street Improvements Projects and Actions*

| *Projects and Actions* | *Timeline* | | | | | *Cost* | *Project Lead* | *Coordination* |
|---|---|---|---|---|---|---|---|---|
| | *Short-Term* | | | *Near-Term* | *Long-Term* | | | |
| | *Year 1* | *Year 2* | *Year 3* | *Years 4–6* | *Years 7+* | | | |
| **First Street Improvements** | | | | | | | | |
| *Resolve policy/analysis issues* | ✓ | | | | | Staffing | City | ODOT |
| *Road diet/design agreement* | ✓ | | | | | Staffing | City | ODOT |
| *Pursue OFAC and OTC approvals* | | ✓ | | | | Staffing | ODOT | City, NDC |
| *Design and programming* | | | ✓ | | | TBD | ODOT | City, NDC |
| *Determine project limits/ phasing* | | | | ✓ | | TBD | ODOT | City, NDC |
| *Final design and construction* | | | | ✓ | ✓ | TBD | ODOT | City, NDC |

## HANCOCK STREET REINVENTION | Changing its character over time

While Hancock Street is one of downtown's two primary "traffic streets" – an important connection and through-way for local residents and for the movement of goods and services to and through the community – it has an important role to play in the growth and continued evolution of downtown. As Hancock Street is under ODOT's jurisdiction (curb to curb), any physical or functional changes will require close coordination and approval by the State. The following projects and actions are recommended:

- *Resolve policy and analysis issues* needed to support the road diet recommendation, including alternative mobility standards or the application of a Special Transportation Area (STA) designation.
- *Road Diet/Design Agreement.* Working closely with ODOT, facilitate a process to agree upon a specific road diet plan, design, and timeline.
- *Pursue approvals* with the Oregon Freight Advisory Committee and Oregon Transportation Commission.
- *Design and Programming.* Coordinate with projects and actions from the other big ideas and design and program the improved right of way.
- *Determine project limits and phasing,* particularly regarding when the road diet improvements (temporary or permanent) are to be made and their extent/location.
- *Final design.* Final street design alternative is identified.

### *Implementation Timing for Hancock Street Reinvention Projects and Actions*

| Projects and Actions | Timeline | | | | | Cost | Project Lead | Coordination |
|---|---|---|---|---|---|---|---|---|
| | Short-Term | | | Near-Term | Long-Term | | | |
| | Year 1 | Year 2 | Year 3 | Years 4–6 | Years 7+ | | | |
| **Hancock Street Reinvention** | | | | | | | | |
| *Resolve policy/analysis issues* | ✓ | | | | | Staffing | City | ODOT |
| *Road diet/design agreement* | ✓ | | | | | Staffing | City | ODOT |
| *Pursue OFAC and OTC approvals* | | ✓ | | | | Staffing | ODOT | City, NDC |
| *Design and programming* | | | ✓ | | | TBD | ODOT | City, NDC |
| *Determine project limits/ phasing* | | | | ✓ | | TBD | ODOT | City, NDC |
| *Final design and construction* | | | | ✓ | ✓ | TBD | ODOT | City, NDC |

## EAST END/GATEWAY DISTRICT | A signature "welcome" to downtown's main point of entry

For those coming to Newberg from Portland and other locations to the northeast, the East End or "Gateway District" will serve as the point of arrival to a special place – downtown, the "heart" of Newberg, and the first point of entry to Oregon's wine country. The following projects and actions are recommended for defining and developing this district:

- *Property owner engagement.* Engagement with property owners is a key strategy for encouraging any form of development and building momentum towards a signature development in the gateway area. Developing effective working relationships with these stakeholders will propel development forward. The City would have the lead role, with the Downtown Coalition assisting with input and outreach.
- *Developer engagement.* Along with local property owners, skilled real estate developers will be key project partners for the creation of this new district. Outreach and marketing to this stakeholder group by the City and Downtown Coalition will be necessary in order to build interest in the district formation and leverage the skills of the group.
- *Development opportunity study.* A development opportunity study is an in-depth feasibility analysis that presents and compares various development scenarios. This study will inform the City, property owners, and community stakeholders as to which district development options are likely or possible. The City may wish to examine the potential for grant funding, or ask a third party (such as the Urban Land Institute) to conduct an independent look at specific development potential.

### *Implementation Timing for East End/Gateway District Projects and Actions*

| *Projects and Actions* | *Timeline* | | | | | *Cost* | *Project Lead* | *Coordination* |
|---|---|---|---|---|---|---|---|---|
| | *Short-Term* | | | *Near-Term* | *Long-Term* | | | |
| | *Year 1* | *Year 2* | *Year 3* | *Years 4–6* | *Years 7+* | | | |
| **East End/Gateway District** | | | | | | | | |
| *Property owner engagement* | ✓ | ✓ | ✓ | ✓ | ✓ | Staffing | City | NDC, Property Owners |
| *Developer engagement* | | ✓ | ✓ | ✓ | ✓ | Staffing | City | NDC, Property Owners |
| *Development opportunity study* | | ✓ | ✓ | | | $25,000 | City | NDC, Property Owners |

## WEST END/MILL DISTRICT | A place where things are made and experienced

Possessing a combination of employment and commercial uses, downtown's West End/Mill District presents an opportunity for building upon the industrial and employment heritage of the area. The following projects and actions are recommended:

- *Property owner engagement.* Engagement with property owners and local developers is a key strategy for encouraging any form of development and building momentum towards a shared vision for the district. These stakeholders are the key private sector players that have the capability to carry forward public sector development goals. Developing effective working relationships with this group is crucial at every stage of downtown revitalization. The City would have the lead role, with the Downtown Coalition assisting with input and outreach.
- *District vision/strategy.* Working closely with property owners and other downtown stakeholders the City should facilitate a discussion on how the Mill District will take shape. The outcome of this task will be a shared vision for the district, an action-oriented strategy that guides that vision to implementation, and recommended comprehensive plan and zoning charges if/as appropriate.
- *Create an action plan.* A detailed action plan will provide step by step details for carrying out the vision and strategy.
- *Developer engagement.* As with the envisioned development of the East End/ Gateway District, skilled developers will be key project partners in the creation of a unique and active West End/Mill District. The City and the Downtown Coalition will play important roles in engaging potential developers.

### *Implementation Timing for West End/Mill District Projects and Actions*

| Projects and Actions | Timeline: Short-Term Year 1 | Timeline: Short-Term Year 2 | Timeline: Short-Term Year 3 | Timeline: Near-Term Years 4–6 | Timeline: Long-Term Years 7+ | Cost | Project Lead | Coordination |
|---|---|---|---|---|---|---|---|---|
| **West End/Mill District** | | | | | | | | |
| *Property owner engagement* | ✓ | ✓ | ✓ | ✓ | ✓ | Staffing | City | NDC, Property Owners |
| *Developer engagement* | | | ✓ | ✓ | | Staffing | City | NDC, Property Owners |
| *District vision and strategy* | ✓ | | | | | Staffing | City | NDC, Property Owners |
| *Action plan* | | ✓ | | | | Staffing | City | NDC, Property Owners |

## SECOND STREET MIXED-USE DISTRICT | A place to live with access to all downtown has to offer

The Second Street Mixed-Use District offers a prime location for near-term infill housing projects. The area is proximate to the commercial core of downtown, but also shielded from traffic noise by the buildings along the south side of First Street. In order to encourage infill housing and mixed-use development in the district the following actions are recommended:

- *Property/developer engagement.* Engagement with property owners and local developers is a key strategy for encouraging any form of development. These stakeholders are the key private sector players that have the capability to carry forward public sector development goals. Developing effective working relationships with this group by the City and the Downtown Coalition is crucial at every stage of downtown revitalization.
- *Infill housing demonstration project.* Demonstration projects illustrate to the private real estate development community appropriate and viable projects for the local area. They also train public sector staff in how to approach and permit projects that they might not have encountered with less complicated greenfield development projects.
- *Second Street Improvement Design.* Second street is the spine of the mixed-use district. An improved right-of-way design would foster a better climate for redevelopment and investment. Improvements could include marked on-street parking, bikeway signage and wayfinding, and improved streetscape zones.

***Implementation Timing for Second Street Mixed-Use District Projects and Actions***

| Projects and Actions | Timeline: Short-Term Year 1 | Timeline: Short-Term Year 2 | Timeline: Short-Term Year 3 | Timeline: Near-Term Years 4–6 | Timeline: Long-Term Years 7+ | Cost | Project Lead | Coordination |
|---|---|---|---|---|---|---|---|---|
| **Second Street Mixed-Use District** | | | | | | | | |
| *Property/developer engagement* | ✓ | ✓ | ✓ | ✓ | ✓ | Staffing | City | NDC, Property Owners |
| *Infill housing demonstration project* | | ✓ | ✓ | | | TBD | City | NDC, Property Owners |
| *Second Street improvement design/ construction* | | | | ✓ | | $565,000 | City | |

## CIVIC/CULTURAL CORRIDOR | Linking cultural, recreational and civic institutions and opportunities

The Civic and Cultural Corridor is an important activity center – a celebratory location connecting key institutions within the community such as City Hall, the Chehalem Cultural Center, the Public Safety facility and Memorial Park. The following actions are recommended:

- *Appoint a Cultural Corridor Task Force.* This taskforce will be the acting organized body responsible for creating priority and demonstration projects along the corridor, and leading fund-raising efforts. The Cultural Corridor Task Force is suggested to be comprised of representatives from the City, the Newberg Downtown Coalition (NDC), the Chehalem Cultural District Board (CDB) and the Chehalem Park & Recreation District (CPRD).
- *Howard Street Festival Street Design.* A festival street enables a section of a street to be easily cordoned off for events and temporary pedestrian only access. The festival street feature is a key element of the civic/cultural corridor and would provide an enhanced space for a variety of downtown events.

### *Implementation Timing for Civic/Cultural Corridor Projects and Actions*

| *Projects and Actions* | *Timeline* | | | | | *Cost* | *Project Lead* | *Coordination* |
|---|---|---|---|---|---|---|---|---|
| | *Short-Term* | | | *Near-Term* | *Long-Term* | | | |
| | *Year 1* | *Year 2* | *Year 3* | *Years 4-6* | *Years 7+* | | | |
| **Civic/Cultural Corridor** | | | | | | | | |
| *Appoint task force* | ✓ | | | | | Staffing | City | NDC, CDB, CPRD |
| *Coordinate activities with other Big Ideas* | ✓ | ✓ | ✓ | ✓ | ✓ | Volunteer | Task Force | City |
| *Begin fundraising activities* | | ✓ | ✓ | ✓ | ✓ | Volunteer | Task Force | City |
| *Howard Street festival street design and construction* | | | | ✓ | | $1.5 million | City | NDC, CDB, CPRD, Property Owners |

## CORE CATALYST DEVELOPMENT | Jumpstarting private investment

The following projects and actions are recommended for incentivizing and encouraging infill development and building redevelopment in Newberg's downtown:

- *Downtown Catalyst Project Program.* Catalyst projects are those that lead to a corresponding and complementary development reaction on surrounding properties, thus greatly leveraging public investment. A Catalyst Project Program creates a framework for City staff to identify, prioritize, and ultimately support key catalyst projects. Initial programmatic steps include developing criteria for selecting and prioritizing project sites, and identifying willing private partners, and lenders.
- *Butler Property Development.* As described in detail earlier in the Plan and in Appendix D, the City should initiate a process to utilize and develop the Butler Property in a way that draws users to the area and catalyzes the core of the downtown area. Until a plan for developing the Butler property is firmed up, the City should work with downtown partners to program and schedule events, activities and temporary uses to bring energy and attention to this centrally-located resource. Locating around $50,000 as seed money to help initiate and leverage activities and sponsorships is also recommended.
- *Explore Potential Re-use of Post Office.* Hold discussions with the U.S. Post Office regarding long-term plans for the downtown facility adjacent to the Butler property to ascertain potential for future re-use, while still retaining the post office retail function downtown.
- *Recruit Hotel Developer.* Downtown Newberg is a ripe market for a new upscale or boutique hotel. The City should work with brokers, property owners, and other community stakeholders to recruit a hotel developer and find a suitable site for hotel development. It is assumed the City may need consultant assistance for outreach and recruitment.

### *Implementation Timing for Catalyst Development Projects and Actions*

| *Projects and Actions* | *Timeline* | | | | | *Cost* | *Project Lead* | *Coordination* |
|---|---|---|---|---|---|---|---|---|
| | *Short-Term* | | | *Near-Term* | *Long-Term* | | | |
| | *Year 1* | *Year 2* | *Year 3* | *Years 4–6* | *Years 7+* | | | |
| **Catalyst Development** | | | | | | | | |
| *Downtown catalyst project program* | ✓ | ✓ | ✓ | ✓ | | Staffing | City | NDC |
| *Butler property activation* | | | | | | | | |
| *Develop program* | ✓ | ✓ | | | | $50,000 | NDC | City |
| *Schedule events* | | ✓ | ✓ | | | Staffing | NDC | City |
| *Butler property development* | ✓ | ✓ | ✓ | | | TBD | City | NDC |
| *Explore post office re-use* | ✓ | ✓ | ✓ | | | Staffing | City | NDC |
| *Recruit hotel developer* | ✓ | ✓ | | | | TBD | City | Brokers, Property Owners |

## NORTH/SOUTH CONNECTIONS | Linking downtown to the greater community

Key local north/south streets within and accessing downtown such as Main, Blaine, College, Meridian and River Streets should be enhanced to emphasize and improve connections to adjacent neighborhoods, and uses close to downtown such as Friendsview Retirement Community and George Fox University. The following projects and actions are recommended:

- *North-South Connections Refinement Study and Design.* Coordinated with the Streetscape and Wayfinding Plan, the Refinement Plan will propose design schemes and associated improvements for improving the north-south connections between downtown and adjoining neighborhoods and activities.
- *Connectivity Demonstration Projects.* Guided by the Refinement Plan, connectivity demonstration projects improve multimodal access through key north-south connection points. Improvements could include enhanced signage, pedestrian actuated signal, streetscape redesign, or improved wayfinding.
- *Downtown Trolley.* A trolley running north and south through downtown Newberg could facilitate development and attract more visitors to the area. It is recommended that the feasibility of a trolley line be investigated and a timeline for implementation be developed if found feasible.
  - *Discussions With Railroad and Users.* Meet with the owners of the railroad, its users, and ODOT to ascertain potential for future use of rail and right-of-way for a trolley.
  - *Trolley Feasibility Study.* If meetings with the railroad appear to provide a pathway forward for a trolley, conduct a feasibility study regarding the potential viability and needs of such a project.
  - *Identify Funding for Trolley.* If a trolley appears viable and feasible, identify and secure funding for proceeding with project development.
  - *Project Development.* Initial project development and acquisition of easement, property, rolling stock and etc.

### *Implementation Timing for North-South Connections Projects and Actions*

| *Projects and Actions* | *Timeline* | | | | | *Cost* | *Project Lead* | *Coordination* |
|---|---|---|---|---|---|---|---|---|
| | *Short-Term* | | | *Near-Term* | *Long-Term* | | | |
| | *Year 1* | *Year 2* | *Year 3* | *Years 4–6* | *Years 7+* | | | |
| **North-South Connections** | | | | | | | | |
| *North-South refinement study* | | ✓ | | | | $80,000-$100,000 | City | NDC |
| *Connectivity demonstration projects* | | | ✓ | | | TBD | City | NDC |
| **Downtown Trolley** | | | | | | | | |
| *Discussions with railroad owners and railroad users* | ✓ | ✓ | | | | Staffing | City | NDC, ODOT, others |
| *Trolley feasibility study* | | | ✓ | | | $60,000-$75,000 | City | NDC, ODOT, others |
| *Identify funding* | | | | ✓ | | Staffing | City | NDC, ODOT, others |
| *Project development* | | | | ✓ | ✓ | TBD | City | NDC, ODOT, others |

## CELEBRATE ART! | Good art is good business

Public art helps create an attachment to one's community and has been proven to be a highly cost-effective way of helping spur economic revitalization in downtowns nationwide. The following is recommended for bolstering the already established and active public art efforts in Newberg:

- *Establish Public Art Program.* A public art program will guide the funding, selecting, and locating of public art in Newberg's downtown. A newly formed art committee will work with community partners to initiate and fund public art projects, lead educational workshops, and create dialogs around art in the downtown.
- *Art Walk.* Creating an "artwalk" will lead visitors along a route with stops at permanent and temporary installations, as well as to local galleries and exhibits at the Chehalem Cultural Center and other venues.

### *Implementation Timing for Celebrate Art Projects and Actions*

| *Projects and Actions* | *Timeline* | | | | | *Cost* | *Project Lead* | *Coordination* |
|---|---|---|---|---|---|---|---|---|
| | *Short-Term* | | | *Near-Term* | *Long-Term* | | | |
| | *Year 1* | *Year 2* | *Year 3* | *Years 4–6* | *Years 7+* | | | |
| **Celebrate Art** | | | | | | | | |
| *Establish public art program* | ✓ | | | | | Staffing | City | NDC |
| *Identify program champion* | ✓ | | | | | Staffing | Art Committee | NDC, CCC |
| *Establish public art advisory committee* | ✓ | | | | | Staffing | Art Committee | NDC, CCC |
| *Establish criteria, funding, and acquisition program* | | ✓ | | | | Staffing | Art Committee | NDC, CCC |
| *Initiate educational workshops and dialogues* | | ✓ | | | | Staffing | Art Committee | NDC, CCC |
| *Project and program implementation* | | | ✓ | ✓ | ✓ | TBD | Art Committee | NDC, CCC |
| *Art walk* | | ✓ | ✓ | ✓ | | $100,000 | City | NDC, CCC |

## Funding, Administrative, and Organizational Actions

The actions below enable all of the big ideas to be realized, transcending any one individual concept. These actions provide the funding mechanisms and organizational structure for carrying out all of the other projects and actions in the Plan. These actions include:

- *Creation of an Urban Renewal Program.* Urban Renewal programs are powerful, robust City-controlled redevelopment tools that enable the planning, funding, and implementation of significant public infrastructure improvements, and provide support for private development. By leveraging local tax increment, urban renewal programs increase the public sector's borrowing capacity and increase capital project investment.
- *Economic or Business Improvement District.* EIDs and BIDs provide ongoing funding for downtown activities, modest capital projects, public art, and operations and maintenance. These organizations also provide a forum for downtown business and property owners to discuss downtown related topics and issues.
- *Regulatory Improvements.* Downtowns continually evolve. For this reason, it is crucial for regulations and policies to remain flexible and, on an ongoing basis, to look to codify and synchronize policies with current projects and actions. Amendments to the City's Comprehensive Plan and Zoning Redevelopment Code and the creation of design guidelines for a new M-5 zone are proposed as actions to be taken in the short term.
- *Parking Management.* Parking management plans provide a comprehensive strategy for facilitating parking in the downtown area and planning for future parking needs. Parking is effectively managed through a number of simultaneous policies, programs, and actions. For a full description of parking management tasks, please refer to the Downtown Strategic Parking Management Plan in Appendix E.
- *Downtown Development Ombudsman.* This position would provide a single point of contact for property owners and developers for any issue pertaining to real estate development. The ombudsman would also act as a mediator for resolving downtown development conflicts, and champion local development initiatives. It is recommended that an initial investment of a half-time employee position be provided to serve in this role.
- *Downtown Partnership.* This partnership brings together notable community leaders to champion and raise funds for significant community projects. Although projects can be citywide, the primary focus of this committee should be on activity generating projects that draw users to the downtown area.
- *Other funding tools.* The State of Oregon enables the use of a variety of tools to help facilitate development as envisioned within this Plan and they should be considered for application within downtown Newberg.
    - *Vertical Housing Program.* The Vertical Housing Program is a state tax abatement program that allows for a tax exemption of up to 80 percent of the improvement over a 10-year term for mixed-use projects in Vertical Housing Development Zones (VHDZ) designated by local jurisdictions. The ground floor of the project is required to be a non-residential use. An additional tax exemption of up to 80 percent may be given on the land for qualifying projects providing low-income housing (set at 80 percent

of area median income or below). This program could be used to incentivize mixed-use housing development in the downtown Newberg, if the City adopts the incentive.

- *New Market Tax Credits.* The New Markets Tax Credit program is a state program aimed at helping finance investments and create jobs in low-income communities. The program delivers below-market-rate investment options to Oregon businesses and helps attract additional Federal New Markets Tax Credit investments in Oregon. As one of the communities eligible for new market tax credits, Newberg could potentially develop the community development corporation needed to secure new market tax credits and use the resources as incentives to induce employment opportunities.
- *Multi-Unit Housing Tax Incentive.* The Multi-Unit Housing Tax Incentive is intended to stimulate construction of transit-supportive multiple-unit housing. The tax incentive is a 10-year property tax abatement for new or converted, non-transient housing units constructed within a designated boundary and providing one or more public benefits. Newberg can consider setting up the procedures for reviewing and approving applications for this tax incentive in coordination with State statute (ORS 307.600-690).
- *EB-5 Program.* The Federal government created and administers the EB-5 Program to stimulate the U.S. economy through job creation and capital investment by foreign investors. Under this program, entrepreneurs who reside outside of the United States (and their families) are eligible to apply for permanent residence status if they:
  - Make the necessary investment in a commercial enterprise in the United States. This investment must be at least $500,000, and often must be $1 million or more.
  - Plan to create or preserve 10 permanent full-time jobs for qualified U.S. workers.

  This program is known as EB-5 for the name of the visa that participants receive. In order for cities or counties to attract investment from an EB-5–eligible investor, they must have a designated "regional center," a designation awarded by the U.S. Citizenship and Immigration Services via a competitive process. The government takes into account the proponent's economic development plan, job creation, and investment benefits when considering center designations. For more information, see https://www.uscis.gov/eb-5.
- *Local Improvement District (LID).* A LID is a special district within which properties are assessed a fee to pay for specific infrastructure improvements that benefit a specifically-identified district. Revenues can be collected up front or paid over a fixed period of time in annual assessments. LIDs are typically formed by a voluntary petition of affected property owners. In the context of downtown Newberg, infrastructure improvements that could be paid for by a LID and that would benefit surrounding property owners could include streetscape improvements, lighting, utility undergrounding, parks and open space improvements, and other capital projects. LIDs are most frequently used in new development areas where no infrastructure exists, although there are examples where it has been used in a downtown setting (Portland's transit mall and the Portland Streetcar are two examples).

## *Funding, Administrative, and Organizational Actions*

| *Projects and Actions* | *Timeline* | | | | | *Cost* | *Project Lead* | *Coordination* |
|---|---|---|---|---|---|---|---|---|
| | *Short-Term* | | | *Near-Term* | *Long-Term* | | | |
| | *Year 1* | *Year 2* | *Year 3* | *Years 4–6* | *Years 7+* | | | |
| **Urban Renewal District** | | | | | | | | |
| *Urban Renewal feasibility study* | ✓ | | | | | $35,000 | City | NDC/Chamber |
| *Urban Renewal district and board creation* | ✓ | | | | | Staffing | City | |
| *Urban Renewal plan and report* | | ✓ | | | | $50,000 | URA Board | NDC/Chamber |
| *Urban Renewal district formation* | | | ✓ | | | Staffing | URA Board | NDC/Chamber |
| **Economic or Business Improvement District** | | | | | | | | |
| *Business and property owner outreach* | ✓ | ✓ | ✓ | ✓ | ✓ | Staffing | City | NDC/Chamber |
| *Establish BID or EID* | | ✓ | ✓ | | | $25,000 - $40,000 | City | NDC/Chamber |
| **Development Funding Tools** | | | | | | | | |
| *Vertical Housing Program* | ✓ | ✓ | ✓ | ✓ | ✓ | Staffing | City | NDC |
| *Multi-Unit Housing Tax Exemption Program* | | ✓ | ✓ | ✓ | ✓ | Staffing | City | NDC |
| *New Market Tax Credits* | ✓ | ✓ | ✓ | ✓ | ✓ | $20,000 + $1,000/year | City, Developer | City, NDC |
| *EB-5 Program* | ✓ | ✓ | ✓ | ✓ | ✓ | Staffing | Developer | |
| **Regulatory Improvements** | | | | | | | | |
| *Property owner engagement* | ✓ | | | | | | | |
| *Update Comprehensive Plan and policies* | ✓ | ✓ | | | | Staffing | City | |
| *Update Zoning and Development Code* | ✓ | ✓ | | | | Staffing | City | |
| *Prepare M-5 design guidelines* | ✓ | ✓ | | | | | | |
| **Downtown Partnership** | | | | | | | | |
| *Identify and recruit potential Partnership members* | ✓ | | | | | Staffing | City | |
| *Support and guide the Downtown Partnership* | | ✓ | ✓ | ✓ | ✓ | Staffing | City | |
| **Downtown Development Ombudsman** | | | | | | | | |
| *Identify funding and host organization of position* | ✓ | | | | | Staffing | NDC | City |
| *Downtown ombudsman* | | ✓ | ✓ | ✓ | ✓ | $50,000/year | NDC | City |

| Projects and Actions | Timeline | | | | | Cost | Project Lead | Coordination |
|---|---|---|---|---|---|---|---|---|
| | Short-Term | | | Near-Term | Long-Term | | | |
| | Year 1 | Year 2 | Year 3 | Years 4–6 | Years 7+ | | | |
| **Parking Management** | | | | | | | | |
| *Establish guiding principles for parking* | ✓ | | | | | Staffing | City | NDC |
| *Establish a parking working group* | | ✓ | ✓ | | | Staffing | City | NDC |
| *Amend code guidelines, shared parking* | | ✓ | | | | Staffing | City | NDC |
| *Simplify on-street stay time allowances* | | ✓ | | | | $5,000/year | City | NDC |
| *Upgrade on-street signage and striping* | | ✓ | ✓ | | | | | |
| *Create parking brand* | | ✓ | ✓ | | | $20,000 | City | NDC |
| *Upgrade public lots* | | | | ✓ | | TBD | City | |
| *Improve private surface parking* | | | ✓ | ✓ | ✓ | TBD | City | NDC |
| *East/West gateway communication system* | | ✓ | ✓ | | | TBD | City | NDC |
| *Add bike parking at strategic locations* | ✓ | ✓ | ✓ | ✓ | ✓ | TBD | City | NDC |
| *Identify off-street shared-use opportunities* | | | ✓ | | | Staffing | City | NDC |
| *Parking data collection* | | | ✓ | ✓ | ✓ | $30,000/biannually | City | |
| *Business-to-business outreach and communication* | | ✓ | ✓ | ✓ | ✓ | $2,500/year | NDC | City |
| *Explore and develop funding options* | | ✓ | ✓ | | | Staffing | City | NDC |
| *Long-term parking asset identification and procurement* | | | | ✓ | | Staffing, cost TBD | City | NDC |

# CONCLUSION

The Newberg Downtown Improvement Plan represents the community's official framework for the future of downtown Newberg as it seeks to re-imagine and revitalize its business, civic and cultural center to take advantage of the opportunity provided with the future completion of the Newberg Dundee Bypass and a resurgent economy. As this Plan represents the expression of the community's vision and desired outcomes for downtown, the Plan must be regarded as a dynamic and responsive policy framework – one that changes as needed to keep pace of changing community values and external factors, and as opportunities arise. Over time, the Newberg Downtown Improvement Plan is intended to continue to evolve, serving as the foundation for further refinement. The regular monitoring and updating of the Plan will help ensure that it reflects changing circumstances and opportunity.

# APPENDICES

This draft Downtown Improvement Plan is supported by a number of technical memoranda providing the foundation for the community's policy decisions. These memoranda provide additional detail regarding the existing and forecast conditions of downtown Newberg, as well as more detailed background regarding the recommended improvements and actions for carrying out the Plan's vision and big ideas. These memoranda are available for review by contacting the City of Newberg, and through the City's website. A list of these technical memoranda is provided below.

A *Technical Memo #1: Existing Conditions Analysis (Parametrix, Project Team)*

B *Technical Memo #2: Market Study Current Conditions (Leland Consulting Group)*

C *Technical Memo #3: Market Study Future Potential Development (Leland Consulting Group)*

D *Newberg Core Catalyst Site Feasibility Study (Leland Consulting Group)*

E *Downtown Strategic Parking Management Plan (Rick Williams Consulting)*

F *Newberg Downtown Improvement Plan: Capital Improvement Costs (Parametrix)*

G *Urban Design & Streetscape Development Strategies (GreenWorks)*

H *Land Use Regulatory Improvements (Cogan Owens Greene)*

I *High-Level Circulation Summary (DKS Associates)*

City of Newberg

# Downtown Newberg Parking Study and Management Plan

**Final Report | June 30, 2023**








studiodavis

# Downtown Newberg Parking Study and Management Plan


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Newberg Downtown Coalition
Taste Newberg

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Work on this project was completed between March 20 and June 30, 2023. For more information about this project or the work described herein, contact Brian Davis at brian@studiodavispdx.com; 503.929.4551

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# 1. Introduction

# Overview and project goals

This document presents a comprehensive parking management plan for downtown Newberg, Oregon. This report represents the final deliverable for the Downtown Newberg Parking Study project, which the City of Newberg engaged Studio Davis to lead in March, 2023. The study builds upon previous parking planning work conducted by the City in 2016, updating the analyses to provide a picture of operations as the City continues to emerge from the COVID-19 pandemic, and providing a new set of recommendations to address current challenges and opportunities.

Parking management is a critical component of placemaking. A right-sized and well-managed parking system is not only critical to a neighborhood's economic success, but also to its livability, vibrancy, and overall sense of place. The plan presented herein draws upon robust data collection efforts undertaken to quantify the number and types of parking stalls available in the downtown area, the demand patterns within the area, and the impacts of both everyday demand and demand arising from special events.

To better understand local perspectives and engage the community to the extent practicable, the project included a significant outreach component, including various efforts to learn about parking challenges as experienced by the community, and to engage community members in long-term thinking about parking management in the project area. Three partner groups—Newberg Downtown Coalition, Taste Newberg, and Chehalem Valley Chamber of Commerce—were consulted extensively over the course of the project and preparation of the deliverable. These conversations helped shape the data collection, analysis, and public engagement strategies.

A timeline illustrating key tasks and events associated with the project is shown in Figure 1.

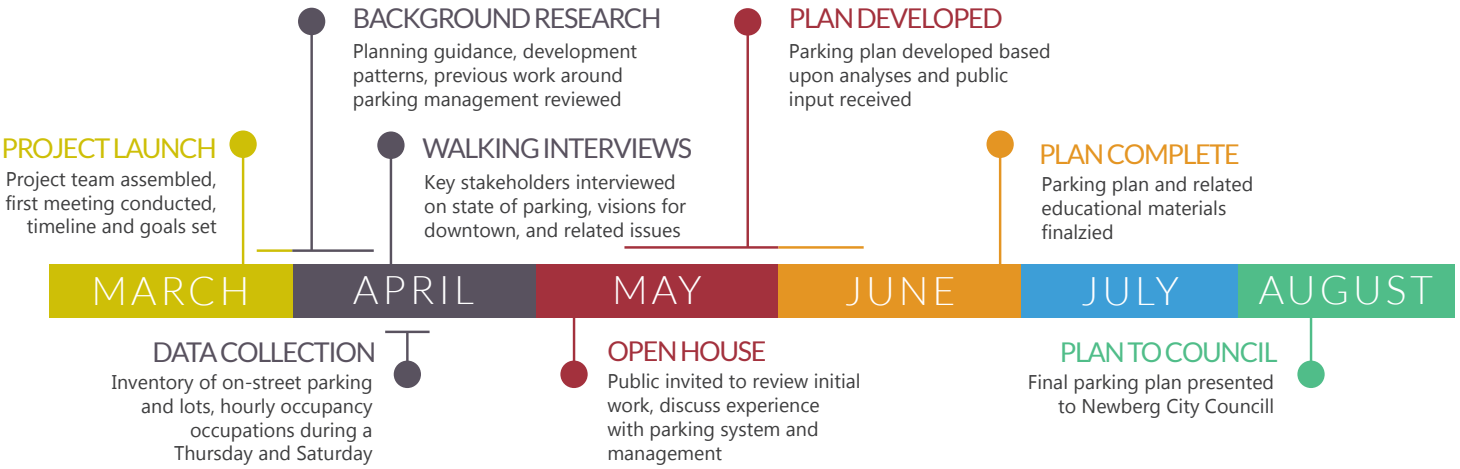



***Figure 1:*** *Downtown Newberg Parking Study and Management Plan project timeline*

# Study area

The study area for this project is the downtown neighborhood of Newberg, bounded approximately by Harrison Street to the west, River Street to the east, Sheridan Street to the north, and 3rd Street to the south. The study also extends north to include the Chehalem Cultural Center and south to include Memorial Park. This study area is identical to the study area from the 2016 parking study and the Newberg Downtown Improvement Plan. A map of the study area is shown in Figure 2.

## Study area context and built environment

The study area covers a range of use characteristics and contexts. 1st Street functions as the City's main commercial corridor, with a fairly dense built environment and a robust mix of storefronts stretching from approximately Washington Street to Edwards Street. By contrast, the corridor along Hancock Street is largely fronted by parking lots. The north-south corridor spanning from Sherman Street to 5th Street is envisioned as a "Civic Corridor" as described below, with the Chehalem Cultural Center at the northern end, Memorial Park at the southern end, and several public buildings in between. The area at the fringes of the study area is largely residential, and George Fox University is located just outside the study area to the northeast.

## Parking supply

Initial site visits were conducted during the week of April 3, 2023, with the goal of collecting detailed data on the number and types of stalls available within the study area. A map showing the parking assets located within the study area is shown in Figure 3. The number and types of stalls available within the study area are shown in Table 1.

As shown in the inventory, most of the off-street parking within Newberg is privately owned. Key City-owned off-street facilities include a large lot north of 2nd Street between Howard and College Streets ("2nd Street Lot" henceforth), a lot located on the northeast corner of the intersection of Hancock and Blaine Streets ("Hancock Street Lot"), and a lot stretching along Blaine Street from the Public Safety Building to Memorial Park ("Memorial Park Lot"). Additionally, the parking lot at the Chehalem Cultural Center ("Cultural Center Lot") is available for public use when there is not an event at the Cultural Center taking place.

***Table 1:*** *Counts and characteristics of stalls within the downtown study area*

| | Stall Counts by Type | | | |
|---|---|---|---|---|
| Location | Standard | ADA | Vet | **Total** |
| On-Street | 986 | 6 | 0 | **992** |
| Public Lots | 197 | 10 | 3 | **210** |
| Private Lots | 1,057 | 37 | 0 | **1,094** |
| **Study Area Totals** | **2,240** | **53** | **3** | **2,296** |

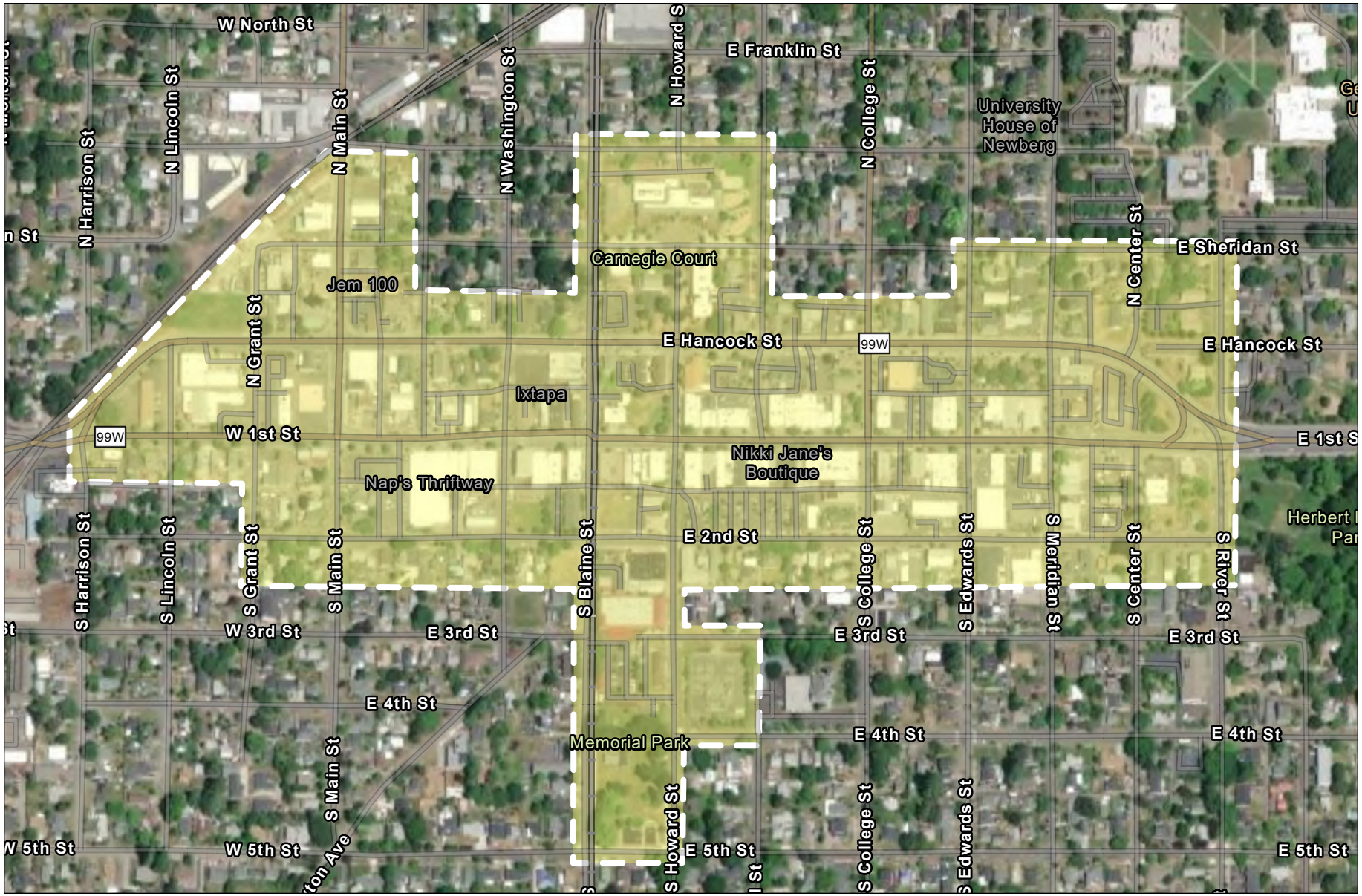



*Figure 2: Downtown Newberg Parking Study and Management Plan study area*

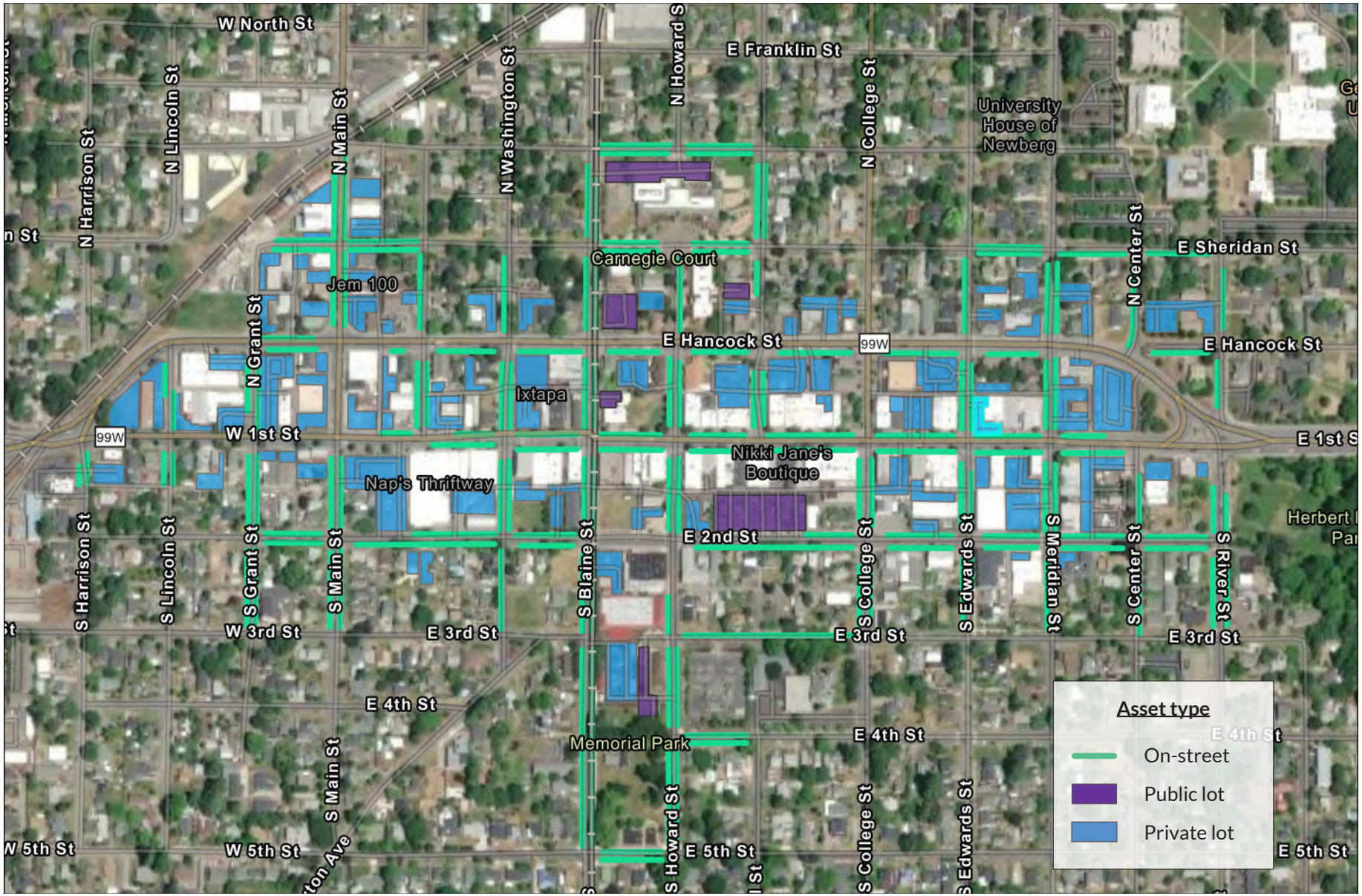



***Figure 3:*** *Parking assets within the downtown study area*

# Planning framework

For a parking plan to be successful, it is crucial that the recommendations are consistent with the vision and guidance established within existing planning framework. Over the course of the project, several existing planning documents were referenced for consistency of vision and mined for unimplemented recommendations that could help mitigate parking issues. They key documents referenced herein are detailed below.

- The **City of Newberg Comprehensive Plan** was reviewed at the outset of the project to provide initial guidance for planning work. Under Oregon's planning framework, the Comprehensive Plan is the document which sets out a long term vision and associated goals for the City, serving as something of an instruction manual for planning and development efforts within Newberg.
- The **2016 Downtown Strategic Parking Management Plan** was referenced throughout the project to ensure that current data collection and analysis efforts are useful for understanding how parking has changed over the last seven years, and to understand the impacts of previous attempts to address parking problems.
- The **Newberg Downtown Improvement Plan (2017)** was referenced throughout the project to ensure consistency with the vision and recommendations therein, and to hunt for synergistic recommendations that could improve parking operations while enhancing the sense of place within downtown.
- The **Newberg Civic Corridor Streetscape Project** (2003) was referenced throughout the project, as many elements of that project could help to connect parking resources on the northern and southern end of the corridor.
- Lastly, the **Chehalem Heritage Trail Strategic Plan (2010)** was referenced to explore plans for creation of hiking/walking trails through the study area, which could further help connect the parking resources throughout downtown.

# **2.** Outreach & Engagement

# Engagement overview and goals

Parking is an issue that has deep and widespread impacts on a community, and as such, can be politically sensitive. For a parking plan to be successful, it is important to engage stakeholders and impacted community members early and often, building support for the plan along the way.

With this in mind, Studio Davis recommended three points of contact with the stakeholders and community members over the three-month project timeline, allowing the project team to have conversations with the public at key points during the project:

1. Prior to any collection of data, to understand problems and opportunities as experienced by users of the system and shape data collection plans accordingly;
2. Following data collection, to present initial results and discuss potential solutions; and
3. Following the planning work, to discuss the ultimate set of recommendations and how they arose from the analysis and outreach in tandem.

The primary engagement opportunities that were conducted included a stakeholder walking meeting (April 6, 2023), a community open house (May 9, 2023), and an online questionnaire (open May 10 to May 16, 2023). The project team is creating outreach materials for ongoing efforts related to the third point of contact.

These engagement initiatives were run concurrently with the analytical pieces described within the next section of this report. The goal of the overall strategy was to "lead with engagement," so that stakeholders and members of the public had a meaningful opportunity to shape the analysis by sharing their recommendations and concerns, and shape the final set of recommendations by sharing their thoughts and overall vision for downtown.

## Discussion questions

To guide the conversations, the project team developed a list of discussion questions for stakeholders and community members. The questions were included in public-facing outreach materials and the goal of discussions generally was to gain an understanding of community members' perspectives associated with them. While sometimes phrased differently for different media, the questions were:

1. What is your relationship with downtown Newberg? (e.g. resident, employee, visitor, etc.)
2. What is your experience with the current state of parking downtown? Is your experience generally positive or negative? Does it change throughout the year or with time of day?
3. What are downtown Newberg's parking challenges? Identify the location, time, and other characteristics of current parking challenges.
4. What are your suggestions for addressing parking challenges? What has been tried in the past?
5. What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?
6. Do any special events (i.e., recurring public events with 50 or more attendees) impact your experience parking downtown? Which events, and when and where do they take place?

These questions were integrated into the outreach process in several ways. They were highlighted in materials inviting stakeholders to the stakeholder walking meeting, they were printed on a poster to spur conversation at the public open house, and they formed the basis of an online questionnaire that members of the public were invited to complete.

The goal in developing these questions, and for the conversations conducted for the outreach process generally, was to invite the public to articulate their vision for downtown as a place, and to create an understanding for how parking functions as a powerful tool in shaping the place.

## Stakeholder walking meeting

A stakeholder walking meeting was conducted on Thursday April 6, 2023, to begin discussions with key stakeholders and to help shape forthcoming data collection initiatives. The meeting included stakeholders from three organizations that served as project partners: Downtown Newberg Coalition, Taste Newberg, and Chehalem Valley Chamber of Commerce.

The discussion questions described above were circulated on the meeting agenda and used as a jumping off point for discussions. The general consensus of attendees is that the parking supply in downtown Newberg is generally adequate to accommodate the day-to-day demand patterns; however problems can arise during special events and around at other times when there is a high-impact occurrence. Issues discussed included a lack of parking enforcement; the difficulties of crossing Hancock and First Streets, particularly for the elderly or families with young children; a lack of lighting at the 2nd Street Lot and the closed breezeway to 1st Street; and issues with wayfinding and public communication regarding parking assets.

The meeting was attended by eleven people in total; a sign-in sheet is included in the appendix. This engagement had a significant impact on the study: Based upon the feedback that many challenges arise during special events, the decision was made to collect data on an event Saturday—in this case, the Camellia Festival on April 15, 2023—rather than during a typical Saturday as initially planned.

## Public open house

As the second point of contact, a public open house was held on Tuesday May 9, 2023, from 6:00 to 8:00 pm. The goal of the open house was to share the initial results of the parking study to as wide an audience as possible, so that users of the parking system could add context and discuss potential solutions with the project team.

The event was advertised to the email lists of the project partners identified above, and publicized on the City's website and event calendar. A postcard was created to advertise the event in both electronic and printed form, and is shown in Figure 4.




***Figure 4:*** *Postcard created to publicize the public open house*

There were a total of eleven attendees at the open house; a partial list from the sign-in sheet is provided in the appendix. To spur discussion, four posters were created and displayed summarizing findings from the utilization study and potential management strategies; these are shown in Figure 6.

Continuing the theme from the stakeholder walking meeting, the majority of issues described at the open house were related to the special events that take place throughout Newberg over the course of the year. Attendees collaborated to create a detailed calendar of events; as shown in the recommendations. Other problems noted were also similar in flavor to those discussed at the earlier walking meetings, including a lack of enforcement, difficult crossings along the 1st Street/Hancock Street Couplet, and the closure of the breezeway connecting the 2nd Street Lot to First Street. Several pieces of written feedback were also received at the open house, including one in the form of an illustration (Figure 5)!

## Questionnaire

The discussion questions identified above formed the basis of a questionnaire that was printed for the open house and available electronically for one week beginning with the open house. The City publicized the questionnaire through its website and social media channels; the ads are shown in the appendix. A total of 21 responses were received. Most respondents gave thoughtful and detailed feedback related to issues and potential solutions.

The complete set of responses received are provided in the appendix to this report. They range in flavor from describing no problems whatsoever to describing significant difficulties finding parking, but most issues described were related to special events or to the busiest part of downtown along 1st Street and to the immediate south. By and large, the issues described are consistent with the study findings detailed in the following section, and the recommendations given within this plan are as responsive as practicable to the feedback received.

Based upon the input received at the open house, the project team took advantage of an opportunity to collect and additional round of data following other on-site engagement work during the Newberg Wednesday Market, with the goal of further understanding the geographical impacts of special events.

## Post-draft engagement

As part of ongoing engagement with stakeholders, the project team is creating public-facing materials to describe the results of this study and the herein. These include a video and a brief brochure summarizing the study and its recommendations, and a slide deck in PowerPoint that can serve as a foundation for a presentation by City staff. Additionally, the geographic data and maps featured throughout this report have been shared with the City's GIS team to create additional maps as needed. The goal is to ensure that the City has resources for continued engagement with the public and decision makers to lead to ultimate successful adoption of this plan.




***Figure 5:*** *Illustration received as part engagement efforts*

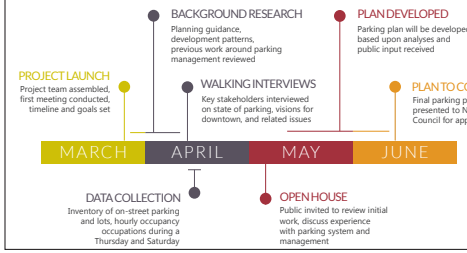
## Project Objectives

- Identify and quantify both public and private parking resources within the study area
- Analyze and understand current usage of parking resources and compare to 2016 analysis to learn how parking usage is changing
- Analyze and understand seasonal variation in parking usage
- Deliver comprehensive set of recommendations to address issues and opportunities

## Tonight's Goal

- Learn about parking issues as experienced by residents, visitors, and employees

## Project Timeline:




## Study Area



## Parking Management Goals

- Create "right-sized" parking solutions
  - *Too little parking: Traffic congestion from cruising, potential safety impacts, potential lost business & economic impacts*
  - *Too much parking: Walkability and sense of place impacted, public money wasted*
- Create regulations and policies consistent with goals for growth, economic development, livability
- Ideal: 1-2 spaces free within a block or so of any potential destination

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## Parking Management Tools & Examples



***Wayfinding***

Wayfinding aims to help people easily find parking when arriving by car, and navigate to and from their parking space while on foot. It is thus crucial to consider both driving and walking perspectives.



***Parking lot signage & branding***

Branding and signage help people identify public lots, providing guidance and affirmation on where to park. Ideally, these efforts are integrated with websites, visitors centers, and other public-facing resources.



***Enforcement***

Enforcement of time limits, regulations, "customer parking only," etc., tends to be politically popular, but it is costly and can be difficult to accomplish effectively in many settings. In tourist settings, there are sometimes concerns of leaving visitors with negative impression.



***Shared Parking / Event Parking***

Shared parking agreements can allow for underutilized private parking lots to absorb excess demand. This can be particularly useful during special events, where intense impacts are felt upon a small area for a short period of time.



***Metered parking***

Metered parking is a powerful and effective tool to manage significant demand while also creating a source of revenue. It typically is used to address issues that have outgrown other interventions.

***Permit programs***

Permit programs aim to encourage certain types of parking demand within certain facilities. Common examples include residential or employee parking. Other demand can be precluded entirely, time limited, or even paid.



***New Supply***

Additional supply tends to be a relatively popular intervention, as it is a direct way to satisfy additional demand. But here is typically significant expense associated along with walkability and livability concerns.



***Striping and Lighting***

Striping stalls can improve efficiency by providing guidance and affirmation. It's relatively uncontentious and inexpensive but does require regular maintenance/refreshing. Sometimes residents oppose striping adjacent to their properties as it's seen to encourage parking.

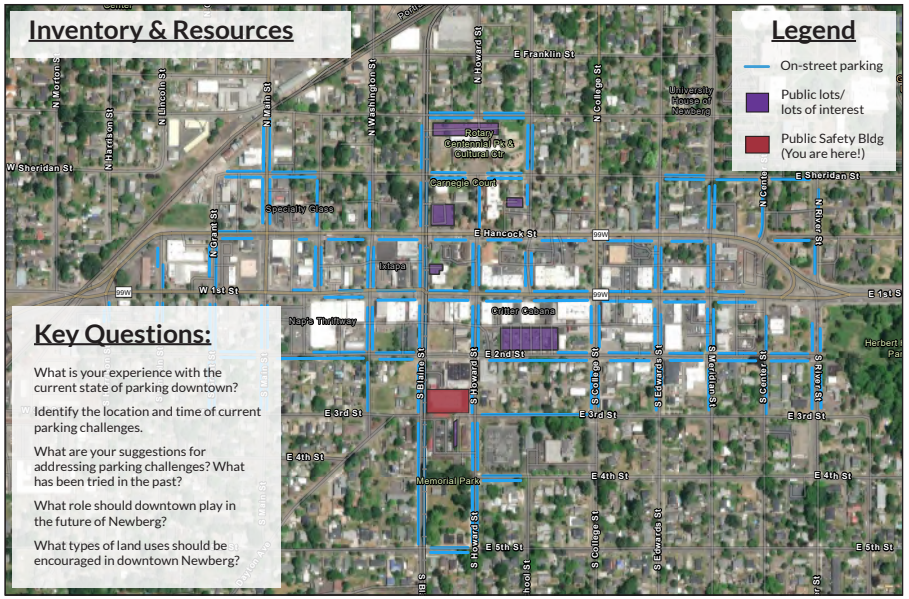
Similarly, street lighting can activate underutilized parking by making parking areas feel safe, welcoming, and connected during evenings or winter months.





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## Inventory & Resources




## Key Questions:

What is your experience with the current state of parking downtown?

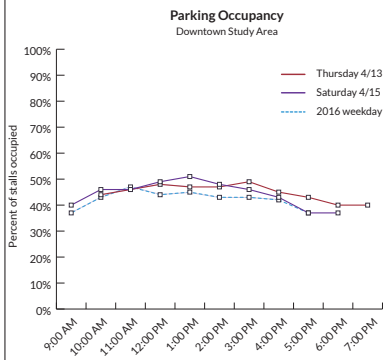
Identify the location and time of current parking challenges.

What are your suggestions for addressing parking challenges? What has been tried in the past?

What role should downtown play in the future of Newberg?

What types of land uses should be encouraged in downtown Newberg?

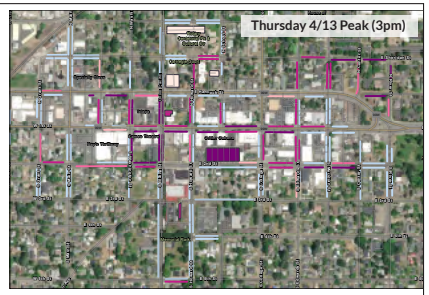
## Preliminary Analysis

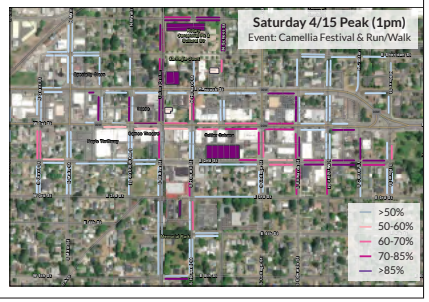



## Questions:

How does parking vary seasonally in downtown Newberg? What would be different if we observed parking utilization in July?

What are the key events that impact parking demand?




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***Figure 6:*** *Posters used to spur engagement during public open house*

# 3. Parking Utilization Study

# Data collection, occupancy maps, and demand patterns

To supplement the findings and perceptions from the outreach phases with quantitative data, parking occupancy data were collected over the course of two study days:

- Data were collected on **Thursday, April 13, 2023 from 10am to 8pm** to observe demand over the course of a typical weekday. All public lots and on-street stalls and a sample of private lots were surveyed once per hour to garner insights about how demand varies geographically and temporally under typical operating conditions.
- Data were collected on **Saturday, April 15, 2023 from 9am to 7pm** to observe demand over the course of a weekend day featuring a large event: **The 2023 Camellia Festival,** with an estimated 5,000 attendees, is one of Newberg's largest annual events. The study area was again surveyed once per hour to learn about demand patterns during an event and weekend day.

An additional survey of the study area was conducted during the presumed peak hour of the **Newberg Wednesday Market** at **6pm on Wednesday May 10, 2023,** based upon feedback received indicating that events were especially impactful to parking conditions.

The percentage of stalls observed to be occupied over the course of the two 2023 study days is shown in Figure 7, along with corresponding data available for a weekday from the 2016 study.

Maps showing the geographical distribution of demand observed during the peak hour for the Thursday study day (3pm), the peak hour for the Saturday/Camellia Festival Study day (1pm), and the Wednesday Market observation period are shown in Figures 8, 9, and 10, respectively. Within these figures, lighter and less saturated colors represent block faces and parking lots with lower demand and more available parking, while deeper and more saturated colors represent block faces and parking lots with high demand and thus little to no available parking. A common rule of thumb in parking management is that demand levels of 85% or more are considered "functionally full;" these are shown as fully saturated on the maps.

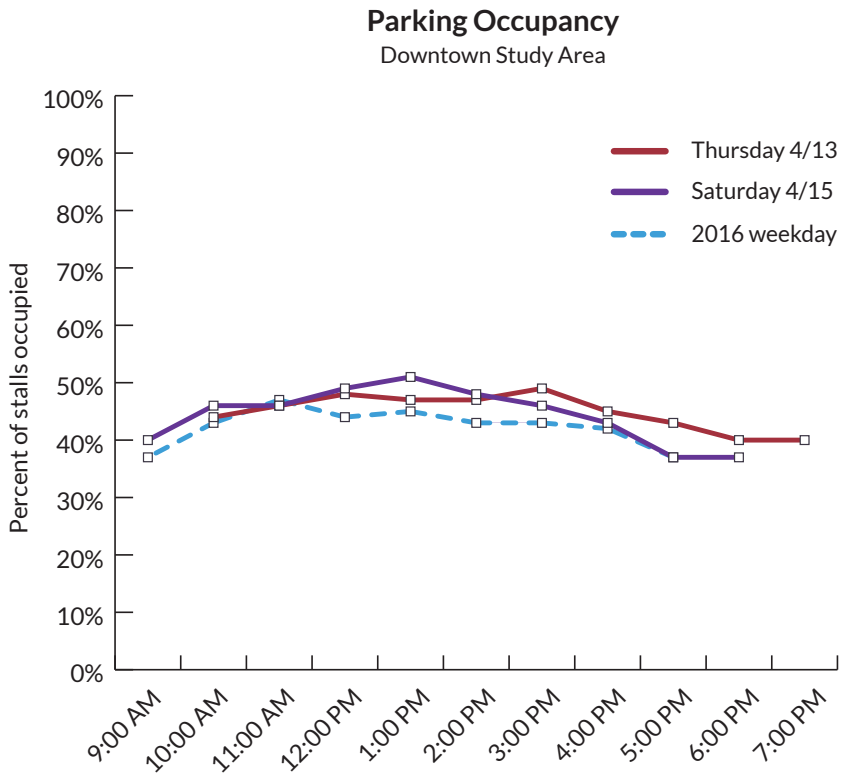



***Figure 7:*** *Percentage of public stalls occupied by hour within study area*

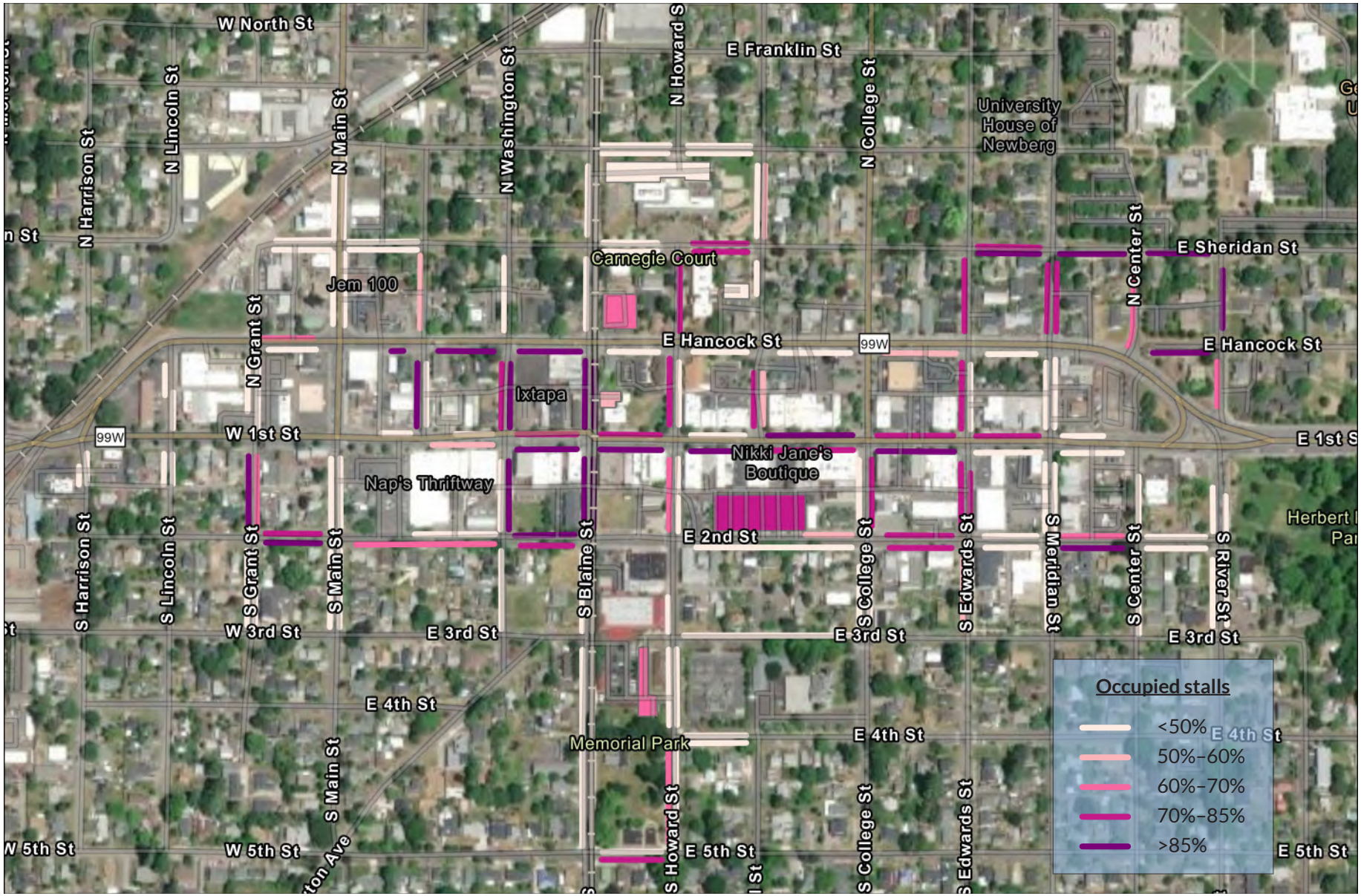



***Figure 8:*** *Parking occupancy at the 3:00pm peak hour on Thursday April 13, 2023*

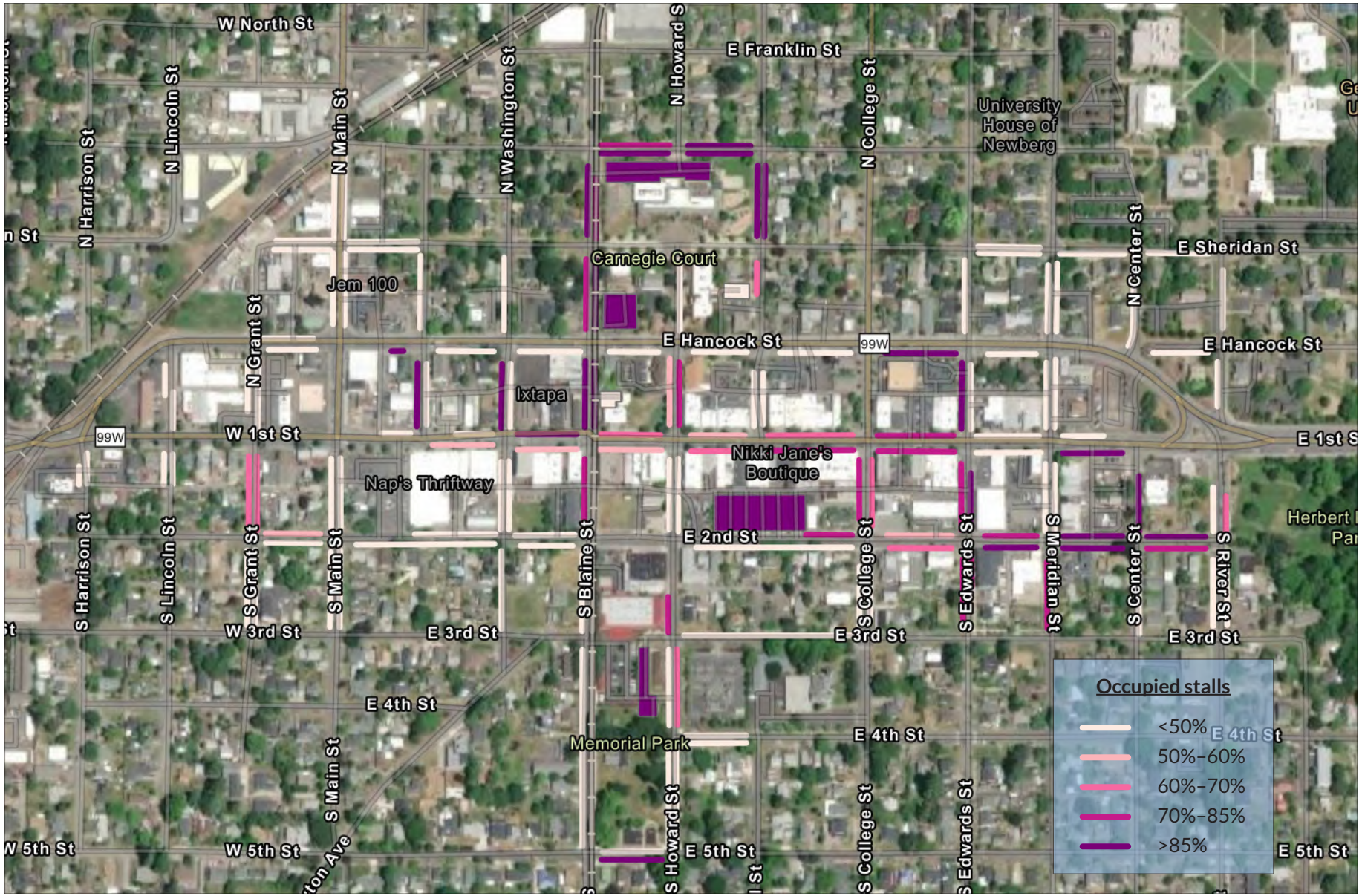



***Figure 9:*** *Parking occupancy at the 1:00pm peak hour during the Camellia Festival on Saturday April 15, 2023,*

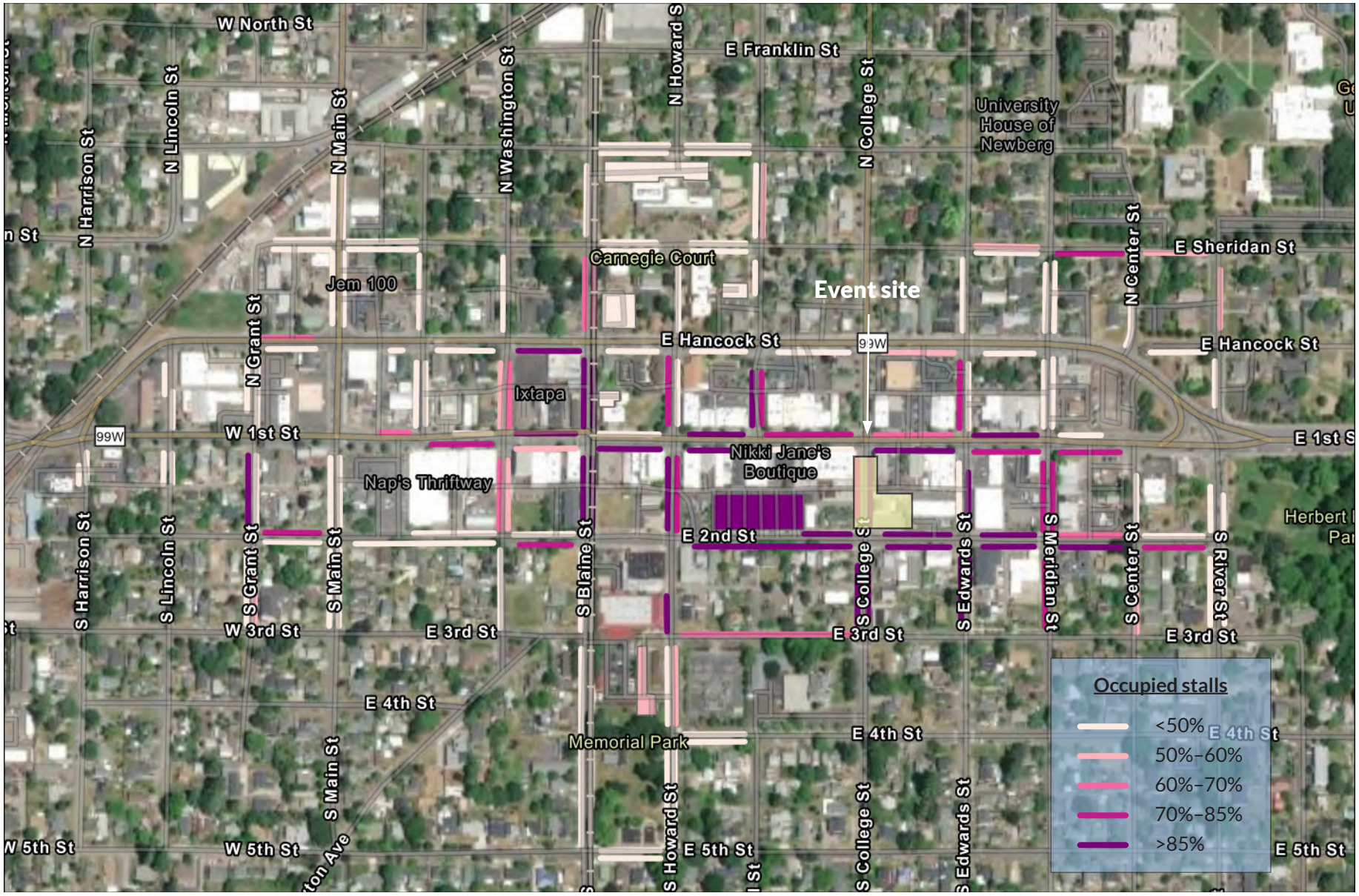



***Figure 10:*** *Parking occupancy at the 6:00pm hour during the Wednesday Market on Wednesday May 10, 2023*

## Downtown core

Based upon the feedback received over the course of the outreach process and an initial examination of high-level demand patterns, a centrally located area within downtown was identified as having the highest-demand street parking. This area consists of the segment of 1st Street between Washington and Edwards Street, and the adjacent block faces of Washington, Blaine, Howard, School, College, and Edwards Streets between 2nd and Hancock Streets. Demand patterns for this central area are shown in Figure 11.

## Parking lots

Four public or publicly available lots represent significant resources within the parking system, providing parking areas within or near some of the busiest areas of downtown. Demand patterns within the lots over the course of the two study days are shown in Figure 12.

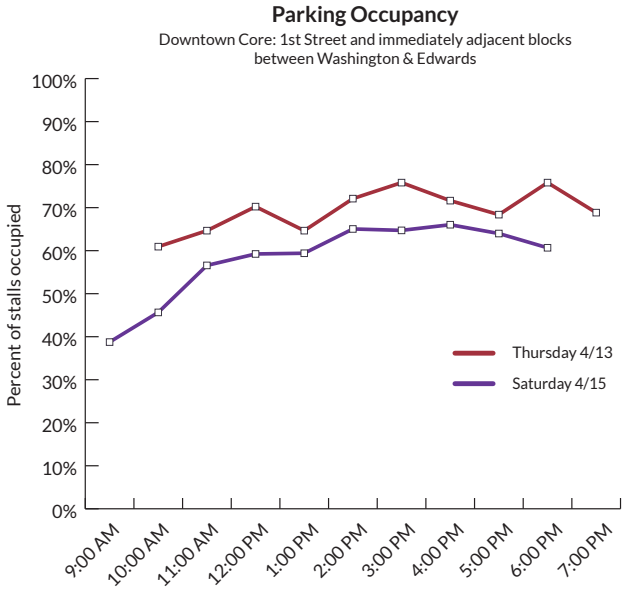
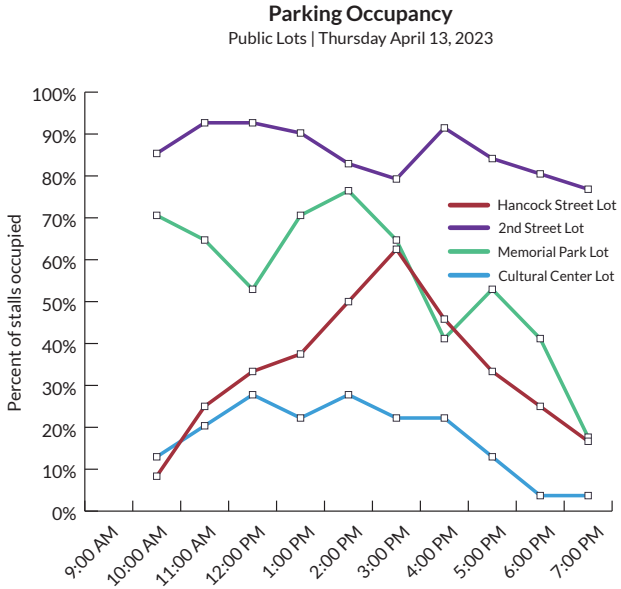



***Figure 11:*** *Parking occupancy within the downtown core*



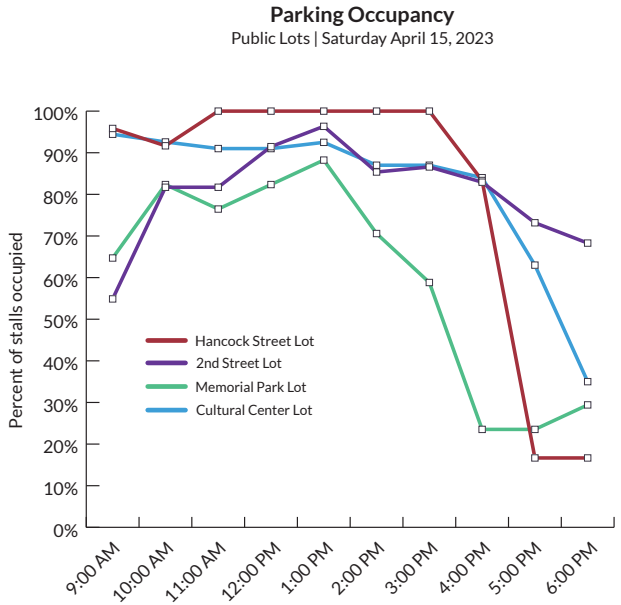




***Figure 12:*** *Parking occupancy within publicly available lots*

# Key observations

## Overall

- In aggregate, there is ample parking within the study area to handle all observed demand. Even during the busier events, demand for public parking within the study area was never observed to exceed 51% of available stalls. However some areas of the study were observed to be consistently busy, while other areas were observed to be busy during events and quiet otherwise.

- A common rule of thumb in parking management is that demand levels above ~85% are potentially indicative of problems, as research has shown that detrimental impacts to the overall system begin to occur at this level. These demand levels are thus shown as fully saturated on the maps. However, because there is typically parking available within a block or two of any downtown location, the potential detrimental effects of full parking that may happen when several blocks in a row are full (i.e. spending too long to search, frustration, congestion, possible non-return to the area), are less likely to occur here. Nonetheless, moving some of this demand to less-used areas is advised. These considerations are discussed at length in the following sections.

- Generally, the busiest part of the study area was observed to be along the central part of 1st Street and the immediately adjacent blocks, corresponding to the densest parts of downtown Newberg. Lots and on-street facilities within this area were frequently observed to be in high demand throughout the study period, with demand rates in the range of 60% to 80% throughout the study period. This indicates that even within the busiest parts of downtown there is typically parking available within the downtown core, however at peak times parking may begin to become scarce here. As the city redevelops and grows, this parking may become further strained.

- Outside the core area, there was ample available parking available on street or within publicly available lots. Often this parking is within a reasonable one- to three-minute walk of key destinations within the core, although at times parking can be hard to identify or locate from normal/signed circulation routes.

## Thursday study day

- The Thursday study period was chosen to understand operating conditions on a "typical" weekday. Parking patterns largely varied as expected with the built environment. The downtown core identified above was consistently the busiest area throughout the study day, with occupancies within this area peaking at about 75%. Occupancies were typically much lower outside the downtown core, and in aggregate 50% of parking or less was occupied throughout the study day.

- The 2nd Street Lot was observed to have high demand for much of the study day, peaking at about 92% of capacity for several hours. However at the overall system peak (3pm) it did have some remaining capacity. This likely suggests that the lot is being used by both employees for longer-term stays as well as visitors/patrons for shorter stays.

- On-street parking areas located within the northeast part of the study area were observed to be in fairly high demand over the course of the study day, likely indicative of demand from George Fox University.

## Saturday event study day

- The impact of the Camellia Festival was immediately apparent from the geographic distribution of parking during the event. The Cultural Center and Hancock Street parking lots were observed to be in high demand throughout the event. On-street parking north of Hancock Street within the study area was also observed to be in high demand, including residential parking near the Cultural Center.
- Interestingly, demand for on-street parking along the south side of Hancock Street was fairly low even during the peak of the event. This suggests a that an important dynamic that was discussed during project outreach is in play: Visitors are reluctant to cross the state highways and so search for parking on the same side of Hancock or 1st Street as their destination. This magnifies the local impact of special events.
- Accordingly, parking within the downtown core was observed to operate largely independently of event demand, with fairly similar demand patterns to those observed on Thursday. Overall demand was observed to be fairly steady between 50% to 60% throughout the study day, with consistent demand throughout the afternoon.
- The parking lots north of Hancock—the Hancock Street Lot and the Cultural Center Lot—were observed to be functionally full throughout the study day before emptying out rapidly in the late afternoon, clearly due to the influence of the event. However the lots south of 1st Street—the 2nd Street Lot and Memorial Park Lot—were observed to operate nearly identically to the Thursday study day. This is further evidence of the impact of the highway couplet in localizing parking demand, and shows that the areas near the Cultural Center and the downtown core operate largely independently of one another despite their close proximity.
- There was significantly less demand observed within the northeast corner of the study area during the Saturday study day. This provides further evidence that George Fox University is the main driver of demand there.

## Wednesday Market

- As expected, demand around Wednesday Market was concentrated along the south side of 1st Street. On-street parking within a block or two of the market, was observed to be functionally full or nearly so. The 2nd Street Lot was observed to be operating at or above capacity, with more vehicles observed to be circulating within the lot than stalls available.
- Demand for on-street parking near the market was observed along 2nd Street, and the rest of downtown core was accordingly busy. However demand was somewhat lower along the north side of 1st than the south side, and demand for stalls along Hancock Street was light. This is again indicative of the influence of the highway couplet in locating demand, with most or all Wednesday Market traffic searching for parking on the south side of 1st Street. Some impacts to the residential neighborhood near the market are noted. It is noted that there was ample nearby parking available on-street near Memorial Park and within the Memorial Park Lot.

# Seasonal variation in parking demand

To understand how parking demand patterns may change over the course of the year, the project team analyzed available data on visitation to the City of Newberg to gain insights into the number of people traveling into Newberg, and where they're coming from.

By far the most robust dataset on this topic is managed by Taste Newberg, and the project team gratefully acknowledges their contribution. The visitation data analyzed are summarized in Figure 13. These data include estimates of the total number of monthly visitors to downtown Newberg and their origins, with visitor origins chosen to represent local traffic (<20 miles from downtown), regional visitors (20–50 miles from downtown), and distant visitors (>50 miles from downtown) based upon address data of visitors.

The data show that local traffic is the primary driver of visitation over the year. The number of monthly visitors ranges from just above 200,000 to just under 300,000, with fairly consistent visitation from April through October with the exception of May. It is possible that the decline in May is either anomalous, indicative of a lull in activities related to George Fox University's calendar, or both.

In aggregate, April is the second busiest month of the year after August, perhaps due partially to the impact of the Camellia festival. On balance, the visitation data suggests that parking is not significantly more crowded during the summertime than observed in April, though it is likely that parking may be more concentrated within the downtown core during the summertime periods.

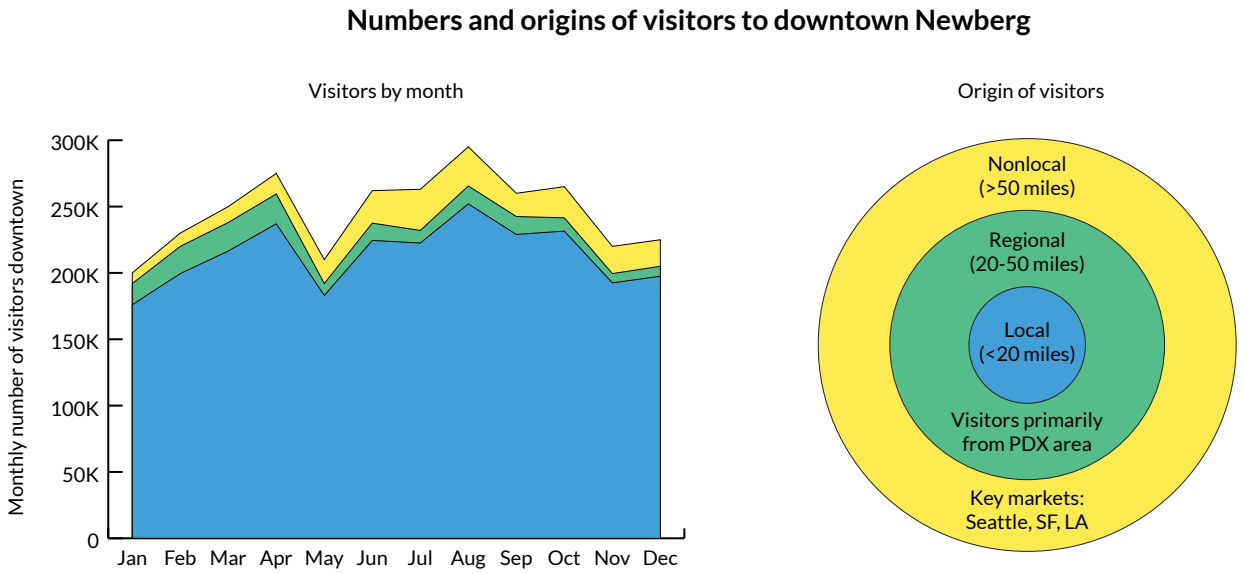



***Figure 13:*** *Numbers and origins of monthly visitors to downtown Newberg*

# 4. Findings & Recommendations

# Overview

Generally, the results of the analysis and outreach process paint a picture of a parking system that has sufficient supply to meet demand loads typically seen in the downtown study area. However, a number of problems and inefficiencies were identified related to certain places within downtown and certain times, particularly during special events.

While there is typically parking available within a block or two of most key downtown destinations, some parking within the most central areas—particularly on-street parking along First Street and immediately adjacent streets—is heavily utilized for much of the day. It is suspected that some of this demand is due to people parking long-term despite two-hour limitations. Additionally, outreach for the project indicated that many people feel uncomfortable or unsafe crossing First and Hancock Streets in many locations, and this compels them to seek parking on the same side of these streets as their destinations. This effect also manifests clearly in the parking utilization data, and leads to an inefficient use of resources, particularly during event days.

This parking study and management plan aims to address these issues and the myriad of others identified through a set of holistic solutions that centers the importance of downtown Newberg and contributes to retaining and enhancing its sense of place. A key element of the philosophy employed in assembling this plan—and results of the outreach show that this is widely shared by Newberg residents—is that parking should be viewed as a tool to support a thriving, interesting, and successful downtown rather than as an end goal itself. This vision is evident throughout the plan.

The recommendations are summarized in Figure 14 and described in detail below.

# Recommendations

## 1. Define and implement a consistent brand and naming scheme for public parking resources.

At present, the City-owned public lots within Newberg are signed inconsistently, and the parking lot north of the Chehalem Cultural Center is not signed as a public resource. Visitors and potentially even locals therefore may not identify these as legal parking opportunities. The City should install signage that clearly labels these lots as publicly available parking, and to the extent possible helps visitors remember where they parked so they can easily find their vehicles at the end of their stays.

Grants Pass, Oregon, provides a best-practice example here. Lots are each named based on a theme—local animals in this case, e.g.., Duck Lot, Owl Lot, Beaver Lot—and each lot has an accompanying piece of art or signage. The public lots are clearly and consistently signed with a sign style that incorporates the city's logo and is

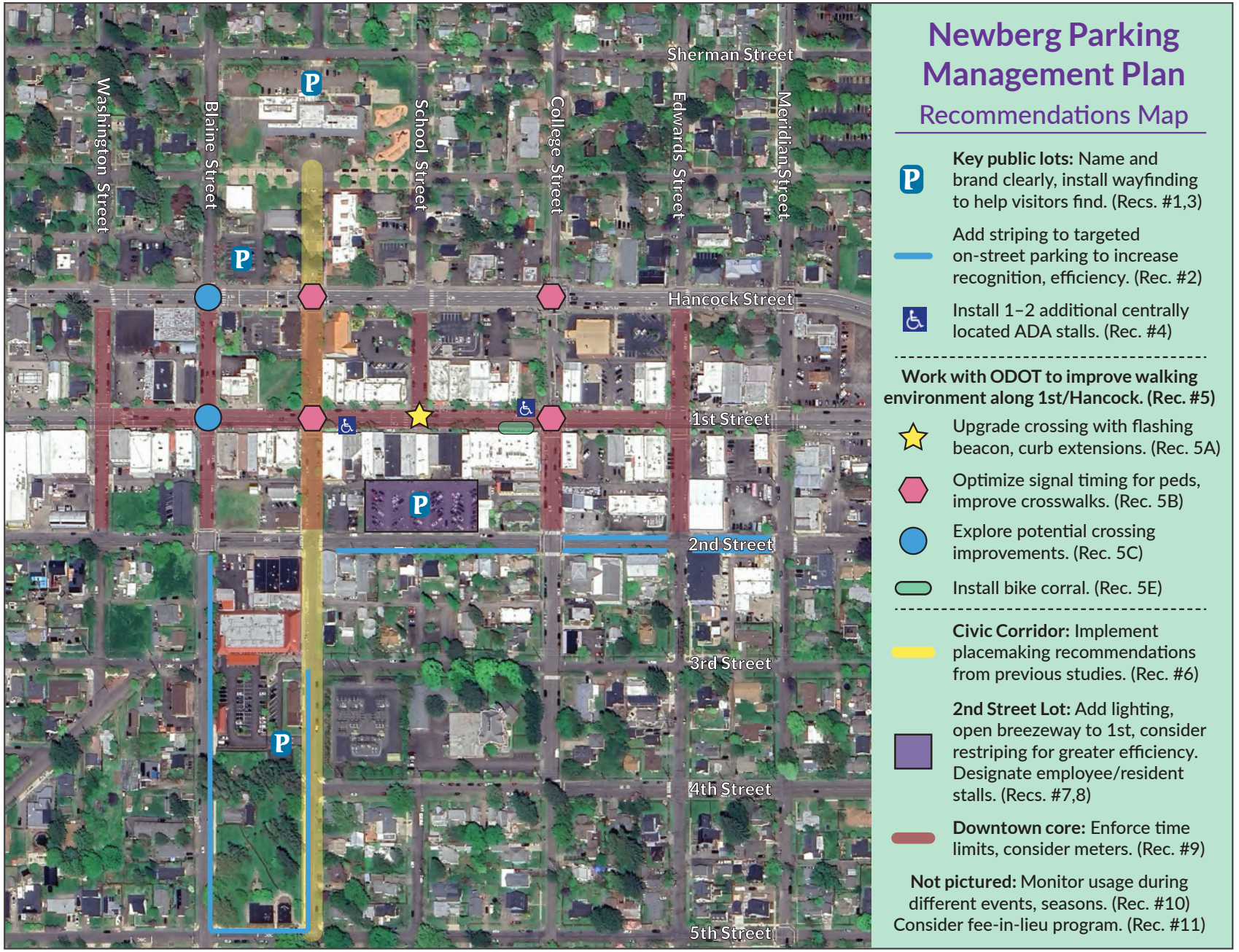



*Figure 14: Map summarizing recommendations from Downtown Newberg Parking Study and Management Plan*




**Figure 15:** *Signage and accompanying art/murals from Grants Pass, Oregon provide a best practice for parking lot branding*

consistent with its other branding. Some examples of the signage from Grants Pass are shown in Figure 15.

This sort of branding and signage can be an excellent way to encourage utilization of parking lots, helping in two ways:

1. It provides affirmation for visitors and others who may not be familiar with local regulations that the parking is indeed legal and publicly available; and
2. For those who may be unfamiliar with the area, it provides a landmark that helps them to navigate and easily locate their vehicle at the end of their stay.

For Newberg, parking signage could potentially build upon the City's existing branding elements. The City's logo incorporates a unique and recognizable font—Cipollini Bold—along with distinctive blue hues. These can be combined to form a simple but effective brand for the City's parking. Potential sign concepts utilizing this branding are shown in Figure 16.




**Figure 16:** *Potential concepts for branded signage utilizing font and blue colors from Newberg's logo*

On a similar note, the parking lots should be formally named, with signage installed to carry forth this branding scheme. For simplicity, it is recommended that the City carry forward the naming convention used within this report and formally "name" the key public facilities intuitively based on their location, i.e., 1st Street Lot, Hancock Street Lot, Cultural Center Lot and Memorial Park Lot. The naming of the stalls should be consistent on all City publications and visitor-facing materials, including those produced by partners where feasible. The parking lots should be signed with their formal names.

The City could potentially extend this branding and signage to underutilized street parking like stalls adjacent to the Cultural Center or Memorial Park absent events, to help activate these stalls in tandem with the other measures described.

## 2. Add striping to targeted on-street parking to help visitors find and identify these stalls, increasing their utility.

There are several block faces within the study area that allow for parallel parking, some of which accommodate reasonably heavy demand, where parking is unstriped. It is recommended that the City install striping on these segments. This will allow visitors to more easily find and identify legal and desirable stalls, and improve the efficiency of the system.

The recommended block faces for installing striping are:

- Block faces along 2nd Street between Washington and Edwards Street, as these generally front commercial properties and see reasonably high parking demand which could be accommodated more efficiently.
- Block faces along the Howard, Blaine, and 5th Street fronting the Public Safety Building and Memorial Park. These block faces represent a large stock of available parking a short distance from many key destinations. Under existing conditions they are underutilized and could be activated via striping along with other recommendations herein.

## 3. Install wayfinding and produce visitor-facing content to guide visitors to parking resources and encourage circulation patterns to further help activate these stalls.

While there is some wayfinding in place currently, the signs tend to be fairly small and difficult to spot, especially for drivers entering downtown on the highway couplet. Some examples of the City's existing signage are shown in Figure 17.




***Figure 17:*** *Examples ofNewberg's current wayfinding and parking lot signage*

Guiding visitors to and from parking assets within downtown should be a primary consideration for the City's wayfinding efforts, and as budget allows, it is recommended additional signage be installed to this end. As detailed below, it is recommended that the City work with ODOT to replace and expand existing wayfinding signage along the highway couplet. In addition to provided signage, wayfinding can be incorporated into public facing maps and visitor guides, and in tandem with branding efforts recommended above, can be a powerful tool to help downtown's visitors navigate to parking both in their cars and on foot.

Wayfinding efforts should consider the differing needs of drivers and other users and be designed accordingly. To wit:

- **Drivers,** ideally, would access parking as directly as possible from the highway couplet while spending as little time as possible on busier pedestrian-oriented streets like Howard Street of College Street. Driver-targeted wayfinding should be designed to this end. As detailed below, The City should work with ODOT to improve and expand signage facing drivers as they enter and traverse downtown.
- For **pedestrians,** wayfinding should again focus on helping people find and identify lots, but should reinforce the walkability of downtown and generally try to encourage people to park once and walk to other destinations. An good example of a pedestrian-focused wayfinding sign from Forest Grove, Oregon is pictured in Figure 18. Note that the sign labels public parking lots relative to its own location, and includes a color coded list of destinations.

  The City should consider installing similar types of signage in downtown, ideally near parking lots and other key intersections. Additional information on these signs could include walking times to various parking lots and destinations. These could be supported with other smaller signs or pavement markings indicating directions and walking times to lots and destinations.
- The City should also consider wayfinding for **bicyclists,** helping guide them between bike lanes, bike parking, and destinations. As described below, there are good cycling conditions in Newberg and initial discussions with ODOT resulted in a recommendation to add bike parking to 1st Street. This can help alleviate pressure on the City's auto parking resources.

To the extent possible, the wayfinding system should incorporate the branding recommended above.

## 4. Install additional ADA stalls within the downtown core.

While there is ADA-compliant parking within the public parking lots, this parking is fairly distant from many key destinations,




***Figure 18:*** *Example of well-branded pedestrian wayfinding from Forest Grove*

especially the core commercial area on and near 1st Street. Multiple participants in the feedback process expresses concerns about finding well-located ADA parking downtown. As a simple and low-cost way to improve accessibility, the City should install one to two additional ADA stalls within the downtown core. Ideally, one stall would be located adjacent or near the intersection of 1st/College and the other adjacent or near the intersection of 1st/Howard. The two stalls should be located on opposite sides of 1st Street. This configuration will greatly improve the number of destinations that can be accessed within a short distance of ADA parking.

## 5. Work with ODOT to improve pedestrian environment and crossings along First Street and Hancock Street. Consider parking and walking impacts in redesign of these streets.

A consistent theme that arose during the outreach regarding the state of downtown generally was the difficulty of crossing the key east-west streets through downtown, First Street and Hancock Street. Senior citizens and families traveling with children in particular described significant difficulties in crossing the streets given their width, travel speeds, and the relative paucity of high-quality crossings. The results of the analysis highlight the concern, as parking demand was observed to concentrate on the same sides of these streets as key demand generators, particularly during the observed events.

A key challenge in addressing safety and livability considerations along the road is that it is under the jurisdiction of the Oregon Department of Transportation (ODOT) rather than the City. The project team has begun initial outreach with ODOT representatives to discuss the possibilities and challenges inherent in improving the walking environment along and across the couplet. Based upon these conversations, the following improvements are recommended in the near- to mid-term.

### 5.A. Improve crossing First Avenue/School Street

The crossing of First Street at School Street is located centrally within the one of the busiest commercial areas of downtown Newberg. This crossing can be useful for accessing street and off-street parking resources nearby and for pedestrian circulation generally. The City and ODOT should work together to upgrade this crossing, potentially with a rectangular rapid-flashing beacon, as well as adding a curb extension to the north side of the crosswalk. The striping marking the crosswalk and pavement underneath should be refreshed to eliminate walking/tripping hazards and maximize visibility and accessibility.

### 5.B. Optimize signal timing for pedestrians and improve crossings generally at First/Howard, Hancock/Howard, First/College, and Hancock/College

The crossings at First/Howard, Hancock/Howard, and First/College are signalized and currently see the most demand for pedestrians within downtown given their proximity to destinations and parking. The crossing of Hancock/College is a bit less busy as it lies farther from the busiest core, but the same dynamics are in place. Despite the signals in place at these intersections, the crossings can be intimidating or entail delay due to volumes on the First/Hancock couplet. The City should work with ODOT to optimize signal timing for pedestrians at these crossings, reducing delays and increasing conflict-free opportunities to cross.

The intersections of First/Howard and Hancock/Howard may be ideal to consider a “pedestrian scramble,” where all automotive traffic on both streets is served a red indication and all pedestrian

movements (including diagonal movements) are served a "walk." This can serve as a placemaking component of establishing a "cultural corridor" as described below in addition to upgrading the walking environment.

Similarly, a leading pedestrian interval (LPI), where pedestrians are served a "walk" signal for several seconds before adjacent automotive traffic is shown a green indication, may represent an effective upgrade of the crossings at First/College and Hancock/College. The segment of College Street between the couplet is striped and heavily utilized for north-south circulation and thus there are many turns onto and off of the couplet at these intersections. Implementing an LPI at these intersections can reduce conflicts with turning vehicles and increase the safety and comfort of these crossings.

For all four intersections above, right turn on red prohibitions should be implemented along with the improved signal timing to secure the exclusivity of the pedestrian phases. Additionally, in recent years ODOT has increasingly used more substantial International striping at signalized crossings versus the more scant Standard striping; it is recommended that International striping be implemented at these signals to maximize visibility and clearly communicate to drivers to expect pedestrian crossings here. These crosswalk striping schemes are illustrated in Figure 19.

### 5.C. Explore potential improvements at crossings of First/Blaine and Hancock/Blaine

The intersections of First/Blaine and Hancock/Blaine are again important in connecting destinations and parking on the north and south sides of the couplets and to the potential Cultural Corridor described below. However these intersections are not signalized and the crosswalk markings are inconsistent and in poor condition. The crosswalk markings here should be refreshed and consistent, preferably with the more substantial International striping. While signals at these intersections are possible in the long-term, there may be potential in the shorter term to improve these crossings with a beacon or similar infrastructure, perhaps utilizing the existing structures or electricity supporting the rail crossing.

### 5.D. Add curb extensions where not currently in place to reduce crossing distances and improve pedestrian experience generally

Aside from the intersections of First/Howard and First/Hancock, all intersections described above as well as others along the couplet could be improved with additional curb extensions to reduce crossing distances and improve visibility of pedestrians entering crosswalks. Curb extensions should be added to these intersections where presently absent. It is noted that curb extensions can be added quickly and cheaply in the short-term utilizing paint and

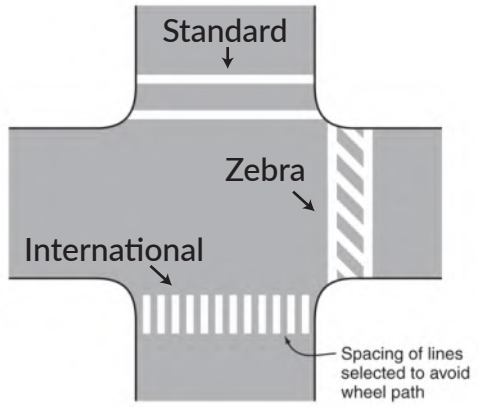



***Figure 19:*** *Crosswalk striping examples (image: MUTCD)*

plastic bollards. This strategy has been successfully implemented in Portland and elsewhere on a temporary basis while waiting for an opportunity to add permanent curb extensions.

### 5.E. Add a bike corral to First Street

The First Street/Hancock Street couplet features an east/west couplet of bike lanes, and the side streets in Newberg tend to be low-volume and comfortable for all abilities cycling. The pressures on the automotive parking system could be reduced by reconfiguring a stall or two as a bike corral, allowing for the parking of as many as ten bicycles per automotive stall converted. The south side of First Street between College and Howard Streets represents the optimal location due to its accessibility via existing bike infrastructure and its proximity to important destinations. Adding a corral to the immediate west of the intersection with College could also help improve this crossing by "daylighting" the crosswalk. A corral to the immediate west of the intersection of First/Howard or the north side of First Street to the immediate west of School Street would also improve the crossings via daylighting, although these locations may attract less demand than First/College.

### 5.F. Wayfinding signage

The City currently has small signs guiding visitors to parking in several locations along the couplet. As described above, it is recommended that the City improve the consistency and clarity of these signs. The City should work with ODOT to replace the existing "public parking" signs with newer and larger signs, and implement wayfinding to encourage circulation further west (e.g., along Blaine) rather than College for those looking for a place to park. Pedestrian wayfinding should be implemented as well, as described above.

### 5.G. Consider parking and walking impacts in the eventual redesign of First/Hancock

In coordination with the ongoing development of the Newberg-Dundee bypass, there will be an opportunity to redesign First and Hancock Streets to accommodate the new traffic and circulation patterns that emerge. The City should seek to balance the needs of the walking and parking systems as plans for the redesign begin. Reducing Hancock Street to two travel lanes and adding a parking protected bike lane on the north side represents a potential win/win by adding parking supply while improving the cycling and walking environments on the street. Similarly, reducing First Street to two lanes and adding diagonal parking to the south side of the street would increase parking supply along in the highest-demand areas while improving the safety and walkability of this street.

## 6. Continue creation of a Civic Corridor along Howard Street and integrate with plans for Ewing Young Trail to further improve connectivity and connect parking resources at the north and south ends of downtown.

As described in the Planning Framework section of this report, the City previously conducted initial visioning and scoping work around creating a Civic Corridor along Howard Street between Memorial Park and the Chahalem Cultural Center. The 2016 Newberg Downtown Improvement Plan echoes this recommendation, albeit without the level of specificity of the prior Civic Corridor Streetscape Project

Moving forward with the placemaking elements for the civic corridor as described in the Newberg Downtown Improvement Plan and detailed in the Civic Corridor Streetscape document will benefit the parking system as well. As noted throughout this report, the

highway couplet currently has a divisive impact upon downtown, and improving north-south connectivity and enhancing crossings as the Civic Corridor envisions would better connect parking resources on the two sides of the couplet and the block between. With significant parking assets located on both the north and south ends of the corridor, improving the north-south connectivity in tandem with wayfinding and branding efforts detailed above could alleviate pressure on the busiest parking resources within the downtown core. Chehalem Parks and Recreation's plan to use this segment as part of the Ewing Young Trail presents a further opportunity to improve parking management via placemaking and pedestrian-focused initiatives.

## 7. Improve street lighting within and around the 2nd Street Lot. Reopen the breezeway connecting this lot to 1st Street. Consider reconfiguration of lot to maximize efficiency.

The 2nd Street Parking Lot is a uniquely important resource within the Newberg parking system, given its size and central location within the downtown core. While it sees reasonably heavy usage under existing conditions, the City should pursue opportunities to increase the utility of this lot through additional lighting and visibility, and should explore the possibility of configuring the lot to add capacity.

During the engagement for this project, a paucity of lighting within and near the 2nd Street Lot was mentioned on several occasions as a barrier to using the 2nd Street Lot. This combines with the narrow nearby alleyway and the recently closed breezeway to 1st Street to create an unwelcoming feeling in the lot, especially at nighttime (Figure 20). It is thus recommended that the City pursue additional lighting within the lot as budget allows, and work with the breezeway's property owner to reopen the Breezeway to improve both the connectivity and visibility of the lot.

It is also noted that the configuration of this parking lot is somewhat unusual with four entrances and exits, and with 90 stalls it is at the lower end of what one might expect from a 30,000+ s.f. lot. This lot appears to need restriping at a minimum in the near future. The City should explore whether it makes sense to reconfigure this lot, particularly if capacity could be expanded by closing the redundant entry and exit points. If the four central accesses were closed, this could free up an additional 200 feet of street frontage for parking, enough for 8 additional stalls using the city's current 24-foot stall size. Further, this lot could then be enforced automatically under the scenario detailed below, whereas this is impossible under existing conditions due to the multiple access points.




***Figure 20:*** *Narrow alleyway next to the 2nd Street Lot and closed breezeway to 1st Street that can make some users feel unsafe*

## 8. Provide safe and well-located parking for downtown employees and residents.

Ideally, owners and employees of downtown businesses would park in lower demand areas, leaving parking in high-demand areas for customers and visitors. However absent regulation, employees will often select the high-demand stalls simply because they represent the most visible parking, and employees will arrive at times when they are available. This is problematic since these employee trips represent long-duration stays in parking stalls, so they have an outsized impact on parking congestion.

Further, several buildings located within the busiest core of downtown include residences with no dedicated off-street parking. This creates a similar dynamic, where residents occupy centrally-located parking for long-duration stays.

The City should work directly with businesses and commercial interests to accommodate employee parking at sites outside the busiest areas, ideally within the 1st Street Lot and Hancock Street Lot. The City could designate some portion of stalls within these lots as "employee/resident only" as a "carrot" to accompany the enforcement "stick" recommended below, with the goal of pushing longer parking stays into the designated stalls within the lots. The City can explore a permitting program to formalize this process, however costs to administer this without an existing framework may outstrip potential benefits. In the near-term, it is recommended that the City engage partners and businesses to educate users of the parking system and encourage buy-in.

It is noted that this recommendation assumes that the City also improve lighting/visibility within the 2nd Street Lot, as detailed above. Many employees leave work during late hours and carry cash, so safety considerations are paramount, and a lack of lighting within this lot was cited extensively as a concern during the outreach process.

## 9. Implement automated enforcement of key on-street stalls. Consider re-establishing metered parking.

The on-street parking supply within the study area generally has appropriate time limits for the contexts, with many stalls within the busiest areas signed as two-hour stalls or shorter. However, the lack of enforcement under existing conditions is well-known. This was continually mentioned as a concern during the outreach process, and the analysis hints at significant impacts from overstays.

Historically, parking enforcement of timed stalls has been difficult and effective to conduct on a cost-effective basis. However in recent years a number of new automated solutions have entered the marketplace, and based upon initial discussions between the project team and Newberg Police Department, it is likely that automated enforcement represents a revenue-neutral or even potentially revenue-positive way of improving operations. It is thus recommended that the City implement a targeted program enforcing the two-hour limits within the busiest core of downtown as identified previously: Along 1st Street between Washington and Edwards Street, and on the immediately adjacent block faces of Washington, Blaine, Howard, School, College, and Edwards Streets between 2nd and Hancock Streets. Enforcement could be expanded to further block faces as needed or to the 2nd Street Lot if configured to have a singular point of entry/exit.

As a longer term measure, the City could consider pricing parking within the highest demand area if enforcement and other measures prove ineffective at helping alleviate demand here. It is noted that Newberg previously had parking meters within downtown; these represent a powerful tool both for proactively managing parking and potentially generating new revenue to implement other management efforts.

## 10. Monitor parking at different times of year/ events to ensure management of range of issues. Engage with partners on a regular basis to proactively address problems.

As described previously, parking data collection efforts have been centered around the spring months, which are busy in downtown Newberg but slightly less so than the peak season of July-August. While it is likely that peak season would simply translate to somewhat more traffic in the downtown core, which this plan contemplates and addresses, it is possible that the small increase may manifest in unexpected ways. Similarly, the impact of events on the parking system are studied and contemplated in detail here, but the gamut of events closes various streets at various times, all with their own unique impact.

Ideally, a future data collection effort would include a springtime weekday to provide a reference point to this study and the 2016 study, as well as sampling from other events or times of year. This would lend insights to both how parking utilization changes from season to season or based on the event schedule, as well as how it is changing over a longer timeline of years. This will help maximize the value of the data and the utility of the recommendations from future studies.

Three partner organizations were active participants in conducting this parking study: Newberg Downtown Coalition, Taste Newberg, and Chehalem Valley Chamber of Commerce. These partners and their members have an excellent working knowledge of the current issues and operations of the parking system and could serve as natural partners for the City in monitoring the ongoing state of the system in between formal data collection efforts.

## 11. Consider a fee-in-lieu program.

As a longer-term initiative, the City should consider implementing a fee-in-lieu program to encourage the development of public resources in lieu of private resources. Many of the private parking lots within downtown are vastly underutilized, and degrade the walking environment and general sense of place downtown.

Many sorts of development within C-3 zoning district, which comprises much of the study area, have minimal or no off-street parking requirements. However, some development do have off-street parking requirements, most notably residential uses, and often development forward where parking is not required.

The City might instead require or incentivize development to provide new public or shared use parking, which would be more consistent with existing planning guidance and feedback received during this study. Ideally, the long term impact of such a policy would be to allow the city to acquire or expand a public resource while reducing the overall number of stalls downtown by targeting underutilized private parking. Along with the parking policies already in place with in the C-3 zoning district, a fee-in-lieu policy can be a powerful tool to alleviate parking issues by enhancing walkability and reducing single-use parking spaces that induce short-distance car trips.

# Feasibility & implementation

A key goal of this project was to produce recommendations that are both potentially effective but also actionable. With that in mind, the recommendations detailed above have been vetted with key partners such as ODOT and the Newberg Police Department as an initial feasibility test.

Along these lines, several recommendations are notably absent from the plan detailed herein because it is unlikely that they would be effectively implemented in the reasonably foreseeable future. For example, improved transit service can often mitigate parking issues and was suggested at times during the outreach process, however there does not appear to be a path at present to introduce the type and frequency of transit needed to significantly impact parking demand. Similarly, while the excess capacity at the private lots could ideally be used for public purposes at busy times via shared parking arrangements, the City has pursued this in the past without success.

Instead, this plan focuses on straightforward and actionable recommendations, most of which can be achieved in the short- to mid-term. A summary of recommendations along with a high-level timelines and costs is provided in Table 2.

*Table 2: List of recommendations from the Downtown Newberg Parking Study and Management Plan along with impact, timeline, and expense estimates*

| Recommendation | Timeline* | Impact | Expense** |
|---|---|---|---|
| 1. Resource branding & naming | Near-term | Improve recognition, activate underutilized stalls | ~$10K-$20K |
| 2. New on-street striping | Immediate | Add striped stalls, improve recognition and efficiency of street parking | ~$1K-$2K/year |
| 3. Improved wayfinding & materials | Near-term | Improve walking environment, improve recognition and utility of resources | ~$20K-$50K |
| 4. New ADA stalls | Immediate | Improve safety & accessibility | Minimal |
| 5. ODOT coordination and highway crossing improvements | Mid-term | Improve walking environment, connect parking resources across highway | $100K+ but state funding potentially available |
| 6. Continued Civic Corridor development | Mid-term | Improve walking environment, connect parking resources across highway | ~$250K-$500K |
| 7. 2nd Street Lot improvements | Mid-term | Improve utility and safety of lot, improve appearance, potentially add new stalls | ~$100K-$300K |
| 8. Employee / residential parking | Immediate | Designate long-term parking stalls in lots, freeing street parking | Mostly staff time but could be significant if a formal program established |
| 9. Enforcement enhancements | Near-term | Ensure intended stay times are followed within busiest areas | Revenue neutral or positive |
| 10. Future data collection | Mid-term | Monitor demand, update and refine plans as conditions change | ~$50K every ~3–5 years |
| 11. New fee-in-lieu program | Long-term | Replace underutilized private parking with right-sized public facilities | Minimal |

**"Immediate" = Within 6 months; "Near-term" = 6 months–2 years; "Mid-term" = 2–5 years; "Long-term" = >5 years*

*** All expenses listed are approximate and intended as planning-level estimates;*

# 5. Appendix

# Engagement Materials




***Figure A1:*** *Advertisement for the questionnaire (May 10-16, 2023)*

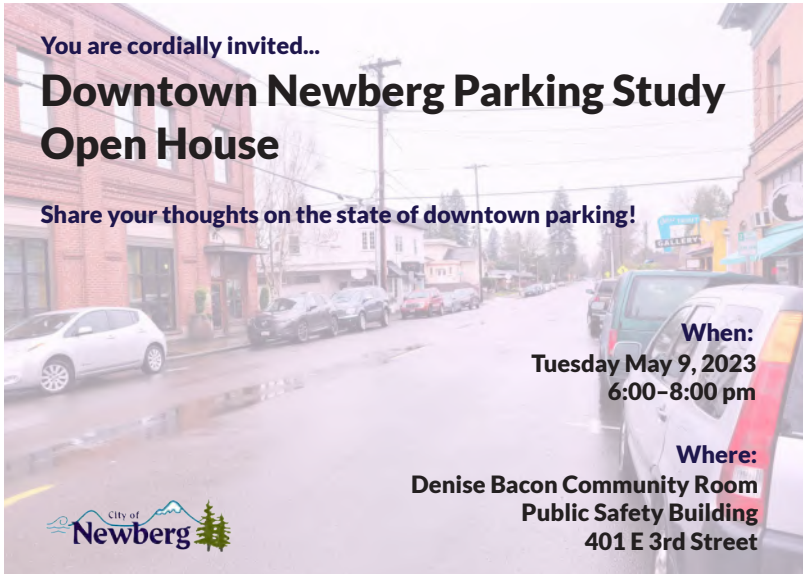



***Figure A2:*** *Postcard publicizing the open house (May 9, 2023)*

## Downtown Newberg Parking Inventory and Utilization Study

*Stakeholder Walk & Talk | April 6, 2023*

| Name | Organization |
|---|---|
| | |
| Dennis Lewis | Lewis Audio + Video (Chamber) |
| Scott Parker | Chehalem Chamber of Commerce |
| Jennifer Sitter | Pulp + Circumstance (NDC) |
| Aubrey Nichols | Newberg Downtown Coalition |
| Clay Downing | City of Newberg (Comm. Dev. Dept.) |
| Brian Davis | Studio Davis PDX |
| Molly Olsen | City of Newberg / NDC |
| Emily Salsbury | City of Newberg (City Admin) |
| Doug Rux | City of Newberg (Comm. Dev. Dept.) |
| Fran Stoller | (Chamber) |
| Allyn Brown | (NDC) |
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| Name | Would you like to receive an email notification when the Parking Study is available to the public?<br><br>If so, please provide your preferred email address |
|---|---|
| SEAN ANDRESS | |
| Scott Parker | |
| Robert Sopp | RSC Comp Prob Solv.com |
| Patty MacIntyre | pattymacintyre@[illegible].com |
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# Input Received

5/9/23 Open House

What is your relationship with downtown Newberg? (Check all that apply).

☒ Resident ☐ Employee ☐ Business Owner ☐ Visitor
☐ Other: _____

What is your experience with the current state of parking downtown?

Great 2 Round abouts Exceptions Wells Fargo corner behind Walgreens BOTH WAYS

Identify the location and time of current parking challenges.

What are your suggestions for addressing parking challenges? What has been tried in the past?

See above :)

What role downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

Do any special events (i.e., recurring public events with more than ~50 attendees impact your experience parking? Which events, and when and where do they take place?

All of them @ Cultural Center.
I love it!

5/9/23 open House

What is your relationship with downtown Newberg? (Check all that apply).

☐ Resident ☐ Employee ☒ Business Owner ☐ Visitor
☐ Other: _____

What is your experience with the current state of parking downtown?

I never have trouble finding parking. I am handicapped so cannot walk more than a short distance from parking. I have never had a problem accessing the places I want to go.

Identify the location and time of current parking challenges.

What are your suggestions for addressing parking challenges? What has been tried in the past?

A walking plan would help a lot to get people out of their cars.

What role downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

Better communication between stakeholders and a place to submit concerns to be addressed.

Do any special events (i.e., recurring public events with more than ~50 attendees impact your experience parking? Which events, and when and where do they take place?

No.

5/9/23 Open House

What is your relationship with downtown Newberg? (Check all that apply).

☐ Resident ☐ Employee ☐ Business Owner ☒ Visitor
☐ Other: _____

What is your experience with the current state of parking downtown? Parking is bad it makes me not want to go downtown. Newberg has many cute shops + places that could be Experienced better with more parking.

Identify the location and time of current parking challenges. Typically rush hour is bad especially with the side street parking which causes different hazards with the chance of cars not seeing other cars that are coming at them.

What are your suggestions for addressing parking challenges? What has been tried in the past? Probably a parking lot + charge people for parking there then create a pass for workers who are parked there for a long time to make it cheaper for the workers. That being said there needs to be Proof of working at the buisness.

What role downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg? Keep a small town vibe. I think having another park in town would be a good idea. I also like the buildings + parking lot would be smart.

Do any special events (i.e., recurring public events with more than ~50 attendees impact your experience parking? Which events, and when and where do they take place? Old fashioned festival is one of the worst times for parking. Basically any of the festivals downtown has.

5/9/23 Open House

What is your relationship with downtown Newberg? (Check all that apply).

☒ Resident ☐ Employee ☐ Business Owner ☐ Visitor
☐ Other: _____

What is your experience with the current state of parking downtown? Downtown when walking I see many cars stop traffic trying to park and not enough parking spots for people trying to shop, harming downtown buissnesses.

Identify the location and time of current parking challenges.
Downtown along the strech. Around 3-5pm.

What are your suggestions for addressing parking challenges? What has been tried in the past? More public spots close to the Downtown strech. More lots. ↑ to park

What role downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?
More visters go downtown to shop and veiw Newberg and with harder parking less customers will shop. More parking lots.

Do any special events (i.e., recurring public events with more than ~50 attendees impact your experience parking? Which events, and when and where do they take place? Yes, Wensday Market but its worth it so dont get rid of it, please.


Parking lots for Workers
Shoppers get street parking
Maybe
WORK
Nap
work
stuff

Clay,

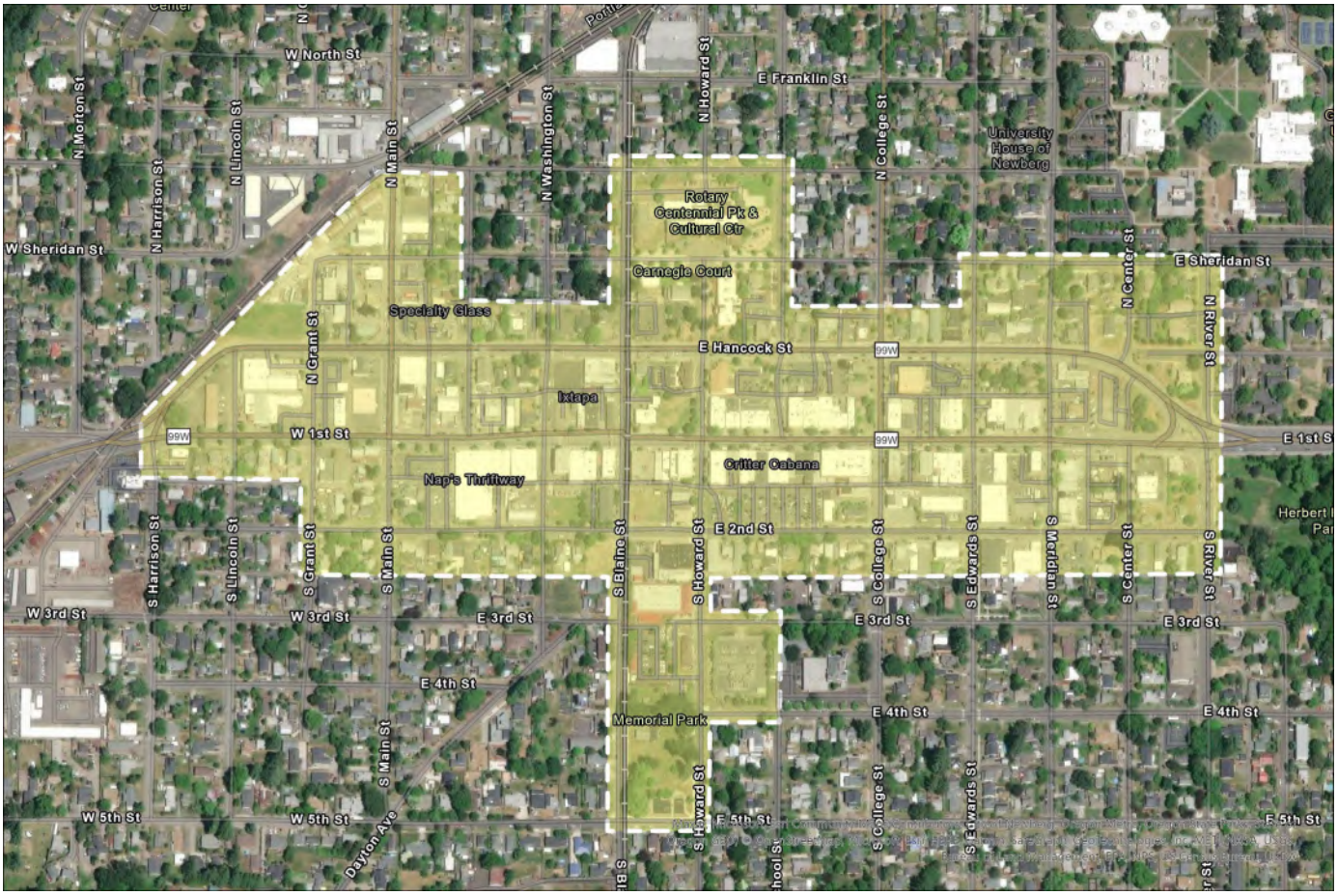
Thanks for this. My input is that we have plenty of parking. In the 33 years I have been working in the center of town, on an annual basis, I only have to circle the block a half a dozen times a year. I do think it is a retail error to occupy parking in front of your own retail store. When we have diagonal parking it will be even better.

John T. Bridges
Brown Tarlow Bridges & Palmer, PC
515 East First Street
Newberg, Oregon 97132
(503) 538-3138
(503) 538-9812 Fax
www.newberglaw.com

# Downtown Newberg Parking Study Feedback

The City of Newberg and Studio Davis are currently conducting the **Downtown Newberg Parking Study** which will evaluate the supply and usage of parking in downtown Newberg. We are inviting residents, employees, and visitors, and others who park downtown to share your thoughts and experiences to help inform this study.

**What part of Newberg is included in the Downtown Newberg Parking Study?** This map shows the portion of downtown that is included within the parking study.



What is your relationship with downtown Newberg? *

Check all that apply.

- [ ] I am a resident.
- [x] I am an employee of a downtown business or organization.
- [ ] I am downtown business owner.
- [ ] I am a downtown visitor.
- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

Generally negative, but it's better then McMinnville's downtown parking.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

There could always be more public parking available, but the public lot the city provides east of city hall is too cramped (I acknowledge the opposition of these statements). The lack of available parking is most evident in the nicer weather when people want to explore the downtown, which is great, but this makes it difficult for delivery drivers and employees of downtown businesses to find places to park.

What are your suggestions for addressing parking challenges? What has been tried in the past?

My biggest concern is the public lot east of city hall usually being dirty. There is trash that stays on the ground for weeks and I see cars with flat tires that never move. Overall I feel like this inadvertently conveys to people that the city doesn't care about little things like thrown trash.

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

I think the city should encourage businesses to fix up their exteriors and show the community that this is a nice place to live. I also think that the city should spend more time on things like landscaping in the downtown area. All of these little things convey a message to the community and I want our town to feel like we're invested in being a nice place, and not simply trying not to slide too far back next year.

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

Not really. Most are in the evenings or weekends and I am not parking in the downtown area during those times without already having my parking space from earlier in the day.

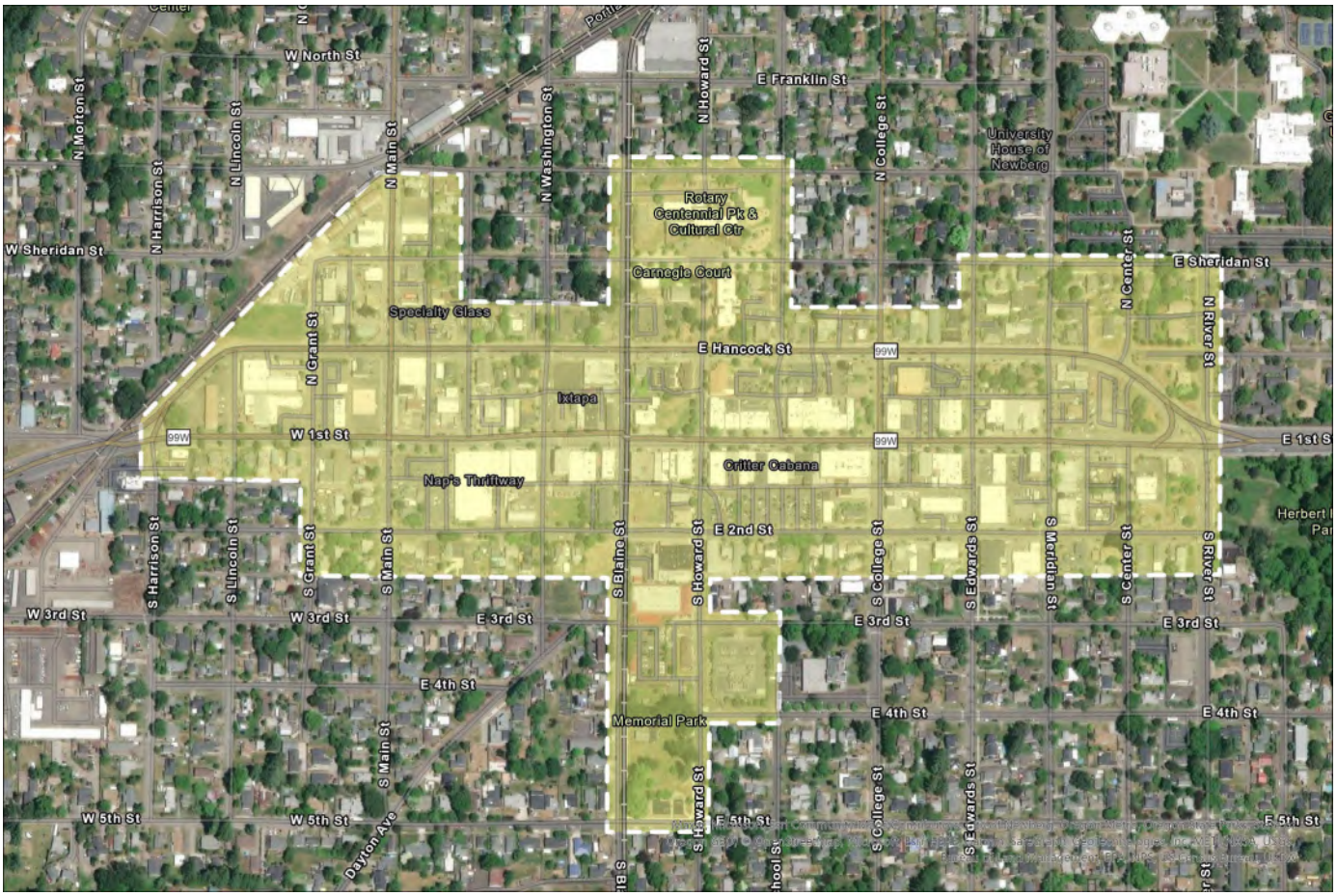
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Check all that apply.

- [ ] I am a resident.
- [ ] I am an employee of a downtown business or organization.
- [ ] I am downtown business owner.
- [x] I am a downtown visitor.
- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

I've never had an issue finding a parking space. I rely almost exclusively on the lot at 2nd St, or parking on side streets (i.e., not the 99).

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

How to access the parking for some businesses isn't clearly marked and although the speed limit is 25 through downtown, it's easy to miss a turn off of that 99 with traffic pressure.

What are your suggestions for addressing parking challenges? What has been tried in the past?

Small no parking (red curb) areas to either side of parking entrances. This allows them to be more visible and allow for safer turns into parking areas when other cars can't park right up against the entrance.

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

I'd love a mix of businesses that create foot traffic. There seems to be a fair amount of office space that doesn't create foot traffic because of a small employee base and not being the type of office that has a lot of customers in and out (e.g., real estate offices, financial offices). I'd also like to see better integration of downtown. I consider downtown just a few core blocks along 1st. Once you get toward Naps and Leathers it is really a different feel. And aside from the Library and Cultural center, there's not much on Hancock.

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

Wednesday Market is the best! It does change my parking habits. Since the baks are closed by the time I get to Wednesday market, I usually use one of their lots to park.

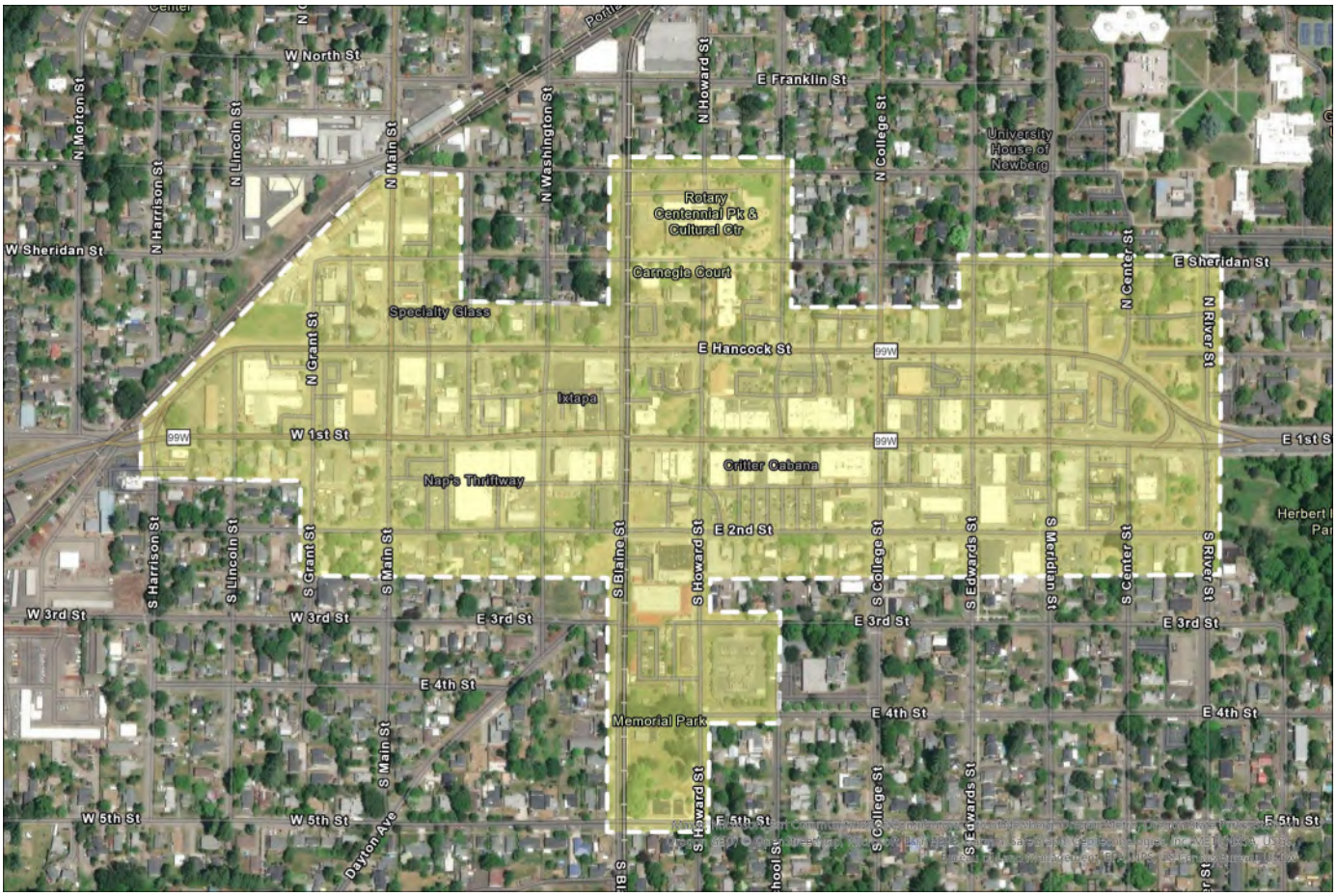
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- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

My experience is mixed. I generally can find parking when coming into work at 4am, however it is more challenging to find parking when wanting to eat out as a family between 5-8p on most nights of the week.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

As a business owner, I share a building that is occupied by residents above me. I often find that residents are using the street parking rather than the 2nd St. parking lot. This makes it difficult for my customers to find parking in the early morning when visiting.

What are your suggestions for addressing parking challenges? What has been tried in the past?

I am unsure what has been tried in the past, but I am not opposed to some form of monitoring for the 2hr. parking spaces and the 15-minute spaces. They tend to be utilized for much longer than the time allotted on the signage, and I feel if they are not going to be monitored then it is a waste of money to have the signage up.

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

There is never enough parking when the Old-Fashioned Festival is in town - However, it's an amazing community event and I think the parking challenges come with that.

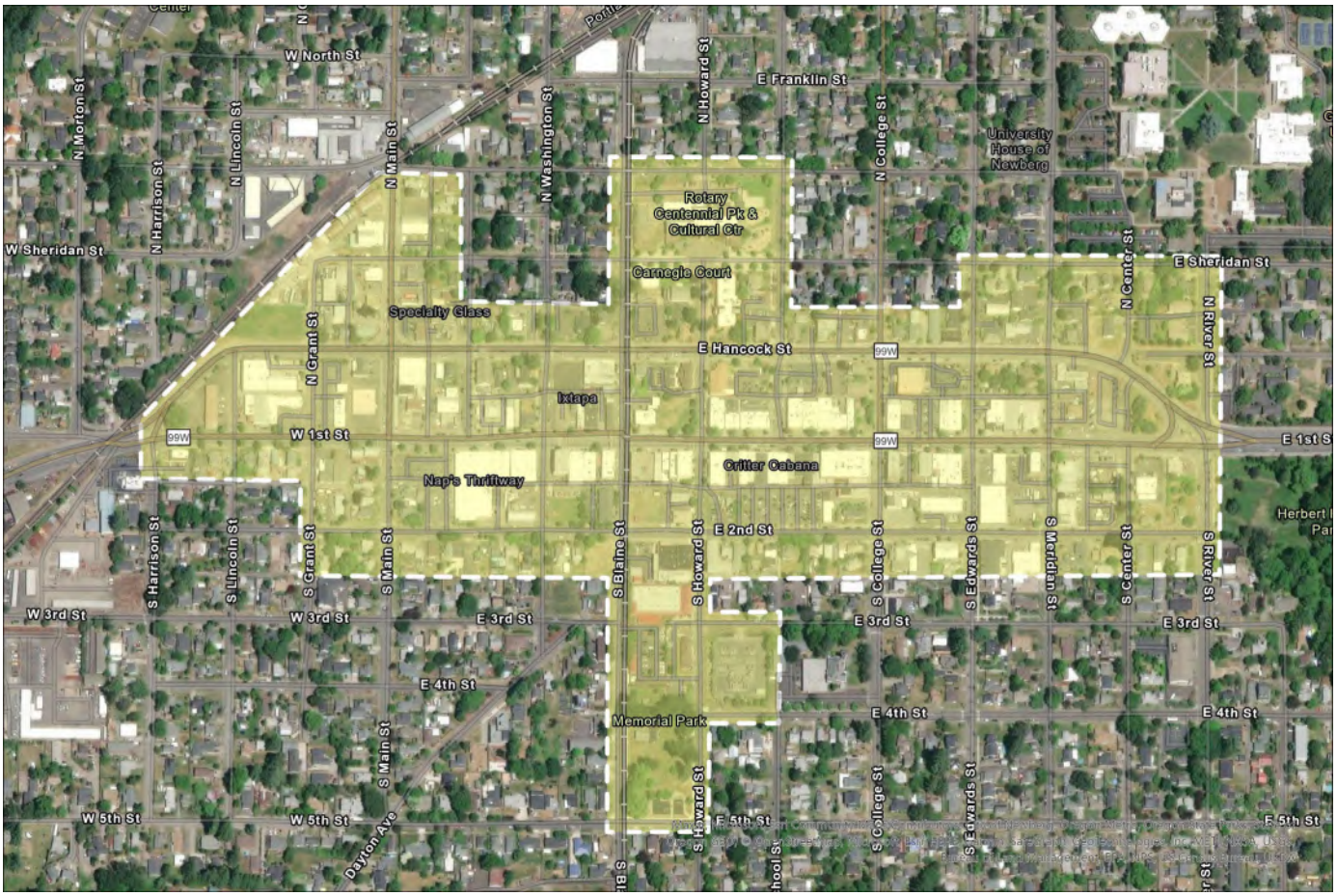
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- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

It is difficult to park on 1st street and people pay no attention to the 15 minute signs.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

I try to pick up Chinese food and the spot that is for 15 minutes is taken by people who are usually in the bar.

What are your suggestions for addressing parking challenges? What has been tried in the past?

I dyknow

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

I love the business down there! There needs to be at least another lot. It appears during the day.. employees park in the one lot we have making it hard to park.

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

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I think it is great to have public events! Just need another lot!

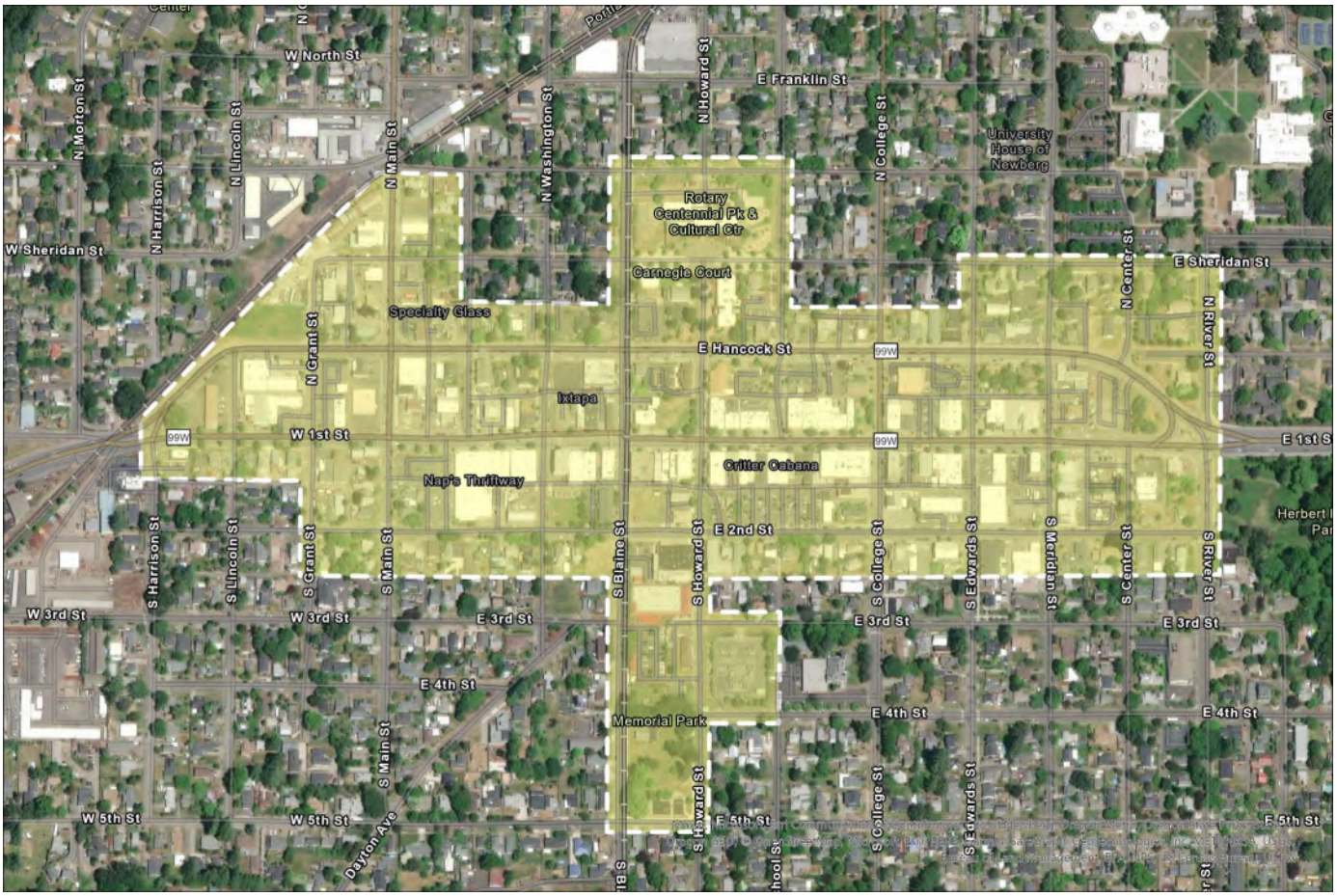
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What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

It's generally a pain to park but definitely worse when GFU students are in session because GFU does NOT have adequate parking in general.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

It is hard to park pretty much anywhere, but having kids that dance at CVDA it is very hard to find parking anywhere near there to take our kids into the studio.

What are your suggestions for addressing parking challenges? What has been tried in the past?

Make GFU build some parking structures. If they have the funds to add dorms and increase students, they should need to build parking for their students too!

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

I hope as the bypass gets finished that traffic will calm down and it will be easier to park downtown and visit businesses because it could be a really fun and great area!

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

First Friday, Wednesday Farmer's Market.  Evenings in general near CVDA once the restaurants start getting busy, it's hard to park anywhere near the studio to drop kids off for classes and its a very busy area so it is important to be able to walk kids in.

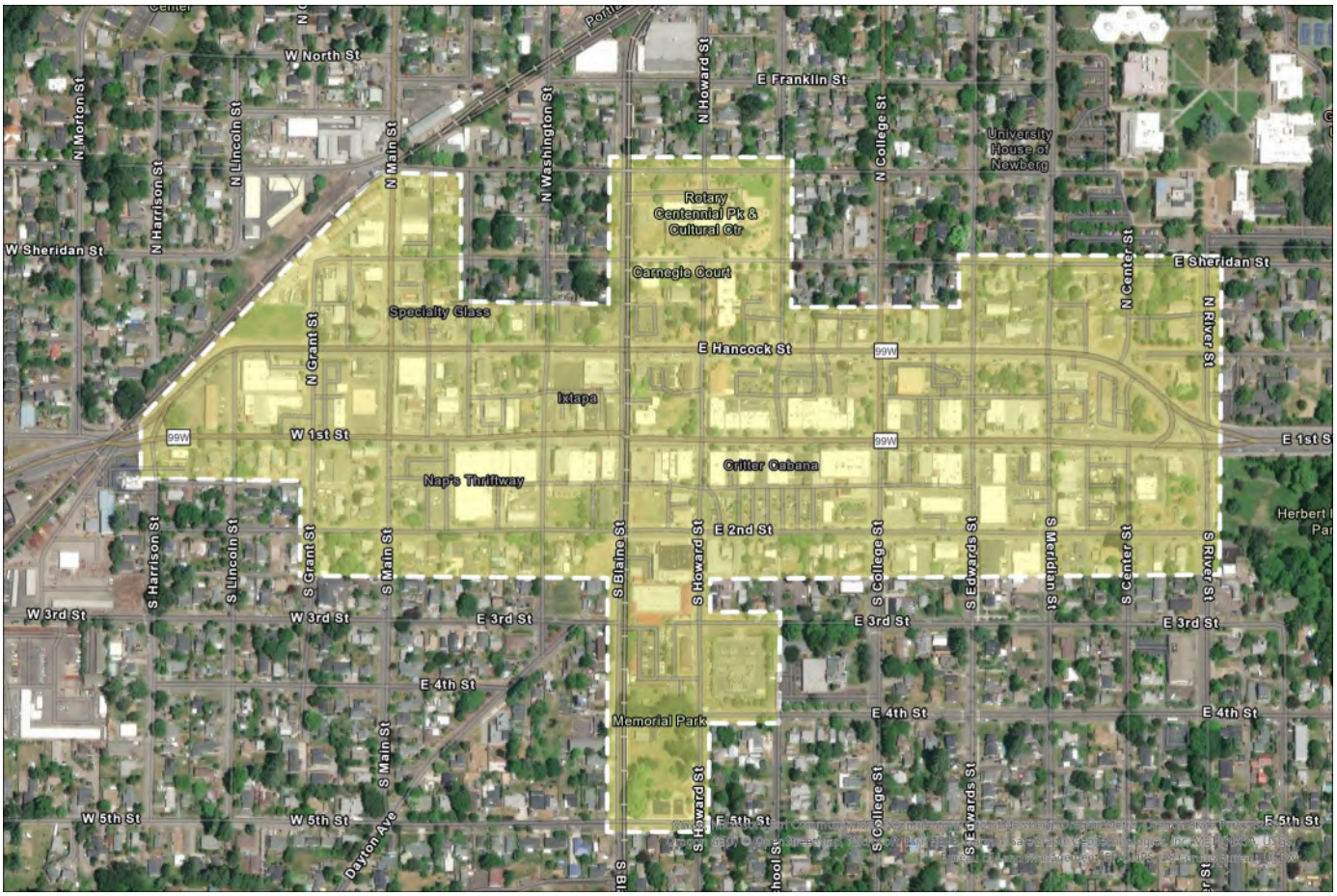
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- [ ] I am a downtown visitor.
- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

Generally positive except when there are large events at the CCC.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

Managing parking for large CCC events.

What are your suggestions for addressing parking challenges? What has been tried in the past?

First, focus on four different scenarios: day-to-day operations, special events downtown (such as First Friday), large events at the CCC, and large events at Memorial Park. CCC events need to do a better job of getting drivers to park in the lots along Hancock that have agreed to allow their use and also to effectively discourage drivers from parking in the residential areas. Remote parking at Jaquith and GFU with shuttles has been discussed but never tried. A serious Parking Management Plan should be created and actually followed. What has been created has neither been effective in its goals nor has it been followed carefully. For the non-CCC events, if the 2nd St parking lot is underutilized, the City should consider entering into an agreement with the owner of the property with the breezeway that allows pedestrians to travel between 1st St and the parking lot. It may require cameras in the breezeway for the City to monitor. Better signage would help to let people know that is open.

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

I think that downtown Newberg should play a very important role, though I have concerns that its importance will be significantly lessened as the properties in the NE corner and on the Riverfront are developed.
I think that the general types of businesses that are found downtown (retail, dining, residential upstairs, general commercial) are a good fit.

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

Large events at the CCC can have a huge impact on parking, but more so outside of your survey area. I think it is unfortunate that the impact on residential parking around the CCC was excluded from this study. Large events at Memorial Park (such as the Old Fashioned Festival) also have a large impact on the area parking, but, as with the CCC, the impact on residential areas isn't included in this study.

I think that this survey would have been much more useful if it also had a place for general comments not prompted by questions.

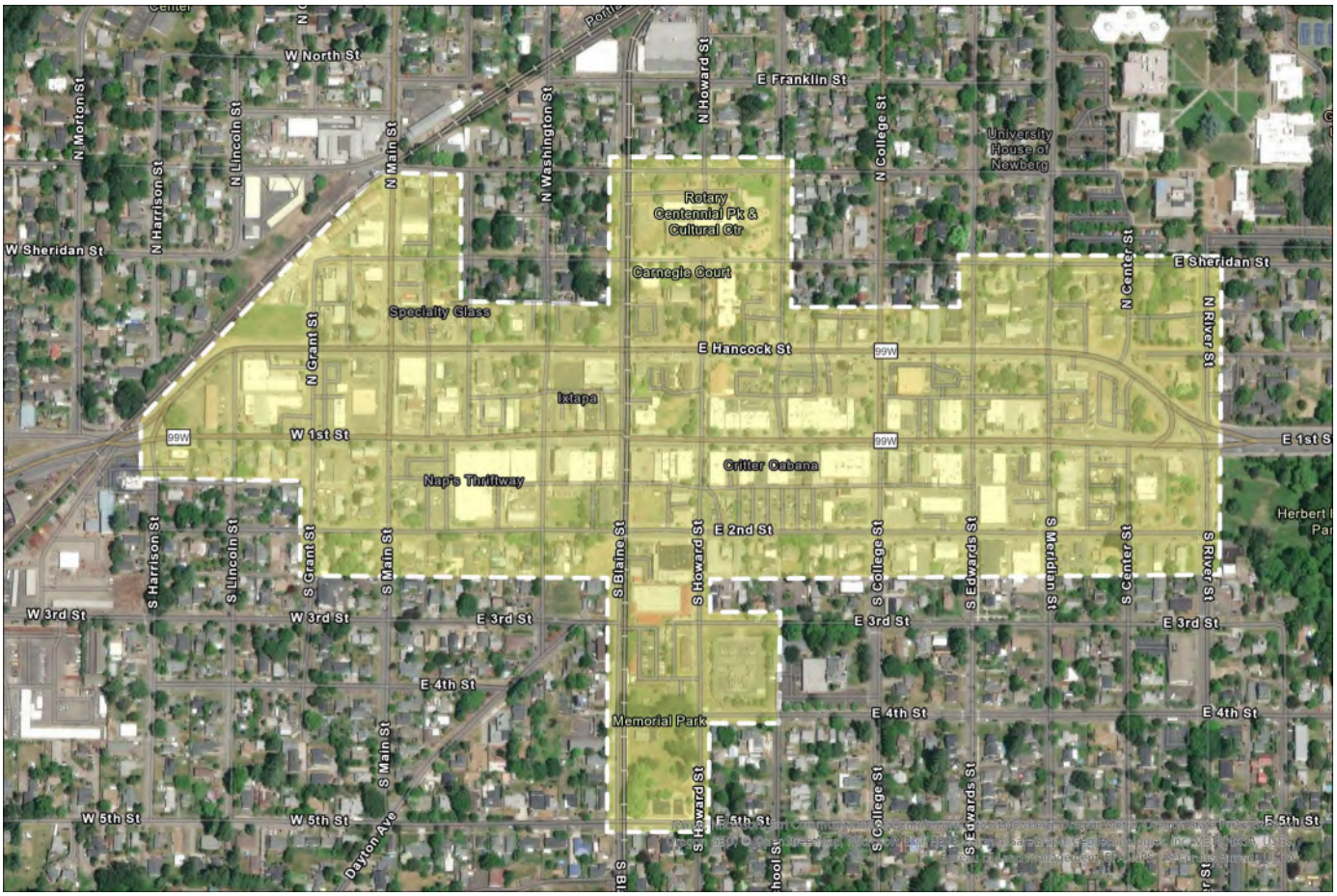
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- [x] I am a downtown visitor.
- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

Negative

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

Handicap parking near farmers market or first street shops.

What are your suggestions for addressing parking challenges? What has been tried in the past?

Do away with parallel parking, more parking lots.

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

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All. I cannot attend the farmers market because of parking issues

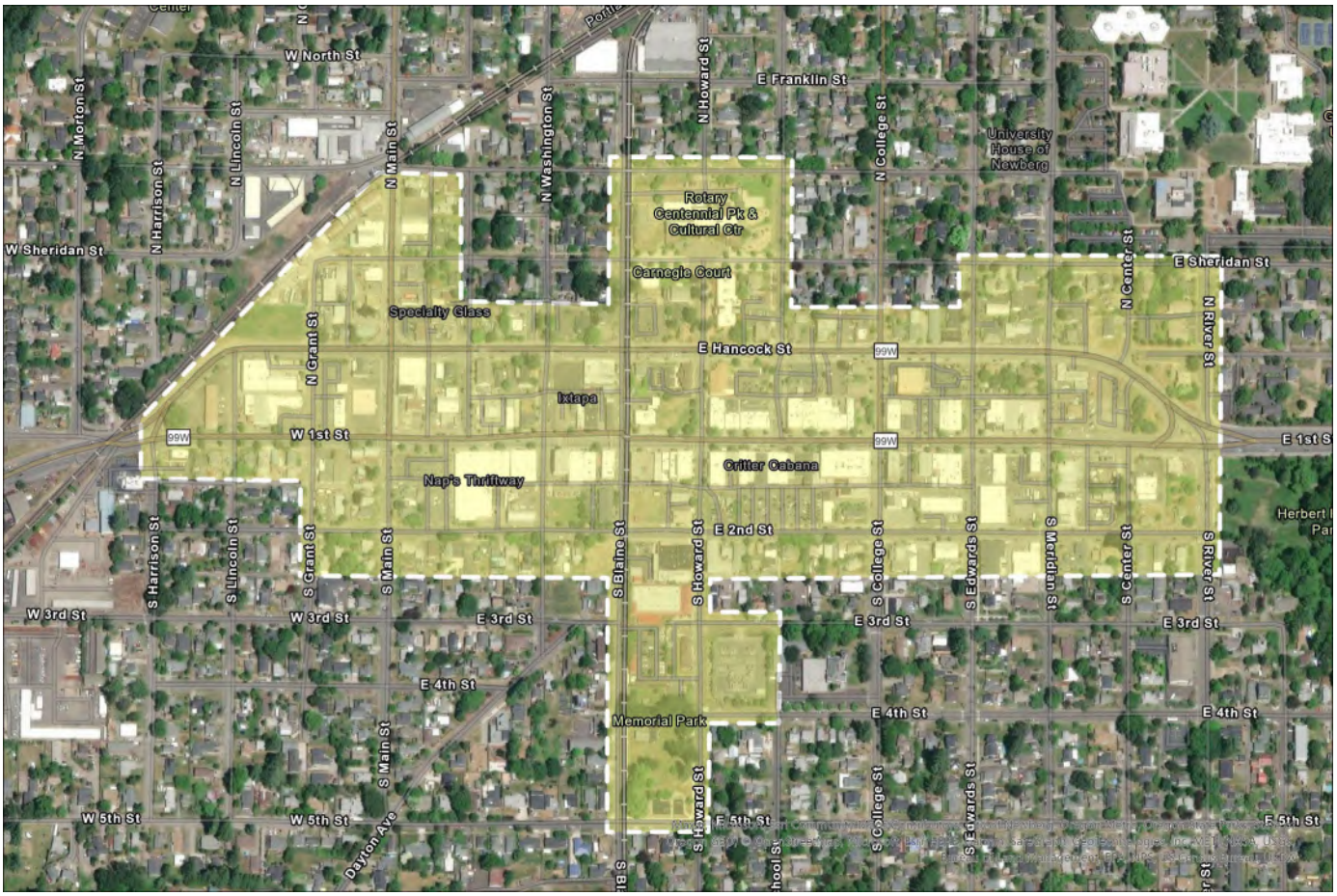
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- [x] I am a downtown visitor.
- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

Depends on the day and time to easily find parking

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

Parking challenges near restaurants and during 'first Friday'

What are your suggestions for addressing parking challenges? What has been tried in the past?

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

A VITAL downtown is critical to moving forward in providing shops/restaurants/services to the citizens

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

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First Friday

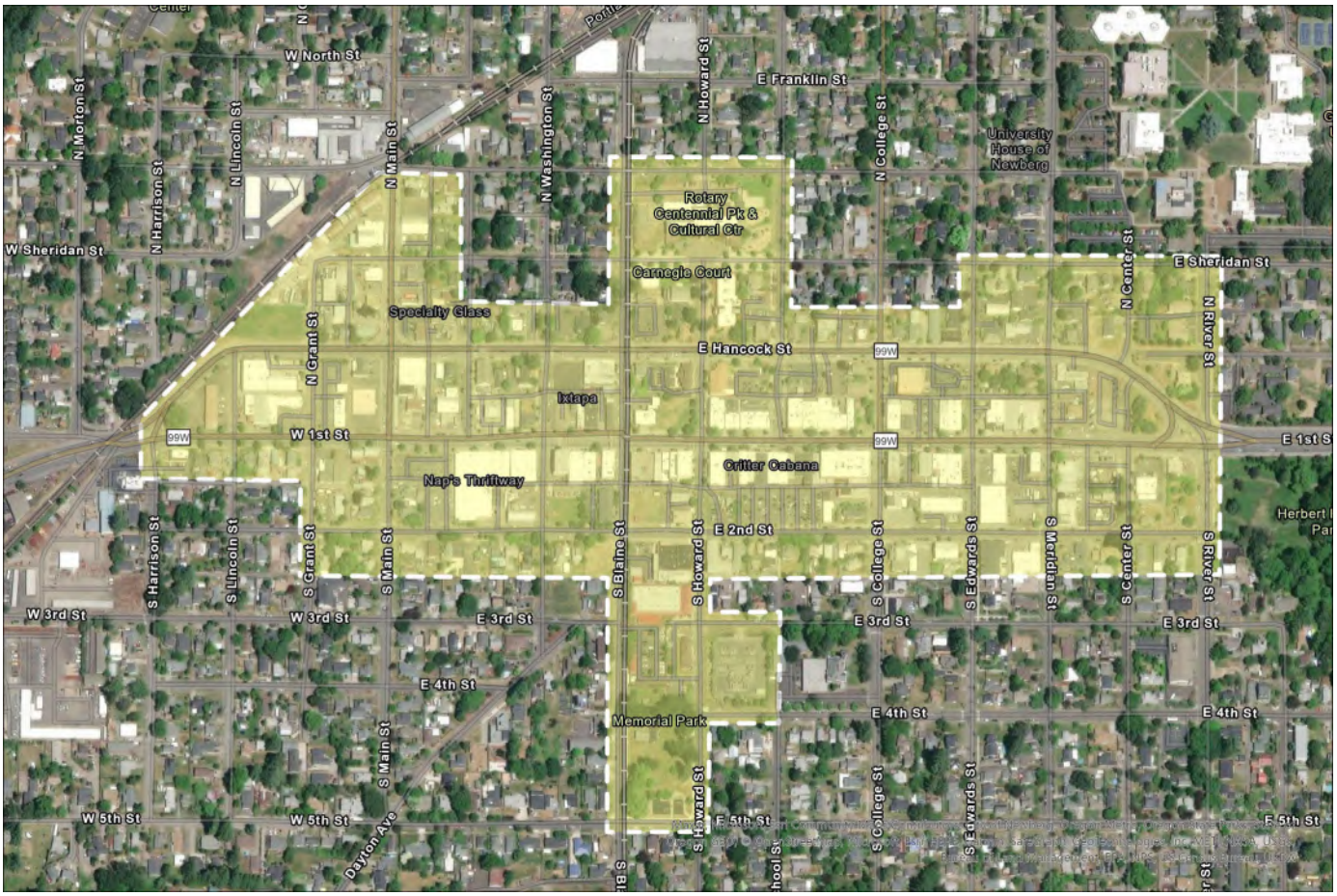
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- [ ] I am a downtown visitor.
- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

I live in the Union Block Building (618 E 1st St), parking in the public parking lot is our only option. In total, there are about 30 tenants that need this reliable parking. Events like First Friday Art Walk, or Wednesday Market make it impossible to find parking when I come home from work.

I have to park near the police station and walk, then walk back to get my car.

Also, nobody abides by the 2hr limit, making it hard to find parking around the clock.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

Many business vehicles (Uflora, Coldwell Banker, Stoors) all park their company vehicles in the prime spots, not moving them for weeks. It feels very unfair.

Events and businesses make it hard for me to find parking, I have no other option but to use the public parking lot and it is not working.

What are your suggestions for addressing parking challenges? What has been tried in the past?

Please reserve that first row, even just on one side for people who live in those apartments only.

That parking lot gets super scary at night, lots of homeless people smoking in the ally, and I no longer feel safe walking across the whole lot at night (8pm onward). Something needs to change.

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

It should be prioritized. It is a gem, and more needs to be done to enhance and preserve it.

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

First Friday Art Walk
Wednesday Market
Kayts Kitchen (New)
Anything Art related

I love all these things, but it makes it impossible to park for residents that rely on that Public Parking Lot pad.

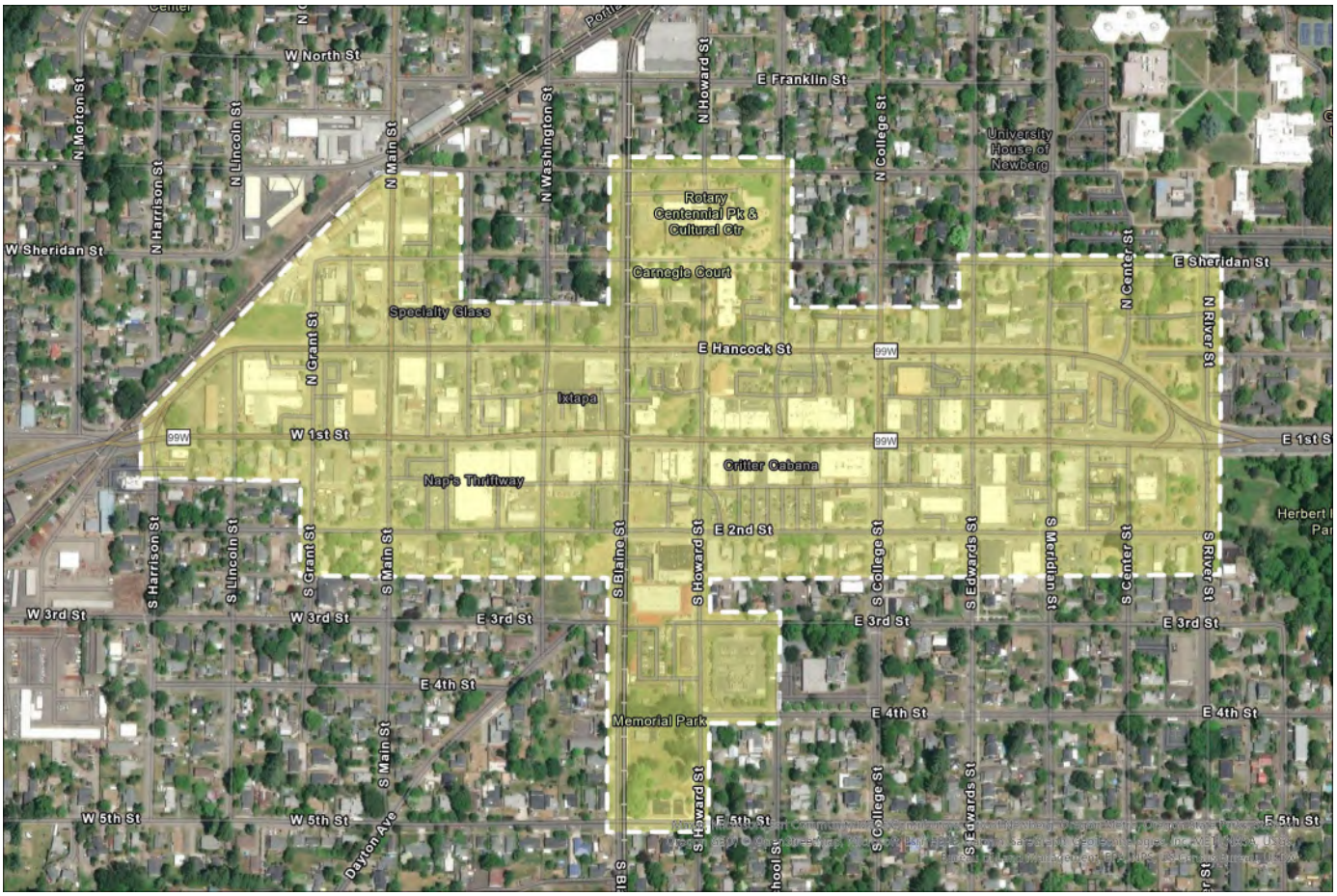
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- [ ] I am downtown business owner.
- [x] I am a downtown visitor.
- [x] Other: Doordash driver

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

It's always an adventure when picking up food to deliver with doordash.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

It's very hard to find a spot between college and Main

What are your suggestions for addressing parking challenges? What has been tried in the past?

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

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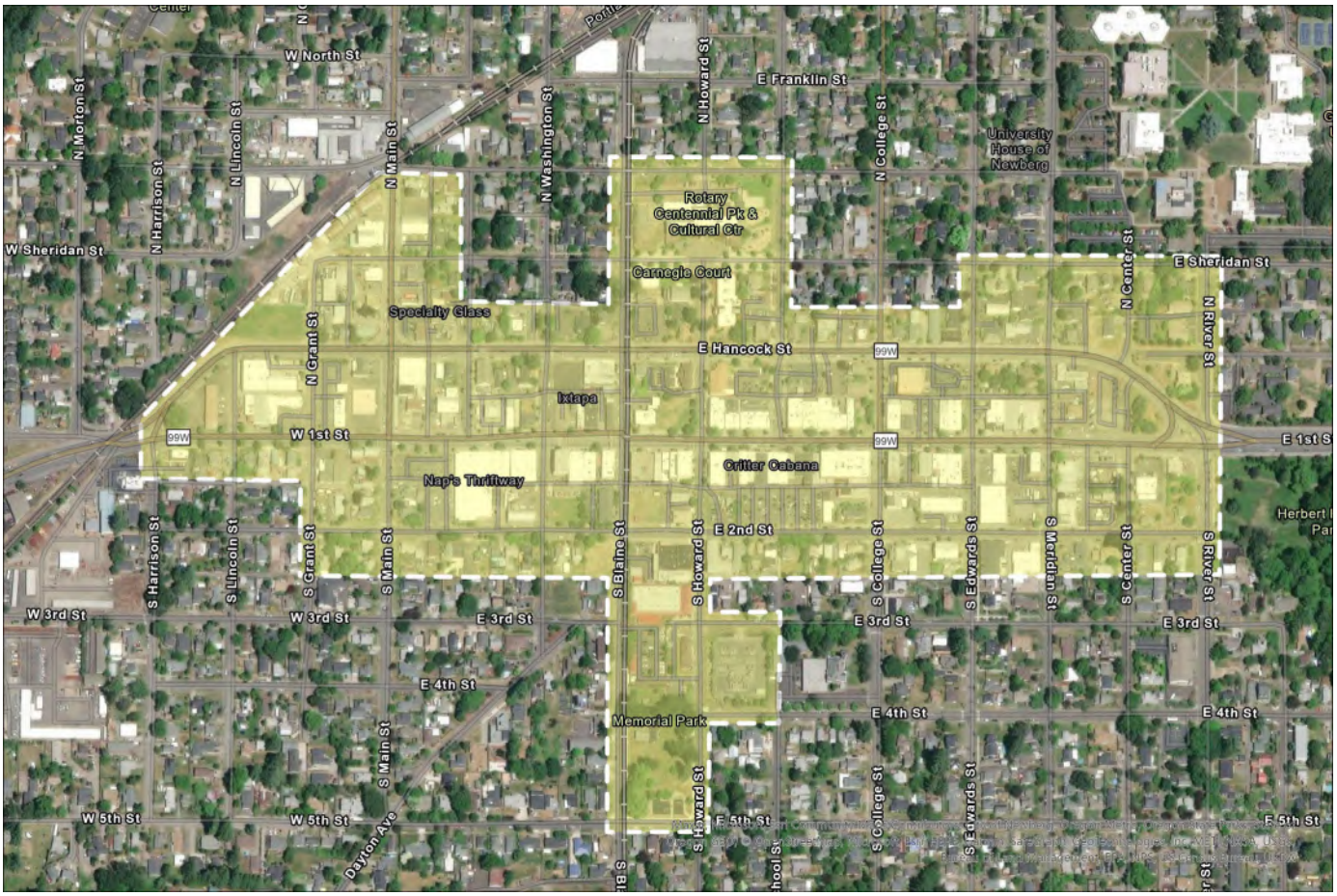
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- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

In general, they experience with downtown parking is very good. I have always been able to find parking even for events and I don't mind walking a few blocks. My only negative experience is when I have tried to park on the street downtown in my pick up truck. The spaces are too small and I have been blocked in before and had to wait for someone to move their car.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

Parking on the street to run into it downtown business just difficult with a larger vehicle.

What are your suggestions for addressing parking challenges? What has been tried in the past?

I think the biggest parking challenges are to come with the growth of the city. We will need at least one more parking lot in the downtown area.

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

Downtown is the heart of Newberg . I think it sets the tone for the rest of the city. It needs to be clean and welcoming. We need some open areas to remain where people could sit and enjoy food they have picked up at one of the local restaurants or food carts. I very much enjoy all of the small, unique businesses we have downtown.

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

I attend the Camellia festival and the old fashion festival and the summer concerts Wednesday, farmers market and first Fridays. sometimes I have to walk a little longer than I would like to but it’s not bad. I am guessing with the growth in the area we will need more parking or it will be a real problem.

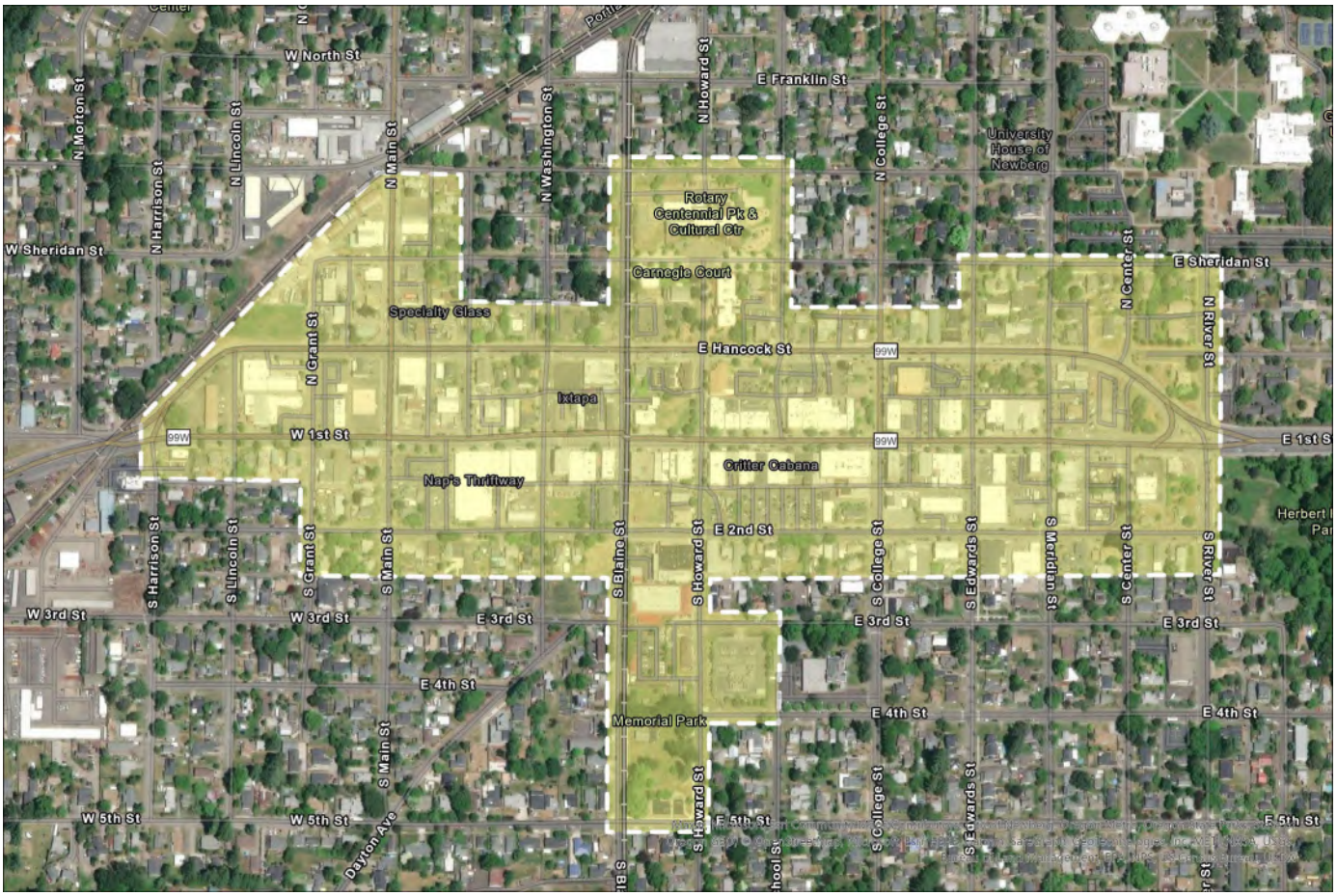
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- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

Generally positive. I can typically find a spot within one block of my destination

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

People parking in ways that block the bike lane

What are your suggestions for addressing parking challenges? What has been tried in the past?

Reducing a lane and adding angle parking

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

Tourism, shopping, restaurants, wine bars

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

We visit for first Friday, farmers market, camellia festival, truffle festival, tunes on Tuesday, exc.

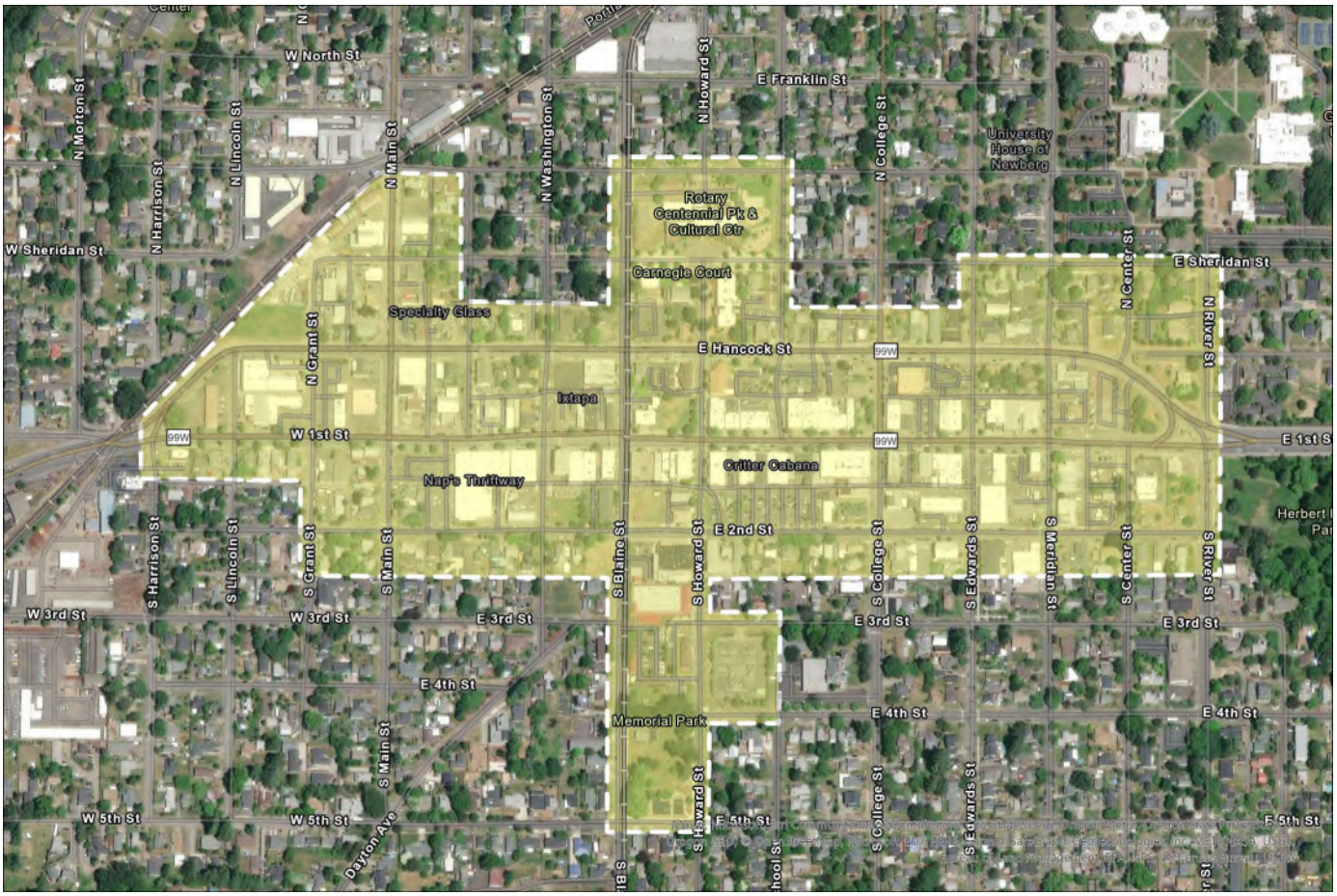
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Google Forms

# Downtown Newberg Parking Study Feedback

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What is your relationship with downtown Newberg? *

Check all that apply.

- [ ] I am a resident.
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- [ ] I am downtown business owner.
- [x] I am a downtown visitor.
- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

Parking is good down town. There is always a spot open on the mainstreet or in a parking lot off street when we need it.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

Some times when there are events in down town or at George Fox finding parking can get harder.

What are your suggestions for addressing parking challenges? What has been tried in the past?

Maybe building a second story car park over the existing down town parking lot on 2nd street could add additional parking without taking up more space.

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

Downtown should be a place to shop, do buisness and work. I think the central strip on mainstreet gets to much of the city's focus, we need to encourage people to branch out. We were very upset with the former city councils misuse of ARPA funds in the downtown area. I always like green spaces to break up the dense developement going in recently.

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

Farmers market night, George Fox games, Old fashioned days. We love going to those events just as much as everyone else so we understand why parking is so crowded.

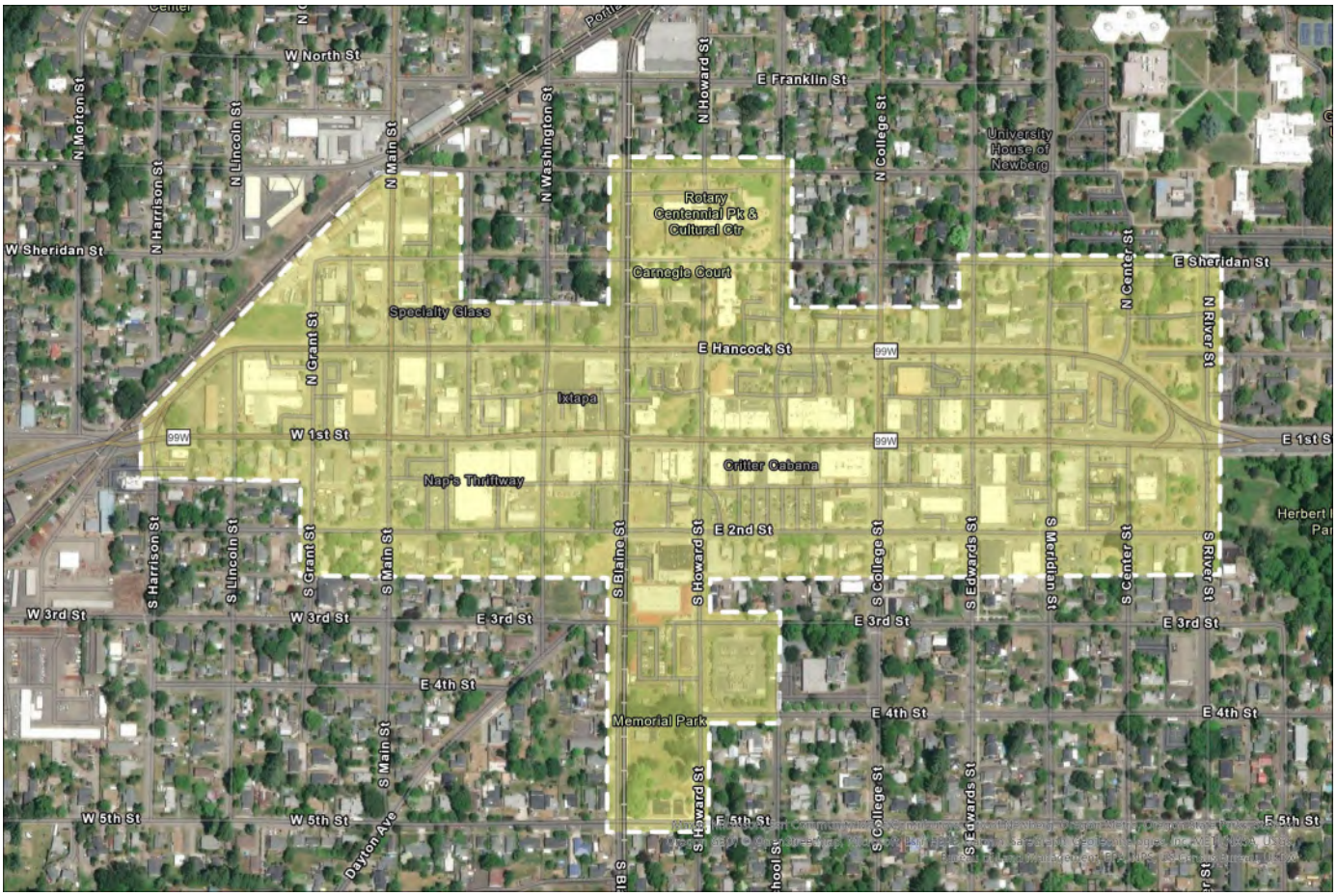
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- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

Positive, but I don't usually go downtown during special events or weekends.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

Space availability along the road. Must either park on a side road or in one of the large underutilizes parking lots at either end of downtown at the grocery stores

What are your suggestions for addressing parking challenges? What has been tried in the past?

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

Downtown should be a weekend destination spot that attracts people from the metro pdx area.

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

Yes, but that's to be expected

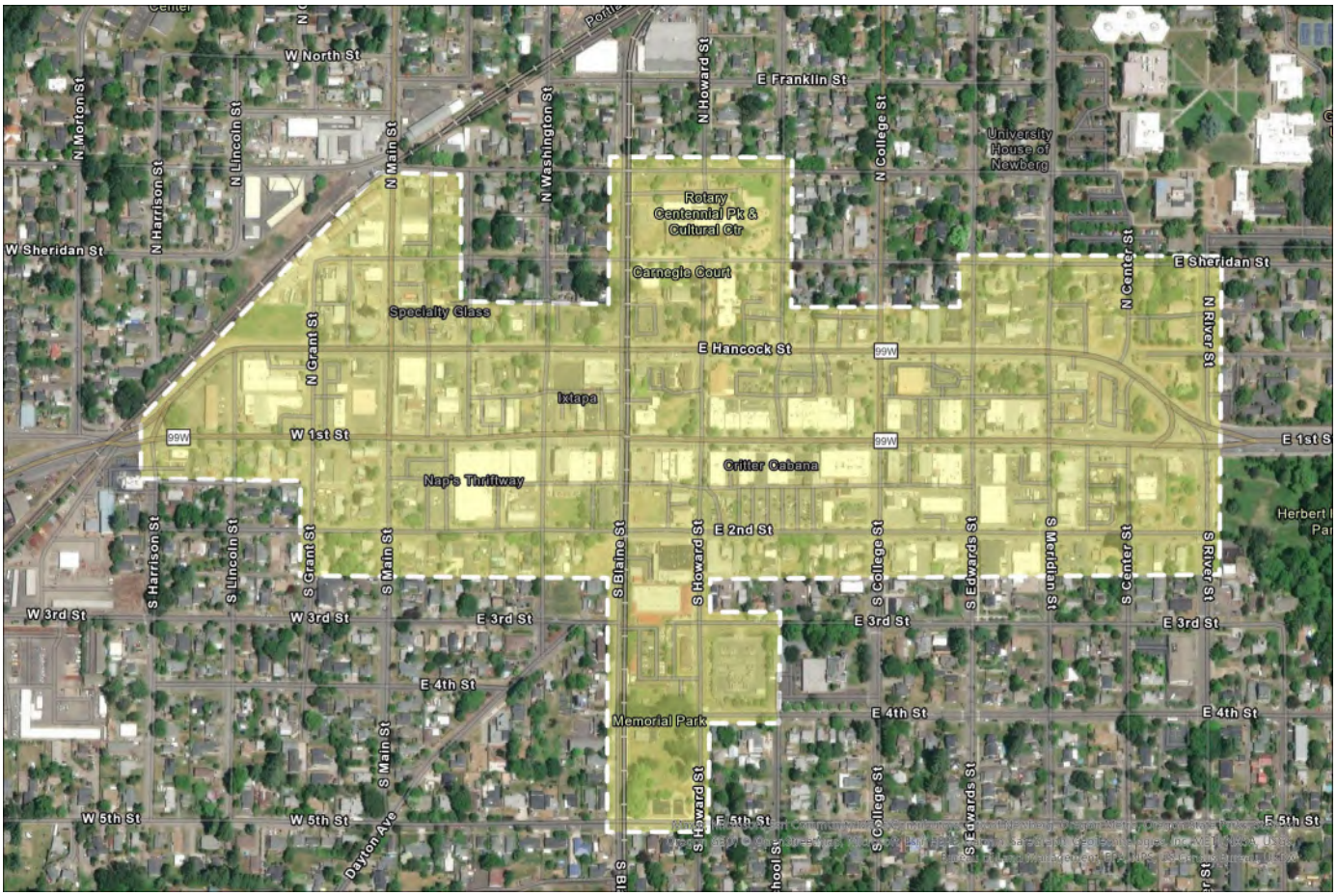
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What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

ITs very hard for customers to visit when parking is needed by all the employees of the same businesses. between 815 am and 7pm its total luck to find anything.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

not enough, hard to use only lateral spots, not close to all the stores only some, dark

What are your suggestions for addressing parking challenges? What has been tried in the past?

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

If hwy 99 is not going to eat our community feeling up then parking has to be easier. We cant choose local if we cant get to local stores.

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

Tunes on Tuesday, Old Fashioned Festival have impacts only because there is not enough places to park. and its all parallel parking - my disabled parents wont use parallel. the sidewalks are uneven, the surface is uneven its too dangerous to use parallel spots. The spots on that one city lot are so narrow. And our staff have no where to park to work for us. Since our bus service from Yamhill county is horrible cars are what employees are using. take the lot across from city hall and make it a parking area with beautiful features like the library lot. then also buy that property behind Lucky Fortune to allow for more west end parking for those businesses. there is land available. We cant control hwy 99 so the city must control the other areas or the down town will dry up.

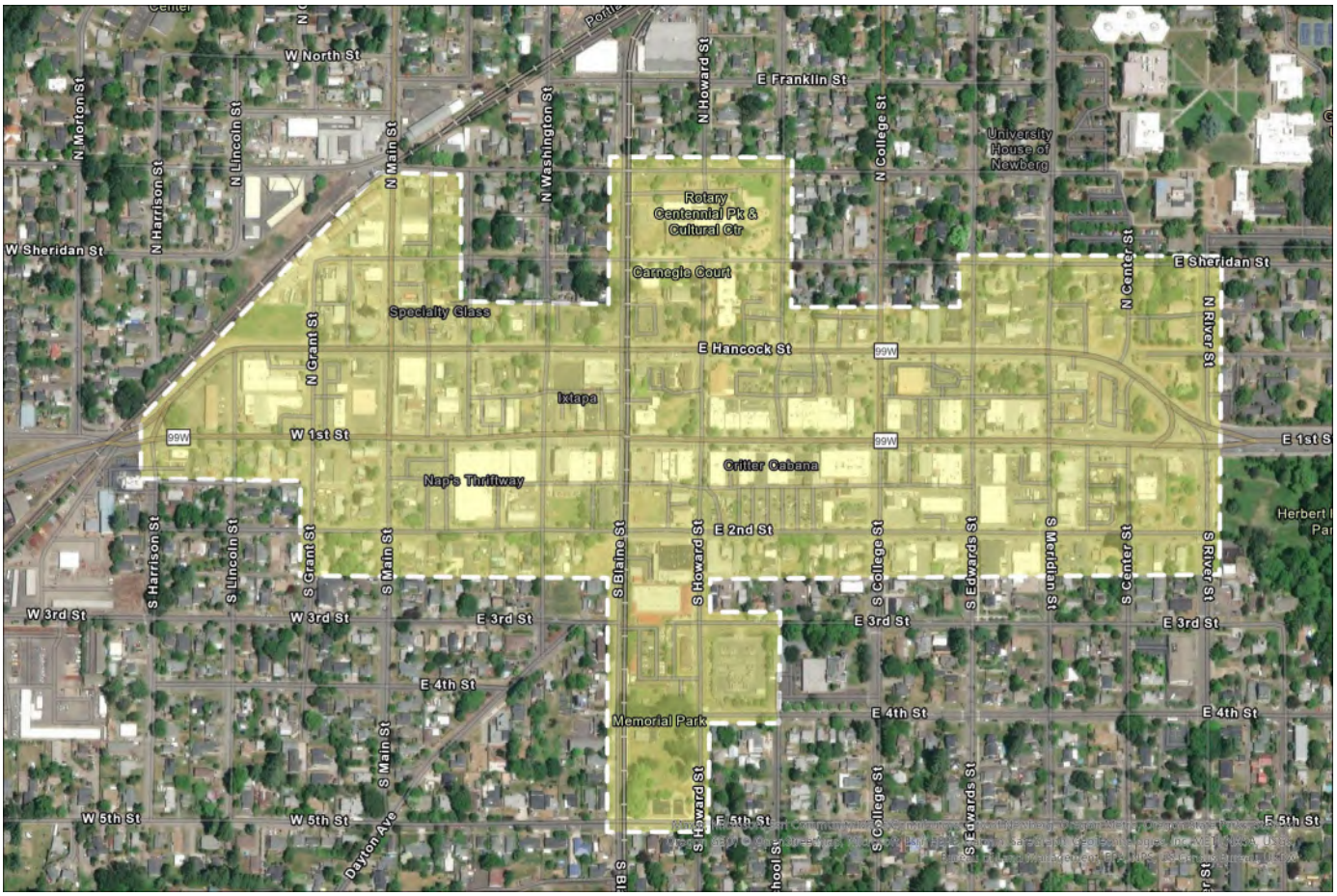
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- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

It varies widely

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

Events create a issues. Too many vehicles not enough parking.

What are your suggestions for addressing parking challenges? What has been tried in the past?

Clearly identifiable public or open parking.

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

Halloween & Old Fashioned festival are the biggest impacts I have experienced. However, farmer's market & 1st Friday can be challenging.

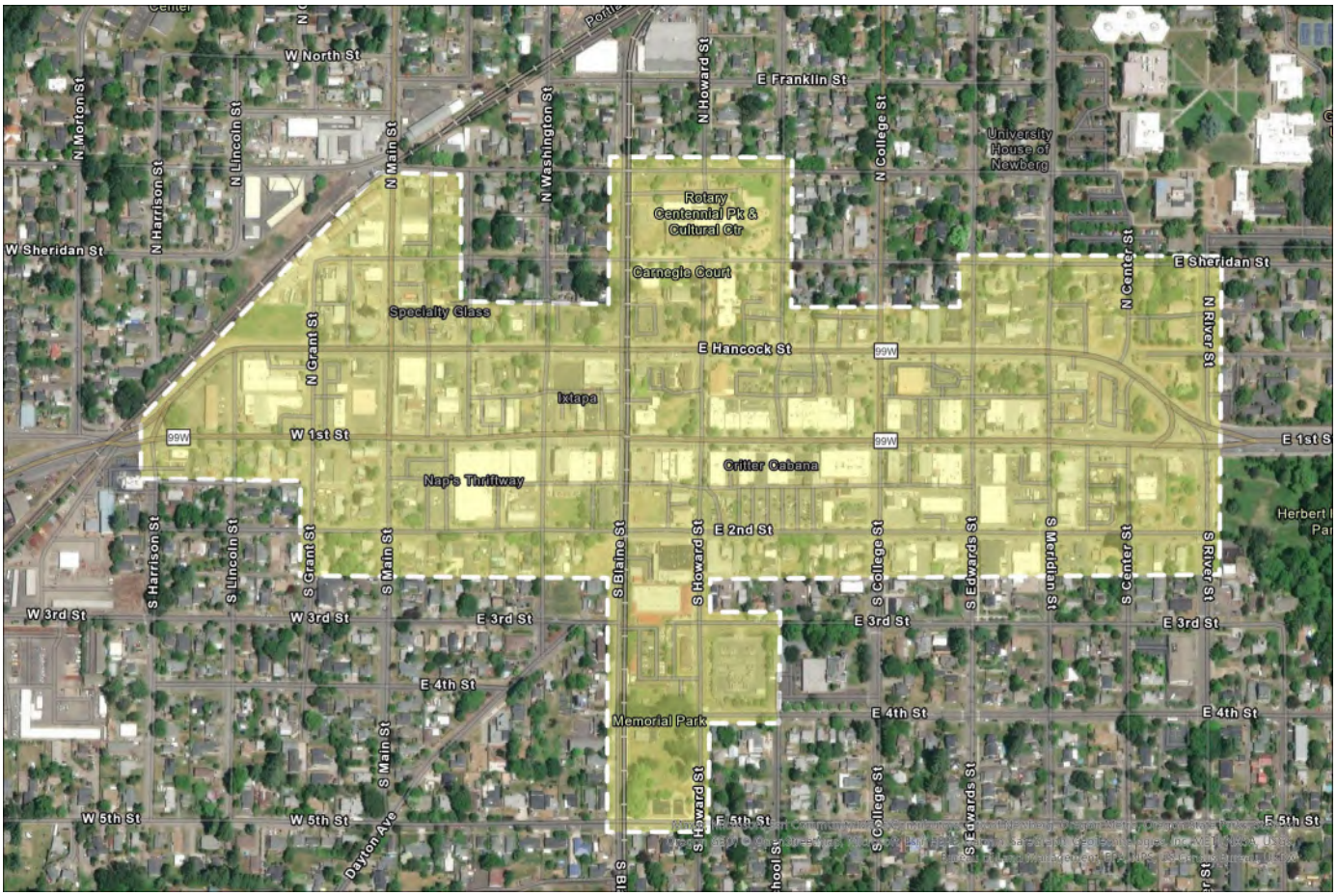
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- [x] I am a downtown visitor.
- [ ] Other:

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

Generally positive. I have more issues with the divided road and finding where to turn to find my shop than I do parking. My biggest complaint is that some alley parking is very tight and unattractive. Also hesitant to pull out of store-front parking fearing a car will zip up unexpectedly.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

The one-car wide alleys behind Pitter Patter has forced me to backup when meeting an oncoming car. I wish a bit more parking like that behind Critter Cabana were available—easy to navigate around. I often feel stuck in left-lane store-front spots on 2nd st during rush hour because there's not enough red light time to give me comfortable time to pull out into traffic.

What are your suggestions for addressing parking challenges? What has been tried in the past?

If any paid parking solution is considered/implemented, just please don't require me to download another app.

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

Would like to see more live/work opportunities downtown. I'm shocked at how dilapidated and underdeveloped some of the downtown properties are. Almost every
Building should be 2-3 stories with housing upstairs.

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

For this question, a "special event" is a recurring public events with more than ~50 attendees. Special events may be annual, monthly, weekly or occur on other schedules.

The furthest I've ever had to walk was 3 blocks for the Wednesday market. If city parking is to be increased anywhere, proximity to the market area would be
my pick.

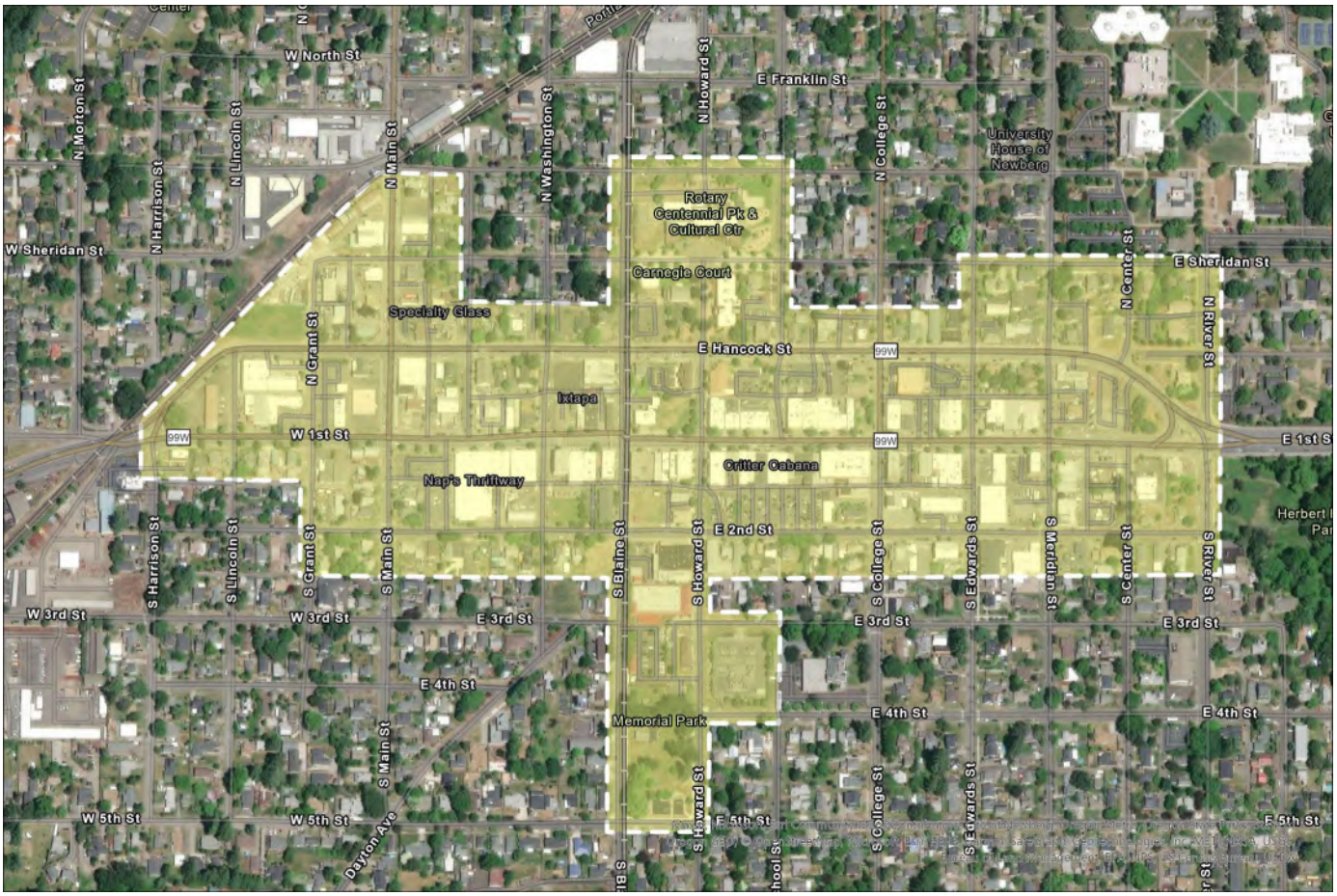
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- [ ] I am downtown business owner.
- [ ] I am a downtown visitor.
- [ ] Other: _____

What is your experience with the current state of parking downtown?

Is your experience generally positive or negative? Does it change throughout the year or with time of day?

I've never had a problem finding decent parking in downtown Newberg.

What are downtown Newberg's parking challenges?

Identify the location, time, and other characteristics of current parking challenges.

What are your suggestions for addressing parking challenges? What has been tried in the past?

What role do you think downtown should play in the future of Newberg? What types of land uses should be encouraged in downtown Newberg?

I think the idea to partner with private lots during normally unused hours for large civic events is a great way to save the city money that could be used elsewhere.

Do any "special events" impact your experience parking in downtown? Which events, and when and where do they take place?

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# Hourly Occupancy Maps

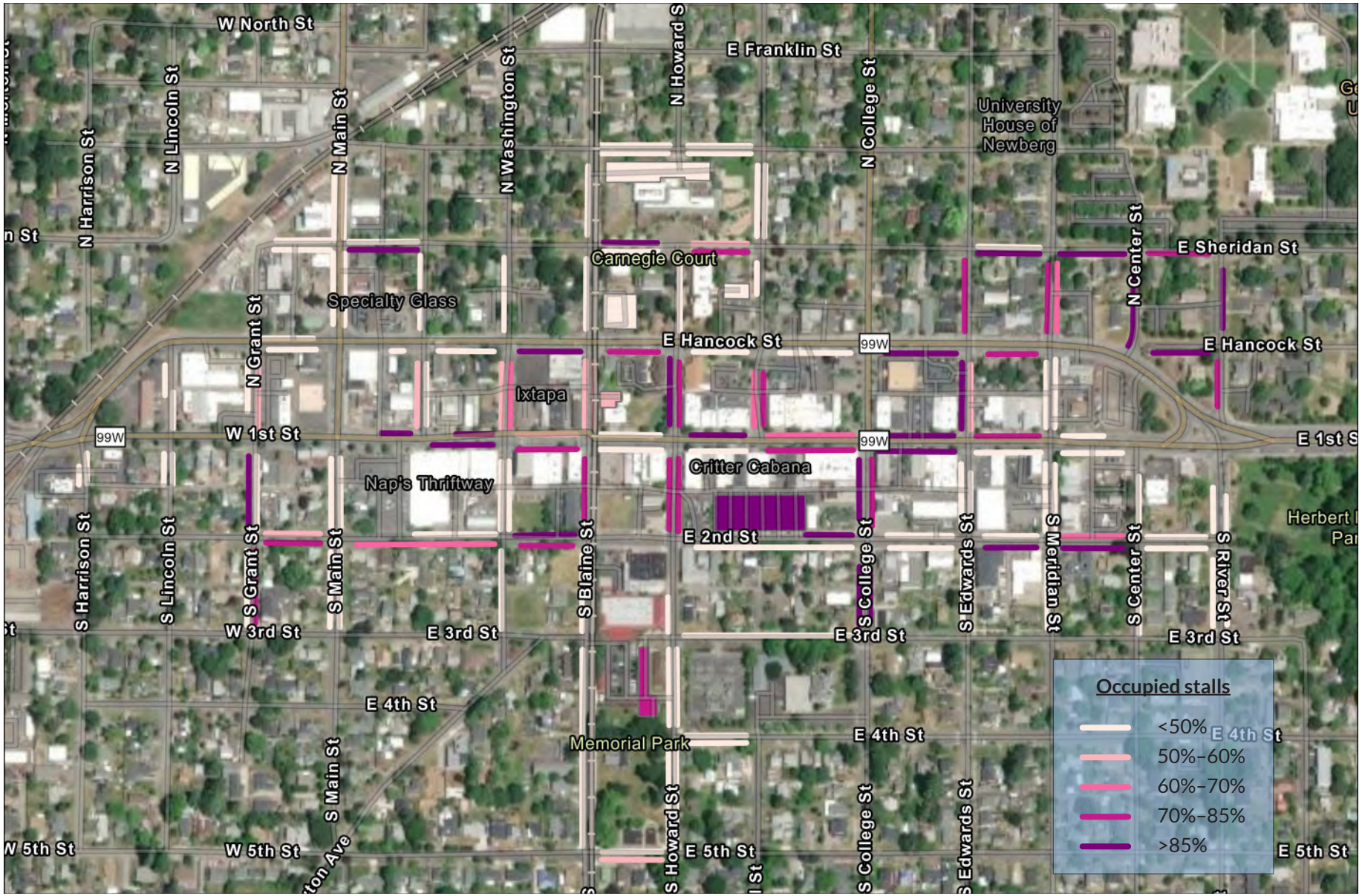



***Figure A3:*** *Parking occupancy at 10:00am Thursday April 13, 2023*

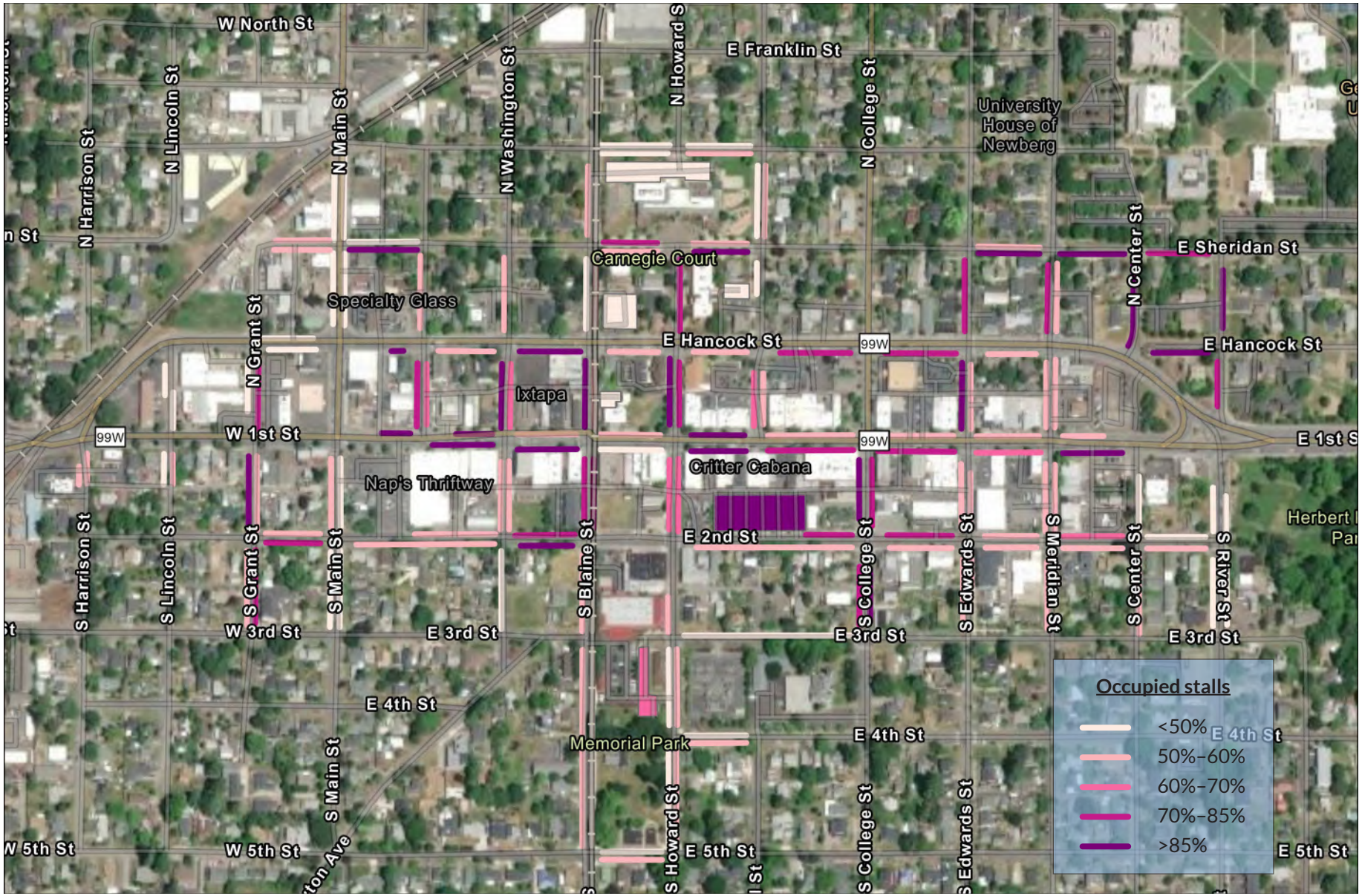



***Figure A4:*** *Parking occupancy at 11:00am Thursday April 13, 2023*

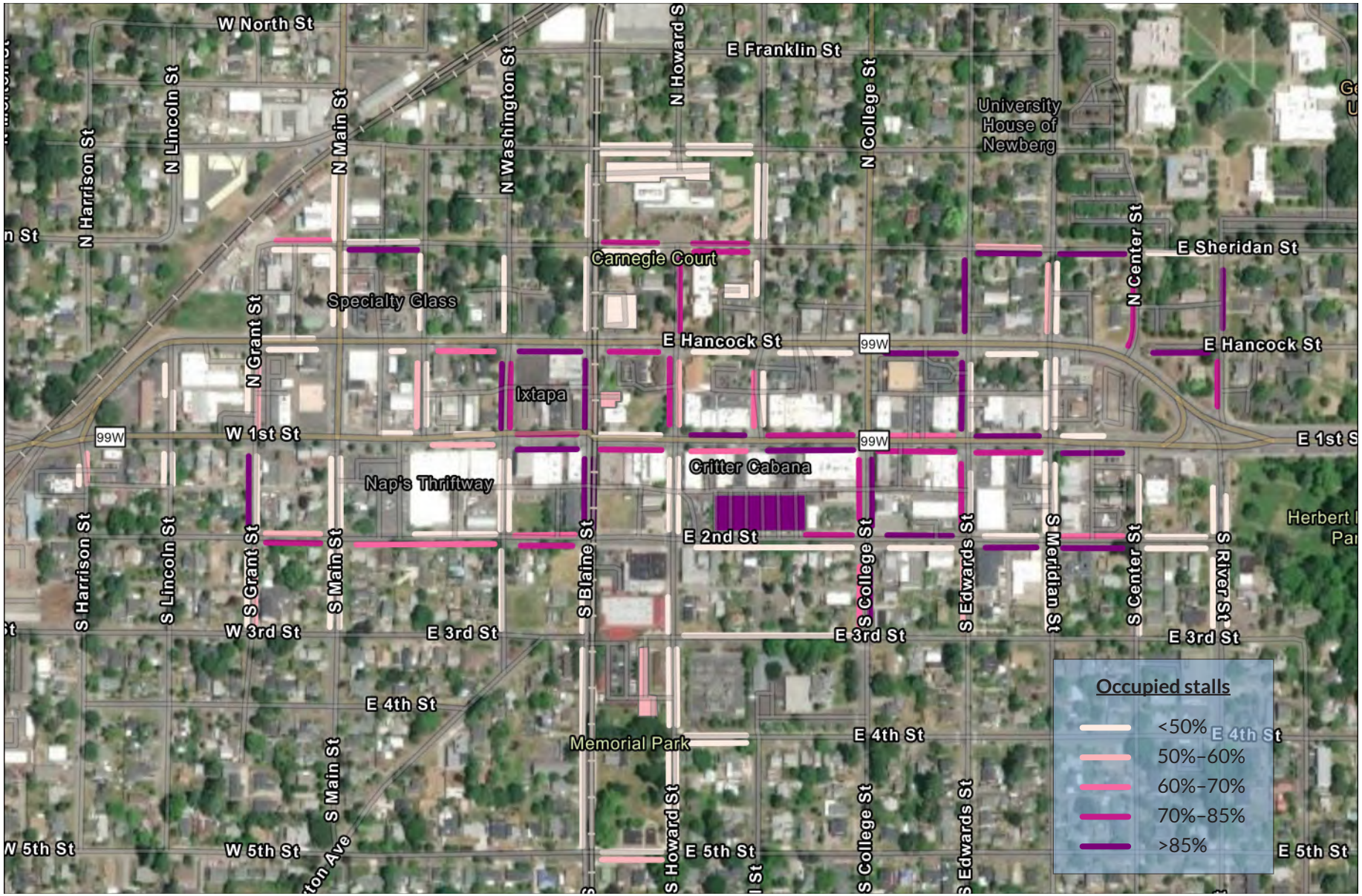



***Figure A5:*** *Parking occupancy at 12:00pm Thursday April 13, 2023*

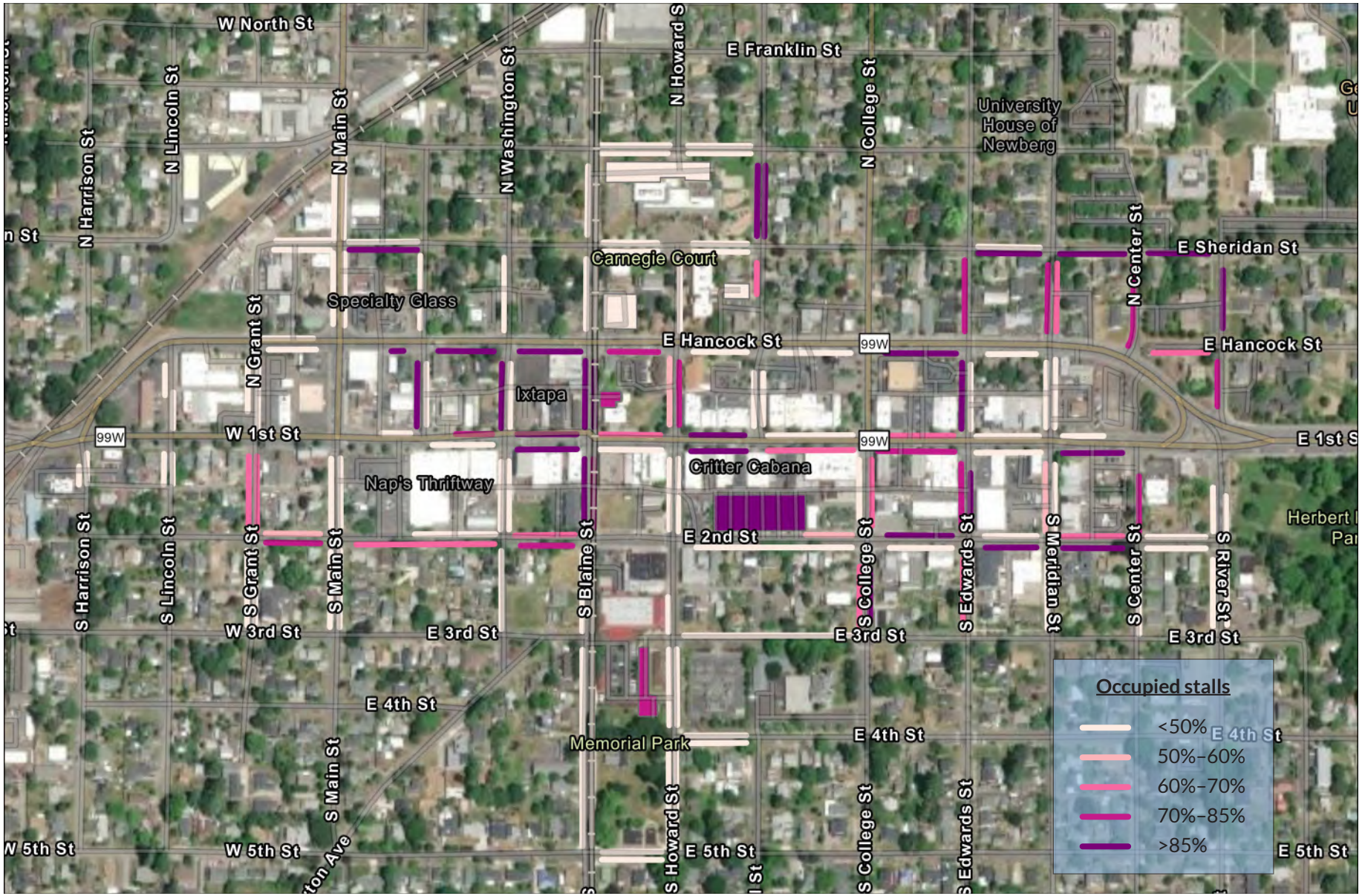



***Figure A6:*** *Parking occupancy at 1:00pm Thursday April 13, 2023*

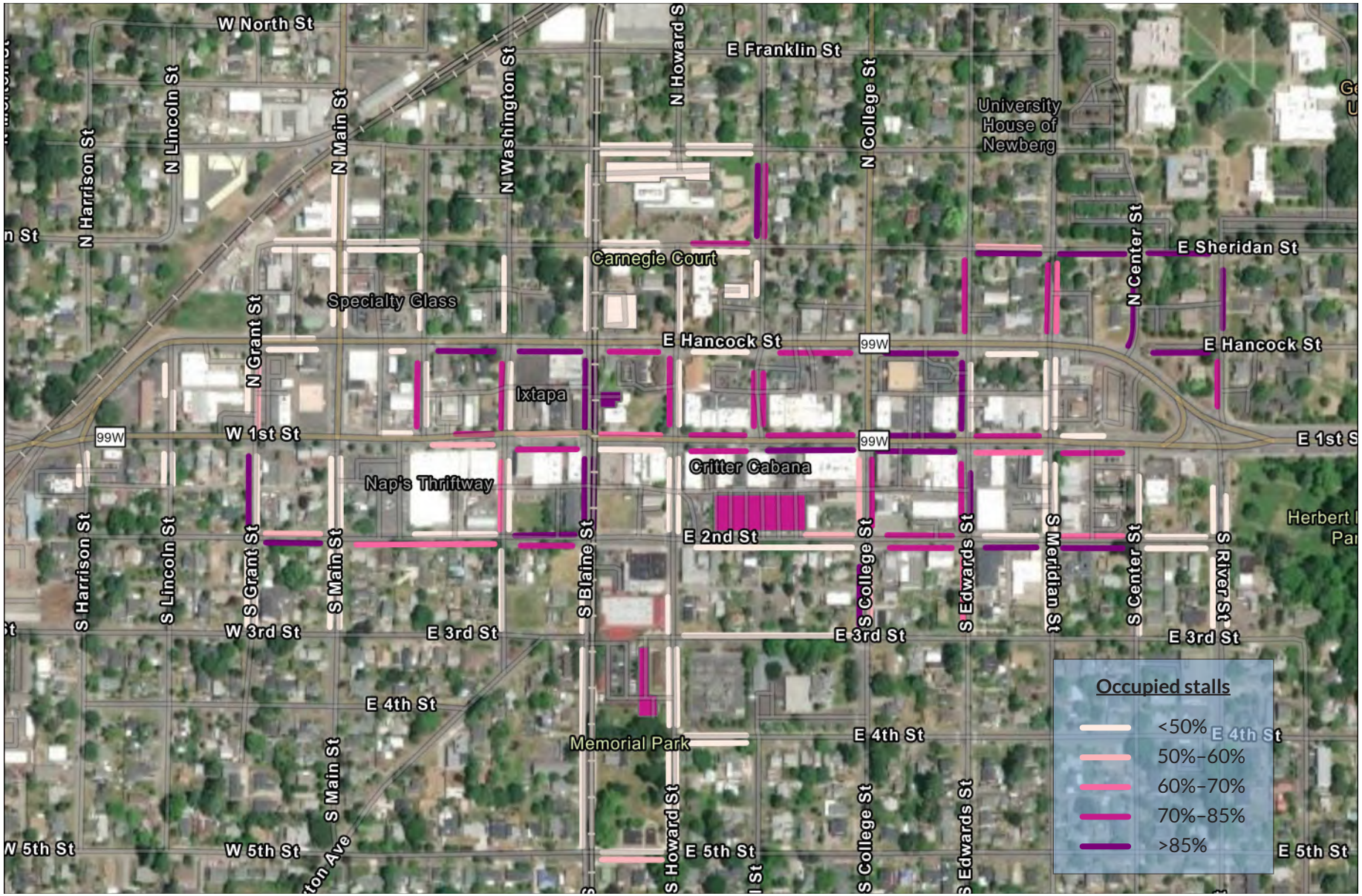



*Figure A7: Parking occupancy at 2:00pm Thursday April 13, 2023*

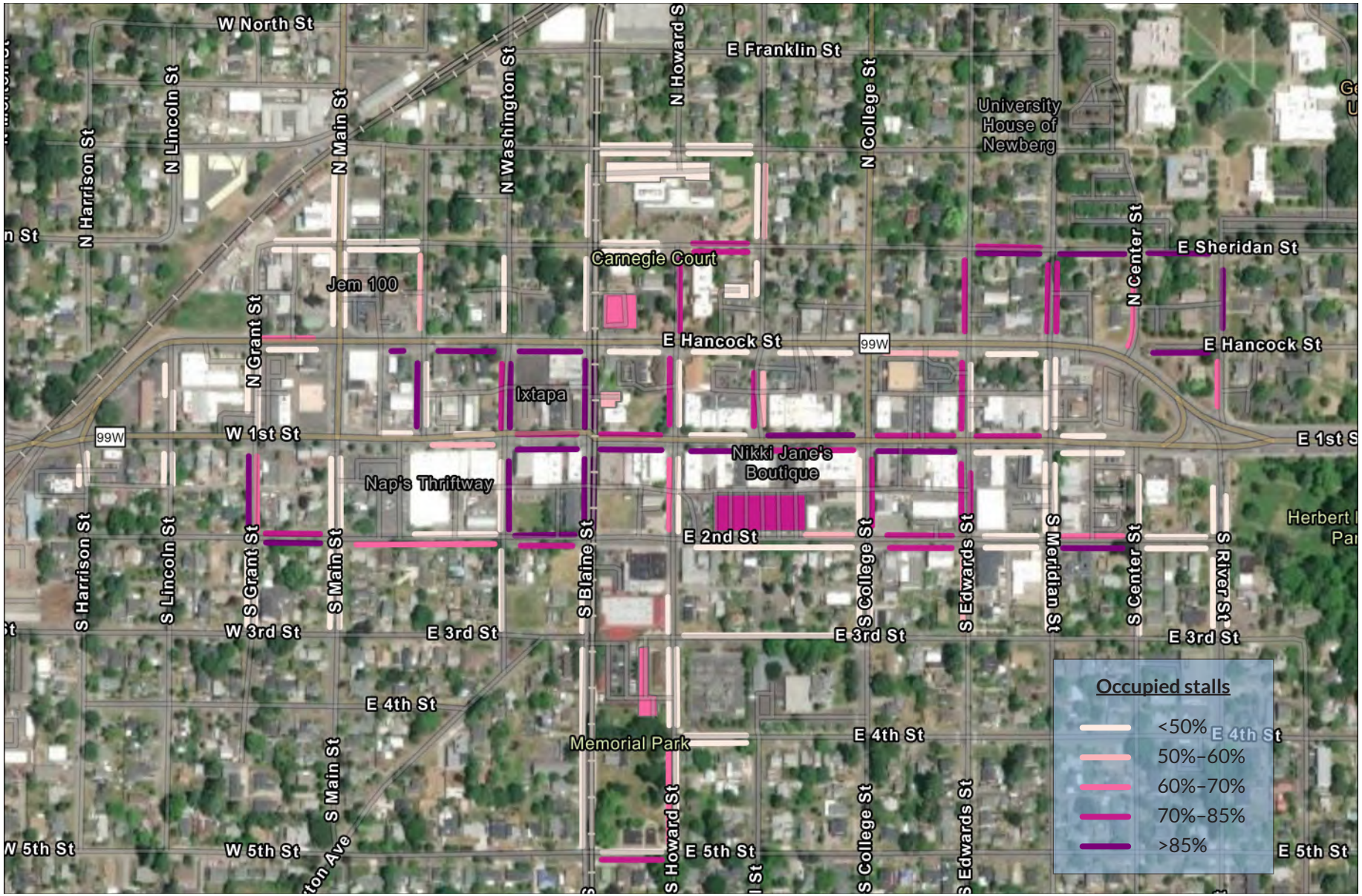



***Figure A8:*** *Parking occupancy at 3:00pm Thursday April 13, 2023*

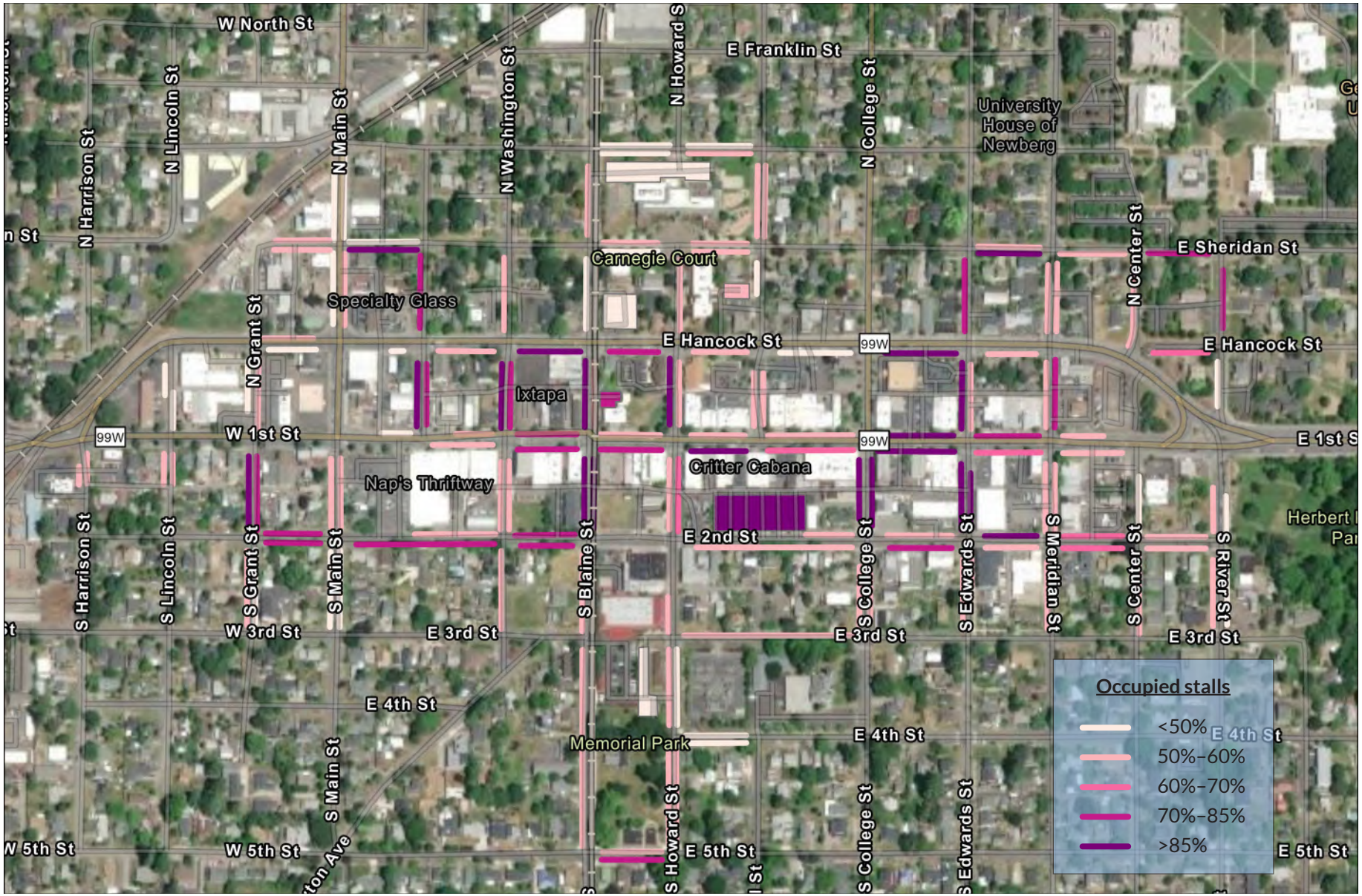



***Figure A9:*** *Parking occupancy at 4:00pm Thursday April 13, 2023*

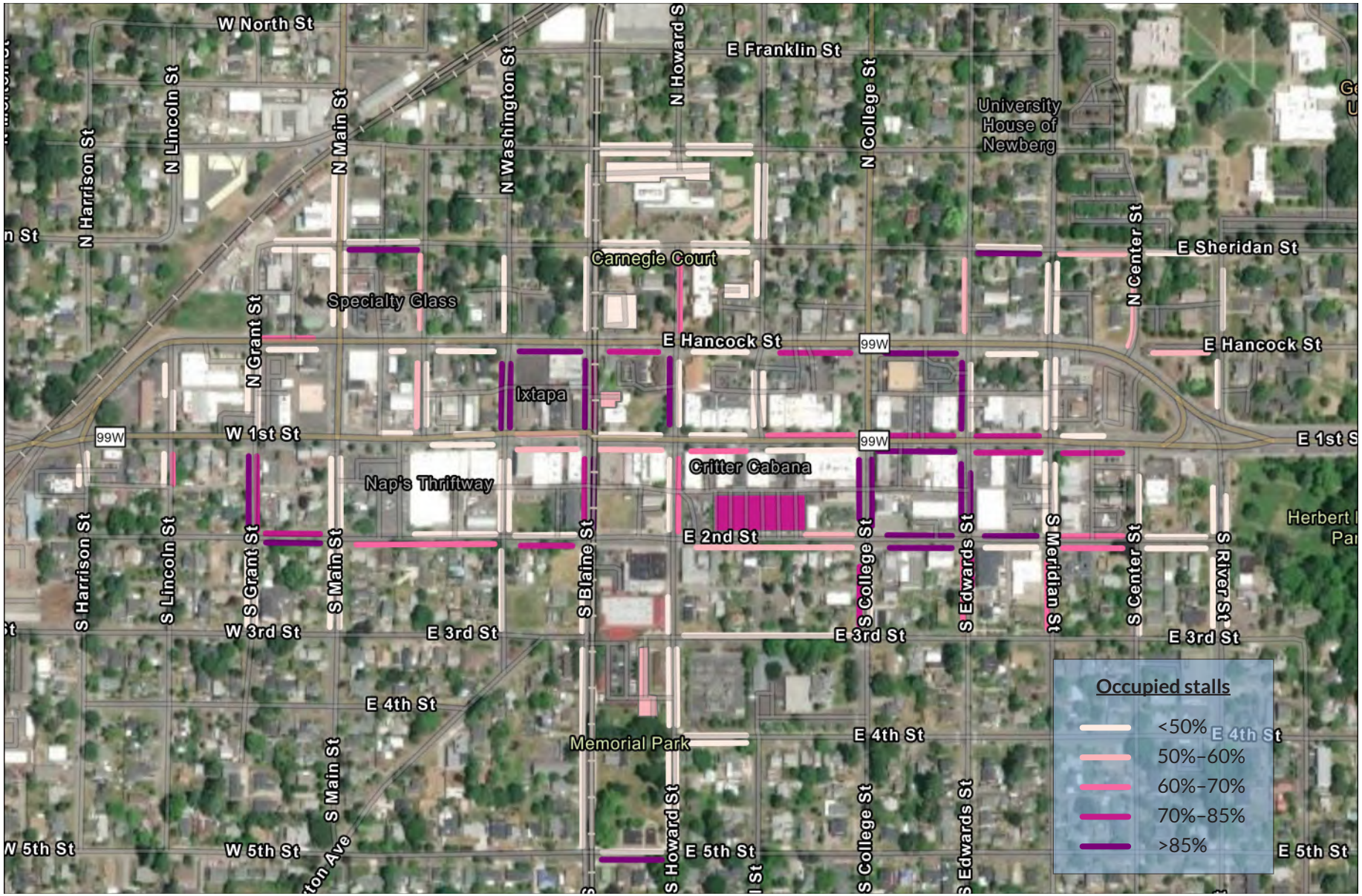



***Figure A10:*** *Parking occupancy at 5:00pm Thursday April 13, 2023*

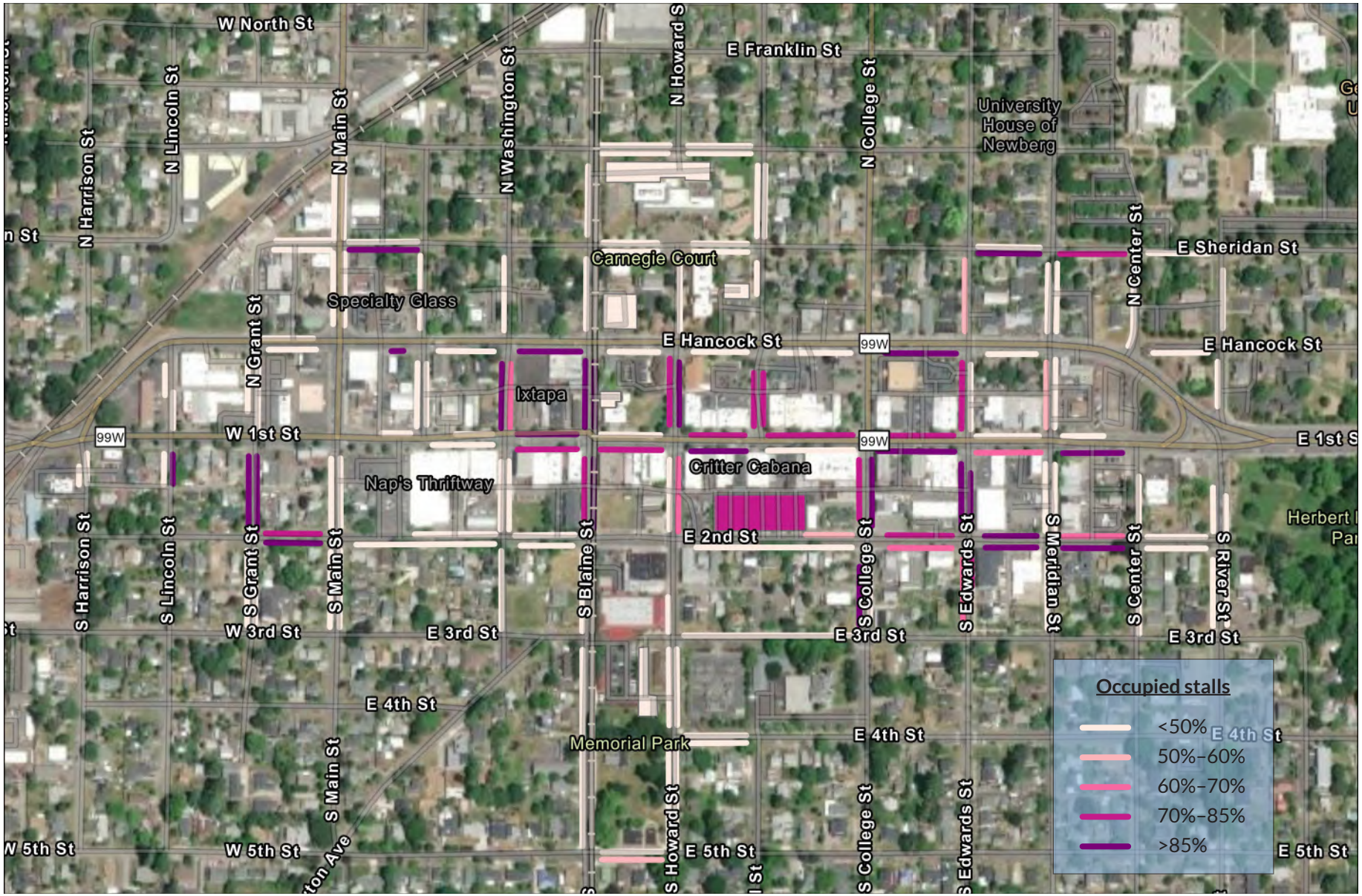



***Figure A11:*** *Parking occupancy at 6:00pm Thursday April 13, 2023*

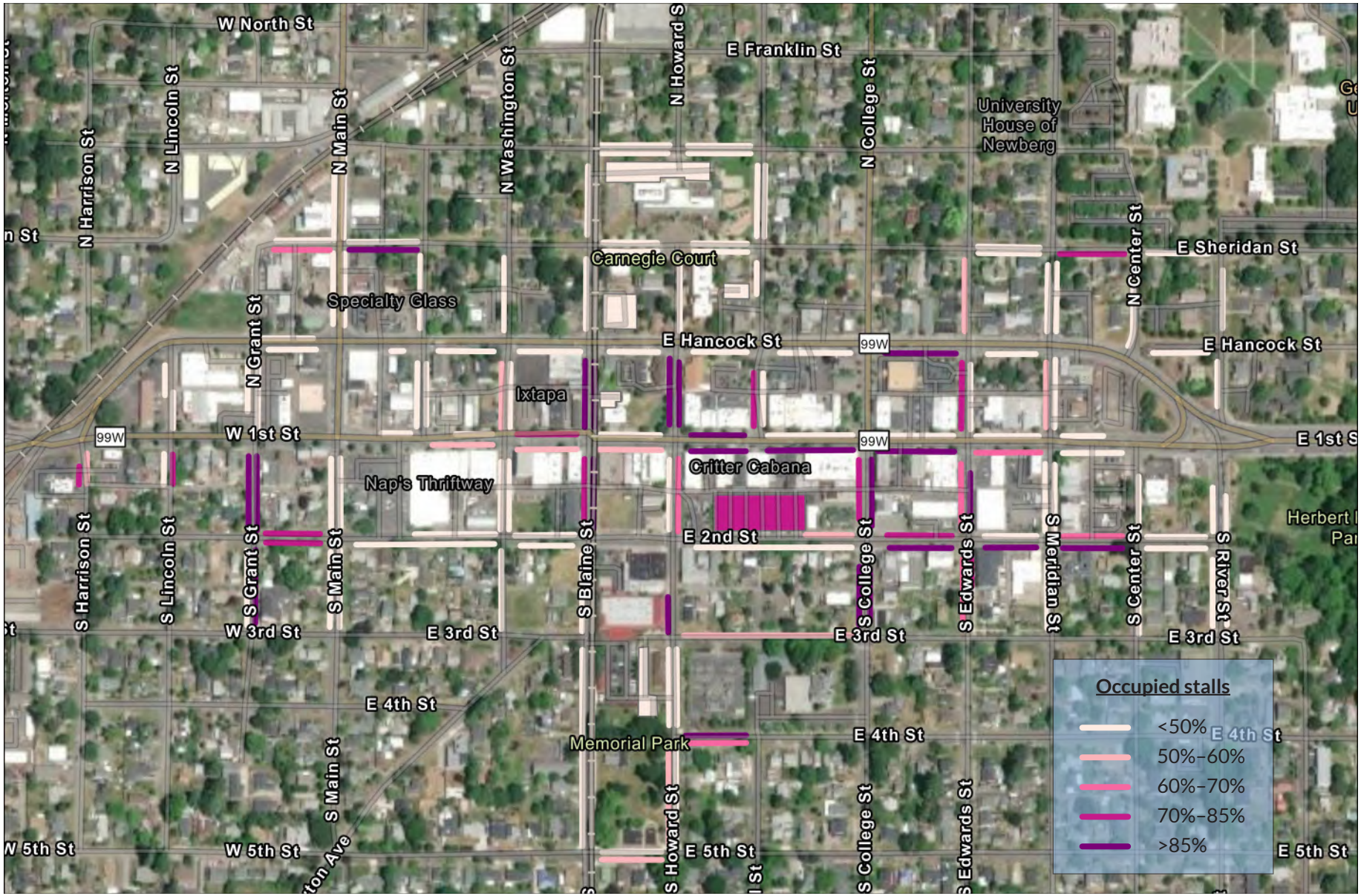



***Figure A12:*** *Parking occupancy at 7:00pm Thursday April 13, 2023*

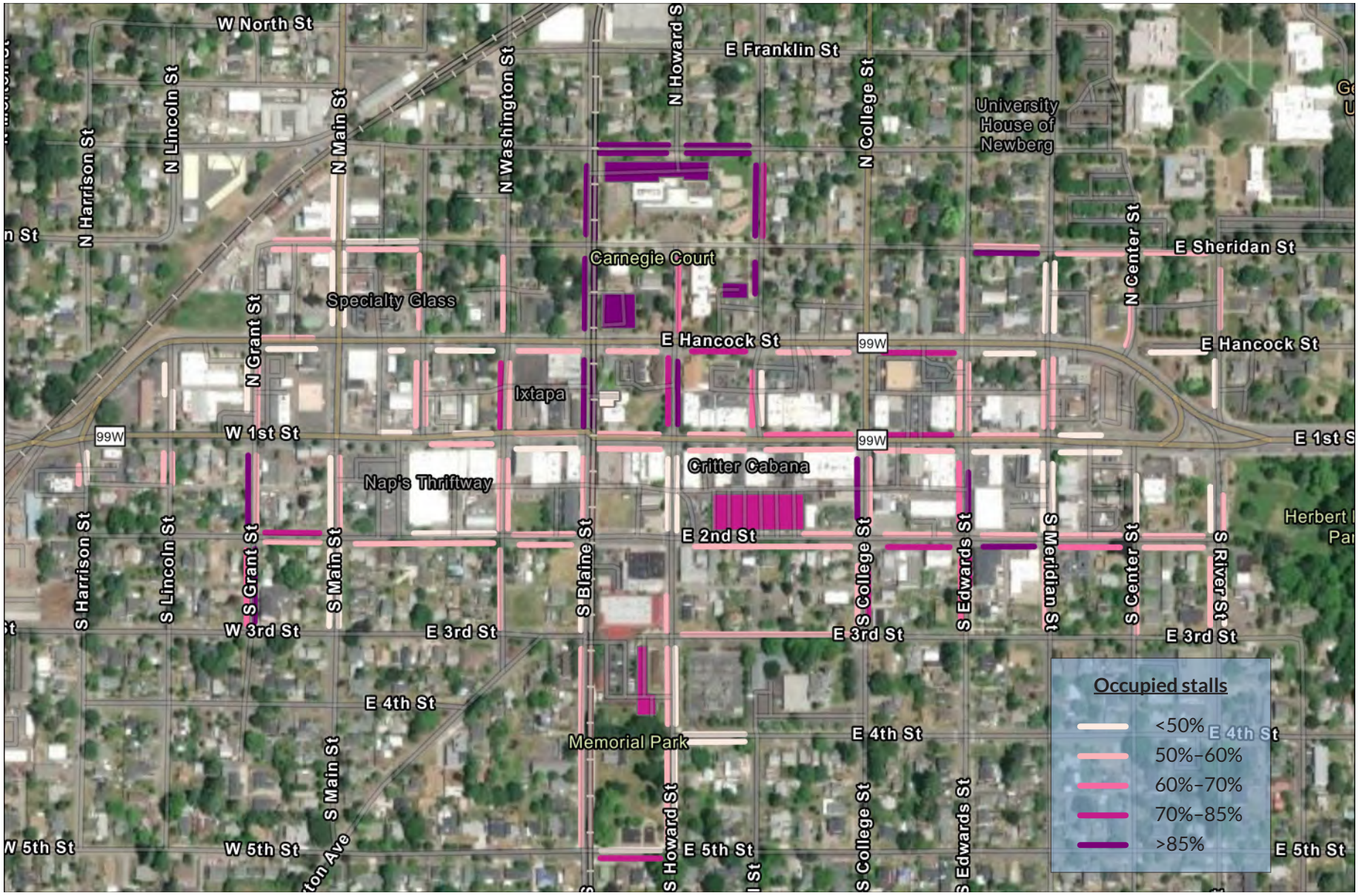



***Figure A13:*** *Parking occupancy at 10:00am Saturday April 15, 2023*

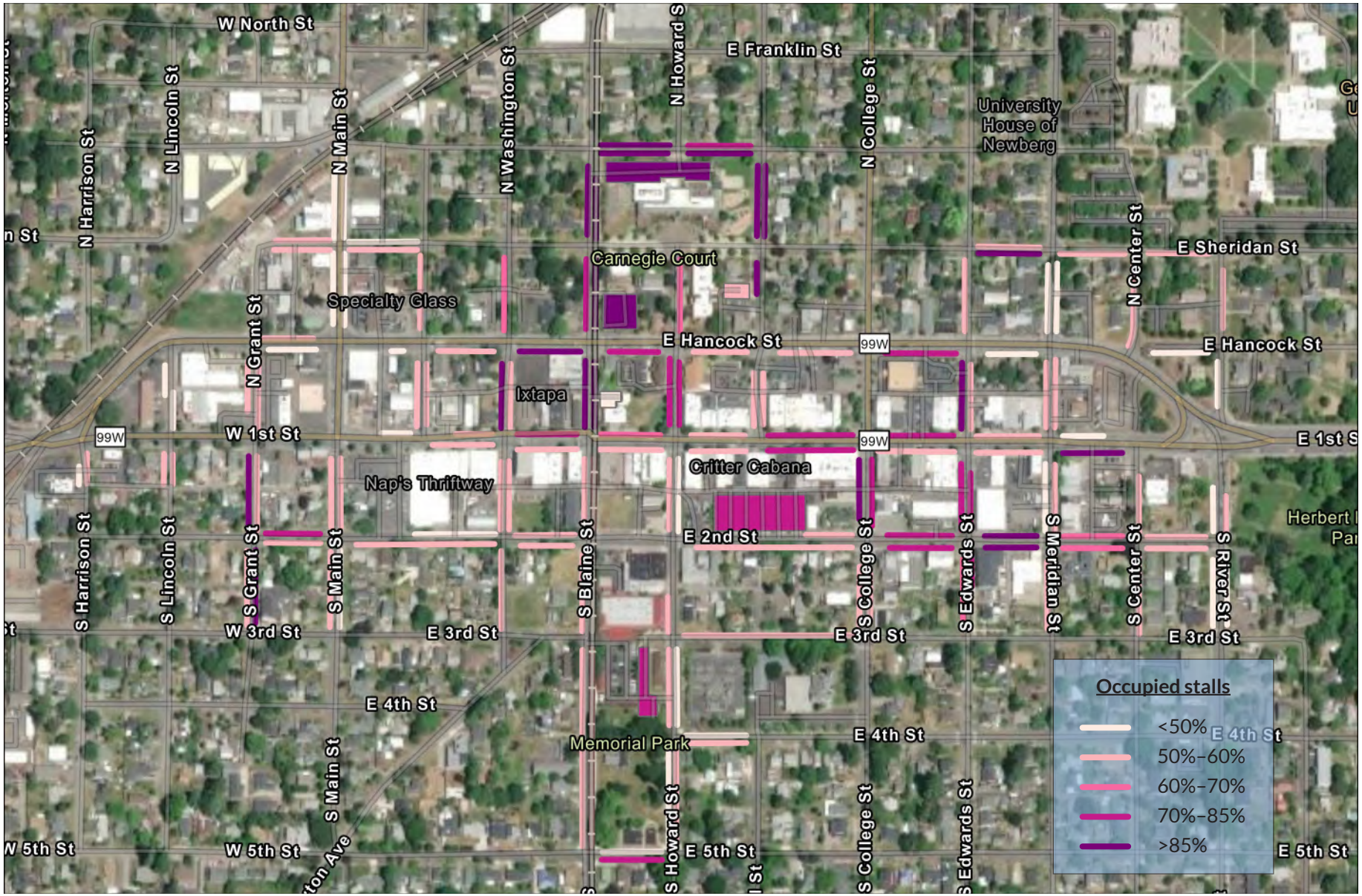



***Figure A14:*** *Parking occupancy at 11:00am Saturday April 15, 2023*

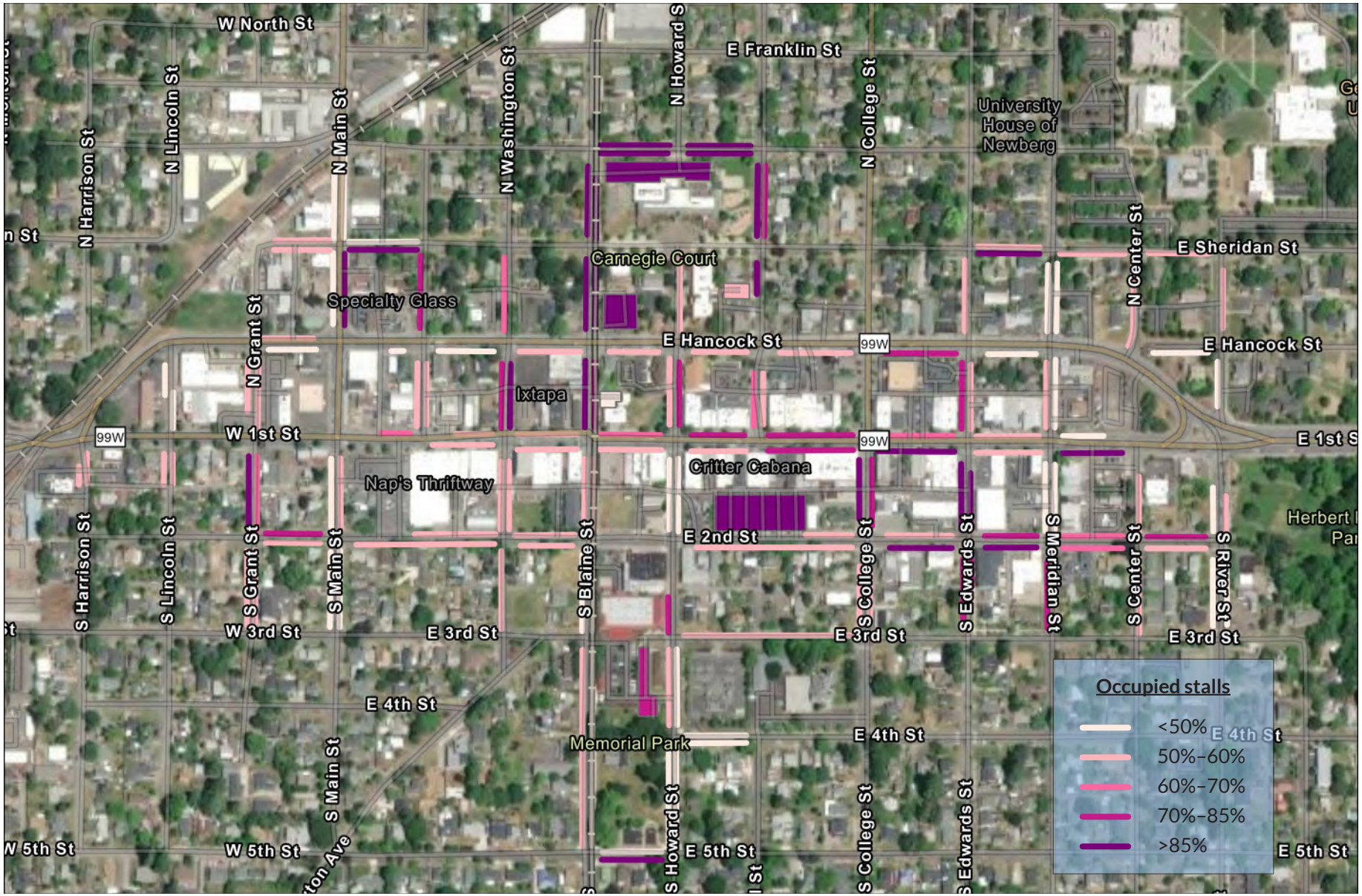



***Figure A15:*** *Parking occupancy at 12:00pm Saturday April 15, 2023*

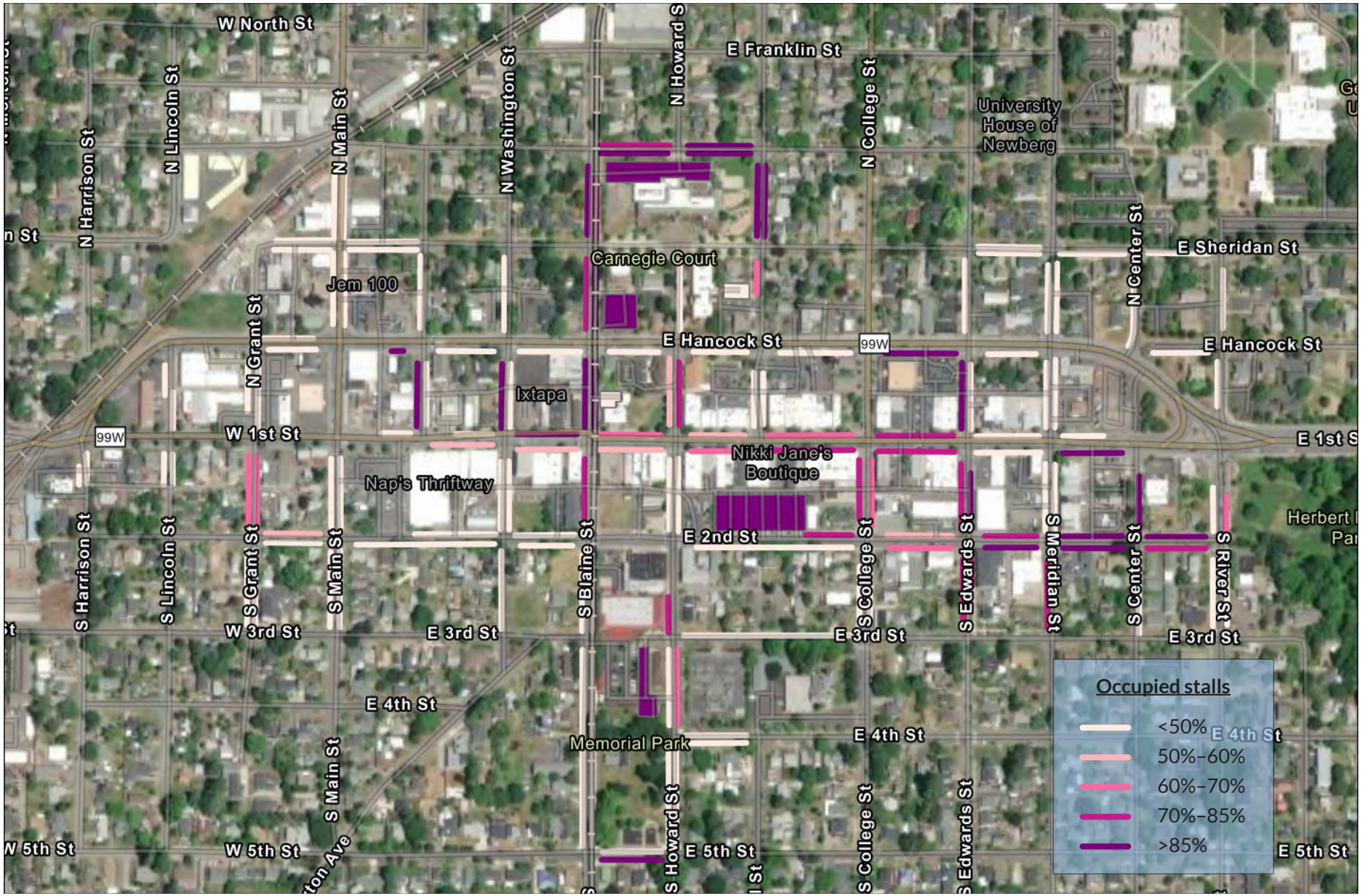



***Figure A16:*** *Parking occupancy at 1:00pm Saturday April 15, 2023*

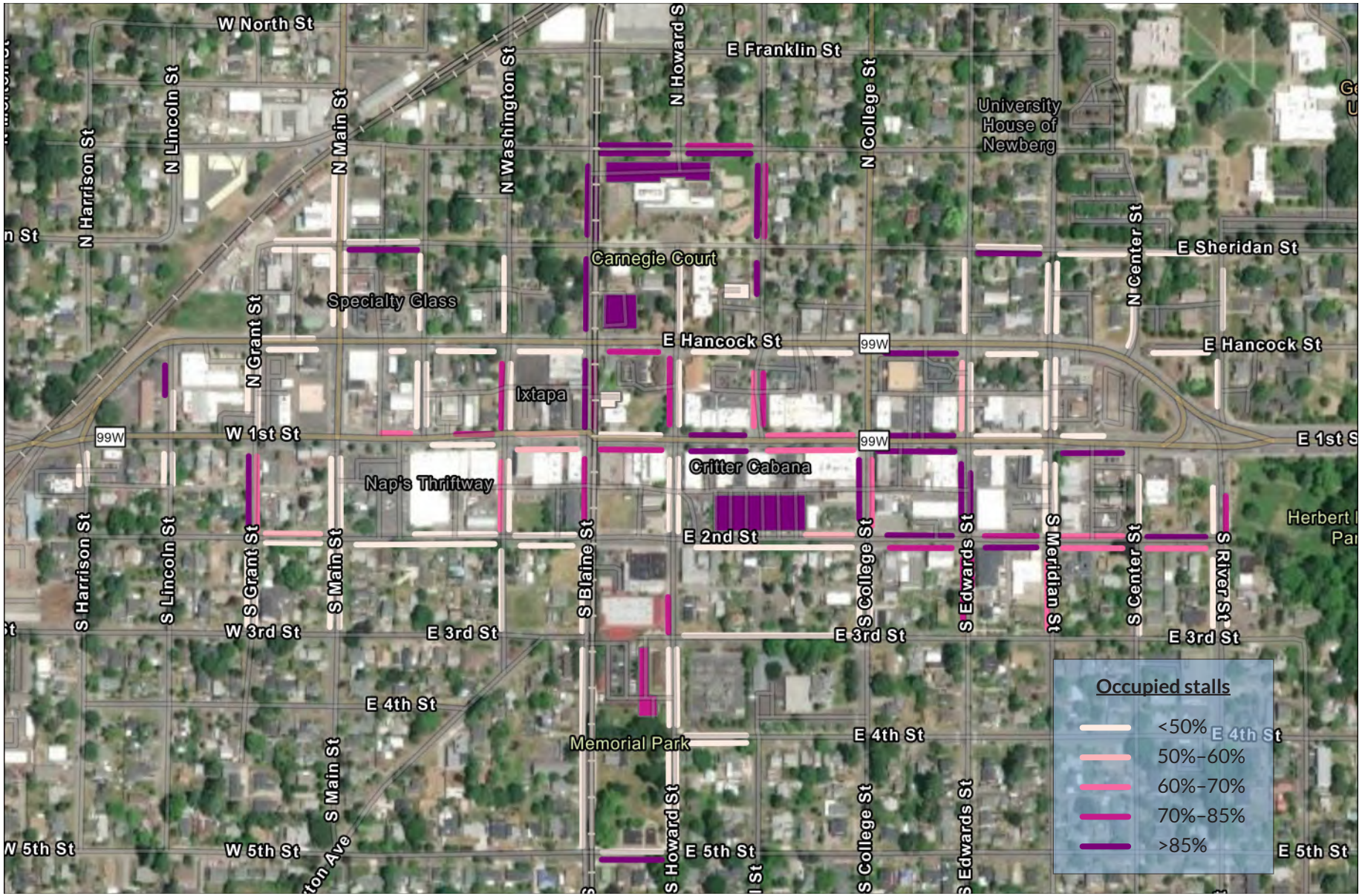



***Figure A17:*** *Parking occupancy at 2:00pm Saturday April 15, 2023*

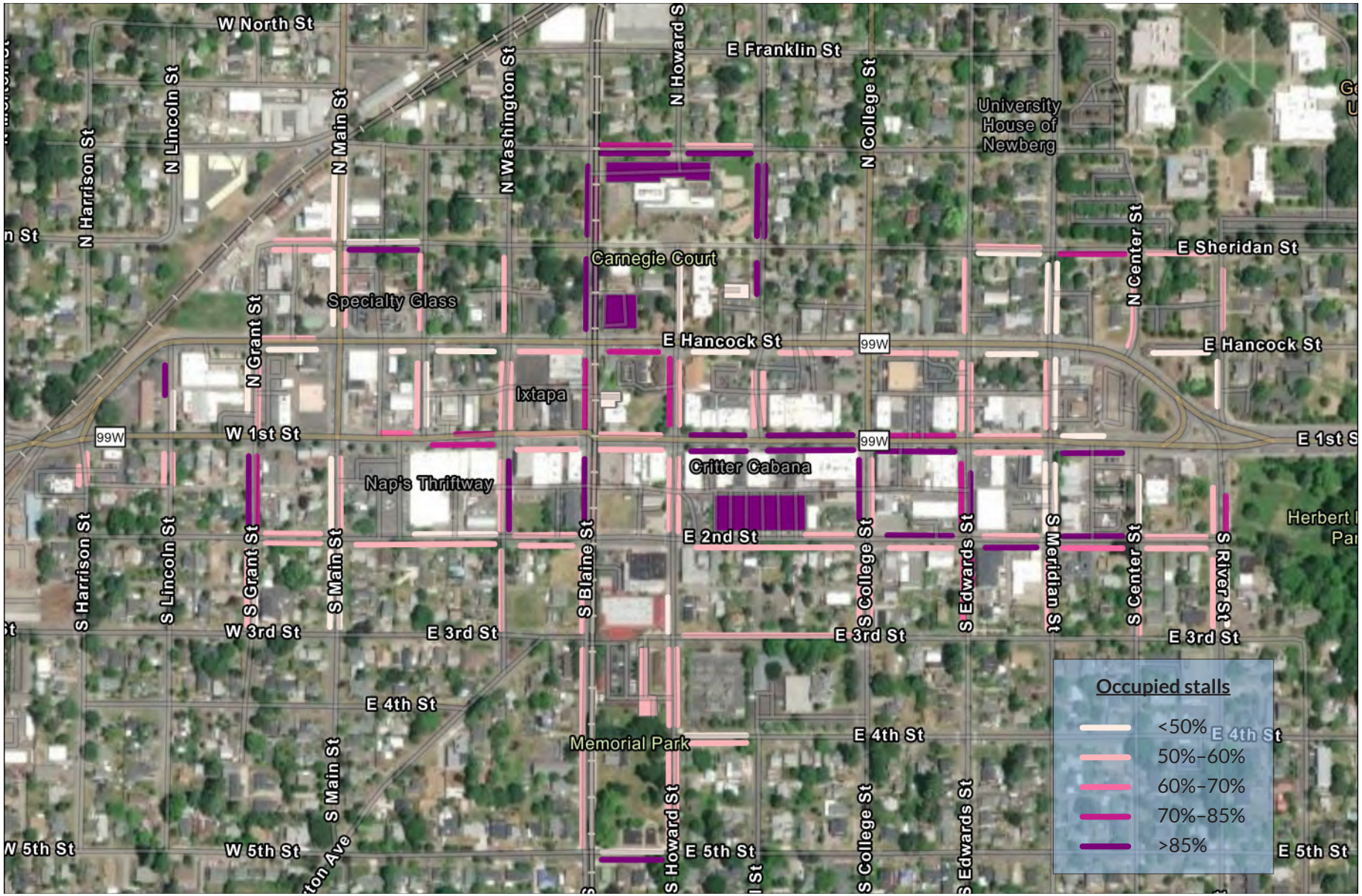



***Figure A18:*** *Parking occupancy at 3:00pm Saturday April 15, 2023*

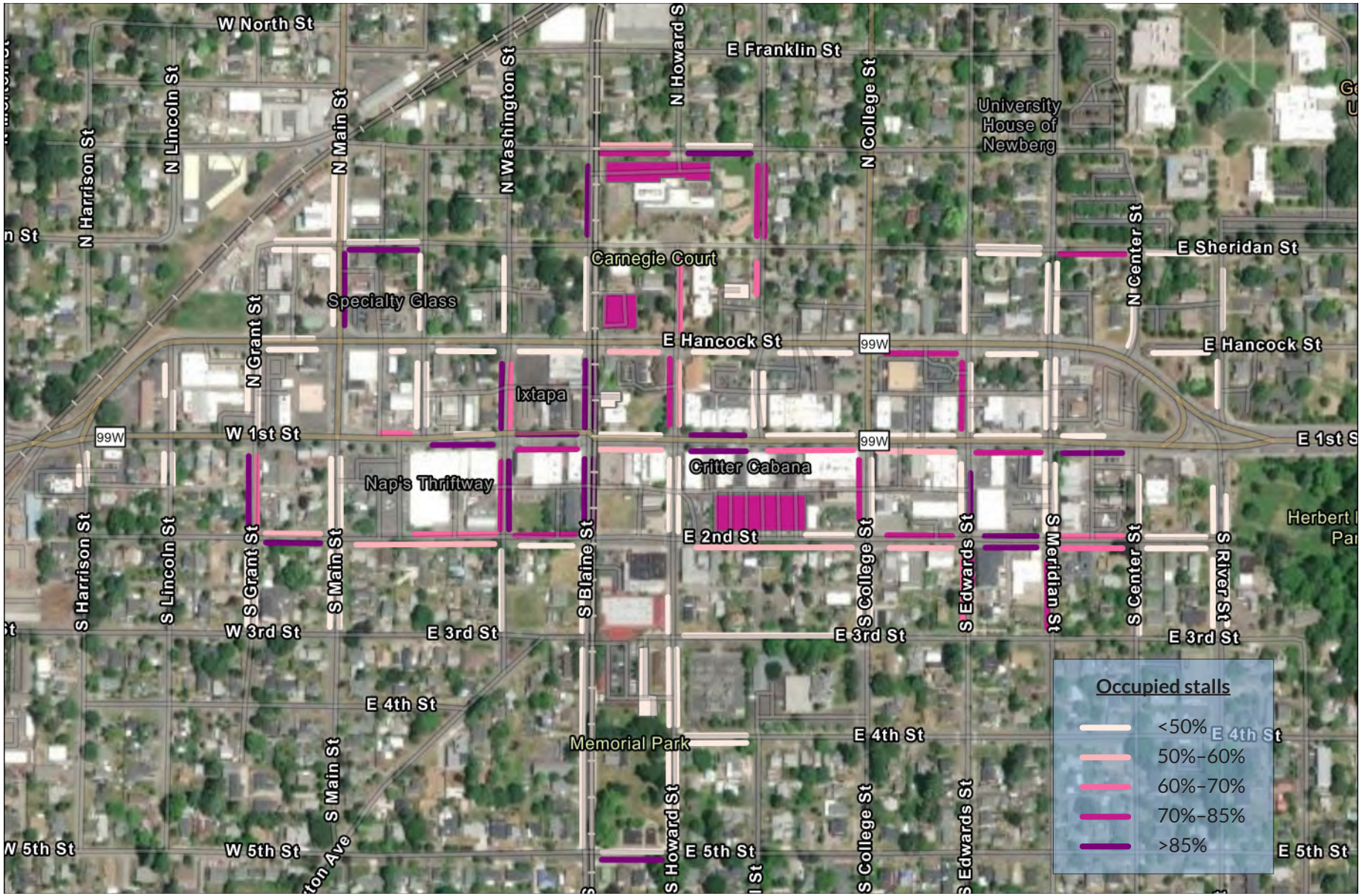



***Figure A19:*** *Parking occupancy at 4:00pm Saturday April 15, 2023*

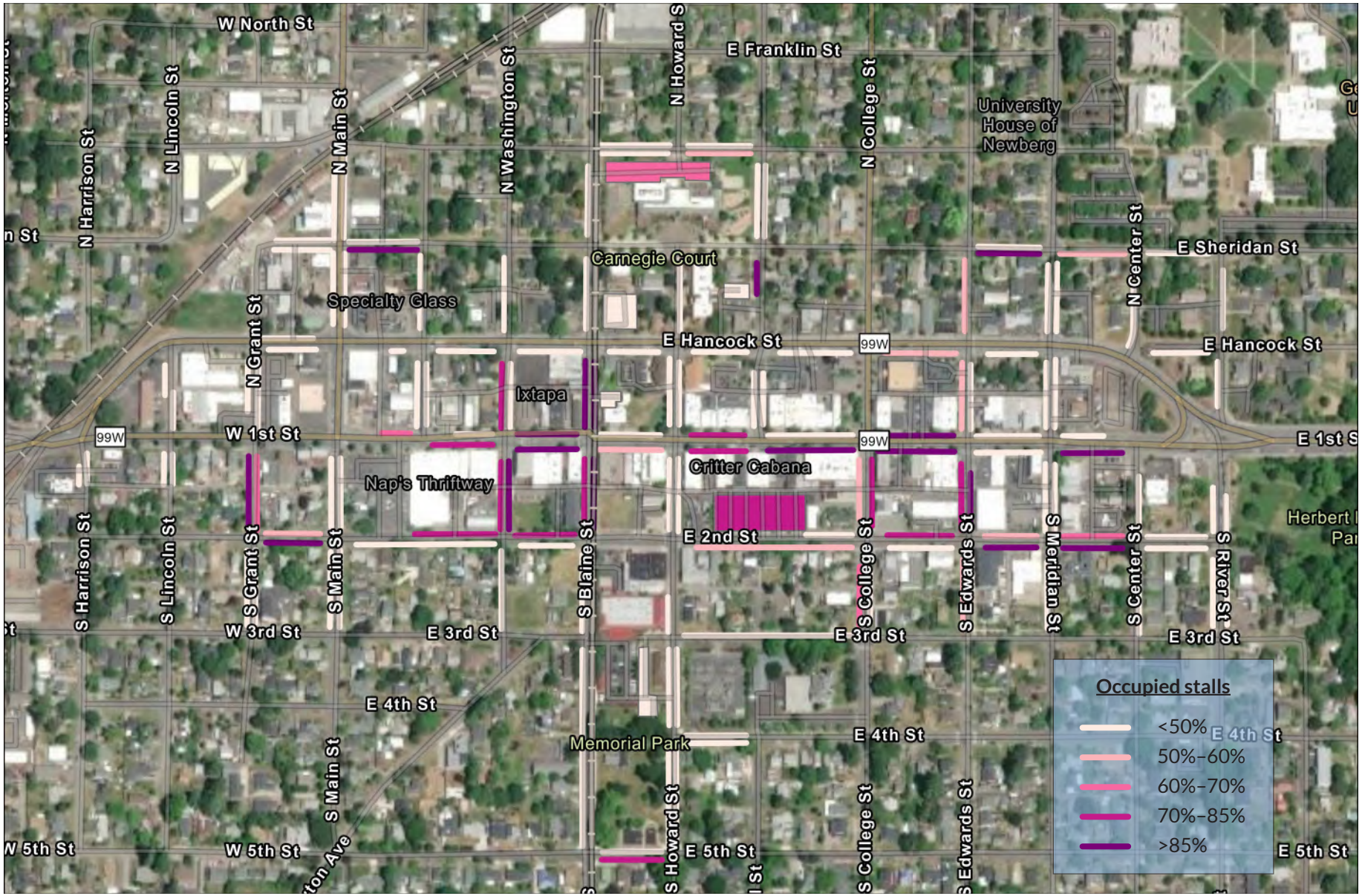



***Figure A20:*** *Parking occupancy at 5:00pm Saturday April 15, 2023*

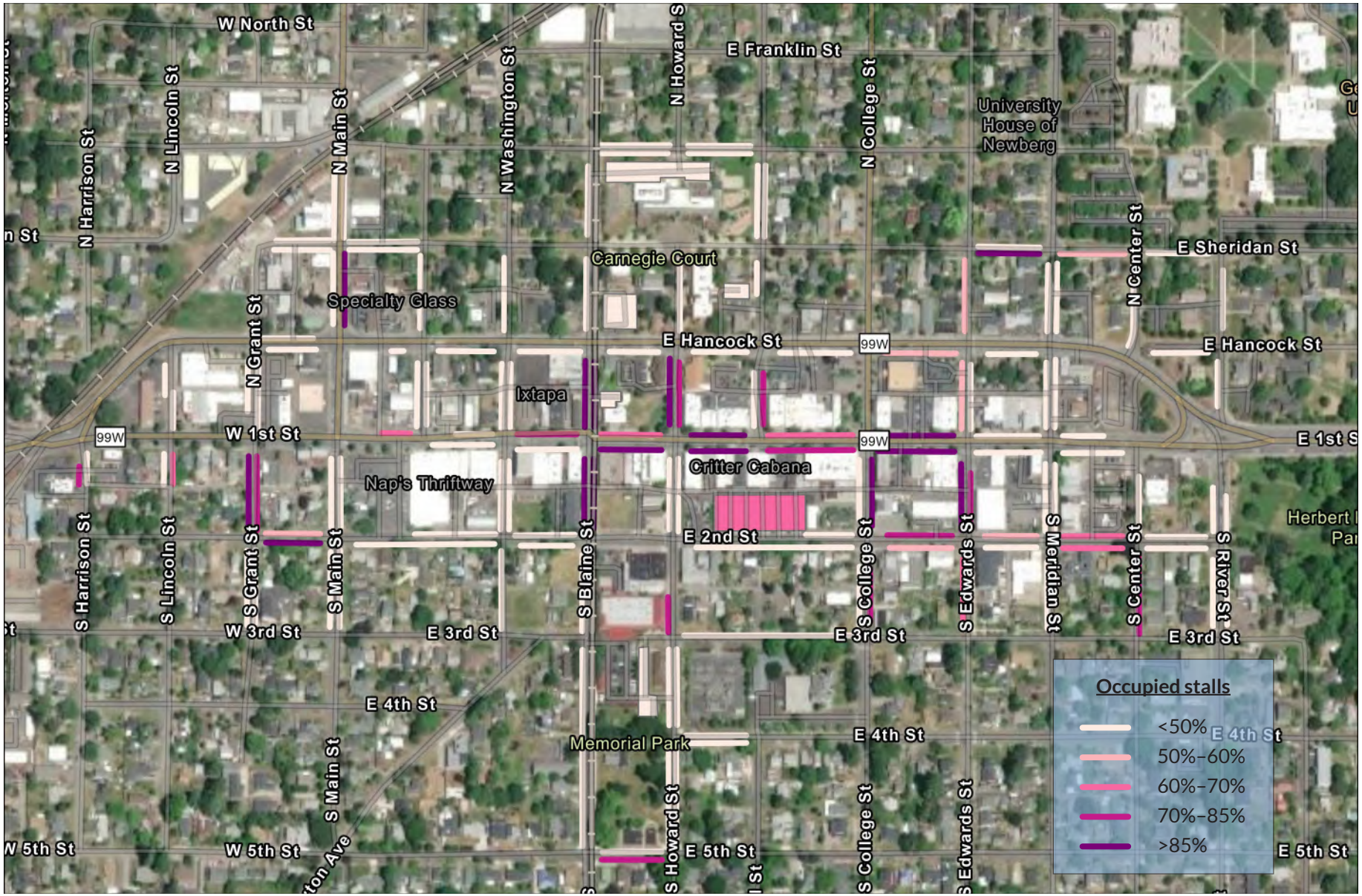



***Figure A21:*** *Parking occupancy at 6:00pm Saturday April 15, 2023*

KITTELSON & ASSOCIATES
851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

June 28, 2021 Project #: 24611

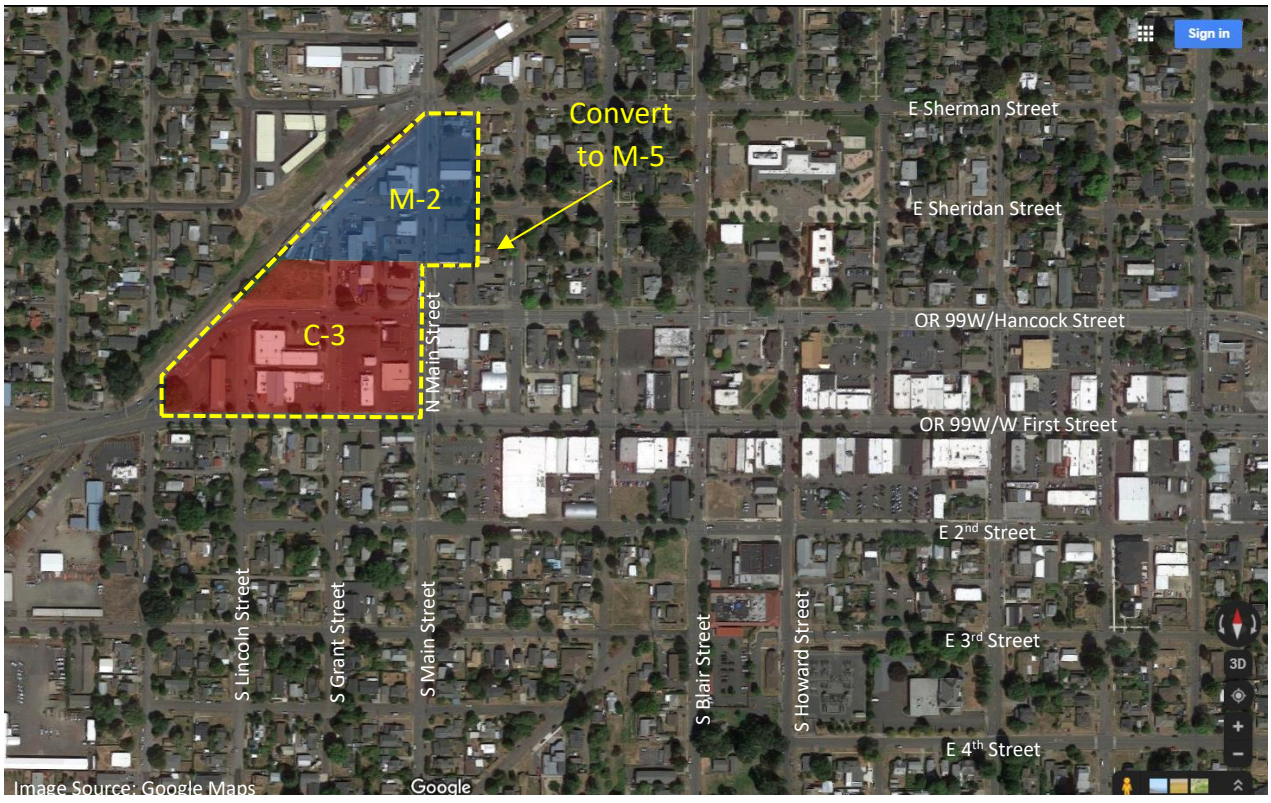
Scot Siegel and Jeremiah Cromie
City of Newberg
414 E. First Street
Newberg, OR 97132

***RE: Zone Change Transportation Assessment – West End Mill District***

Dear Scot and Jeremiah,

This letter provides a transportation assessment for the conversion of several parcels of existing M-2 and C-3 zoning to a new M-5 zone designation as illustrated in Figure 1.

**Figure 1 – Study Areas and Existing/Proposed Site Zoning Designations**



# ZONING MODIFICATION DETAILS

## West End/Mill District

### *Existing C-3/M-2 Zoning*

As illustrated in Figure 1, there are multiple blocks/lots that are proposed to be rezoned which are located at the west end of downtown Newberg and are roughly bounded by OR 99W/W First Street to the south, N Main Street to the east, E Sherman Street to the north, and the Portland & Western railroad line to the west. Referred to as the West End/Mill District, the southern half is zoned C-3 and consists of a mix of retail/commercial uses including a laundromat, a produce retailer, food mart, auto repair, restaurant, and other small retailers. The northern half is zoned M-2 and consists of several larger industrial buildings, a wine tasting/retailer, several restaurants/eating establishments, and a single-family home.

### *Proposed M-5 Zoning*

The City of Newberg has formed a new M-5 Craft Industrial Zone for the West End/Mill District. The purpose of the zone is to create land use flexibility for a greater variety of employment and commercial uses to the area. Specifically, the new zone:

- Limits allowed uses to commercial (including potential hotel use), and light industrial uses with limited impacts to neighbors.
- Allows residential above the ground floor as part of mixed-use developments, similar to the C-3 zone.
- Creates a 'craft industrial' use category to allow combination of on-site manufacturing and retail component, with a flexible amount of retail space depending on the developer's need.

Although these are some of the new allowances under the M-5 zoning, many of the existing permitted uses under C-3 and M-2 will also be allowed under the M-5 as discussed in the following section.

# OREGON TRANSPORTATION PLANNING RULE

To comply with Oregon's Transportation Planning Rule (TPR) as documented in Oregon Administrative Rule 660-012-060, it must be shown that the proposed rezone/zone modifications do not result in a significant effect on the transportation system. A typical first step in a transportation-based TPR analysis is to compare a reasonable worst-case trip generation profile under the existing land use regulation against a reasonable worst-case trip generation profile under the proposed land use amendment.

Given the urban character of the study area and the well-connected grid network of streets serving them, it is difficult to quantify and accurately assess the transportation-related impacts of the proposed zone modifications from a traditional lot-based trip generation comparison technique. Instead, an alternative approach was used that focused on one city-block within the study area. This city block was

used as a proxy for the overall study area and a reasonable worst-case development and trip generation profile comparison was performed on the proxy block.

### Land Use Comparison

Based on a close review of the outright permitted land uses under the C-3, M-2, and M-5 zones in the Newberg Municipal Code[1], it was determined that there are several high trip-generating land uses that are allowed across all three zones. These include:

- Eating and Drinking – non-alcohol related
- Convenience Stores

Furthermore, it was determined that there are no uses allowed in the proposed M-5 zone (and that are not allowed in the C-3 or M-2 zones) that would have a higher trip generation profile than an eating and drinking establishment or convenience store. As such, it can generally be concluded that the highest trip generating land uses are already allowed across all three zones and there would be no net increase in trip making potential.

As proof of concept from a reasonableness perspective, the previously noted proxy block was assumed to be developed as a high-turnover sit-down restaurant shown in Table 2 below.

**Table 1 – Trip Generation Profile**

| Land Use | ITE Code | Size | Daily Trips | Weekday AM Peak Hour Trips | | | Weekday PM Peak Hour Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | In | Out | Total | In | Out |
| **Proposed Uses** | | | | | | | | | |
| High-Turnover (Sit-Down) Restaurant | 932 | 7,000 ksf | 750 | 67 | 37 | 30 | 63 | 38 | 25 |

## CONCLUSIONS

Based on this analysis, it is concluded that there are no significant affects associated with the proposed West End/Mill District M-5 zone according to the provisions of the Transportation Planning Rule and that no further off-site intersection analyses are required as part of the review of the proposed rezone.

Please let us know if you have any questions about the information contained herein.

Sincerely,
KITTELSON & ASSOCIATES, INC.



[1] https://www.codepublishing.com/OR/Newberg/#!/Newberg15/Newberg15303.html#15.303

Matt Hughart, AICP
Principal Planner

**From:** WILLIAMS Brandon <Brandon.WILLIAMS@odot.oregon.gov>
**Sent:** Thursday, December 12, 2024 4:03 PM
**To:** CHILDRESS Arielle; Matt Hughart; Jeremiah Cromie; Scot Siegel
**Cc:** SCOTT Brion
**Subject:** RE: Newberg Rezone Letter

This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi all,

Thanks Matt and Arielle for putting your heads together to reach agreement on the TPR implications.

Seeing that concerns have been cleared, please accept this correspondence as your updated comments on the M-5 zone change – and *thank you again* for your grace in working through this together.

Best regards,

Brandon Williams – He/Him/His
Senior Transportation Planner | ODOT Region 2
Area 3 | Polk, Marion & Yamhill Counties
Brandon.WILLIAMS@odot.oregon.gov | 503.507.0391

---

**From:** CHILDRESS Arielle <Arielle.CHILDRESS@odot.oregon.gov>
**Sent:** Thursday, December 12, 2024 3:51 PM
**To:** Matt Hughart <MHUGHART@kittelson.com>; WILLIAMS Brandon <Brandon.WILLIAMS@odot.oregon.gov>
**Cc:** Jeremiah Cromie <Jeremiah.Cromie@newbergoregon.gov>; Scot Siegel <Scot.Siegel@newbergoregon.gov>
**Subject:** RE: Newberg Rezone Letter

I've reviewed the provided memo for the proposed M-5 zone change in Newberg, OR and concur with the overall conclusion that the zone change will have no significant impact. If there are any additional questions please let me know.

Thanks!

**Arielle Childress, P.E.** (she/her/hers)
Traffic Analysis Engineer
ODOT Region 2
455 Airport Rd. SE, Bldg. B, Salem, OR 97031
(971) 208-1290

---

**From:** Matt Hughart <MHUGHART@kittelson.com>
**Sent:** Thursday, December 12, 2024 3:40 PM

**To:** CHILDRESS Arielle <Arielle.CHILDRESS@odot.oregon.gov>; WILLIAMS Brandon <Brandon.WILLIAMS@odot.oregon.gov>
**Cc:** Jeremiah Cromie <Jeremiah.Cromie@newbergoregon.gov>; Scot Siegel <Scot.Siegel@newbergoregon.gov>
**Subject:** Newberg Rezone Letter

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Arielle,
Here is a quick first cut that shows where we are proposing to take this approach. This could still use some polishing, but I wanted to get it to you sooner rather than later with the hopes it could still be reviewed before the end of the day. Thanks.
Matt

Matt Hughart, AICP
Principal Planner

Kittelson & Associates, Inc.
Transportation Engineering / Planning
851 SW 6th Avenue, Suite 600
Portland, OR 97204
503.228.5230
503.535.7425 (direct)
503.936.1463 (mobile)

# Craft Industrial District
# Exhibit G. Agency Comments

## COMMUNITY DEVELOPMENT
## LAND USE APPLICATION REFERRAL

The enclosed material has been referred to you for your information and comment. Any comments you wish to make should be returned to the Community Development Department prior to: October 23,2024
Please refer questions and comments to: Jeremiah Cromie

**NOTE: Full size plans are available at the Community Development Department Office.**

**APPLICANT:** City of Newberg

**REQUEST:** Create a new district on the west end of downtown called Craft Industrial District

1. Changes zoning from a current mix of Central Business District (C-3) and Light Industrial (M-2) to a Craft Industrial District (M-5).
2. Changes comprehensive plan map from Commercial and Industrial to Mixed-Use designation.
3. Does not require off-street parking in the district other than if it abuts residential district (including alley) or new residential units.
4. Maintains most of the same uses allowed in the current C-3/M-2 districts. Prohibited uses include things like heavy manufacturing, self-storage units, outdoor marijuana producers (previously allowed in M-2) and single-family dwellings.
5. Adds a live/work dwelling unit option and craft industrial use (think woodworking or glassblowing with a retail component)

**HEARING DATE:** 11/14/24: Planning Commission & 12/2/24: City Council

For full Project Information click on the Link Here: Craft Industrial District Information
To see Project Website please Click Here: *Craft Industrial Dist Webpage*

☑ Reviewed, no conflict.

☐ Reviewed; recommend denial for the following reasons:

☐ Require additional information to review. (Please list information required)

☐ Meeting requested.

☑ Comments. (Attach additional pages as needed) PWM needs to be include before any final sign plan is accepted as this can have major issues.

Reviewed By: 10/14/24 Date:

Maintenance Superintendent
Organization:

# COMMUNITY DEVELOPMENT
# LAND USE APPLICATION REFERRAL

The enclosed material has been referred to you for your information and comment. Any comments you wish to make should be returned to the Community Development Department prior to: October 23,2024
Please refer questions and comments to: Jeremiah Cromie

**NOTE: Full size plans are available at the Community Development Department Office.**

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**HEARING DATE:** 11/14/24: Planning Commission & 12/2/24: City Council

For full Project Information click on the Link Here: Craft Industrial District Information
To see Project Website please Click Here: *Craft Industrial Dist Webpage*

☑ Reviewed, no conflict.

☐ Reviewed; recommend denial for the following reasons:

☐ Require additional information to review. (Please list information required)

☐ Meeting requested.

☐ Comments. (Attach additional pages as needed)

Scot Siegel Digitally signed by Scot Siegel
DN: C=US, OU=Community Development, O=City of Newberg, CN=Scot Siegel, E=scot.siegel@newbergoregon.gov
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Date: 2024.10.10 10:54:59-07'00'
Foxit PhantomPDF Version: 10.1.12

Reviewed By:

10/10/24
Date:

Organization:

# COMMUNITY DEVELOPMENT
# LAND USE APPLICATION REFERRAL

The enclosed material has been referred to you for your information and comment. Any comments you wish to make should be returned to the Community Development Department prior to: October 23,2024
Please refer questions and comments to: Jeremiah Cromie

**NOTE: Full size plans are available at the Community Development Department Office.**

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**REQUEST:** Create a new district on the west end of downtown called Craft Industrial District

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**HEARING DATE:** 11/14/24: Planning Commission & 12/2/24: City Council

For full Project Information click on the Link Here: Craft Industrial District Information
To see Project Website please Click Here: *Craft Industrial Dist Webpage*

☑ Reviewed, no conflict.

☐ Reviewed; recommend denial for the following reasons:

☐ Require additional information to review. (Please list information required)

☐ Meeting requested.

☐ Comments. (Attach additional pages as needed)

W E Worthey

Digitally signed by W E Worthey
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Foxit PhantomPDF Version: 10.1.12

10/10/24

Reviewed By: Date:

Will Worthey CM

Organization:

# COMMUNITY DEVELOPMENT
# LAND USE APPLICATION REFERRAL

The enclosed material has been referred to you for your information and comment. Any comments you wish to make should be returned to the Community Development Department prior to: October 23,2024
Please refer questions and comments to: Jeremiah Cromie

**NOTE: Full size plans are available at the Community Development Department Office.**

**APPLICANT:** City of Newberg

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**HEARING DATE:** 11/14/24: Planning Commission & 12/2/24: City Council

For full Project Information click on the Link Here: Craft Industrial District Information
To see Project Website please Click Here: *Craft Industrial Dist Webpage*

☑ Reviewed, no conflict.

☐ Reviewed; recommend denial for the following reasons:

☐ Require additional information to review. (Please list information required)

☐ Meeting requested.

☐ Comments. (Attach additional pages as needed)

Brett Musick — Digitally signed by Brett Musick
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10/23/24

Date:

CON PW Engineering

Organization:

# COMMUNITY DEVELOPMENT
# LAND USE APPLICATION REFERRAL

The enclosed material has been referred to you for your information and comment. Any comments you wish to make should be returned to the Community Development Department prior to: October 23,2024
Please refer questions and comments to: Jeremiah Cromie

**NOTE: Full size plans are available at the Community Development Department Office.**

**APPLICANT:** City of Newberg

**REQUEST:** Create a new district on the west end of downtown called Craft Industrial District

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5. Adds a live/work dwelling unit option and craft industrial use (think woodworking or glassblowing with a retail component)

**HEARING DATE:** 11/14/24: Planning Commission & 12/2/24: City Council

For full Project Information click on the Link Here: Craft Industrial District Information
To see Project Website please Click Here: *Craft Industrial Dist Webpage*

☑ Reviewed, no conflict.

☐ Reviewed; recommend denial for the following reasons:

☐ Require additional information to review. (Please list information required)

☐ Meeting requested.

☐ Comments. (Attach additional pages as needed)

Barbara Davis
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Foxit PhantomPDF Version: 10.1.10

Reviewed By:

10/10/24
Date:

Finance
Organization:

# COMMUNITY DEVELOPMENT
# LAND USE APPLICATION REFERRAL

The enclosed material has been referred to you for your information and comment. Any comments you wish to make should be returned to the Community Development Department prior to: October 23,2024
Please refer questions and comments to: Jeremiah Cromie

**NOTE: Full size plans are available at the Community Development Department Office.**

**APPLICANT:** City of Newberg

**REQUEST:** Create a new district on the west end of downtown called Craft Industrial District

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5. Adds a live/work dwelling unit option and craft industrial use (think woodworking or glassblowing with a retail component)

**HEARING DATE:** 11/14/24: Planning Commission & 12/2/24: City Council

For full Project Information click on the Link Here: Craft Industrial District Information
To see Project Website please Click Here: *Craft Industrial Dist Webpage*

☑ Reviewed, no conflict.

☐ Reviewed; recommend denial for the following reasons:

☐ Require additional information to review. (Please list information required)

☐ Meeting requested.

☐ Comments. (Attach additional pages as needed)

Jeff Kosmicki Digitally signed by Jeff Kosmicki DN: O=Chief of Police, CN=Jeff Kosmicki, E=jeff.kosmicki@newbergoregon.gov Reason: I am the author of this document Location: your signing location here Date: 2024.10.11 16:34:59-07'00' Foxit PhantomPDF Version: 10.1.12

Reviewed By:

10/11/24

Date:

Newberg-Dundee Police Department

Organization:

# Craft Industrial District
# Exhibit H. Council Resolution 2019-3591

## *RESOLUTION NO. 2019-3591*

**A RESOLUTION INITIATING AMENDMENTS TO THE NEWBERG COMPREHENSIVE PLAN, ZONING MAP AND MUNICIPAL CODE, TITLE 15 DEVELOPMENT CODE TO INITIATE THE DEVELOPMENT OF AN OVERLAY ZONING DISTRICT FOR THE WEST END/MILL DISTRICT AS DESCRIBED IN THE NEWBERG DOWNTOWN IMPROVEMENT PLAN**

### RECITALS:

1. The City Council adopted Resolution 2016-3345 on December 5, 2016, which adopted the Newberg Downtown Improvement Plan (NDIP) as a guiding document for future planning efforts and investments downtown. The final version of the NDIP was completed on January 26, 2017. According to the NDIP there is a need to create a West End/Mill District.

2. The 2017-2018 Council Goal 11 is for the City to implement the Newberg Economic Development Strategy.

3. The 2016 Newberg Economic Development Strategy (NEDS), adopted by Resolution No. 2016-3274, outlines two strategies and four action items that support establishment of the West End/Mill District.

4. The City of Newberg needs to evaluate its Comprehensive Plan, Zoning Map and Development Code to ensure that both the NDIP and the NEDS are being implemented.

### THE CITY OF NEWBERG RESOLVES AS FOLLOWS:

1. The City Council initiates an amendment to the Comprehensive Plan, Zoning Map and Newberg Municipal Code, Title 15 Development Code to implement the NDIP and NEDS.

2. By initiating these amendments, the City Council does not commit to taking any specific action on the proposal. It only wishes to give the amendments full consideration by the Planning Commission and City Council at public hearings.

- **EFFECTIVE DATE** of this resolution is the day after the adoption date, which is: September 4, 2019.

**ADOPTED** by the City Council of the City of Newberg, Oregon, this 3rd day of September, 2019.

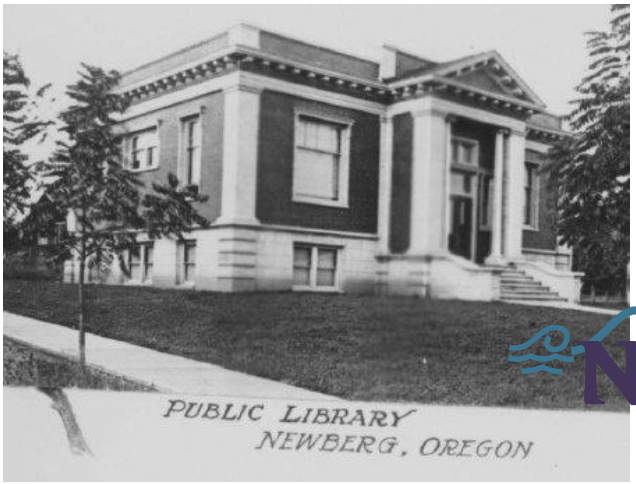
Sue Ryan

Sue Ryan, City Recorder

**ATTEST** by the Mayor this 6th day of Sept., 2019.

Rick Rogers, Mayor

# Craft Industrial District
# Exhibit I. Comprehensive Plan






City of Newberg

# Comprehensive Plan
# Goals and Policies
# And Text









Updated through May 2023




# COMPREHENSIVE PLAN TEXT ORDINANCE 1967

## ORIGINALLY ADOPTED BY CITY COUNCIL JULY 2, 1979

## AS AMENDED BY:

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

Ordinance No. 2020-2855 on January 21, 2020
Ordinance No. 2020-2862 on June 15, 2020
Ordinance No. 2020-2868 on November 16, 2020
Ordinance No. 2021-2871 on March 1, 2021
Ordinance No. 2021-2872 on March 15, 2021
Ordinance No, 2021-2876 on May 3, 2021
Ordinance No. 2021-2877 on May 3, 2021
Ordinance No. 2021-2880 on June 7, 2021
Ordinance No. 2021-2881 on June 21, 2021
Ordinance No. 2021-2889 on December 6, 2021
Ordinance No. 2023-2913 on April 17, 2023
Ordinance No. 2023-2914 on May 1, 2023

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# I. INTRODUCTION AND BACKGROUND

## *A. INTRODUCTION*

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

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

## *B. BACKGROUND*

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

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

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

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

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

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

## *C. SIGNIFICANCE*

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

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

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

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

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

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

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

## *D. PERIODIC REVIEW OF 1991*

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

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

## *E. THE PLAN*

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

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

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

# II. GOALS AND POLICIES

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

## *A. CITIZEN INVOLVEMENT*

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

## *B. LAND USE PLANNING*

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

**POLICIES:**

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

    a. Phased Utility Expansion Plan

    b. Six-Year Capital Improvements Program

    c. Bikeway and Pedestrian Plan

    d. Streets Plan

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

3. Industrial land use needs shall be periodically evaluated.

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

## C. AGRICULTURAL LANDS

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

**POLICIES:**

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

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

## D. WOODED AREAS

**GOAL:** To retain and protect wooded areas.

**POLICIES:**

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

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

## E. AIR, WATER, AND LAND RESOURCE QUALITY

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

**POLICIES:**

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

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

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

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

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

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

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

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

10. The City shall promote community cleanup programs.

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

12. The City will require development to establish and maintain adequate levels of natural area buffers between new development and the waterways in the Riverfront District. (Ordinance 2002-2564, April 15, 2002)

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

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

## *F. AREAS SUBJECT TO NATURAL HAZARDS*

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

**POLICIES:**

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

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

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

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

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

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

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

**GOALS:**

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

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

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

**POLICIES:**

**1. Open Space & Natural Resources Policies**

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

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

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

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

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

f. The Riverfront Mill Site has a waste treatment lagoon located inside the urban growth boundary and within a designated open space area. The waste treatment system is no longer in use; however, the lagoon is not incompatible with the identified fish and wildlife habitat and shall be permitted to continue, subject to applicable State and Federal environmental regulations. (Ordinance 2020-2868, November 16, 2020)

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

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

**2. Scenic Resources Policies**

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

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

c. The City will encourage the protection and enhancement of views of the Willamette River throughout the Riverfront District. (Ordinance 2002-2564, April 15, 2002; Ordinance 2020-2868, November 16, 2020)

d. The City shall seek to protect identified key views of the Willamette River that are identified through area plans, specific plans, and other planning processes. (Ordinance 2002-2564, April 15, 2002)

**3. Historic Resources Policies**

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

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

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

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

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

**4. Recreation Policies**

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

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

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

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

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

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

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

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

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

Source: Chehalem Park & Recreation District

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

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

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

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

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

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

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

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

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

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

o. The City will encourage the development of a regional Riverfront pedestrian/bicycle path connection, including connections to Champoeg State Park, the French Prairie, and Dundee. (Ordinance 2002-2564, April 15, 2002)

**5. Willamette River Greenway Policies**

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

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

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

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

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

f. Recreational access to the Willamette River for pedestrians, boaters (motorized and non-motorized), and other users who wish to appreciate the River from its banks should be provided. (Ordinance 2002-2564, April 15, 2002)

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

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

i. Existing waterfront parklands should be developed to maximize their water orientation and provide for a variety of active and passive recreational uses, including motorized and non-motorized boating, picnicking, walking, hiking, and other activities that make use of the waterfront and waterways. (Ordinance 2002-2564, April 15, 2002)

j. The City will encourage the development of a pedestrian esplanade in the Riverfront District to provide views of the river and connections to the riverfront. (Ordinance 2002-2564, April 15, 2002)

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

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

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

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

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

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

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

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

## *H. THE ECONOMY*

**GOAL:** To develop a diverse and stable economic base.

**POLICIES:**

### 1. General Policies

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

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

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

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

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

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

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

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

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

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

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

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

**2. Industrial Areas Policies**

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

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

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

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

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

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

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

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

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

i. Industrial land shall be reserved for industrial uses.

**3. Commercial Areas Policies**

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

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

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

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

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

4. **Riverfront District Policies**

a. The City will enhance commercial diversity and activity in the Riverfront District by encouraging a business mix that provides goods and services to satisfy neighborhood and visitor needs and that also draws people from the greater region. (Ordinance 2020-2868, November 16, 2020)

b. The City will encourage development of the Riverfront District as a distinct river-oriented center that can help support a variety of local businesses.

c. The City will encourage the development of commercial, retail, industrial, and employment uses that have a strong reason for locating near the Riverfront and support the vision of the Riverfront District as a walkable and bikeable mixed-use area. (Ordinance 2002-2564, April 15, 2002; Ordinance 2020-2868, November 16, 2020)

## *I. HOUSING*

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

**POLICIES:**

1. **Density Policies**

a. Needed housing, as identified in the Newberg Housing Needs Analysis shall be considered when examining different types of residential areas on the plan. (Ordinance 2023-2913, April 17, 2023)

b. Target densities shall be as follows:

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

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

c. In determining net residential densities, developers may be given density credit for land donated and accepted by the City for needed public facilities. (Ordinance 2021-2880, June 7, 2021 deleted e.)

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

**2. Location Policies**

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

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

c. The City will encourage medium - to high density- housing in and adjacent to the commercial core of the Riverfront District medium-density residential uses in the western and northern portions of the Riverfront District. (Ordinance 2002-2564, April 15, 2002; Ordinance 2018-2826, May 7, 2018; Ordinance 2020-2868, November 16, 2020)

**3. Mix Policies**

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

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

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

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

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

e. Manufactured homes shall be permitted in the following locations: 1) manufactured dwelling and mobile home parks, 2) manufactured home subdivisions, and 3) individual lots within all residential districts when units meet

manufactured home standards. Manufactured dwellings shall be allowed in manufactured dwelling parks, mobile home parks and manufactured home subdivisions when units meet the provisions of the Development Code. (Ordinance 2380, June 6, 1994, Ordinance 2011-2747, September 8, 2011).

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

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

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

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

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

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

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

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

n. The City will encourage housing development in commercial areas within the Riverfront District as part of mixed use developments. (Ordinance 2002-2564, April 15, 2002; Ordinance 2020-2868, November 16, 2020)

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

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

q. The City shall provide financial incentives for affordable housing, such as system development charge deferrals or waivers, permit application fee reductions or waivers, and land cost write-downs or donations for qualified affordable housing developments. These incentives could be paid by a housing trust fund.

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

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

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

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

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

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

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

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

y. Where large LDR or MDR designated parcels or groups of parcels are to be annexed, the applicant(s) shall concurrently apply for a comprehensive plan map

amendment to include some HDR-designated/R-3 zoned lands, consistent with the policy of distributing R-3 multi-family housing throughout the community. Such zoning shall be applied to portions of the property that are most suitable for high density development.

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

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

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

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

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

ad. The City shall permit duplex dwellings on any lot where single-family dwellings are permitted to provide additional housing options in compliance with OAR Division 660-046. (Ordinance No. 2021-2880, June 7, 2021.)

ae. The City shall permit middle housing including triplexes, quadplexes. townhouses and cottage clusters in residential areas in compliance with OAR Division 660-046. (Ordinance No. 2021-2889, Dec 6, 2021.)

## *J. URBAN DESIGN*

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

### 1. General Policies

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

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

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

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

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

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

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

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

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

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

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

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

m. The City should encourage flexibility in design review and interpretation of policies and regulations by ensuring that functional design and community benefit

remain as the principal review criteria. Consider variance procedures where interpretation of regulations impede fulfillment of these criteria. (Ordinance 2016-2810, December 19, 2016)

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

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

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

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

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

**2. Industrial Areas Policies**

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

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

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

**3. Commercial Areas Policies**

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

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

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

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

- A distance, measured along public streets, of at least 1/4 mile from any other properties designated for commercial use; and
- A location at an intersection of a local street and either a collector or arterial street.

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

**4. Residential Areas Policies**

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

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

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

d. Special development and design standards should be adopted in the Development Code to ensure that the opportunity exists for development of all varieties of needed housing. Residential design standards shall be required to support quality residential development in the city. (Ordinance 2016-2810, December 19, 2016; Ordinance No. 2023-29139, April 17, 2023)

**5. Downtown Policies**

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

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

c. The City should encourage a variety of commercial and service activities to locate in the central business district, including mixed-use commercial/residential buildings and mixed-use commercial/craft industrial to create a vital downtown core with a strong retail sector. (Ordinance 2016-2810, December 19, 2016)

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

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

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

g. The City should consider:

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

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

**6. Riverfront District Policies**

a. The City will encourage a mix of employment, housing, commercial, and industrial uses serving the neighborhood and the surrounding community to enhance the Riverfront District's identity as a vital and attractive City asset and to

ensure an active, pedestrian friendly, and thriving Riverfront District. (Ordinance 2020-2868, November 16, 2020)

b. Development and land uses will be encouraged that promote the Riverfront District as a convenient and attractive environment for residents of Newberg as well as for visitors from other cities and the region as a whole. (Ordinance 2020-2868, November 16, 2020)

c. The development of mixed commercial uses will be encouraged in the Riverfront District along E Fourteenth, NE Waterfront, S College, and S River Streets. (Ordinance 2020-2868, November 16, 2020)

d. The City will encourage the use of common design elements such as gateways, wayfinding signage, streetscape features, and building design elements for new and/or improved development in the Riverfront District in order to create a sense of identity that is unique to this area of Newberg. (Ordinance 2020-2868, November 16, 2020)

e. The City will permit land uses with design features along S River Street that are compatible with or provide a buffer between residential and retail uses on the west side of the street and industrial and mixed employment uses on the Riverfront Mill Site. (Ordinance 2020-2868, November 16, 2020)

f. The City will encourage commercial structures within the Riverfront District that are in scale with commercial sites and suitable for river-oriented businesses. (Ordinance 2020-2868, November 16, 2020)

g. On-street parking will be encouraged on streets with commercial or mixed use development to provide a buffer between pedestrians on the sidewalk and auto traffic. (Ordinance 2020-2868, November 16, 2020)

h. Businesses and other property owners will be encouraged to minimize the number of off-street parking spaces and to share off-street parking facilities. (Ordinance 2020-2868, November 16, 2020)

**7. Specific Plans**

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

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

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

**POLICIES:**

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

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

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

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

e. Measures should be taken to prevent having areas east and southeast of the Newberg-Dundee Bypass isolated from the rest of the City. Substantial development of complete neighborhoods should occur on both sides of the bypass. (Ordinance 2006-2634, January 3, 2006; Ordinance 2020-2868, November 16, 2020)

## *K. TRANSPORTATION*

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

**POLICIES:**

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

b. The City should work to ensure that the transportation system is developed in a manner consistent with state and federal standards for the protection of air, land and water

quality, including the State Implementation Plan for complying with the Clean Air Act and the Clean Water Act. (Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

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

d. The City should participate in the planning efforts to bring rail transit to Newberg. The City should work with public and private entities to plan and if feasible, establish commuter rail service between the Portland Metro area and communities in Yamhill County. (Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

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

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

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

**POLICIES:**

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

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

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

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

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

f. Within the Riverfront District Mixed Employment area, the City shall limit new retail development to up to 60,000 square feet and new office development to up to 60,000 square feet in order to mitigate traffic impacts identified in the 2019 Riverfront Master Plan (Appendix H). (Ordinance 2020-2868, November 16, 2020)

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

**POLICIES:**

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

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

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

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

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

5) The City will support efforts to develop a long term funding base for local and commuter transit service within the region to include federal and state funding sources for capital and operating expenses. (Ordinance 2020-2862, June 15, 2020)

6) The City will work to establish appropriate cooperation agreements between local transit service providers and Tri-Met for improving commuter service connections within the Tri-Met service district. (Ordinance 2020-2862, June 15, 2020)

7) The City should encourage more efficient use of existing transportation systems by implementing programs that reduce single occupancy vehicle use, including car pooling, park and ride stations and commuter bus or rail service. (Ordinance 2016-2810, December 19, 2016; Ordinance 2020-2862, June 15, 2020)

8) The City will facilitate transit service for its transit users, with special attention to the needs of members who may be classified as "transit dependent" due to factors such age, income, and/or disabilities. "Transit dependent" means people who have no personal transportation, no access to personal transportation, or are unable to drive. (Ordinance 2020-2862, June 15, 2020)

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

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

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

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

d. The City should develop a program in coordination with the rail line owner to operate a trolley on the rail line down Blaine Street to connect the downtown area to the Riverfront Mill Site. (Ordinance 2020-2868, November 16, 2020)

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

**POLICIES:**

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

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

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

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

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

f. The City supports the designation of the Bypass as a moderate to high-speed statewide expressway and freight route as defined in the Oregon Highway Plan. The Bypass and interchanges will be fully access controlled and no direct access will be allowed from private properties onto the Bypass. The primary function of the Bypass is to provide for moderate to high-speed statewide and regional trips and to relieve congestion through the downtown Newberg and Dundee. (Ordinance 2004-2602, September 20, 2004, Ordinance 2011-2734, March 7, 2011; Ordinance 2016-2810, December 19, 2016)

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

interchanges as set forth in this policy. (Ordinance 2004-2602, September 20, 2004, Ordinance 2011-2734, March 7, 2011; Ordinance 2016-2810, December 19, 2016)

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

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

i. The City will coordinate with ODOT, Yamhill County and affected property owners to develop an Interchange Area Management Plan (IAMP) for the East Newberg and Oregon 219 Interchanges as a means to help protect the function and capacity of the interchanges for at least a 20 to 25-year planning period. The IAMP must be adopted by the Oregon Transportation Commission (OTC) before construction of the respective interchange, consistent with the requirements of the 1999 Oregon Highway Plan and OAR 734-051-0155(7). (Ordinance 2008-2708, December 1, 2008; Ordinance 2011-2734, March 7, 2011; Ordinance 2016-2810, December 19, 2016)

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

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

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

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

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

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

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

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

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

**POLICIES:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**POLICIES:**

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

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

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

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

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

**POLICIES:**

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

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

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

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

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

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

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

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

1) Present and Planned Land Use patterns;

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

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

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

**POLICIES:**

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

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

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

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

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

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

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

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

**POLICIES:**

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

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

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

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

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

5) The City will support efforts to increase public transit options for area residents. (Ordinance 2005-2619, May 16, 2005)

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

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

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

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

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

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

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

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

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

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

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

**POLICIES:**

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

b. Evaluate and mitigate potential losses whenever possible.

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

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

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

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

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

**POLICIES:**

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

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

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

**POLICIES:**

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

b. Pedestrian/bike trails, streets, and rail lines should have access across the bypass route. The bypass should not block access to the Willamette Greenway or the Chehalem Creek

corridor and Ewing Young Park. Trails connecting across the bypass should be welcoming and pedestrian-friendly amenities, such as benches, decorative lighting, decorative walkway paving materials, and special landscaping.

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

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

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

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

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

h. Pedestrian-and bicycle-oriented gateway features should be constructed on S River Street and S College Street at the Newberg-Dundee Bypass to improve connections to and from surrounding neighborhoods. (Ordinance 2020-2868, November 16, 2020)

**GOAL 13: Utilize the Yamhill County Transit Authority (YCTA) Transit Development Plan (TDP) as a Guidance Document.**

**POLICIES:**

a. The Yamhill County Transit Area Transit Development Plan provides the policy and implementation direction for City transit planning, which includes route development, financing, and physical improvements necessary to maintain and improve public transit service for City residents, businesses, and visitors. (Ordinance 2020-2862, June 15, 2020)

b. Transit improvements within the city should be guided by the findings and recommendations of the Yamhill County Transit Area Transit Development Plan. (Ordinance 2020-2862, June 15, 2020)

c. The City will seek improvements that encourage increased transit use and are consistent with and supportive of the Yamhill County Transit Area Transit Development Plan recommendations. (Ordinance 2020-2862, June 15, 2020)

d. The City will support higher-density and mixed-use land use around transit stops and in transit corridors to make transit service more feasible and effective. (Ordinance 2020-2862, June 15, 2020)

e. In lower-density areas, the City will support park-and-ride/rideshare facilities, dial-a-ride, demand-responsive and flexible transit services, and other facilities and services that are appropriate where it is less feasible to serve the area with fixed-route transit. (Ordinance 2020-2862, June 15, 2020)

**GOAL 14: Coordinate with Yamhill County Transit Area.**

**POLICIES:**

a. The City will invite transit service providers to participate in long-range and comprehensive land use planning projects in order to optimally coordinate land use and transit service. (Ordinance 2020-2862, June 15, 2020)

b. The City will invite transit service providers to participate in the review of land use applications that may have implications for transit service or impacts to transit facilities. (Ordinance 2020-2862, June 15, 2020)

c. In planning for and implementing capital projects, the City will coordinate with Yamhill County Transit Area, Yamhill County, Oregon Department of Transportation (ODOT), and other road authorities if applicable to preserve or improve existing and planned transit stop amenities and connections (e.g., sidewalks). (Ordinance 2020-2862, June 15, 2020)

d. The City will work with Yamhill County Transit Area to site and implement needed transit stops and park-and-ride lots within the City in support of the district-wide public transit system, with an emphasis on sites that are safe and convenient for riders. (Ordinance 2020-2862, June 15, 2020)

e. The City will participate in Yamhill County Transit Area's efforts to promote and implement rideshare and other transportation demand management programs for reducing motor vehicle travel demand on State highways. (Ordinance 2020-2862, June 15, 2020)

**GOAL 15: Implement Transit-Supportive Improvements.**

**POLICIES:**

a. The City will prioritize the improvement of pedestrian and bicycle network gaps and substandard facilities along and adjacent to transit corridors in its long-range

transportation planning and capital improvement programming. (Ordinance 2020-2862, June 15, 2020)

b. The City will support improvements such as pedestrian and bicycle connections, shelters, easements for shelters and/or landing pads, improve ADA accessibility and lighting to complement transit service and encourage increased transit use. Transit stop improvements will be coordinated with the transit service provider. (Ordinance 2020-2862, June 15, 2020)

c. The City will work to improve safety and access for transit riders through the local planning and development review process, helping to ensure safe locations of transit stops and safe connections to transit stops, including roadway crossings. (Ordinance 2020-2862, June 15, 2020)

d. The City will prioritize improvements to the City's pedestrian environment that increase safe and attractive access to transit, including lighting, landscaping, public art, marked and protected crossings, and curb ramps. (Ordinance 2020-2862, June 15, 2020)

e. The City will establish and implement development requirements that provide preferential parking for ridesharing and allow parking areas to be used for park-and-ride. (Ordinance 2020-2862, June 15, 2020)

## *L. PUBLIC FACILITIES AND SERVICES*

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

**POLICIES:**

### 1. All Facilities & Services Policies

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

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

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

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

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

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

g. Public facilities and services necessary to meet the special needs of industrial and mixed employment activities should be planned for those areas designated industrial on the comprehensive plan map and should be provided at a level sufficient to support proposed activities, if public funds are available. (Ordinance 2020-2868, November 16, 2020)

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

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

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

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

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

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

e. Individual water service may be provided to properties within the Urban Reserve Area on a case-by-case basis, with review and approval by both the City Council

and the City Engineer. New connections will only be allowed where service to existing users will not be diminished. (Ordinance 2017-2816, June 5, 2017)

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

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

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

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

**3. Street Lighting Policies**

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

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

**4. Fire Protection Policies**

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

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

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

**5. Schools Policies**

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

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

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

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

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

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

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

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

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

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

**6. Civic Center Policies**

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

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

**7. Park Facilities Policies**

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

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

## *M. ENERGY*

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

**POLICIES:**

**1. Planning Policies**

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

**2. Public Energy Conservation Policies**

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

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

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

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

**3. Design Policies**

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

## *N. URBANIZATION*

**GOALS:**

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

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

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

**POLICIES:**

**1. Urban Growth Boundary and Urban Reserve Area Policies**

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

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

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

d. The Urban Growth Boundary shall designate urbanizable land.

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

-Residential development will be allowed on the basis of one house per 10 acres, or any lot of record created prior to January 1, 1989.
-New commercial and industrial uses will generally be discouraged within the UGB and Urban Reserve Area.
-Agricultural uses will be in accordance with the Yamhill County Comprehensive Plan.
-The City and County shall coordinate plans for interim rural residential development within the designated Urban Reserve Area. After street and utility corridor plans are adopted, overall rural residential densities shall be limited to one dwelling per five acres. The following strategies will be used to ensure that interim rural development does not inhibit long-term urbanization of lands within the Newberg UGB and Urban Reserve Area (these include but are not limited to):

1) shadow plats
2) cluster development

3) redevelopment plans
4) non-remonstrance agreements for annexation and provision of urban facilities

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

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

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

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

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

## 2. Annexation Policies

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

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

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

## 3. General Policies

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

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

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

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

# III. PLAN CLASSIFICATIONS

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

**1. Mixed Use (MIX)**

The objective of this designation is to provide a compatible mixture of commercial, office, employment, light industrial, and high density residential uses. Commercial uses are intended to include neighborhood commercial uses such as retail food establishments, personal service establishments, institutional uses, professional offices, and convenience retail businesses, except in Mixed Employment areas where convenience retail uses are not permitted. Office and employment uses may include office buildings, banks, theaters, and other similar types of facilities. Light industrial uses which are compatible with the general character of the area, such as light manufacturing, wholesale and industry sales, warehouse, storage, and distribution, may also be permitted.

High-density residential uses will be allowed in mixed use areas except when located within the Riverfront District. Residential uses in other mixed use areas will primarily be multi-plexes and low- or medium-rise multi-family dwellings.

Development should not be limited to a single type of use. Instead, this designation provides flexibility and recognizes that certain commercial, residential and industrial activities can be located together without conflicts. Proposals for the mixed use area

shall be consistent with the availability of services and should not adversely impact existing or potential development of adjacent lands. (Ordinance 2020-2868, November 16, 2020)

## 2. Residential Land Use

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

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

### a. Low Density Residential (LDR)

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

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

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

### b. Medium Density Residential (MDR)

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

Typical housing types include single-family housing on small lots, attached or detached single-family or duplex units or tri- or four-plexes where adequate open areas exist and where the overall density is within the limits of this classification. Accessory Dwelling Units are also an acceptable housing type.

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

### c. High Density Residential (HDR)

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

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

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

## 3. Commercial Land Use (COM)

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

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

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

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

## 4. Stream Corridor (SC)

The Stream Corridor lands also serve as a habitat for fish and wildlife. These lands form the basic Stream Corridor framework for the community and may be augmented over time with other parcels of land possessing desirable natural and locational qualities. The Stream Corridor lands were carefully examined in conjunction with fish and wildlife habitats. The Stream Corridor ordinance has been designed to ensure the protection and preservation of these lands. The Stream Corridor Subdistrict shall include procedures under which limited filling and grading will be allowed provided environmental damage and hazardous conditions can be minimized. (Ordinance 96-2452, November 4, 1996)

## 5. Parks (P)

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

## 6. Future Park Site

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

## 7. Future Park and School Sites

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

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

## 8. Public/Quasi-Public (PQ)

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

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

## 9. Industrial Use Areas (IND)

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

Heavy industrial uses should be located on the eastern portion of the Riverfront Mill Site along NE Wynooski Road. The western portion of the Riverfront Mill Site should be

developed with light industrial uses to reflect its intended Mixed Employment zone, with the eastern portion developed as industrial or industrial park uses. Other industrially designated areas should be developed to light industrial or industrial park type uses. (Ordinance 2020-2868, November 16, 2020)

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

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

**11. Springbrook District (SD)**

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

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

**13. Riverfront District (RD)**

The riverfront provides a unique setting that, if properly developed, will elevate the quality of life for citizens of Newberg and the region. Development of the riverfront that provides the greatest benefit requires a flexible approach. Development should not be limited to a single type of use; residential, commercial, mixed employment, industrial and park activities can be located together without conflicts. Commercial uses must have a demonstrated need to be located near the river. Appropriate zones include Riverfront Commercial District (C-4), High Density Residential (R-3), Medium Density Residential

(R-2), Mixed Employment (M-E), Parks (P), Industrial (M-2), and Community Facilities (CF). Proposals for development shall be consistent with the availability of services and should not adversely impact existing or potential development of adjacent lands. Natural habitats and riparian areas should be protected and enhanced as much as is reasonable. Multi-modal transportation links, including bicycle and pedestrian trails, should be developed to connect the riverfront to the local community and the region. (Ordinance 2020-2868, November 16, 2020)

**14. Specific Plan (SP)**

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

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

# IV POPULATION GROWTH

## *A. HISTORIC POPULATION*

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

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

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

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

(Ordinance 2018-2824, February 5, 2018)

## B. POPULATION PROJECTIONS

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

Oregon Revised Statutes (ORS) 195.033 requires that Portland State University Population Research Center issue a population forecast for each county and urban growth boundary outside the Metro region not less than once every four years. Previously each county was required to establish and maintain forecasts with local governments. The initial population forecast was completed in 2017 for Yamhill County and its cities. The population forecast was updated in 2020 from the that Portland State University Population Research Center report *Coordinated Population Forecast for Yamhill County, its Urban Growth Boundaries (UGB), and Area Outside UGBs 2020-2070* and are found in Appendix C: Detailed Population Forecast Results, Figure 24. Yamhill County's Sub-Areas—Forecasted Total Population.

Many of the same factors that have contributed to Newberg's historic population growth will contribute to its future growth: employment opportunities both in Newberg and nearby, housing opportunities, high quality of life, and regional population growth. Newberg continues to experience a great amount of population growth due to the increased in-migration. Population in Newberg is expected to increase at a fast rate in the first half of the forecast period (through 2045) and then more slowly in the second half.

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

| Year | Population Forecast |
|---|---|
| 2000[a] | 18,438 |
| 2010[b] | 22,068 |
| 2020 | 24,877 |
| 2025 | 26,557 |
| 2030 | 28,432 |
| 2035 | 30,576 |
| 2040 | 32,780 |
| 2045 | 34,929 |
| 2050 | 37,247 |

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

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

[b] 2010 Population in the U.S. Census estimate for Newberg.

(Ordinance 2018-2824, February 5, 2018; Ordinance No.2021-2872, March 15, 2021)

# V. LAND NEED AND SUPPLY

## *A. BUILDABLE LAND INVENTORY*

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

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

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

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

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

## *B. HOUSING AND RESIDENTIAL LAND NEEDS*

### 1. Housing Needs.

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

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

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

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

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

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

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

Source: Johnson Gardner

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

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

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

Source: Johnson Gardner

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

**Table V- 4. Adjusted Housing Unit Need**

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

## 2. Planned Residential Densities

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

**Table V- 5. Planned Residential Densities**

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

### 3. Residential Land Need

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

**Table V- 6. Buildable Residential Land Need**

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

### 4. Residential Land Need and Supply

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

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

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

## *C. COMMERCIAL LAND NEED AND SUPPLY*

### 1. Commercial Land Need

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

**Table V- 8. Commercial Land Need**

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

Source: Johnson Gardner

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

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

### 2. Commercial Land Supply

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

**Table V- 9. Commercial Land Need and Supply**

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

## *D. INDUSTRIAL LAND NEED AND SUPPLY*

### 1. Industrial Land Need

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

**Table V- 10. Industrial Land Need**

| | 2005-2025 | 2026-2040 |
|---|---|---|
| Industrial | 87 acres | 75 acres |

Source: Johnson Gardner

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

### 2. 2025 Industrial Land Supply and Need

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

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

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

**Table V- 11. 2025 Industrial Land Supply and Need**

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

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

### 3. 2040 Industrial Land Supply and Need

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

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

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

## *E. INSTITUTIONAL LAND SUPPLY AND NEED*

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

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

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

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

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

## *F. SUMMARY OF LAND NEEDS*

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

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

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

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

# VI. SUMMARY

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

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

# VII. 2016 TRANSPORTATION SYSTEM PLAN AND ADDENDUM - RIVERFRONT MASTER PLAN 2021

Under separate cover.

(Ordinance 2016-2810, December 19, 2016; Ordinance No. 2021-2871, March 1, 2021)

# VIII. 2017 WATER SYSTEM MASTER PLAN AND ADDENDUM - RIVERFRONT MASTER PLAN 2021 AND ADDENDUM WATER SUPPLY PLANNING 2023

Under separate cover.

(Ordinance 2017-2816, June 5, 2017; Ordinance 2021-2876, May 3, 2021; Ordinance No. 2023-2914, May 1 2023)

# IX. 2021 STORMWATER MASTER PLAN

Under separate cover.

(Ordinance 2017-2819, August 24, 2017; Ordinance No. 2021-2881, June 21, 2021)

# X. 2018 WASTEWATER MASTER PLAN AND ADDENDUM - RIVERFRONT MASTER PLAN 2021

Under separate cover.

(Ordinance 2018-2831, July 2, 2018; Ordinance 2021-2877, May 3, 2021)

# XI. 2019 WATER MANAGEMENT AND CONSERVATION PLAN

Under separate cover.

(Ordinance 2020-2855, January 21, 2020)

# Craft Industrial District
# Exhibit J. 2024 Planning Division Work Plan

## Attachment 1. Proposed 2024 Planning Division Work Plan Table

| 2023 Council Goals | G1. Create and maintain a high level of customer service | G2. Identify industrial land and attract employers to encourage family wage jobs | G3. Ensure Newberg infrastructure (roads, water, city employees) is in good repair and supply | G4. Enhance Community Safety | G5. Create and maintain a high level of transparency with our residents in order to build trust | G6. Implement a careful and prudent fiscal policy | G7. Increase land availability for housing |
|---|---|---|---|---|---|---|---|
| **Critical Projects** | | | | | | | |
| Customer Service and Development Standards Update | X | | | | X | | |
| Amending Urban Growth Boundary | | X | | | | | X |
| Vacation Rentals Update | | | | X | X | | |
| Childcare Updates | | X | | | | | |
| CET Funding Process - Affordable Housing | | | | | | | X |
| **Significant Projects** | | | | | | | |
| Update requirements related to HOA's and stormwater facilities management | | | X | X | | X | |
| Update and Compliance with HB3395 (2023) – Housing Items | X | | | | X | | X |

| 2023 Council Goals | G1. Create and maintain a high level of customer service | G2. Identify industrial land and attract employers to encourage family wage jobs | G3. Ensure Newberg infrastructure (roads, water, city employees) is in good repair and supply | G4. Enhance Community Safety | G5. Create and maintain a high level of transparency with our residents in order to build trust | G6. Implement a careful and prudent fiscal policy | G7. Increase land availability for housing |
|---|---|---|---|---|---|---|---|
| Director's interpretations and code maintenance | X | | | | X | | |
| Review $30,000 threshold for public improvements (i.e. sidewalks) | X | | | | X | | |
| West End Mill District Comp Plan/Zone Change | | X | | | | | |
| Small Cell Sites | | | | | | X | |
| Commercial Conversions to Residential (HB2984) | | | | | | | X |
| Enterprise Zone Renewal | | X | | | | | |
| **Other Projects** | | | | | | | |
| Comprehensive Plan Update | X | X | | | X | | X |
| Street Tree and Planter Strips Update | | | X | X | | | |

| 2023 Council Goals | G1. Create and maintain a high level of customer service | G2. Identify industrial land and attract employers to encourage family wage jobs | G3. Ensure Newberg infrastructure (roads, water, city employees) is in good repair and supply | G4. Enhance Community Safety | G5. Create and maintain a high level of transparency with our residents in order to build trust | G6. Implement a careful and prudent fiscal policy | G7. Increase land availability for housing |
|---|---|---|---|---|---|---|---|
| Airport Overlay Updates to Comply with US Code (CFR Part 77) | | | | X | | | |
| Historic Preservation Commission Projects 5-year work program | | | | | | | |

# Attachment 2. 2024 Planning Division Work Plan Project Descriptions and Current Status

## Critical Projects

- **Customer Service and Development Standards Update –** Create customer service metrics and complete review of code for application procedures and standards including when full site design review is required rather than just doing a simultaneous review during a building permit.
  *Status: 0% Not Started*
  *Source: City Staff*
  *Required Staff Time: Medium*

- **Urban Growth Boundary (UGB) Expansion –** Work on sequential UGB expansion to help bring lands into the City of Newberg's UGB for future industrial and residential uses in a timely fashion.
  *Status: 20% Council Initiated UGB Sequential Process on December 4, 2023*
  *Source: City Council*
  *Required Staff Time: High*

- **Vacation Rentals Update –** Review short-term rentals and code in Newberg and potentially update vacation rental review criteria and standards.
  *Status: 10% Issue paper was presented to Council and Ad-Hoc Committee was formed. No formal amendments have been initiated by Council.*
  *Source: City Council*
  *Required Staff Time: High*

- **Childcare Updates –** Look into allowing on-site daycares for employers, evaluate parking requirements for new daycares, possible allowance of daycares in light industrial districts without a conditional use permit, and making sure development code lines up with state standards for daycares and in-home childcare.
  *Status: 10% Update was initiated by City Council on November 20, 2023*
  *Source: City Council*
  *Required Staff Time: Medium*

- **CET Funding Process -Affordable Housing –** Facilitate the Notice of Funding Availability (NOFA) and award process for affordable housing projects.
  *Status: 20% Notice of Funding Availability scheduled Winter/Spring 2024*
  *Source: City Council*
  *Required Staff Time: Medium*

## Significant Projects

- **Requirements related to HOA's and Stormwater Facilities –** Update code so that Home Owner Associations (HOA's) can't disband and that HOA's are responsible for stormwater facilities management leaving less ownership and responsibility for future stormwater tracts for the city.
  *Status: 0% Not Started*
  *Source: City Maintenance Staff*
  *Required Staff Time: Medium*

- **Update Code for Compliance with HB3395 (2023) –** Review and update code so that it matches up and is compliant with state code coming from HB3395 including residential use of commercial lands, residential approval procedures, emergency shelter siting, subdivisions for affordable housing and single-room occupancies.
  *Status: 0% Not Started*
  *Source: State Mandate/City Staff*
  *Required Staff Time: Medium*

- **Director's Interpretations Updates and Code Maintenance –** Update the development code to codify the Director's interpretations through the years and correct minor errors.
  *Status: 0% Not Started*
  *Source: City Staff*
  *Required Staff Time: Medium*

- **Review of $30,000 threshold for Public Improvements –** Review $30,000 threshold for requiring public improvements (i.e. sidewalks) as part of remodels and building construction considering inflation in the past 5 years. Potentially tie threshold dollar number to CPI data.
  *Status: 0% Not Started*
  *Source: City Staff*
  *Required Staff Time: Medium*

- **Downtown West End Mill (Craft Industrial) M-5 Zoning District –** Create a new "craft industrial" district on the west end of downtown adding additional industrial uses while still allowing all downtown commercial uses to still be permitted. *Status:*
  *Status: 80% Project has gone through review and transportation impact report has been done. Just hearings at Planning Commission and City Council would still be required.*
  *Source: Downtown Improvement Plan*
  *Required Staff Time: Medium*

- **Small Cell Sites –** Look into allowing small cell sites in the City Right-of-Way (ROW) and how to regulate them. This could potentially produce an opportunity for the city to gain revenue if allowed to lease locations on poles/etc. in the ROW.
  *Status: 60% Project has been initiated and proposed amendments have been made and submitted to DLCD. It is currently still being reviewed by the legal team that staff is aware of.*
  *Source: City Council*
  *Required Staff Time: Medium*

- **HB2984 (2023) Commercial Conversions to Residential for Affordable Housing –** Update code to be compliant with state law regarding commercial buildings being allowed to convert to residential uses for affordable housing.
  *Status: 0% Not Started*
  *Source: State Mandate/City Staff*
  *Required Staff Time: Medium*

- **Enterprise Zone Renewal –** Update and keep current Newberg's enterprise zone to help attract living wage jobs.
  *Status: 10% Update started*

*Source: City Staff*
*Required Staff Time: Low*

## Other Projects

- **Comprehensive Plan Update –** Update Newberg's Comprehensive Plan which has only had minor amendments since the 1990's and guides the overall planning direction of the city.
  *Status: 0% Not Started*
  *Source: City Staff*
  *Required Staff Time: High*

- **Street Tree and Planter Strip Update –** Research and update best practices for planter strips and allowed required street trees to help prevent utility conflicts and sidewalk uplift in the future.
  *Status: 0% Not Started*
  *Source: City Staff*
  *Required Staff Time: High*

- **Airport Code Update –** Update code to comply with current FAA standards.
  *Status: 0% Not Started*
  *Source: City Staff*
  *Required Staff Time: Medium*

- **Historic Preservation Projects –** Help the Historic Preservation Commission with their 5-year work program including historic building façade restoration research.
  *Status: 15% Some items have been accomplished such as mapping project with George Fox*
  *Source: City Staff*
  *Required Staff Time: Medium*

# Craft Industrial District Hearing

## Creation of a Craft Industrial (M-5) Zoning District

January 6, 2025

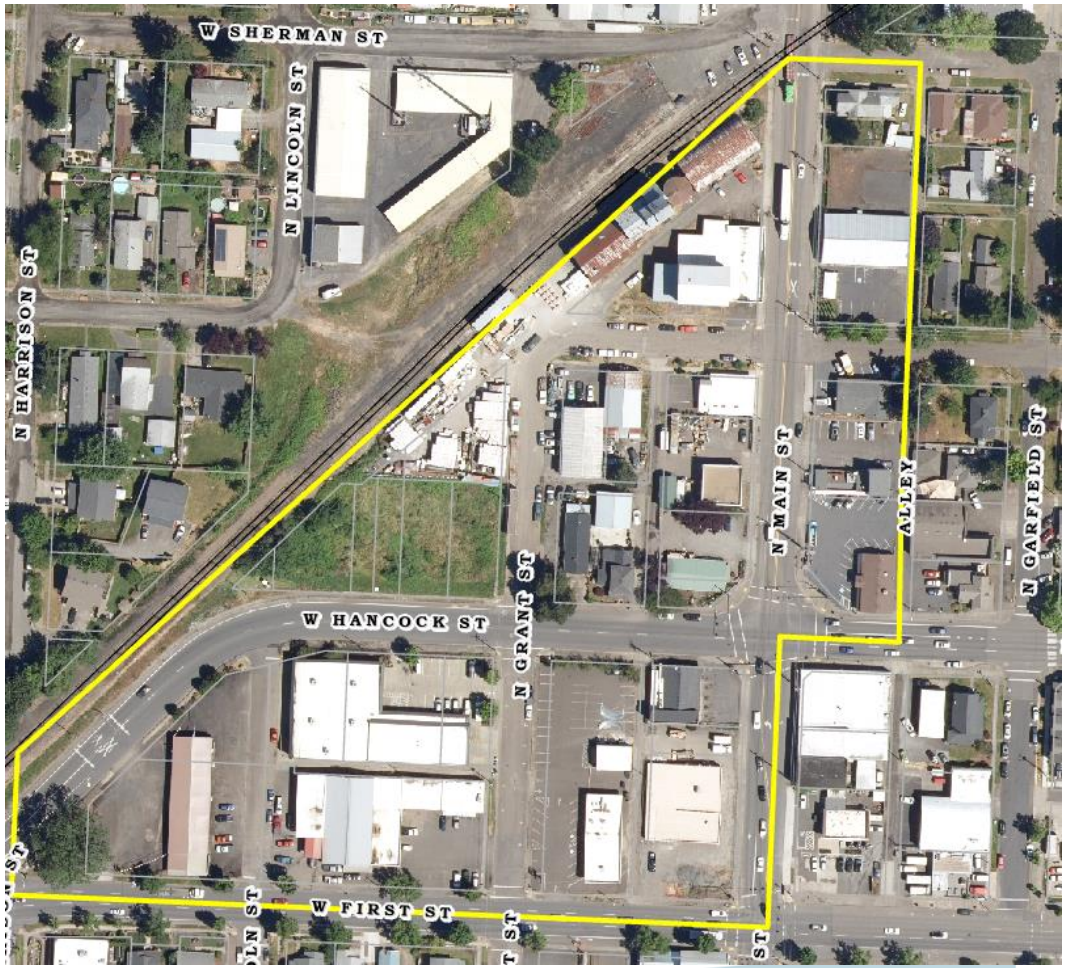
# Background for “Craft Industrial (M-5) District”

- Part of the recommendations from the Newberg Downtown Improvement Plan for new craft industrial district on west end of downtown
- Prior work took place in 2019-2021 to implement this. Went on hiatus due to COVID/Staff turnover
- Re-started in 2024 with Planning Division Work Plan

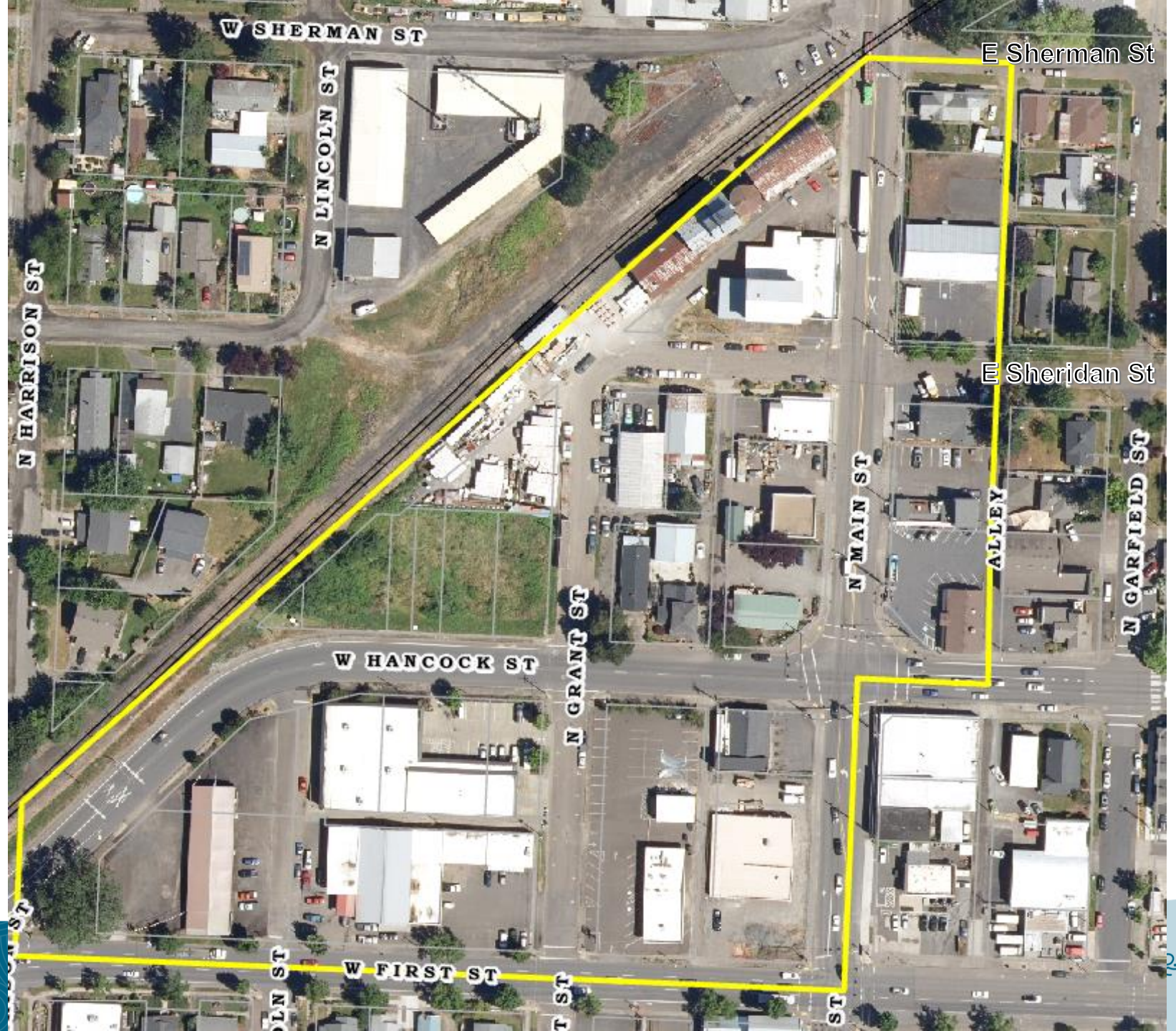


# Purpose and Area for Proposed Zoning District

"…a destination for craft industrial uses – places where goods can be made, sampled or touched (and purchased). Within easy walking distance from the community's Civic/Cultural Corridor and First Street's main street character and feel, this jobs-focused concept will also have added tourism value, building upon the appeal of goods produced locally and from materials sourced locally or within the region"

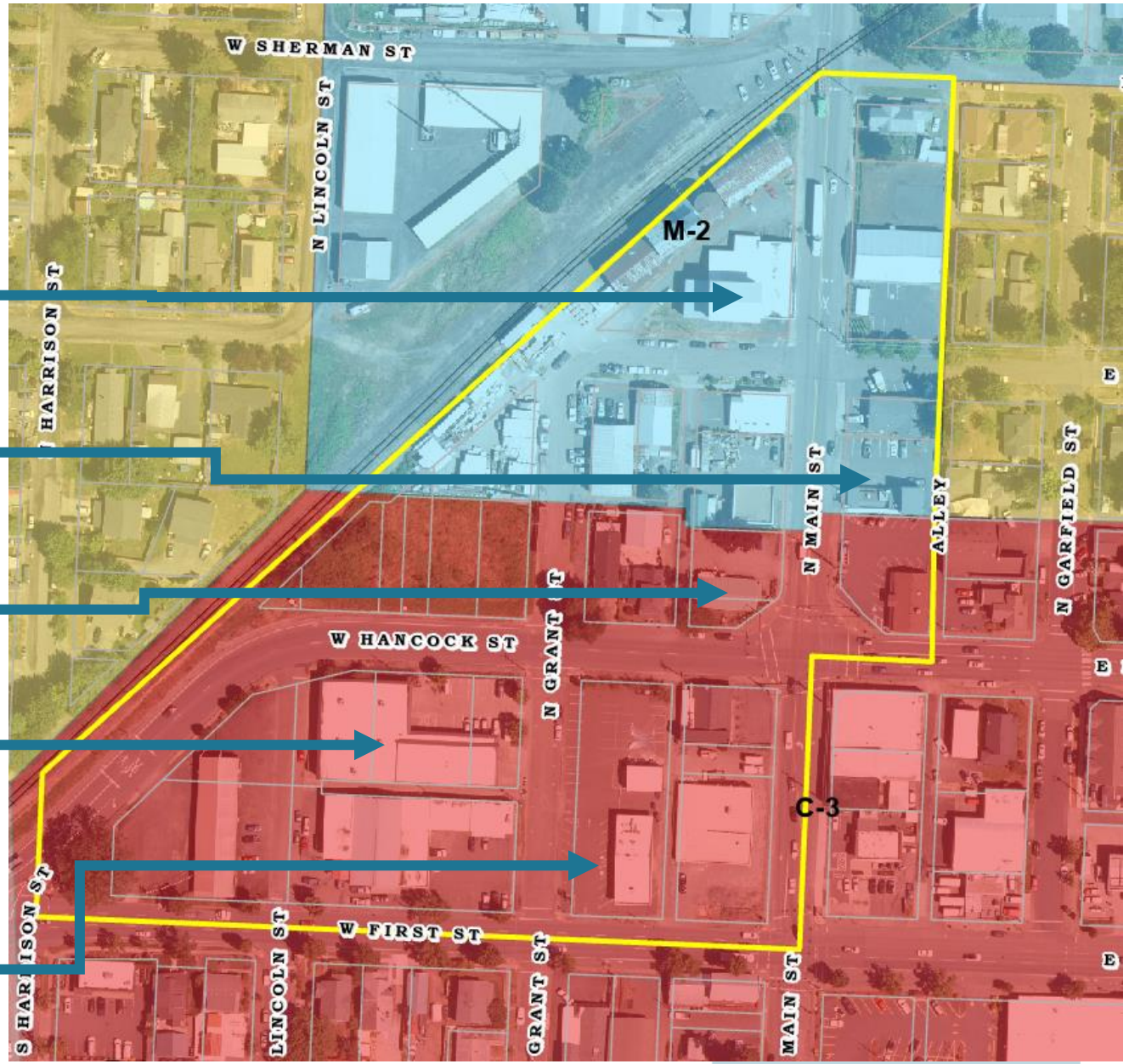


# Aerial View of Proposed Craft Industrial Area



# Current Zoning and Existing Operations

- "Chehalem Valley Mill"
- Jem 100
- Ray's Produce
- Crush 2 Cellar
- Burrito Loco



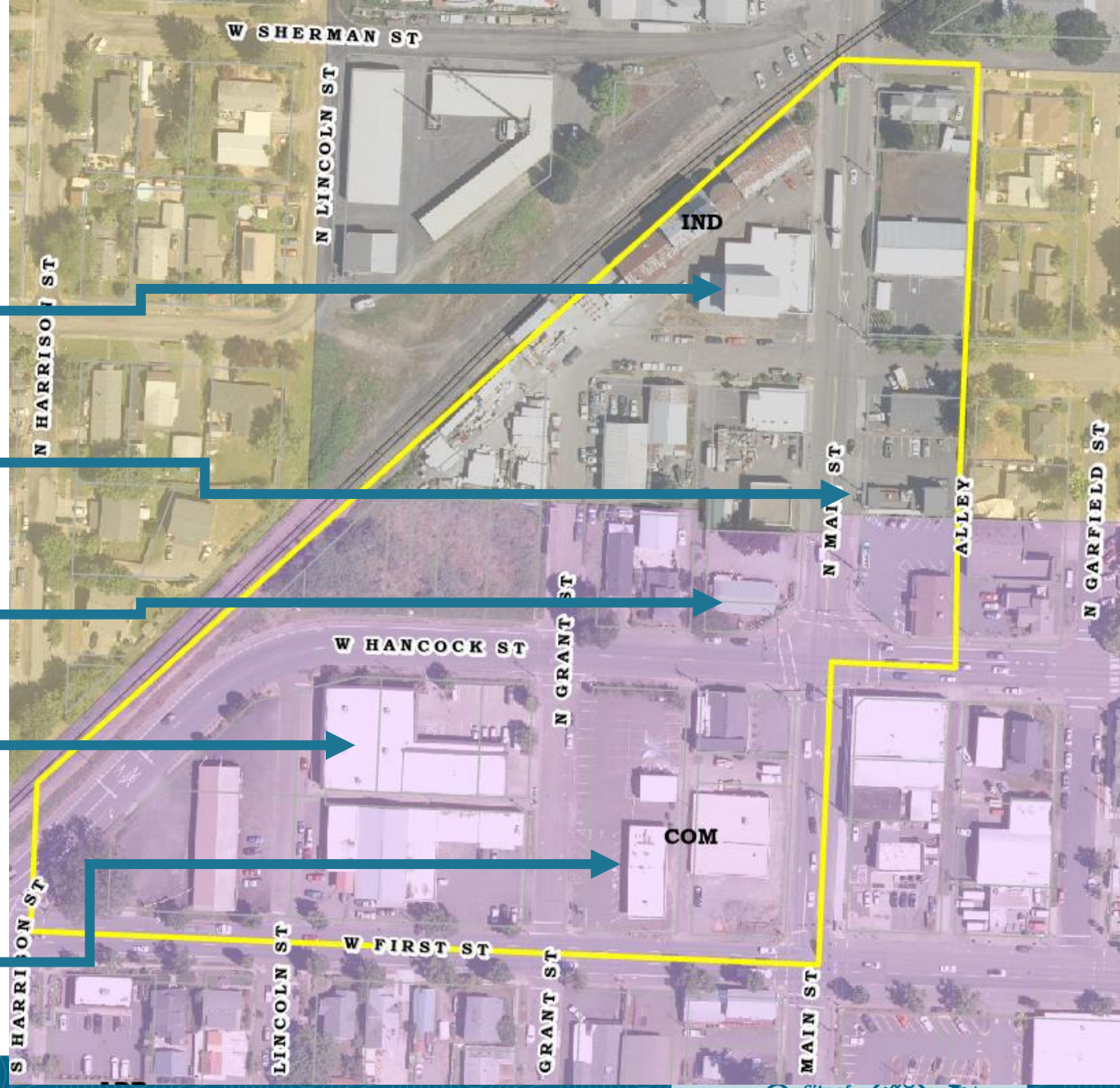



Proposed to change to Craft Industrial (M-5) Zoning District

City of Newberg

# Current Comp Plan Map and Existing Operations

- “Chehalem Valley Mill”
- Jem 100
- Ray’s Produce
- Crush 2 Cellar
- Burrito Loco




Proposed to change to Mixed Use Comprehensive Plan Map Designation

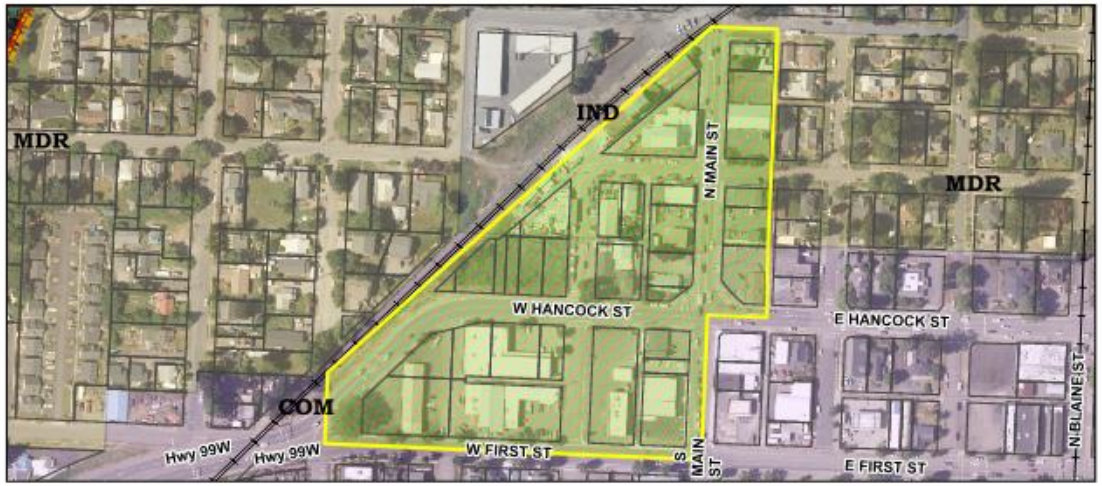
# Proposed change to Mixed Use Comprehensive Plan Map Designation

## Downtown Newberg Comprehensive Plan Map (Existing)




N

## Downtown Newberg Comprehensive Plan Map (Proposed)




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This information is not guaranteed to be accurate and may contain errors and omissions. The City of Newberg provides NO WARRANTY AS TO THE MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE FOR ANY INFORMATION HEREIN.

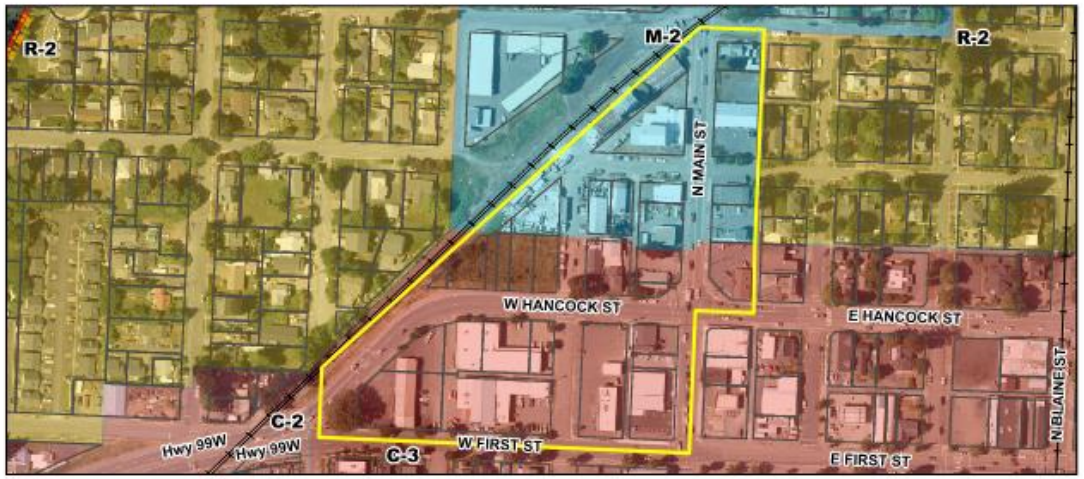
This map is created from various data sources and is subject to change without notice. This map is intended for general planning purposes only.

Yamhill County Taxlots
Street Segment
Railroad Tracks

Comprehensive Plan
COM
COM/RD
COM/SP
HDR
HDR/RD
HDR/SP
IND
IND/RD
IND/SP
LDR
LDR-6.6
LDR/1A
LDR/SP
MDR
MDR/RD
MDR/SP
MIX
MIX/RD
MIX/SP
P
P/RD
PQ
SD/E
SD/H
SD/LDR
SD/MRR
SD/NC
SD/V

# Proposed change to M-5 Craft Industrial Zoning Designation

Downtown Newberg Zoning Map (Existing)




N

Downtown Newberg Zoning Map (Proposed)




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This map is created from various data sources and is subject to change without notice. This map is intended for general planning purposes only.

Yamhill County Taxlots
M-5 (Proposed)
Street Segment
Railroad Tracks

Zoning Districts
R-1 Low Density Residential
R-2 Medium Density Residential
R-3 High Density Residential
R-P Residential Professional
C-1 Neighborhood Commercial
C-2 Community Commercial
C-3 Central Business
C-4 Riverfront Commercial
M-1 Limited Industrial
M-2 Light Industrial
M-3 Heavy Industrial
CF Community Facilities
I Institutional
AR Airport Residential
AI Airport Industrial
M-E/RD Mixed Employment
SD/E Springbrook District Employment
SD/H Springbrook District Hospitality
SD/LDR Springbrook District Low Density Residential
SD/MRR Springbrook District Mid-Rise Residential
SD/V Springbrook District Village

# Proposed Code Amendments* for the “Craft Industrial District”

Definitions (Chapter 15.05.030). New definitions created for Craft Industrial and Live/Work Unit:

**“Craft Industrial”** means the manufacturing, processing, fabrication, packaging or assembly of goods, with associated retail, or similar commercial uses on site.

**“Live/work unit”** means a building or space within a building used jointly for a commercial or manufacturing activity allowed in the zone and a residential living space for the owner of the commercial or manufacturing business, or the owner’s employee, and that person’s household.



***See proposed code amendments Exhibit A-3 for full changes.**

# Proposed Code Amendments* for the “Craft Industrial District”

Districts (Section 15.302.032). New M-5 Craft Industrial District Added

N. M-5 Craft Industrial District. The purpose of the M-5 craft industrial district is to create, preserve and enhance areas that provide a mix of commercial and light industrial uses, particularly small-scale craft industrial uses with an integrated commercial component. The district is intended to complement nearby commercial areas by providing opportunities for production spaces while minimizing off-site impacts. The M-5 district is intended to be consistent with the industrial (IND) and mixed use (MIX) designations of the comprehensive plan.



*** See proposed code amendments Exhibit A-3 for full changes**

# Use Categories (Chapter 15.303). Updating Food and Beverage production

**15.303.425 Retail food and beverage production category.**

- A. Characteristics. Uses in this category prepare and package food and beverages for retail sale or consumption on site, and for shipment for sales at other locations. ~~These are medium-sized operations, using 10,000 square feet or less of floor for production. Th area on site devoted to retail sales and dining is at least 25 percent of the floor area.~~

- B. Accessory Uses. Drive-up service windows. Note that drive-up service windows require a conditional use permit in some zones. Entertainment.

- C. Examples. Processing of food and related products and related products, catering establishments. Small-scale wineries, breweries, and distilleries with tasting rooms on site. Retail bakeries. Chocolate shops. Coffee roaster or tea manufacturers with tasting rooms and/or retail area on site.

- D. Exclusions. Wholesale bakeries, wineries, breweries, and distilleries with no or smaller retail or dining components are classified as light manufacturing ~~industrial~~ uses. Restaurants or retail shops that also produce food or beverages, where dining or customer areas comprise the majority of the floor area, or all food is sold "take-out," such as some brew pubs and bakeries, are classified as eating and drinking establishment or general retail sales. Manufacturing uses with no retail sales component are classified as light manufacturing uses.



***See proposed code amendments Exhibit A-3 for full changes**

# Use Categories (Chapter 15.303). New Craft Industrial Category

## 15.303.509 Craft Industrial Category

- **A. Characteristics.** Uses in this category are involved in the manufacturing, processing, fabrication, packaging or assembly of goods, with an associated public commercial component on site. Uses in this category can also include involvement of manufacturing and selling of artisan goods such as leather, glass cutlery, paper, ceramic, textile, yard, or similar products on site,
- **B. Accessory uses.** Retail sales, display and consumption of goods produced on site,
- **C. Examples**. Weaving or production of textiles or apparel. Woodworking, including furniture and cabinet makers. Manufacture or assembly of machinery, equipment, instruments, including musical instruments, vehicles, appliances, precision items, and other electrical items. Production of artwork and toys. Art studios, furniture makers and metalwork manufacturers with retail areas on site.
- D. **Exclusions.** Uses are distinct from light manufacturing because of the commercial component. Uses are also, distinct from retail, food, and beverage uses as they do not include food or beverage uses. Manufacturing uses with no retail sales component are classified as light manufacturing uses.


***See proposed code amendments Exhibit A-3 for full changes**

# Proposed Code Amendments* for the “Craft Industrial District”

## Zoning Use Table (Chapter 15.305). New M-5 zoning district

| Residential Use | C-3 | M-2 | M-5 |
|---|---|---|---|
| Single Family Dwelling | C(5) | | |
| Townhouse | C(5) | | |
| Manufactured Home (Park or Lot) | | | |
| Duplex | P(8)/C(5) | | |
| Triplex | | | |
| Quadplex | | | |
| Cottage Cluster | | | |
| Multifamily | P(8)/C(5) | | P(8) |
| Mixed Use | P(8)/C(5) | C | P(10) |
| Caretaker Dwelling | | P | P |
| Live/Work Unit | S | | S |



***See proposed code amendments Exhibit A-3 for full changes**

# Proposed Code Amendments* for the “Craft Industrial District”

Zoning Use Table (Chapter 15.305). New M-5 zoning district

- Most commercial uses and industrial uses that were allowed in the C-3 and M-2 districts will be allowed in the new M-5 district.

- Prohibited uses in the M-5 zone that were previously allowed in the M-2 district would be heavy manufacturing, self-storage, warehousing (unless “rail-oriented”) and waste related use as well as an outdoor recreational marijuana producer.
- Would add Craft Industrial Uses as a new use in the table and would be subject to the special use conditions of NMC 15.445 or conditional use permit if the use can’t meet that criteria.



***See proposed code amendments Exhibit A-3 for full changes**

# Railroad Adjacent Properties (shown in teal)



# Proposed Code Amendments* for the “Craft Industrial District”

## Lot Requirements and Yard Setbacks (Chapters 15.405 and 15.410, 15.415).

| Requirements | C-3 | M-2 | M-5 |
|---|---|---|---|
| Minimum Lot Size | **5,000 sq. ft.** | **20,000 sq. ft.** | **5,000 sq. ft.** |
| Front Yard Minimum Setback | **0’ (Max 20’)** | **20’** | **0’ (Max 20’)** |
| Interior Lot Minimum Setback | **0’** | **0’ (unless abutting residential then 10’)** | **0’ (unless abutting residential then 10’)** |
| Maximum Building Height | **None (unless abutting residential then residential height limit for 50 feet from abutting boundary)** | **None (unless abutting residential then residential height limit for 50 feet from abutting boundary)** | **None (unless abutting or across an alley from residential then residential height limit for 50 feet from abutting boundary)** |



***See proposed code amendments Exhibit A-3 for full changes**.

# Proposed Code Amendments* for the “Craft Industrial District”

## Landscaping and Off-Street Parking (Chapters 15.420 and 15.440)

- No off-street parking required in M-5 zoning district unless abutting or across and alley from a residential district
- No landscaping requirements unless installing parking and loading areas. If so, it would be required to have the following:
  1. 12.5 square feet of landscaping per parking space
  2. Landscape strip of 5 feet to a lot line adjacent to a street (not required if alley) and 5-foot landscape strip for all other property lines

- Street trees would still be required in planter strips
- Outdoor café style seating would be added to the ROW landscaping as allowed provided clear path for pedestrians meeting all ADA standards is maintained



***See proposed code amendments Exhibit A-3 for full changes**

# Proposed Code Amendments* for the “Craft Industrial District”

## Design Standard for Live/Work Units (Chapter 15.415)

- **15.415.080 Live/Work Units**

A. A minimum of seventy-five percent (75%) of a structure’s street front façade at street level shall be occupied by nonresidential uses.
B. The minimum floor-to-floor height of the first floor shall be 13 feet.
C. If off-street parking is provided, private parking areas or garages shall not be located between the structure’s street front façade and the street.
D. The primary entrance for the work use shall be oriented towards a street frontage or common courtyard that may be used for utilized for residential units


*See proposed code amendments Exhibit A-3 for full changes

# Proposed Code Amendments* for the “Craft Industrial District”

## Electronic Signs (Chapter 15.435). New M-5 zoning district

| Zoning | Size of EMC [1] | Display Method | | | | |
|---|---|---|---|---|---|---|
| | | Static Message | Alternating Message | Animated Message | Extended Video Message | Flashing or Rapid Scrolling |
| Community Commercial and Industrial (C-2, M-1, M-2, M-3, M-4); other zones not listed | Up to 30 sq. ft. | Allowed | Allowed | Allowed | Prohibited | Prohibited |
| | > 30 sq. ft. up to 50 sq. ft. | Allowed | Allowed | Allowed [2] or site element review | Prohibited | Prohibited |
| | > 50 sq. ft. up to 100 sq. ft. | Allowed | Allowed | Site element review | Prohibited | Prohibited |
| Craft Industrial District (M-5) | Up to 30 sq. ft. | Allowed | Allowed | Prohibited | Prohibited | Prohibited |
| | > 30 sq. ft. up to 100 sq. ft. | Allowed | Allowed | Prohibited | Prohibited | Prohibited |
| Central Business District (C-3) | Up to 30 sq. ft. | Allowed | Prohibited | Prohibited | Prohibited | Prohibited |
| | > 30 sq. ft. up to 100 sq. ft. | Allowed | Prohibited | Prohibited | Prohibited | Prohibited |



*See proposed code amendments Exhibit A-3 for full changes

# Special Use Standards (Chapter 15.445)

## Article IX. Craft Industrial

### 15.445.460 Standards.

A. Retail Use. At least 25 percent of the gross floor area must be for retail, or similar customer use, with a minimum of 1,000 square feet.

B. Not Next to Residential. The site cannot abut a site with residential zoning.

C. Size Limit. The maximum size of the production area is limited to 10,000 square feet.

D. Outdoor Storage. Outdoor storage and processing of goods and materials is less than 10 percent of the site and must be screened

### 15.445.470 Review Procedures.

To obtain approval for a craft industrial use in the M-5 district, the applicant must demonstrate compliance with all of the development standards. The application shall be processed as a Type I or II design review procedure, depending on the extent of building, as regulated by NMC 15.220.020. If the proposed use cannot meet any of the design standards in NMC 15.445.460, a Type III conditional use permit and design review as regulated by NMC Chapter 15.225.



***See proposed code amendments Exhibit A-3 for full changes**

Staff would recommend Council adopts Ordinance 2025-2930 as presented.

# Questions?



# REQUEST FOR COUNCIL ACTION

## Date Action Requested: (January 6, 2025)

| | |
|---|---|
| Order ☐ Ordinance ☐ Resolution ☐ Motion ☒ Information ☐ Proclamation ☐ | |
| Subject: Appointment of City Councilors to serve on sub-committee and partner organization boards | Staff: Will Worthey CM<br>Department: Administration |
| Business Session | Order On Agenda: Council Business |

**Is this item state mandated?** Yes ☐ No ☒

**If yes, please cite the state house bill or order that necessitated this action:**
NA

**Recommendation:**
Staff recommends that City Council deliberate the council subcommittee appointments for calendar year 2025. Once the list choices are finalized a councilor could motion in one of the following two ways:

"*I move that we accept the council sub-committee appointments set forth in attachment 1, except for the NURA positions that will be handled by that body*".

***OR (if debate changes assignments)***

"*I move that we accept the council sub-committee appointments set forth in attachment 1 as modified by our deliberations, except for the NURA positions that will be handled by that body*".

**Executive Summary:**
Periodically City Council needs to take stock of its council appointments and assign new councilors to our many sub-committees. Prior to the meeting councilors expresses their sub-committee interests. The best attempt possible was made to ensure that councilors gained the assignment that most closely matched their 1st 2nd or 3rd favorite choice, and that an even number of positions were assigned. See Attachment 1.

**Fiscal Impact:**
This is not directly applicable except that a well-ordered government staffed by notable citizens in the states was envisaged by our founders as being a fiscally effective mechanism to carry out good works[1].

**Council Goals:**
Goal 5, Objective 1 is most applicable: Expand communication outreach in regard to regular city events and additional involvement with city businesses.

[1] See Federalist papers 32 Alexander Hamilton.

# 2025 Draft Council Committee Assignments List

| City Committee | Type/ Meeting Information | Councilor assigned |
|---|---|---|
| Affordable Housing | City – Standing -Quarterly | Councilor Turgesen |
| Budget Commission | City – Spring of each year<br>State mandated | N/A - All |
| Citizens Rate Review Commission | City – Standing- Biennial | Councilor Kilburg – Ex officio |
| Historic Preservation Commission | City – Standing – Quarterly | Councilor Kilburg – Ex officio |
| Planning Commission | City – Standing – 2nd Thursday monthly | Councilor Turgesen |
| Traffic Safety Commission | City – Standing – Quarterly | Councilor Carmon – Ex officio |
| Wine Marketing Ad Hoc | Schedule not firmed up yet! | Councilor Carmon<br>Alternate: Councilor Wheatley |
| | | |
| Newberg Urban Renewal Agency | NURA – as required, needs a separate process to approve (a NURA meeting) | Chair – Councilor Carmon<br>Vice Chair – Councilor McBride |
| Newberg Urban Renewal Agency | NURA (CAC) needs a separate process to approve (a NURA meeting) | Councilor Kilburg – Ex officio |
| | | |
| **Regional Government** | **Type/ Meeting Information** | **Representative** |
| LOC Mayors Coalition | Regional | Mayor Rosacker |
| MWVCOG Board | Regional | Councilor McBride |
| MWVCOG Rural Strategies | Regional | Councilor Turgesen |
| MWACT | Regional | Councilor Carmon |
| YHCO Parkway Committee | Regional 3rd Thursdays monthly | Mayor Rosacker<br>Councilor Turgesen |
| NUAMC – YHCO & City IGA | Regional | Mayor Rosacker<br>Alternate: Councilor Carmon |
| | | |
| **Formal IGAs or MOUs** | **Type/ Meeting Information** | **Representative** |
| CVCC Board | Partner -Visitor Center services | Councilor Yarnell Hollamon – Ex officio |
| Taste Newberg | Partner – Tourism Marketing services | Councilor Wheatley |
| Newberg Cultural District | Partner – Cultural District Quarterly | Councilor Wheatley |
| NDC | Partner – Downtown | Councilor Yarnell Hollamon – Ex officio |

January 6, 2025
To: Mayor Bill Rosacker and City Councilors
From: Councilor Robyn Wheatley
C: City Manager Will Worthey
Re: Historic Preservation Commission Updates

Fellow Councilors,

Please allow me to share an update on the activities of the Historic Preservation Commission. Over the last year, the Commission has been developing goals and a work plan to drive forward historic preservation in our City. This has been an in-depth process considering the history of this place and the needs of the community. We anticipate bringing the work plan before you for approval in March. Some highlights will include:

- Refreshing the 30-year-old historic resource inventory.
- Exploring our community's desire for a historic downtown designation.
- Conducting a heritage traditions inventory.
- Developing ways to support historic restorations in the city.

We look forward to explaining this plan more fully and seeking council's support for the work soon.

I come to you today because we have an opportunity to launch some of this work right now. This year we are eligible for a Certified Local Government grant of up to $16,000. The application is due on February 28th. The Historic Preservation Commission would like to submit an application for this grant in order to begin the refresh of Newberg's Historic Resource Inventory.

As the work plan has not yet been approved, I am asking council to make a motion to approve this application ahead of the full work plan. Should we wait until the full work plan is complete, progress on this goal will be delayed for another year until we are eligible to receive this grant again.

Thank you for your consideration of this effort.

Robyn Wheatly

City Councilor