



Ad Hoc Urban Renewal Citizens Advisory Committee

February 22, 2021 – 5:30 PM

Newberg City Hall

414 E First Street (teleconference meeting)

<https://zoom.us/j/93990744527>

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Webinar ID: 939 9074 4527

Email any comments to doug.rux@newbergoregon.gov

I. CALL MEETING TO ORDER

II. ROLL CALL

III. CONSENT CALENDAR

- A. Ad Hoc Urban Renewal Citizens Advisory Committee Meeting Minutes
January 25, 2021

IV. NEW BUSINESS

- A. Outline of Urban Renewal Plan and Report
- B. Prioritization of project list to align with financial capacity
- C. Project Timeline

V. PUBLIC COMMENTS

(5-minute maximum per person - for items not on the agenda)

VI. ITEMS FROM STAFF

VII. ITEMS FROM COMMITTEE MEMBERS

VIII. ADJOURNMENT

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

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AD HOC URBAN RENEWAL ADVISORY COMMITTEE

Meeting Minutes

January 25, 2021 6:00 PM

NEWBERG CITY HALL

Meeting held electronically due to COVID-19 pandemic

(This is for historical purposes as meetings are permanent retention documents and this will mark this period in our collective history)

Chair John Bridges the called meeting to order at 5:31 pm

ROLL CALL

Members Present: John Bridges, Chair
Francisco Stoller, Vice Chair (arrived 5:40pm)
Stephanie Findley
Molly Olson
Don Clements
Joe Morelock, (arrived 6:00pm)
Josh Duder
Cassandra Ulven
Angel Aguiar
Loni Parrish, (arrived 6:10-pm)

Members Absent: Rick Rogers, excused

Staff Present: Doug Rux, Community Development Director
Brett Musick, Senior Engineer
Shannon Buckmaster, Economic Health Manager
Patrick Davenport, Senior Planner

CONSENT CALENDAR:

Approval of the November 9, 2020 and November 23, 2020 Ad Hoc Urban Renewal Citizens Advisory Committee Meeting Minutes

<p>MOTION: Member Findley and Member Olson moved to approve the November 9, 2020 and November 23, 2020 Ad Hoc Urban Renewal Citizens Advisory Committee Meeting Minutes with noted changes, Motion carried 8/0</p>

NEW BUSINESS:

Prioritization of project list to match financial capacity

Chair Bridges started with a free-form conversation and asked the following three questions:

1. Does the grouping of information make since?

Member Olson noted she found it useful. She expressed challenges with the zoning, and what's industrial versus residential. Which parts of the road development, wastewater, water and sewer must be done together because it doesn't make sense to break them up? She found it useful talking about strategies for using the Urban Renewal dollars.

Member Ulven noted it was very useful to see it organized this way and thank you. It looks like all the projects met with our intent and she would welcome recommendations from staff as far as prioritizing it. She noted the costs exceed the maximum indebtedness at the 6% growth rate.

Member Clements noted he was unable to get all the information through email and that the problems were on his end. He will have to trust the others judgment.

Member Aguiar noted he will trust the group analyzing how this all comes together. As far as making any meaningful contribution yay or nay, he doesn't grasp how it's put together and he will leave that with those making those types of decisions.

Member Duder noted he did not access his City email to receive the information to access the packet on line.

Member Findley noted this looks better and as someone who's not an expert in this area she is able to conceptualize what we're talking about.

Chair Bridges noted this is one of those projects where we would benefit from looking at large maps in one room walking around and talking about it would be so much better. He noted going around the room with three or four questions for everyone to contribute their thoughts and to make sure that people feel they have good tool in terms of organization.

Member Stoller noted the material was very well organized.

2. What do you see as the most important projects and where?

Chair Bridges noted he is going around the room again to get a sense of how people feel. He heard two people say they are going to lean on staff, but staff really needs the Committee's input. Staff needs to hear for example, what is our priority for infrastructure and zoning? Can a sub-division be done or sub areas? Ultimately we need to pick the projects that align with the budget, or partially align with the funds coming from other resources. He asked for everyone's input on whether they value a particular infrastructure over other infrastructures.

Member Olson noted she values the set of infrastructure that turns on development. She is leery about fixing sidewalks in areas where it is already developed as part of Urban Renewal. If building a new road we're going to do the sidewalks at the same time. She thinks of it as a series of, if you do water, wastewater, sewer, roads and railroad crossing, she would go with Subarea A and part of Subarea B. She had trouble assigning the usages, which turns on a whole usage in an area where we don't have industrial property. She didn't look at them like one's more important than the other, but are some set of things we would have to make developable.

Chair Bridges noted it is fair to say these three infrastructure pieces that need to there. Stormwater can be dealt with on a site by site basis. That is an infrastructure he is hearing them saying, we don't have to provide for that, and if you just did the transportation, sanitary sewer, and water you have what you need.

Member Olson noted this is where we lean on staff, there are times where they may say for example, stormwater for this area the and cost would be a third of what it's going to be if everyone does their own. This is the kind of feedback needed from staff.

Member Ulven noted she shares what Member Olson is saying that staff has a better sense of timing and what's developable right now. The water line improvements to create a loop water system that extends into the industrial area getting closer to the Mill Site, seems like a comprehensive project that would afford a lot of opportunity within the adjacent sites. This is not the kind of project you can piecemeal so it makes sense that this is one of the starting projects to do. Again as CDD Rux mentioned right now we have someone that is ready to build if only the ingress and underground utilities were there to make the parcel developable. That's going to grow more increment faster and I trust the administrators of the plan to do that. What I like in all the areas of the projects, it's worthwhile investments for tax increment financing, with the exception of the trolley study by comparison small. Not knowing how shovel ready each Subarea Site is, she was unable to rank them.

Member Findley noted she leans towards those projects that if you build them development and investments will happen. The water projects would get us something new rather than improving the old to start out with. The Riverfront Trail is important in terms of balance between the things that people can and can't see. The public needs to see where the money is going. She would prioritize that to the top of my list in conjunction with some of the things that the public-at-large doesn't necessarily see, but are necessary in order for us to rebuild and draw in business.

Chair Bridges asked Member Findley about the esplanade and trails, which both are big areas, do you have a particular amongst them or do them all.

Member Findley responded, she does not lean more towards the trails or the esplanade as being a higher priority. I think that's where we're going to get a lot of support from the Community and people understand most of what Urban Renewal does for us.

Chair Bridges noted the trails and Esplanade go through different zones, residential, park setting and the industrial, would you have a strategy that is different for the different zones.

Member Findley responded, He thinks those kinds of projects are important, especially when we're building out and involve the Community. It is something where people that aren't going to enjoy other parts of this project are going to be drawn to it and the balance of making sure we are hitting different areas in terms of whose being served.

Member Aguiar agreed with Member Findley about if you build it they will come. He noted, my thought process is we want to start experiencing and getting success right off the bat. If we make a lot of capital improvements, a lot of investment, sit on that investment and wait for something else to happen after the infrastructure is done, what is the consequence. The downside to that is the potential of there's not a specific development saying we're going to do this if you accomplish this, if not in place all of a sudden it's a vast investment on the infrastructure and then we sit on it with nothing happening. This may have a reverse effect on what we're trying to accomplish. If we look at prioritizing, we can look at properties that already have come on-line and are willing to do this if this is done. If we can tackle those smaller projects with smaller dollar amounts we can start realizing success on those small projects and we can say now, that's what the Urban Renewal can do in the rest of these projects. We then have the Community buying into this and thinking great we're looking forward to other projects coming.

Member Clements noted he wouldn't prioritize one over the other, but has concerns with the 30 year timeline and asked if this is the set time frame.

Chair Bridges noted potentially it is a shorter time frame and we as a group said it could have a shorter timeframe or could have an indefinite time frame. We said that to be fair to the partners that we're doing the tax increment with, we want a hard deadline. The City Council are the ones that decide when it goes to City Council.

Member Clements noted not necessarily, the agencies also can opt out if they choose. 30 years is too long and he would recommend to the board we opt out, without some type of increment where it comes on the tax rolls. The second problem that he sees is the way this is going with the water, sewer, and stormwater. CPRD has done several projects that they always had to pay for it, why all of a sudden are we changing the system and giving something away that may or may not help the community. The trail system we've been working on and will continue to work on, but tax increment financing throws another step in the process. He's not necessarily opposed to it, but the question is whose going to come here because we have it or not come here because we don't have it. He noted system development charges (SDCs) have been charges CPRD pays for and they are for future growth. Increment financing can be used for what needs to be repaired.

Chair Bridges noted the topics Member Clements is bringing up we have already decided as a group to recommend to City Council. This is going to bring a tool to the City of Newberg that doesn't currently exist. It will bring more State funding to our community to allow us to have another tool to use in conjunction with SDCs. He noted the consultant isn't here right now but doesn't think you're correct in saying we can rebuild with this money, this has to be spent to leverage future development. We don't know who that company is going to be but we know this will make it more likely the

company will come to us. Particularly when other communities are taking advantage of this same tool and we're in a competitive market. With an employer that is going to invest millions of dollars in equipment is what gets the increment going. We need to position ourselves to be able to compete with other communities of like size. He has had conversations with CDD Rux that we want our management of this system to be saying for example, if we can do a trail in this area how do we apply for a grant from the State Parks Department. If we do a road in this area over here, and its eligible for 20% SDC, how about us paying it now and get repaid by the SDC when available because our plan is going to have a 30 year window and SDC are collected over a 20 year window. Our plan will last longer and can front load some of those expenses, get something built so people and businesses will come into the Community. We then get repaid over time, the same could be true of development cost, whether it is a local improvement district or advanced financing arrangement. This is all about trying to create another tool that gets more flexibility that can partner with more aspects of the City and leverage resources that are outside the City.

Member Clements noted he agrees with what Chair Bridges is saying if it does what he says it will do. He noted, there is an administrative cost that was put in the system for the next 30 years that is xx dollars. TVF&R and CPRD are giving a huge amount of money but we don't mind because it helps the community. He noted he feels we're not approaching this right because 30 years is a long time.

Chair Bridges noted it's a long time because it's a process that doesn't set aside funding at a very rapid rate.

Chair Bridges noted on the point were discussing at the moment is whether or not you have a preference over some infrastructure versus another. Is CPRD wanting to have trails or an esplanade built that is more important than water or roads?

Member Clements noted trails and those types of things would be more important to the Park District but at the same time infrastructure is also important and we're willing to look at that as well.

Member Duder noted from a Chamber of Commerce perspective, he'd be most interested in the type of infrastructure that goes in place to help attract businesses. The type of infrastructure that would help mixed buildings like vertical housing units, not only attracting businesses but also workforce housing. There might be some reimbursement projects or reimbursement money out there for those types of projects. As chair Bridges mentioned front loading the building project then seeking alternative funding to reimburse us for the effort.

Member Morelock noted they are moving ahead with high speed internet because they can't wait for the City. High speed infrastructure not just for the downtown core but to start thinking about attracting more people to the industrial area with maximum internet connectivity. They all need massive internet connectivity and we don't have it. 15 years ago high speed internet was put in the City of Canby, all the homes, fire department as well as the school. Here in our community we have been trying to provide internet hotspots to families all over and have distributed 750 to families that do not have internet connectivity in their area serving families with multiple kids. I do think internet connectivity in the area is of high importance. Things like water, stormwater pipes are huge dollar projects that you have to have to have a functional City and you've got to have the right kind of water pressure, not just for fire suppression but also getting water to all places. Projects such as the stormwater costs a lot of money to be digging up the street and these projects are huge. He feels it's important to do the core infrastructure pieces, they're super expensive but you need to have in the City. It's important to do core infrastructure pieces to bring people downtown, but thinks we can find other ways to do some of those, they may not be necessary through this funding stream. For example downtown Oregon City has done a nice job, there's a walkway along the side and redone the downtown area.

3. What types of development would you like to encourage?

Chair Bridges noted we have a variety of different zones that are in the URA, do you have an opinion as to what zone we are to prioritize working towards, whether it be industrial, residential, or parks.

Member Morelock noted he is looking at improving the ability for more businesses to come and so businesses don't leave because they can't expand because there is nowhere to go. He noted the waterfront areas are interesting and also likes the Old Downtown Area, people see that a lot when coming through town and there's a lot of value in that.

Chair Bridges noted one of the goals we're trying to do is what should we focus on first? There is residential zoned property, industrial zoned property, business zoned property and mixed business residential zoned. Which of these four types of zones you think is most important to work on first? He noted his choice is industrial because that's going to create the most tax base.

Member Morelock noted industrial is important and doesn't think we have enough. We don't have anywhere else to expand and we're going to attract new dollars into town with more industrial area. Building homes are relatively costly and you need people who can afford to work and live here. He would prioritize industrial because it will attract more development coming in.

Member Ulven noted she agrees, the earlier you do the industrial in the plan the sooner you'll build the increment which you can leverage for the future projects. She noted on the concerns Member Clements had about the tax revenue and what the overlapping taxing districts had to give up. We have 11 cities in our District with a lot of different Urban Renewal Agencies where we share those same concerns. The reality is Newberg has not seen improvements since it first forged your first plan for an Urban Renewal more than 20 years ago. You need some catalyst to be able to make these developments attract investments by private developers. Hopefully that will improve the assessed valuation far beyond what it would experience which will help all of the overlapping taxing district. She shares those concerns but the reality is Newberg doesn't have a lot of options, you can't go bond for all these projects you've identified. The way you've organized it in this plan staff has done, demonstrates that you're looking to do infrastructure that will invite private investment that is not occurring otherwise. That is the real goal, so we all have to do our part so it pays off, than we're a more livable area, with more valuation, more businesses and commerce which benefits everybody.

Member Stoller noted he wants to back the industrial plan because it's going to be the most important regarding bringing in jobs and businesses.

Member Duder asked if we have a recruitment plan for businesses.

CDD Rux responded yes we are currently working on putting together all the data points to be able to share with site selectors and businesses about the values and benefits of being located in Newberg.

Chair Bridges asked if there was one particular Subarea over another or geographic area would you focus on.

Member Parrish noted she had a hard time understanding and didn't fill out the form. She noted her focus would be on the Downtown Area and she didn't see that in the descriptions. The sections on the sewer lines also had a hard time understanding.

Chair Bridges noted the link on the website now has the material more organized showing Subarea A through Subarea H and the geographic areas are now more useful.

Member Olson noted industrial has to come first and will fund a lot of things, which makes sense. She agrees with Member Findley in selecting a few small things that are highly visible, whether it's trails or a parking lot downtown. These are things that will buy a lot of good will with the public. Once we spend two years putting in roads and getting the Mill Site going, people are going to start saying, what are we getting for all this. She agrees with industrial first, because it brings in employment and businesses. As we go along we need to consider doing some things that help the current environment. You don't have to spend a lot, but just make it a visible value because it buys you goodwill. She noted in discussions with the downtown merchants on this list of projects parking is the first item that comes up in every conversation. Additional parking so the merchants don't feel like they're fighting with City employees for parking space. For example, build a trail in partnership with CPRD and then CPRD people feel their getting some value for the fact that we're forgoing our tax increment, so that it's a balanced strategy. She noted 95% needs to go towards industrial first.

Member Aguiar noted in Subarea A and as we start looking at making those improvements in that area, that there is something we foresee happening in the short-term with that area. Not just to make the infrastructure and wait for something to actually take place in the short-term. He asked if there was something going on with the Mill Site now.

CDD Rux set some context, as he heard some conversation about if you build it they will come, the Field of Dreams approach. The other end of the continuum is, you have a list of projects, an interested party comes in and we have negotiations with them, we're able to just in time build that infrastructure in conjunction with them building their new industrial building. So you're not spending a lot of money up front. That is the continuum I have to work with.

Chair Bridges noted industrial is number one, what priority would be our next one. He noted he heard trails and asked if anyone else can address other geographic areas or particular projects that they would have high on the list after industrial.

Member Ulven noted transportation connectivity and areas A, B and C, will help connect some of those industrial and business zoned areas. That will invite the much higher increment investments and you can parlay into additional projects that you want to see and feels good in the Community. The trails should be prioritized as the plan is a little more mature because they're not going to invite those industrial or small businesses. The transportation and water infrastructure connecting those big lots together will attract investments, and would be good to prioritize in the beginning of the plan.

Chair Bridges noted he has not heard yet that infrastructure or support of residential development is of importance.

Member Clements noted you're not going to be able to stop the residential development because it's already on its way.

Chair Bridges noted residential could be the lowest priority and that he would put the projects that benefit residential development lowest.

Member Clements noted he agrees, he would put industrial number 1, commercial number 2, commercial/residential mixed number 3 and residential number 4. He noted when the Mill closed it was not part of the City and the City did not receive any funding, but CPRD did. Since it's closed there valuation has gone down, so the sooner that is replaced the better for them and he feels this is a way to do that.

Member Ulven noted vertical and mixed use housing really maximizes a lot, attracts small businesses and makes other businesses want to locate there because there will be more people traffic. Residential is still on the lower priority, but in the ranking of residential she would want something where you get multi-level residential vs. single-family which isn't going to build your increment very fast or invite private investment.

Member Parrish noted Newberg needs affordable housing, which can be done in vertical ways such as apartments. She is going to push for the downtown improvement, businesses and more people would move here if there's more walkability. The two highways to get from First Street to the Cultural Center, making them more walkable areas would help. It would be nice to have some funding to help those projects downtown move forward faster. Parking is also an issue in Newberg's Downtown Area.

Member Duder asked where hotels and lodging fall into these four areas. It would be nice to fill in that TLT bucket once people start visiting our area with establishments for lodging and visitors.

Member Morelock noted vertical housing attracts a different kind of age bracket, they may not be looking for a home but want to live in an apartment closer to downtown area. Vertical housing shouldn't get lost, it is an important way to give downtown a more pedestrian feel. When you see pedestrians that makes you feel more pedestrian attractive.

Member Morelock noted he is for Subarea F, which is a significant connection point between the south and north part of town and it may not be a massive project but could be very important feeding all those homes along the way.

Chair Bridges noted as CDD Rux would say, that's a critical piece for the transportation system because you can't do all those new jobs in the industrial area without having capacity to meet the transportation plan. That is a critical feature along with two other road corridor areas that are necessary. For example the railroad crossing, you need better visibility at all those corners.

Member Olson asked about Subarea F, where it is labeled Center Street, but the work is called River Street.

CDD Rux responded it is River Street.

Recapped summary:

CDD Rux noted what he heard as takeaways. The Downtown Area he's hearing walkability, replacing sidewalks and other side streets is not a high priority. He heard infrastructure in the Downtown Area for vertical housing mix and the vertical component with the ground floor commercial with housing above and the infrastructure to do that is being able to go vertical with development. He heard transportation corridors coming from the Downtown Area to the Riverfront Area from Blaine Street and River Street is important. In the Riverfront Area industrial is the top priority, with corresponding infrastructure to support it. The mix of commercial in the Riverfront Area would be along Fourteenth Street and River Street with ground floor commercial and residential above. Playing off Member Ulven's comment, looping the water system, and staff also feels that's really important. That provides the fire flow and capacity and we have one water line now that runs through the Mill Site. There were comments about wastewater and the three things you need to have industry work is transportation, water and wastewater, pipes in/out. On the stormwater piece, he heard the comments that it could be dealt with more on the localized basis and that's kind of indicative way development is occurring. He feels we have the unique opportunity at the Mill Site with that one large pond. The north pond might be a water quality facility to help treat a large part of the Riverfront Area. This capsulates what he's hearing and takes a lot of projects that are on the long list and moves them below the 50% and some above the 50%. He noted that with Brett he will come back with a modified proposal, showing the projects in sub-areas A through H from your responses to your conversation this evening.

Member Stoller noted on the gravel roads close to downtown and thinking of those residences, is there a way to update some of these gravel roads.

CDD Rux noted Fifth Street to the west of Main was not in the boundary that the Committee identified. We also talked about trails and one of the things he was hearing were conversations about the esplanade, not as a top priority but something that could occur later.

Engineer Musick noted he agrees with the recap and range of things were working in. The topic on the stormwater that happens site by site is something that's going to happen. What we find are streets lacking the conveyance of storm drain lines and to get them moved from one area to another is what these costs are mostly related to. On what CDD Rux mentioned about the north pond on the Mill Site and its potential use, is actually a big project and was looked at in the Riverfront Master Plan. It is a nice idea, they're just a lot of pieces to go that direction and this would need to have more thought and also working with the property owner is a big part.

Chair Bridges asked if this was outside the scope of what we're talking about.

Engineer Musick noted a part of what can feed in that direction once we know more things are going, but it's only the stormwater compliance specifically and the conveyance of getting the water moved around and not the treatments so much, is how we've been looking at it.

CDD Rux added traffic signals and railroad crossings as a part of the Transportation System.

Member Olson asked when you're talking about doing the trails, have you sat down with CPRD to align a plan where they already have plans for certain areas.

CDD Rux responded yes we did that when we put together the Master Plan. We leveraged off the Heritage Trail System and the Bypass Trail. In the information you have it shows a section of the Bypass Trail from Wyooski Road to River Street and from College Street to the end of Weatherly Way. The missing piece is how you get from River Street to College Street. CPRD and I have talked through that with their consultant on how that can occur. There was the esplanade piece. There's the connections that takes you to parks, Ewing Young Park to Levitt Park and Hess Creek Trail. In the future CPRD is working on a grant for a piece of the Bypass Trail from Industrial Parkway to Wyooski and then down the river.

Member Clements noted one of their biggest projects right now is building a bridge across Hess Creek, which is about \$2 million, which we put a grant in for. The next big project will be Chehalem Creek, which we will be working with ODOT, the City, the County and the Bypass Committee with also the Congressional Delegation on board as well.

Member Olson noted parking is a priority.

PUBLIC COMMENTS:

None

ITEMS FROM STAFF:

CDD Rux noted he wanted to let the Committee know that we have engaged a consultant who is starting to work on the legal description based on the boundary you identified in the feasibility study. We've given them a deadline of the end of March to the first part of April. Elaine Howard is not with us tonight and will not be in the next meeting. He noted he and Brett are trying to work through with the Committee about the prioritization of the projects. He will watch where we're at so when you get down to a shorter list at your next meeting or the meeting after that we will bring back Elaine and talk about the growth rate in the project values.

CDD Rux noted February 22 is the next meeting.

Chair Bridges asked if the meeting packet would be shorter next meeting.

CDD Rux noted yes, the packet will be significantly shorter as we make this list shorter. There will be an agenda, your minutes, a revised excel spreadsheet and the maps. We will not be sending the Master Plan report on infrastructure you already have that material for you to use as background pieces.

ITEMS FROM COMMITTEE MEMBERS:

Member Clements noted currently it is a 30 year plan, can we put in areas that we can look at after 10 years, 15 years, 20 years and put back on the tax roll.

Chair Bridges responded you create the plan and then within the plan we look at every 5 years, so you have 6 looks at everything. We will have an administrator looking at the plan every year and watching the plan for opportunities that come forward. For example there's this great opportunity for mixed use over here but we'd have to build those pipes in and out rather than in the plan in 6 years.

CDD Rux noted suggestions he shared with the City Council when they created the Urban Renewal Agency was establishing a standing Urban Renewal Advisory Committee. That takes it out of just being a staff function but there would be a committee that we would constantly look at projects, make recommendations, get into development agreements, and public input before decisions are made.

Member Olson commented on the real good job leading us all through a lot of information, well done.

ADJOURNMENT:

Chair Bridges adjourned meeting at 6:56pm

**APPROVED BY THE AD HOC URBAN RENEWAL CITIZENS ADVISORY COMMITTEE this
February 22, 2021**

John Bridges, UR CAC Chair

Doug Rux, Recording Secretary



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MEMORANDUM

TO: Ad Hoc Urban Renewal Citizens Advisory Committee
FROM: Doug Rux, Community Development Director
SUBJECT: February 22, 2021 CAC Meeting
DATE: February 22, 2021

You will also find an outline of the Urban Renewal Plan and Report. Elaine Howard will walk you through the elements that will be included (Attachment 1).

At the January 25, 2021 Ad Hoc Urban Renewal Citizens Advisory Committee (CAC) meeting feedback was provided on shortening the original project list that was contained in the Feasibility Study. Brett Musick, Senior Engineer, has prepared an updated spreadsheet on Priority Projects based upon that feedback (Attachment 2). Attachment 23 are the maps of Subareas A – H that correlate to the spreadsheet. Attachment 4 is the Non-Priority Projects as background material. Attachment 5 is the memo from Tiberius Solutions that was shared at the November 9, 2020 meeting as background for the portion of the discussion surrounding the Growth Rate, Financial Capacity (2020 \$), and Maximum Indebtedness.

Based on the CAC feedback from January 25, 2021 the list reflects:

- Riverfront Area industrial is the top priority, with corresponding infrastructure to support it.
- The mix of commercial/residential in the Riverfront Area along Fourteenth Street and River Street with ground floor commercial and residential above.
- Looping the water system in the Riverfront Area.
- Riverfront transportation, water and wastewater.
- Riverfront esplanade along the top of the bluff.
- Downtown Area vertical housing mix with ground floor commercial with housing above and supporting infrastructure.
- Downtown pedestrian improvements to cross First Street and Hancock Street (includes First Street and Hancock Street road diet).
- Downtown surface parking.
- Downtown Second Street Utility Undergrounding (allows mixed use/residential).
- Transportation corridors connecting the Downtown Area to the Riverfront Area (Blaine Street, River Street, and College Street).

Please refer to your January 25, 2021 packet if you need additional background information on potential projects.

Finally, there is a Project Timeline from January – August 2021.

Attachments: 1. Outline of the Urban Renewal Plan and Report
2. Priority Projects
3. Subarea Maps A – H
4. Non-Priority Projects
5. Tiberius Solutions Memo November 2, 2020
6. Project Timeline

URBAN RENEWAL PLAN

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URBAN RENEWAL REPORT

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III.	THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS	ERROR! BOOKMARK NOT DEFINED.
IV.	FINANCIAL ANALYSIS OF THE PLAN	ERROR! BOOKMARK NOT DEFINED.
V.	THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED	ERROR! BOOKMARK NOT DEFINED.
VI.	THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT	ERROR! BOOKMARK NOT DEFINED.
VII.	REVENUE SHARING	ERROR! BOOKMARK NOT DEFINED.
VIII.	IMPACT OF THE TAX INCREMENT FINANCING	ERROR! BOOKMARK NOT DEFINED.
IX.	COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA	ERROR! BOOKMARK NOT DEFINED.
X.	EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES	ERROR! BOOKMARK NOT DEFINED.
XI.	REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN	ERROR! BOOKMARK NOT DEFINED.
XII.	RELOCATION REPORT	ERROR! BOOKMARK NOT DEFINED.

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - SUMMARY			
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater Reduced Project List per CAC Discussion of 1/25/2021 Priority Projects Draft 1 February 8, 2021			
Sub Area			
A			
Public Transportation, Water, Wastewater and Storm Infrastructure		\$	18,084,052
Riverfront Trails		\$	397,940
	TOTAL	\$	18,481,992
B			
Public Transportation, Water, Wastewater and Storm Infrastructure		\$	8,758,720
Riverfront Trails		\$	251,692
	TOTAL	\$	9,010,412
C			
Public Transportation, Water, Wastewater and Storm Infrastructure		\$	2,765,380
Riverfront Trails		\$	-
	TOTAL	\$	2,765,380
D			
Public Transportation, Water, Wastewater and Storm Infrastructure		\$	6,811,934
	TOTAL	\$	6,811,934
E			
Public Transportation, Water, Wastewater and Storm Infrastructure		\$	3,556,263
	TOTAL	\$	3,556,263
F			
Public Transportation, Water, Wastewater and Storm Infrastructure		\$	5,035,943
	TOTAL	\$	5,035,943
G			
Public Transportation, Water, Wastewater and Storm Infrastructure		\$	4,003,375
	TOTAL	\$	4,003,375
H			
Public Transportation, Water, Wastewater and Storm Infrastructure		\$	22,430,714
SIGNAGE & WAYFINDING, NORTH/SOUTH CONNECTIONS, DOWNTOWN TROLLEY, PARKING		\$	2,672,056
PEDESTRIAN FURNITURE, TRASH CANS, ETC.		\$	-
BUILDING FACADE PROGRAM		\$	500,000
SECOND STREET UTILITY UNDERGROUNDING		\$	1,833,200
	TOTAL	\$	27,435,970
TOTAL of SUB AREAS		\$	77,101,269
ADMINISTRATION**	\$9,930,000		
**Assumes 6% growth rate with Maximum Indebtedness of \$99,300,000 and 10% Administration charge.			
GRAND TOTAL - URBAN RENEWAL PROJECT COST ESTIMATES - 2020*		\$	87,031,269
* Includes cost estimate range for the Second Street Parking Garage alternatives.			
Additional Reference Information			
Generalized Allocations for Water and Storm Projects By Sub Areas			
Downtown waterline replacements - Amount allocated in the 5/7/2020 Urban Renewal Potential Project Cost Estimates:		\$	3,535,140
Sub Area H	\$	3,450,140	
Sub Area G	\$	85,000	
Total	\$	3,535,140	
Riverfront waterline projects - Amount allocated in the 5/7/2020 Urban Renewal Potential Project Cost Estimates:		\$	3,749,120
Sub Area E	\$	292,900	
Sub Area B	\$	1,200,890	
Sub Area A	\$	2,255,330	
Total	\$	3,749,120	
Riverfront stormwater projects - Amount allocated in the 5/7/2020 Urban Renewal Potential Project Cost Estimates:		\$	5,090,400
Sub Area D	\$	551,460	
Sub Area B	\$	1,739,220	
Sub Area A	\$	2,799,720	
Total	\$	5,090,400	

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars May 7, 2020								
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater Reduced Project List per CAC Discussion of 1/25/2021 Priority Projects Draft 1 February 8, 2021								
Riverfront Master Plan Planning Level Cost Estimates Sub Area A								
Public Transportation, Wastewater, Water and Storm Infrastructure								
Estimated Project Cost						Other Potential Funding Sources		
UR Sub Area						City System Development Charges	Grants	Other
Description			TSP Project #			% Eligible	Source	
E Fourteenth Street Extension - S River St to NE Dog Ridge Rd					\$3,090,600	Note 1		Developer, ODOT Immediate Opportunity Fund
A -								
Wastewater Project	n/a							
Water Project					\$937,280	Note 1		Developer
Stormwater Project					\$1,357,440	Note 1		Developer
E Industrial St (1) - E Fourteenth St Ext to Wyooski St					\$2,897,438	Note 1		Developer, ODOT Immediate Opportunity Fund
A -								
Wastewater Project	GM D1				\$848,400	Note 1		Developer
Water Project					\$878,700	Note 1		Developer
Stormwater Project	n/a							
S Industrial St (2) - Bypass to E Fourteenth St Ext					\$1,352,138	Note 1		Developer, ODOT Immediate Opportunity Fund
A -								
Wastewater Project	n/a							
Water Project	n/a							
Stormwater Project	n/a							
S Industrial St (3) - E Industrial St (1) to E Fourteenth St Ext					\$1,448,719	Note 1		Developer, ODOT Immediate Opportunity Fund
A -								
WW Project	n/a							
W					\$439,350	Note 1		Developer
SW	n/a							
Wyooski Street - Bypass to NE Dog Ridge Road					\$1,942,988	Note 1		Developer, ODOT Immediate Opportunity Fund
A -								
Wastewater Project	n/a							
Water Project	n/a							
Stormwater Project					\$805,980	Note 1		Developer
NE Dog Ridge Road -E Fourteenth Street Extension to Wyooski Street					\$1,448,719	Note 1		Developer, Yamhill County
A -								

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URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars May 7, 2020								
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater Reduced Project List per CAC Discussion of 1/25/2021 Priority Projects Draft 1 February 8, 2021								
Riverfront Master Plan Planning Level Cost Estimates Sub Area B								
Public Transportation, Wastewater, Water and Storm Infrastructure								
Estimated Project Cost						Other Potential Funding Sources		
UR Sub Area Combined Transportation, WW, WW & SD						City System Development Charges	Grants	Other
Description			TSP Project #			% Eligible	Source	
S River Street Improvements - Bypass to Rogers Landing Rd		B	-	\$1,227,150	\$2,034,140	Note 1		Developer
Wastewater Project GMC1				\$161,600				
Water Project				\$263,610		Note 1		Developer
Stormwater Project				\$381,780		Note 1		Developer
E Fourteenth St Sidewalks - S College St to S River St		B	P09	\$83,830	\$83,830	34%		Developer
Rail Crossing Improvements Crossing No. 40A-000.40 (River Street)		B	-	\$419,150	\$419,150	Note 1		Developer, LID, Cost Recovery Agreement
E Fourteenth Street - S College St to S River St (Sidewalks in TSP Project P09)		B	-	\$646,400	\$1,220,080	Note 1		Developer
Wastewater Project n/a								
Water Project				\$234,320		Note 1		Developer
Stormwater Project				\$339,360		Note 1		Developer
Waterfront Street - S College St to UGB		B	-	\$2,181,600	\$5,001,520	Note 1		Developer, Yamhill County
Wastewater Project GM B3				\$1,098,880				
Water Project				\$702,960		Note 1		Developer
Stormwater Project				\$1,018,080		Note 1		Developer
					\$8,758,720	\$8,758,720		
Riverfront Trails								
Description						Other Potential Funding Sources		
						City System Development Charges	Grants	Other
						% Eligible	Source	
S River Street to S College Street Urban Multi-Use Trail		B		\$98,172	\$98,172	Note 1	State Parks, ODOT Connect Oregon	CPRD SDC
Esplanade West of S River Street Urban Multi-Use Trail		B		\$153,520	\$153,520	Note 1	State Parks, ODOT Connect Oregon	CPRD SDC
					\$251,692	\$251,692		
						Note 1: Project not in a current City of Newberg Infrastructure Master Plan		
Public Transportation, Water, Wastewater and Storm Infrastructure					\$8,758,720			
Riverfront Trails					\$251,692			
Sub Area B								
Riverfront Master Plan Area Project Costs					\$9,010,412			

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars								
May 7, 2020								
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater								
Reduced Project List per CAC Discussion of 1/25/2021								
Priority Projects Draft 1								
February 8, 2021								
Riverfront Master Plan Planning Level Cost Estimates								
Sub Area C								
Public Transportation, Wastewater, Water and Storm Infrastructure								
				Estimated Project Cost		Other Potential Funding Sources		
UR Sub Area				Combined Transportation, WW, WW & SD		City System Development Charges	Grants	Other
Description			TSP Project #			% Eligible	Source	
Riverfront Trails								
Description						Other Potential Funding Sources		
						City System Development Charges	Grants	Other
						% Eligible	Source	
WASTEWATER								
Description			Master Plan Project #			Other Potential Funding Sources		
						% Eligible	Source	
Riverfront Lift Station*		C	C3.b	\$777,700	\$777,700	91%		Developer
Force Main B1*		C	C3.b	\$120,190	\$120,190	91%		Developer
Gravity Main B1		C		\$840,320	\$840,320	Note 1		Developer
Gravity Main B2		C		\$517,120	\$517,120	Note 1		Developer
Gravity Main B4*		C	C3.b	\$510,050	\$510,050	91%		Developer
*Projects in the City's 2018 Wastewater Master Plan					\$2,765,380	Note 1: Project not in a current City of Newberg Infrastructure Master Plan		
Note: Gravity Main B4 and portion of Gravity Main B1 located in Area D are anticipated to be designed and constructed in coordination with the Riverfront Lift Station and Force Main B1 located in Area C.								
Public Transportation, Water, Wastewater and Storm Infrastructure					\$2,765,380			
Riverfront Trails					\$ -			
Sub Area C								
Riverfront Master Plan Area Project Costs					\$2,765,380			

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars May 7, 2020								
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater Reduced Project List per CAC Discussion of 1/25/2021 Priority Projects Draft 1 February 8, 2021								
Riverfront Master Plan Planning Level Cost Estimates Sub Area D								
Public Transportation, Wastewater, Water and Storm Infrastructure								
					Estimated Project Cost	Other Potential Funding Sources		
UR Sub Area					Combined Transportation, WW, WW & SD	City System Development Charges	Grants	Other
Description			TSP Project #			% Eligible	Source	
S Blaine Street Extension - E Ninth St to S College St	D		E04	\$1,970,914	\$1,970,914	100%		
Wastewater Project	n/a							
Water Project	n/a							
Stormwater Project	n/a							
S College Street Improvements - S Ninth St to E Fourteenth St	D		-	\$2,954,250	\$3,505,710	Note 1	ODOT Safe Routes to School	Developer
Wastewater Project	n/a							
Water Project	n/a							
Stormwater Project				\$551,460		Note 1		Developer
E Ninth St Sidewalks - S Blaine St to S River St	D		P08	\$86,860	\$86,860	57%		Developer
Rail Crossing Improvements Crossing No. 40A-000.60 (College Street)	D		-	\$454,500	\$454,500	Note 1		Developer, LID, Cost Recovery Agreement
ADA Curb Ramps - E Ninth Street, S Blaine Street to S River Street (DKS)	D			\$793,950	\$793,950	Note 1	ODOT Safe Routes to School	Developer
\$6,811,934					\$6,811,934			
						Note 1: Project not in a current City of Newberg Infrastructure Master Plan		
Public Transportation, Water, Wastewater and Storm Infrastructure					\$6,811,934			
Sub Area D								
Riverfront Master Plan Area Project Costs					\$6,811,934			

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars												
May 7, 2020												
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater												
Reduced Project List per CAC Discussion of 1/25/2021												
Priority Projects Draft 1												
February 8, 2021												
Riverfront Master Plan Planning Level Cost Estimates												
Sub Area E												
Public Transportation, Wastewater, Water and Storm Infrastructure												
Estimated Project Cost						Other Potential Funding Sources						
UR Sub Area				Combined Transportation, WW, WW & SD		City System Development Charges	Grants	Other				
Description			TSP Project #			% Eligible	Source					
S River Street Improvements -E Ninth to Bypass, +/-1000 LF				E	\$957,321	\$1,250,221	35%	ODOT Safe Routes to School	Developer			
Wastewater Project	n/a											
Water Project					\$292,900		Note 1		Developer			
Stormwater Project	n/a											
Wynooski St Improvements				-	\$918,292	\$918,292	61%		Developer, Yamhill County			
S River St to Bypass (*reduced to Ninth to Eleventh: +/-650 ft.)				E	S37*							
Wastewater Project	n/a											
Water Project	n/a											
Stormwater Project	n/a											
ADA Curb Ramps - E Ninth Street, S River Street to S Pacific Street (DKS)				E	\$793,950	\$793,950	Note 1	ODOT Safe Routes to School	Developer			
ADA Curb Ramps - Intersections Around Scott Leavitt Park, E Eleventh Street, S Willamette Street, S Columbia Street, E Tenth Street (DKS)				E	\$593,800	\$593,800	Note 1		Developer			
					\$3,556,263	\$3,556,263						
						Note 1: Project not in a current City of Newberg Infrastructure Master Plan						
Public Transportation, Water, Wastewater and Storm Infrastructure					\$3,556,263							
Sub Area E												
Riverfront Master Plan Area Project Costs					\$3,556,263							

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars									
May 7, 2020									
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater									
Reduced Project List per CAC Discussion of 1/25/2021									
Priority Projects Draft 1									
February 8, 2021									
Riverfront Master Plan Planning Level Cost Estimates									
Sub Area F									
Public Transportation, Wastewater, Water and Storm Infrastructure									
				Estimated Project Cost			Other Potential Funding Sources		
UR Sub Area				Combined Transportation, WW, WW & SD			City System Development Charges	Grants	Other
Description			TSP Project #				% Eligible	Source	
S River Street Improvements - E Third to E Ninth, +/-2200 LF				F	\$2,106,103	\$5,035,943	35% 12%	ODOT Safe Routes to School	Developer
Wastewater Project		WWMP C2.b		\$2,929,840					
Water Project		n/a							
Stormwater Project		n/a							
Public Transportation, Water, Wastewater and Storm Infrastructure						\$5,035,943			
Sub Area F									
Riverfront Master Plan Area Project Costs						\$5,035,943			

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars May 7, 2020				
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater <i>Reduced Project List per CAC Discussion of 1/25/2021</i> Priority Projects Draft 1 February 8, 2021				
Downtown Improvement Plan Planning Level Cost Estimates Sub Area G				
Public Transportation Infrastructure			Estimated Project Cost	Other Potential Funding Sources
	UR Sub Area		Combined Transportation, WW, WW & SD	City System Development Charges Grants Other
Description				% Eligible Source
Howard Street (Third to Fifth)	G	\$ -	\$323,924	Note 1 Developer
Wastewater Project I&I # 3	G	S Howard, E Sixth to E Third	\$238,924	50%
Water Project WL Replacement	G		\$85,000	0%
Stormwater Project n/a				
Blaine (Third to Ninth)	G	TSP Project #S10	\$1,579,500	15% Developer
Cost per Block (2016 dollars shown)		225,000		
Number blocks		6		
Total Cost (2016 dollars shown)		\$1,350,000		
Wastewater Project n/a				
Water Project - E Third to E Ninth	G		\$600,495	Note 1 5%
Stormwater Project C-1.C	G		\$442,377	5%
Stormwater Project C-1.D	G		\$267,579	
ADA Curb Ramps (DKS) - S Blaine Street, - E Third Street to E Ninth Street (6 blocks)	G		\$789,500	
Public Infrastructure (Transportation, Water, Wastewater and Storm)			\$4,003,375	

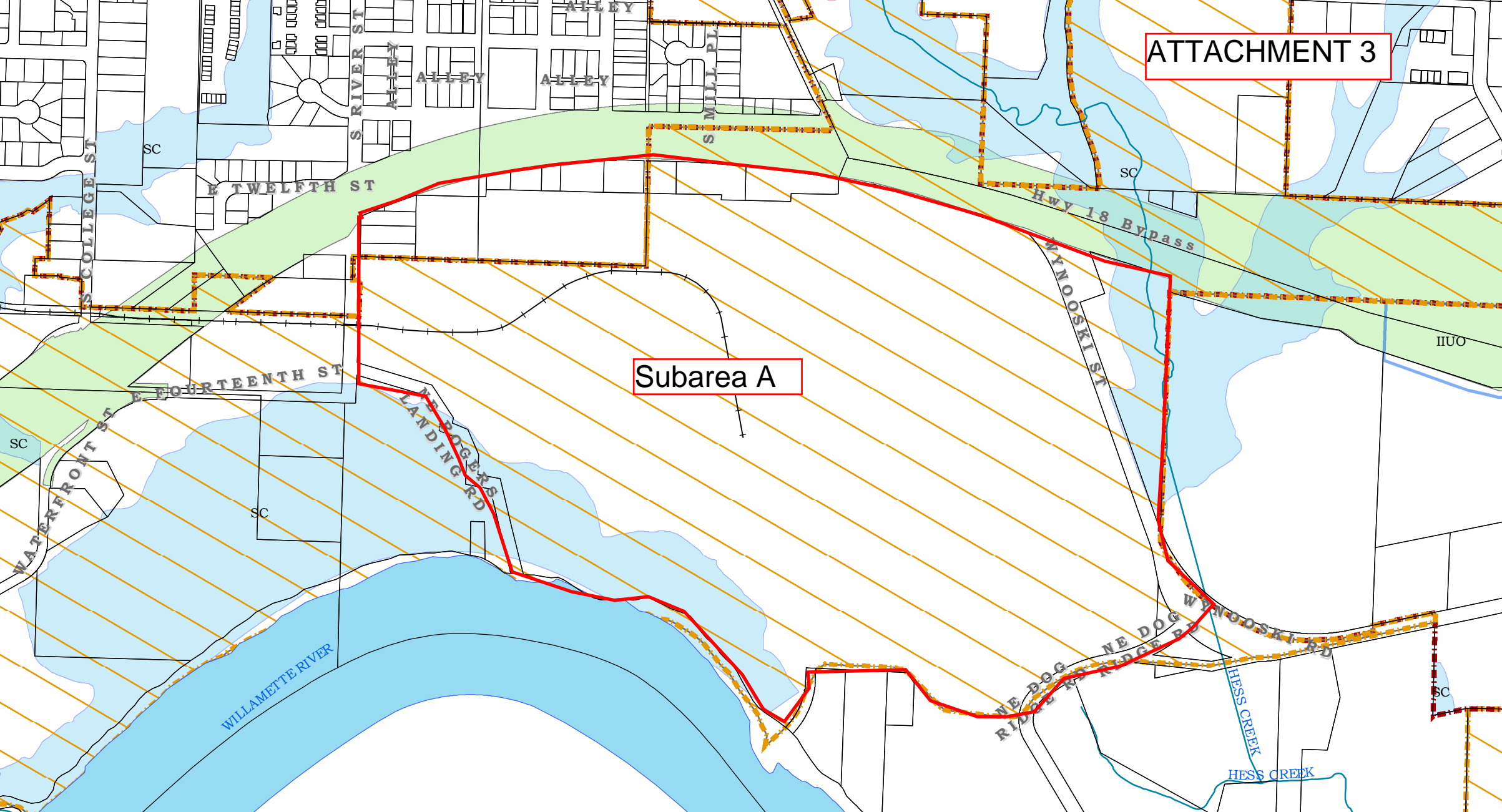
URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars May 7, 2020								
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater <i>Reduced Project List per CAC Discussion of 1/25/2021</i> Priority Projects Draft 1 February 8, 2021								
Downtown								
Sub Area H								
Public Transportation Infrastructure		Estimated Project Cost				Other Potential Funding Sources		
		UR Sub Area	Combined Transportation, WW, WW & SD			City System Development Charges	Grants	Other
Description						% Eligible	Source	
Hancock Street Road Diet (College to Garfield)		H	TSP Project #507, ODOT Lead			Note 2		LID
				\$1,260,780	\$1,890,060			
Cost per Block (2016 dollars shown)			215,518					
Number blocks			5					
Total Cost (2016 dollars shown)			\$ 1,077,590					
Wastewater Project		n/a						
Water Project		M-1 Downtown	H	Hancock, N Grant to N Edwards	\$629,280	34%		
Stormwater Project		n/a						
First Street Road Diet (Harrison to River)		H	TSP Project #507, ODOT Lead			Note 2		LID
				\$11,599,678	\$13,039,104			
Cost per Block (2016 dollars shown)			762,635					
Number blocks			13					
Total Cost (2016 dollars shown)			\$ 9,914,255					
Wastewater Project		I&I # 23	H	E First, S College to S Edwards	\$149,884	50%		
Water Project		Waterline Replacement			\$1,089,940	0%		
Stormwater Project		n/a C-1.A	H		\$199,602	5%		
Center Street (Third to Sheridan)		H		\$ -	\$335,000	Note 1		Developer
Wastewater Project		n/a						
Water Project		WL Replacement			\$335,000	0%		
Stormwater Project		n/a						
Meridian Street (Third to Sheridan)		H		\$ -	\$252,000	Note 1		Developer
Wastewater Project		n/a						
Water Project		WL Replacement			\$252,000	0%		
Stormwater Project		n/a						
Edwards Street (Third to Sheridan)		H		\$ -	\$169,000	Note 1		Developer
Wastewater Project		n/a						
Water Project		WL Replacement			\$169,000	0%		
Stormwater Project		n/a						
College Street (Third to		H		\$ -	\$334,784	Note 1		Developer
Wastewater Project		I&I # 22	H	S College, E Second to E Fourth	\$165,784	50%		
Water Project		WL Replacement			\$169,000	0%		
Stormwater Project		n/a						
Howard Street (Third to First)		H		\$ -	\$85,000	Note 1		Developer
Wastewater Project		n/a						
Water Project		WL Replacement			\$85,000	0%		
Stormwater Project		n/a						
Howard Street (First to Sheridan)		H		\$ -	\$85,000	Note 1		Developer
Wastewater Project		n/a						
Water Project		WL Replacement			\$85,000	0%		
Stormwater Project		n/a						
Blaine Street (Hancock to Sherman)		H		\$ -	\$170,373	Note 1		Developer
Wastewater Project		n/a						
Water Project		-E Sheridan to E First	H		\$170,373	0%		
Stormwater Project		n/a						

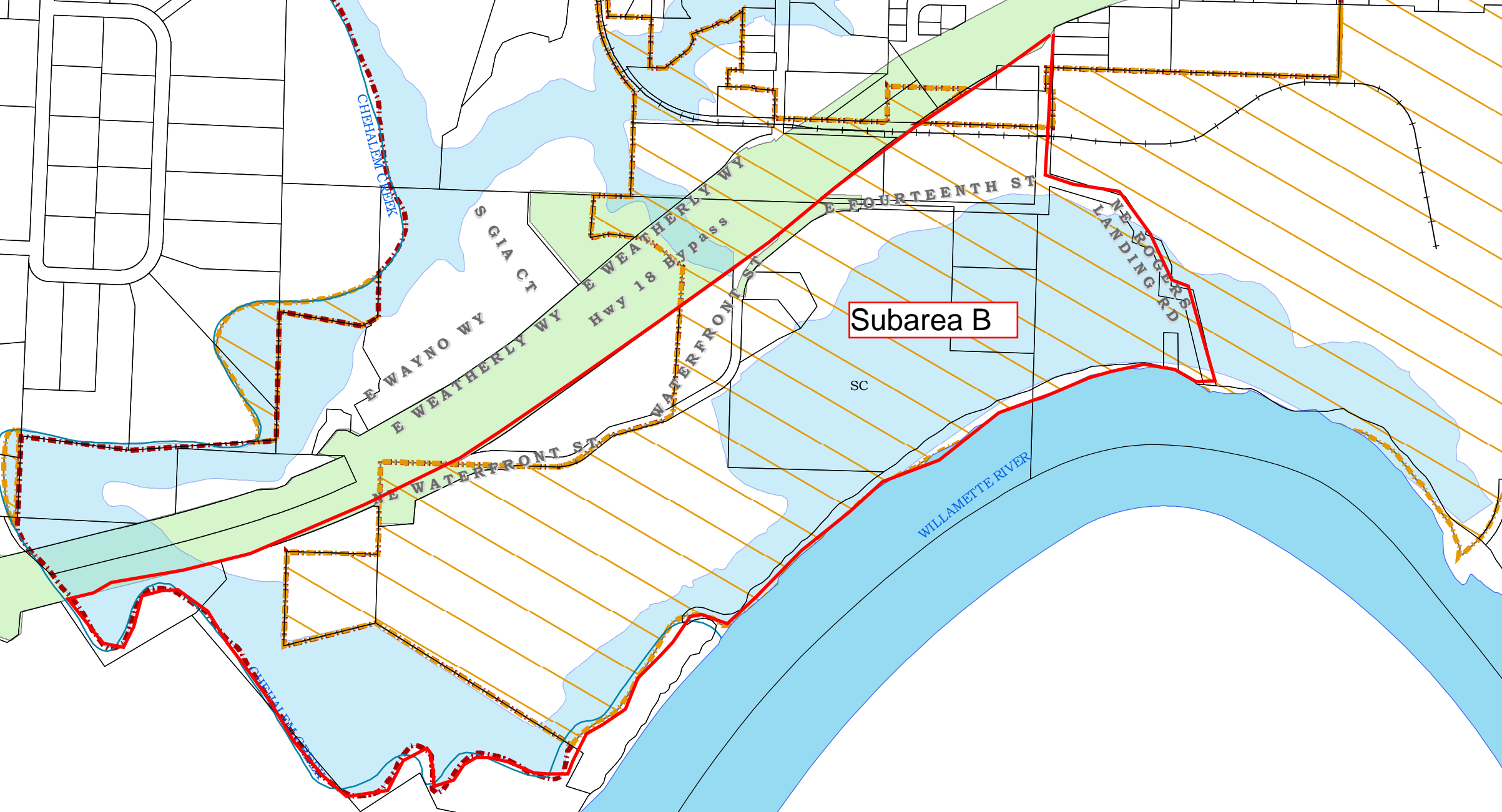
Washington Street (Third to Sheridan)	H	\$ -	\$281,307	Note 1		Developer
Wastewater Project I&I # 24b	H	\$112,307		50%		
Water Project WL Replacement		\$169,000		0%		
Stormwater Project n/a						
Garfield Street (First to Sheridan)	H	\$ -	\$197,307	Note 1		Developer
Wastewater Project I&I # 24a	H	\$112,307		50%		
Water Project WL Replacement		\$85,000		0%		
Stormwater Project n/a						
Main Street (Third to Rail Road Tracks)	H	\$ -	\$251,100	Note 1		Developer
Wastewater Project n/a						
Water Project WL Replacement		\$251,100		0%		
Stormwater Project n/a						
Grant Street (Third to Rail Road Tracks)	H	\$ -	\$169,000	Note 1		Developer
Wastewater Project n/a						
Water Project WL Replacement		\$169,000		0%		
Stormwater Project n/a						
Lincoln Street (First to Second)	H	\$ -	\$85,000	Note 1		Developer
Wastewater Project n/a						
Water Project WL Replacement		\$85,000		0%		
Stormwater Project n/a						
Harrison Street (First to Second)	H	\$ -	\$85,000	Note 1		Developer
Wastewater Project n/a						
Water Project WL Replacement		\$85,000		0%		
Stormwater Project n/a						
Sheridan (Rail Road tracks to 1/2 block east of Main)	H	\$ -	\$85,000	Note 1	City Sidewalk	Developer
Wastewater Project n/a						
Water Project WL Replacement		\$85,000		0%		
Stormwater Project n/a						
Third (Howard to River)	H	\$ -	\$251,100	Note 1	City Sidewalk	Developer
Wastewater Project n/a						
Water Project WL Replacement		\$251,100		0%		
Stormwater Project n/a						
Sherman (School to Blaine)	H	\$ -	\$85,000	Note 1		Developer
Wastewater Project n/a						
Water Project WL Replacement		\$85,000		0%		
Stormwater Project n/a						
Blaine (Hancock to Third)	H	\$ -	\$170,373	15%		Developer
Wastewater Project n/a						
Water Project - E First to E Third	H	\$170,373		0%		
Stormwater Project n/a						
ADA Curb Ramps (DKS) - S Blaine Street, - E First Street to E Third Street (2 blocks)	H	\$263,200	\$263,200	Note 1	ODOT Safe Routes to School	Developer
N College (Hwy 219) at Hancock (Hwy 99) Intersection Improvement - Add South Bound Right Turn Lane on N College	H	\$1,500,000	\$1,500,000	Note 1		Developer
N Blaine/E Hancock Signal	H	\$909,000	\$909,000			
N Blaine/E First Signal	H	\$909,000	\$909,000			
S River Street Improvements - E First to E Third, +/-600 LF	H	\$574,394	\$829,006	35%	ODOT Safe Routes to School	Developer
Wastewater Project I&I #18		\$254,612		50%		
Water Project n/a						
Stormwater Project n/a						
Public Infrastructure (Transportation,Water, Wastewater and Storm)			\$22,430,714			

		City System Development Charges	Grants	Other
Description		% Eligible	Source	
SIGNAGE & WAYFINDING				
Total	\$ -			
NORTH/SOUTH CONNECTIONS				
Total	\$ -			
DOWNTOWN TROLLEY				
Trolley Feasibility Study	H \$87,750	Note 1		
Total	\$87,750			
PARKING				
Surface Parking	Estimated Spaces	Note 1		
- 112 S Blaine Street	H 27 \$565,095			
- 312 E Second Street	H 25 \$520,756			
- 312 E Second Street	H 25 \$536,714			
- 108 S Howard Street	H 25 \$524,493			
- S Center / E Second Street	H 18 \$393,698			
- 211 N School Street	H 10 \$131,300			
Total	130 \$2,672,056			
TOTAL	\$2,672,056			
PEDESTRIAN FURNITURE, TRASH CANS, ETC.				
Total	\$ -			
BUILDING FACADE PROGRAM	H \$500,000	Note 1		State Historic Preservation Office (SHPO)
Total	\$500,000			
SECOND STREET UTILITY UNDERGROUNDING				
DKS Grant to River	H \$1,833,200	Note 1		
Total	\$1,833,200			
		Note 1: Project not in a current City of Newberg Infrastructure Master Plan		
		Note2: Project in 2016 TSP, No added capacity.		
Public Infrastructure (Transportation, Water, Wastewater and Storm)	\$22,430,714			
SIGNAGE & WAYFINDING, NORTH/SOUTH CONNECTIONS, DOWNTOWN TROLLEY, PARKING*	\$2,672,056			
PEDESTRIAN FURNITURE, TRASH CANS, ETC.	\$0			
BUILDING FACADE PROGRAM	\$500,000			
SECOND STREET UTILITY UNDERGROUNDING	\$1,833,200			
Sub Area H				
Downtown Improvement Plan Area Project Costs*	\$27,435,970			
* Includes cost estimate range for the Second Street Parking Garage alternatives.				

ATTACHMENT 3

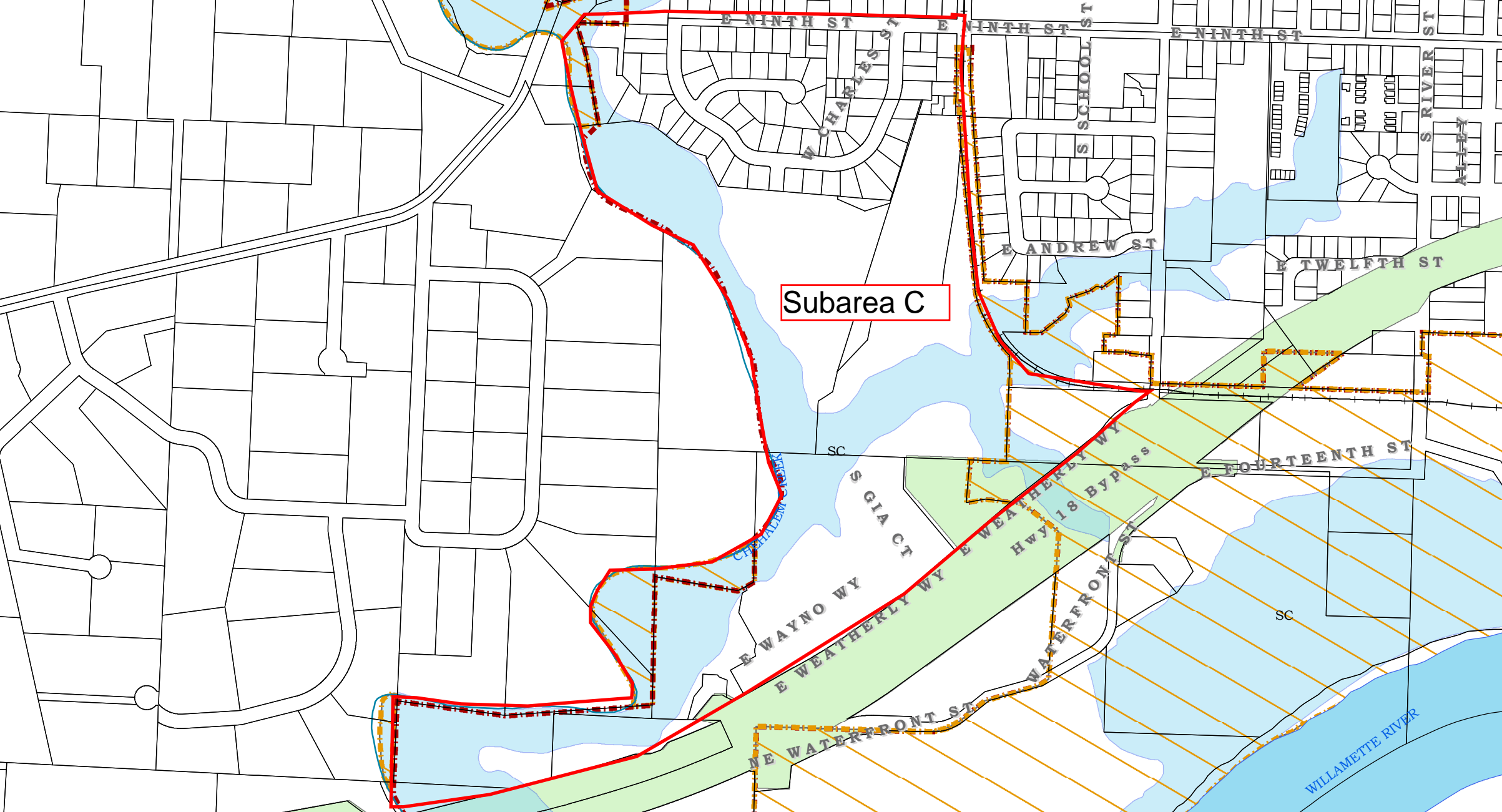
Subarea A





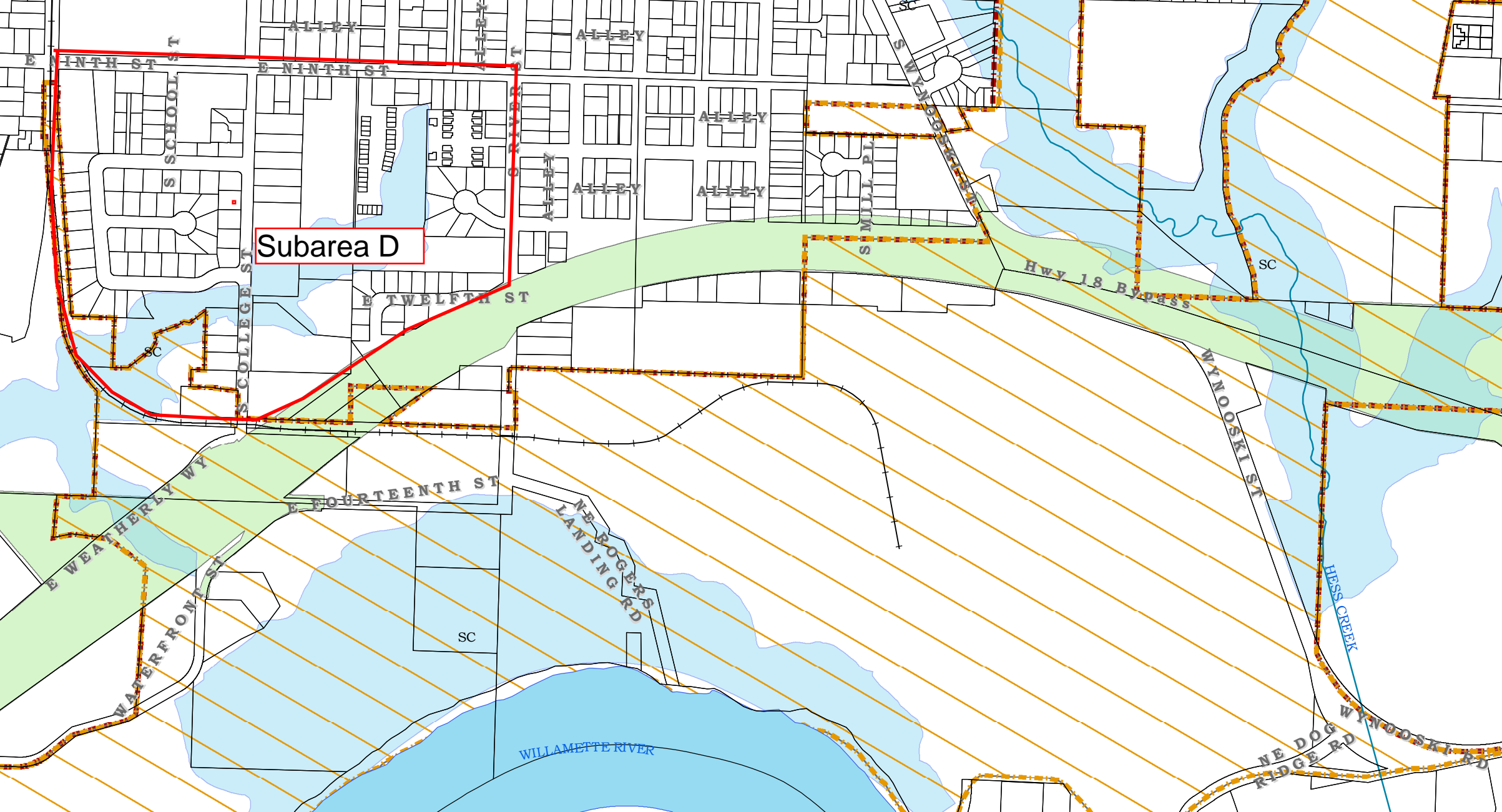
Subarea B

SC

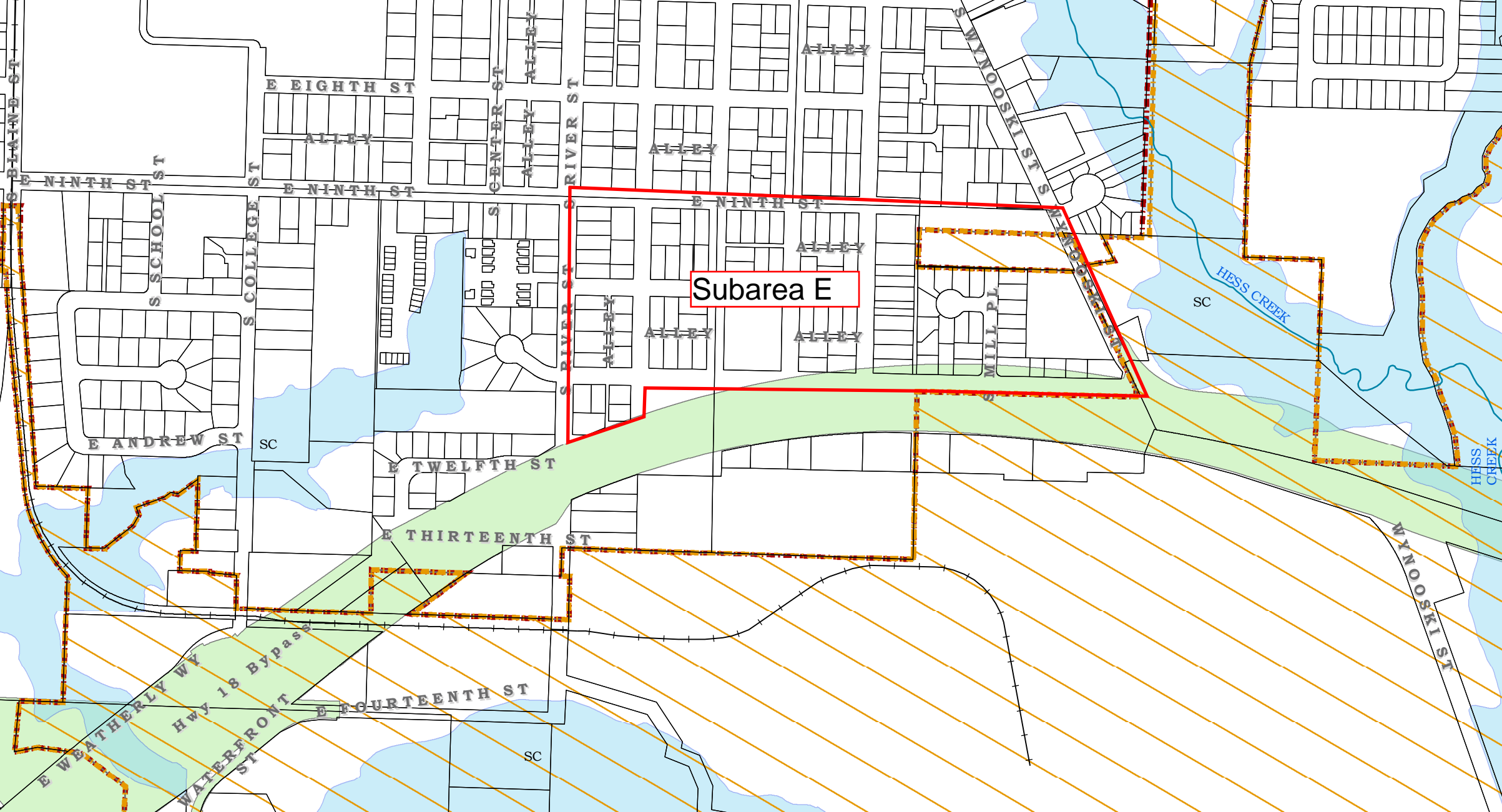


Subarea C

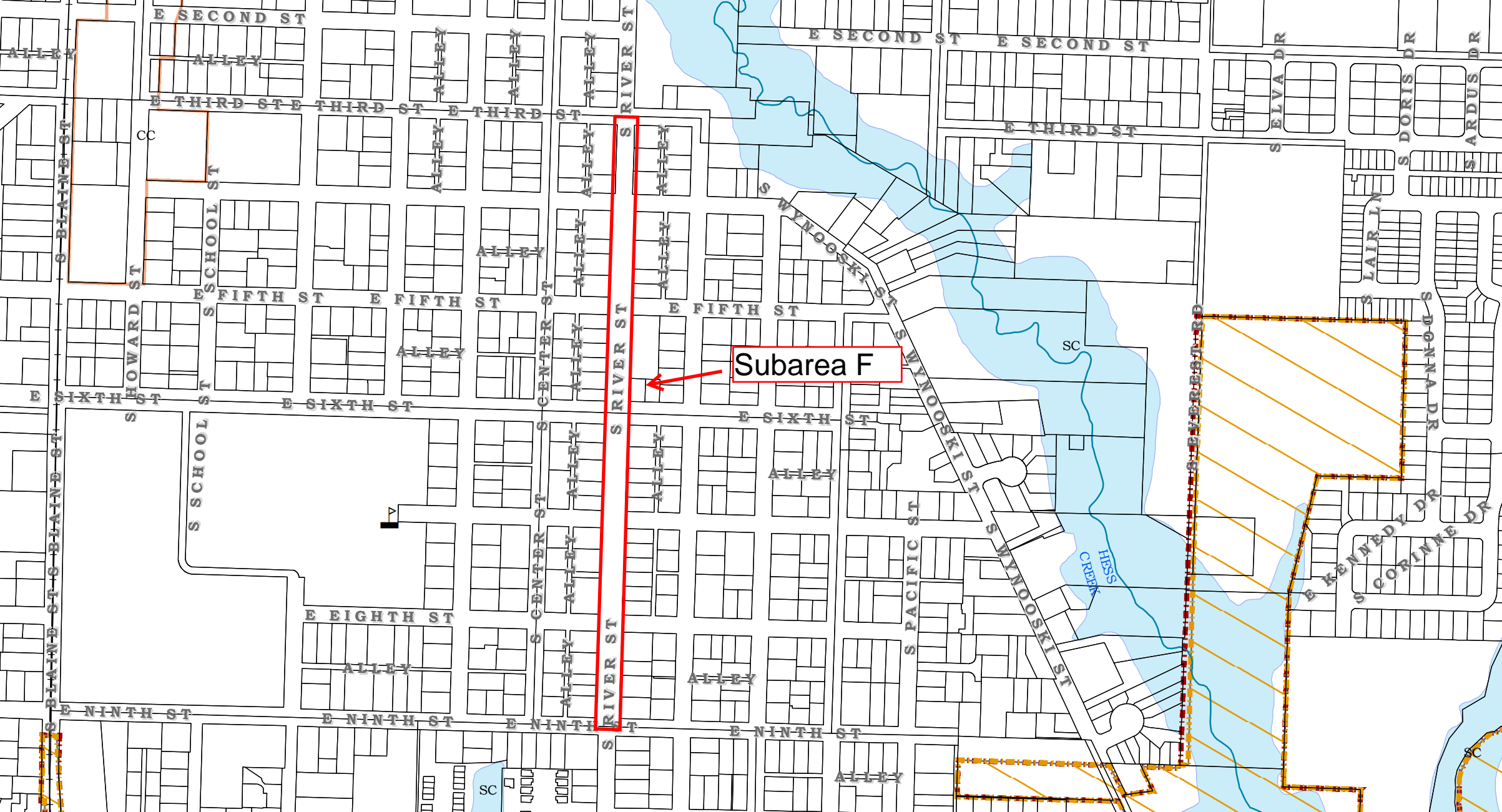
E NINTH ST
W CHARLES ST
S SCHOOL ST
E ANDREW ST
E TWELFTH ST
SC
S GIA CT
E WAYNO WY
E WEATHERLY WY
HWY 18 Bypass
E WATERFRONT ST
NE WATERFRONT ST
WATERFRONT ST
SC
E FOURTEENTH ST
WILLAMETTE RIVER



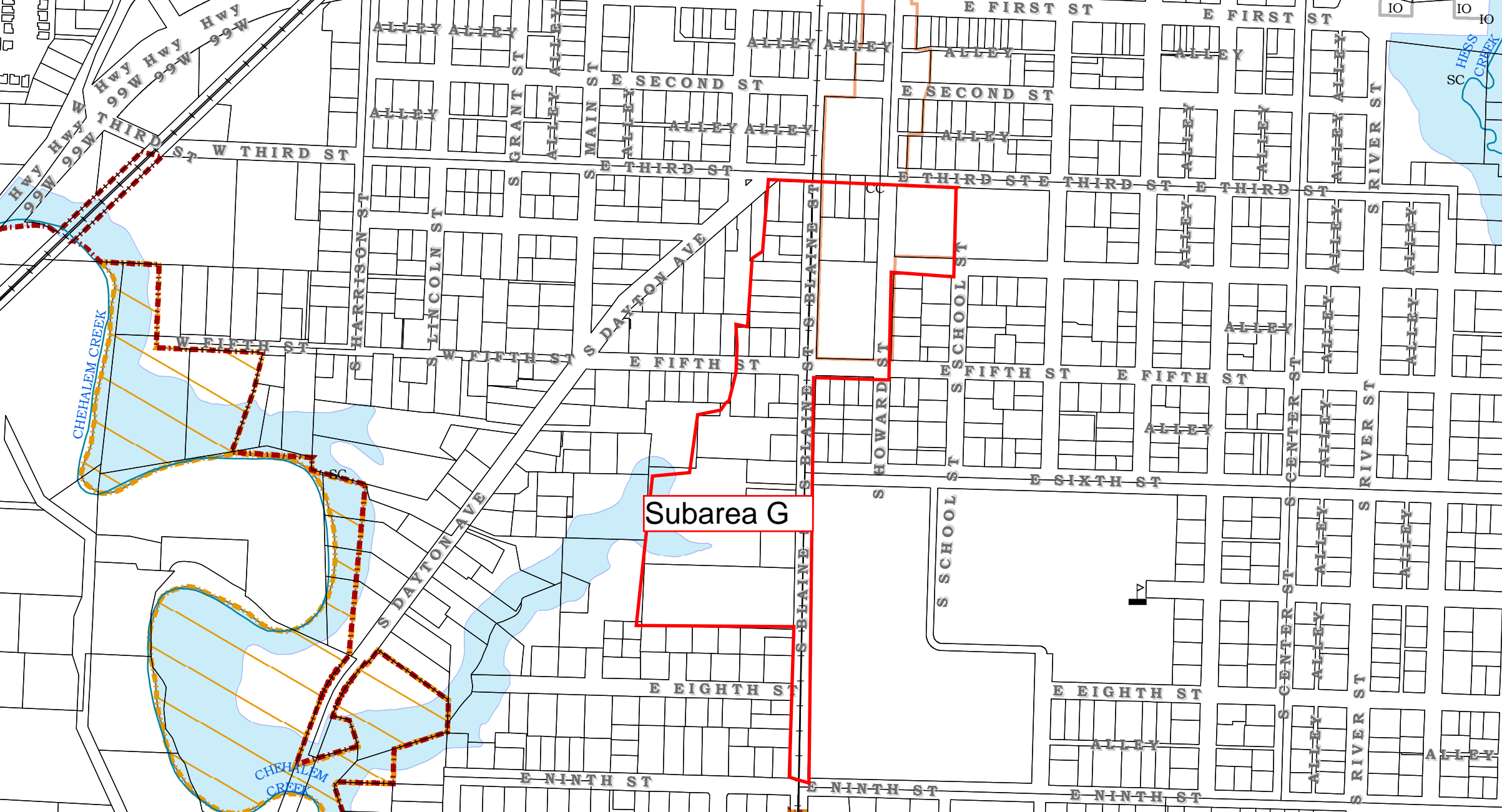
Subarea D



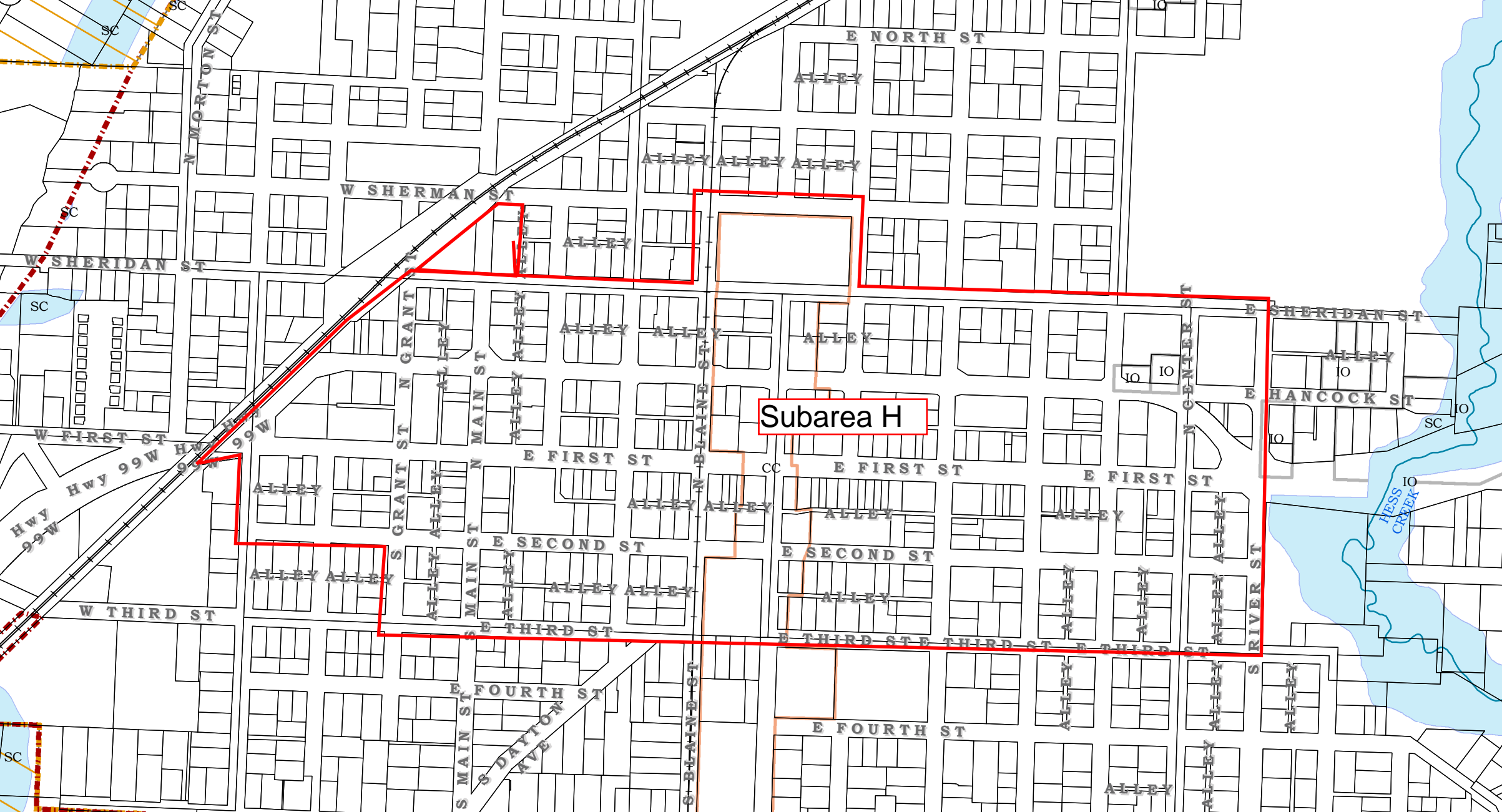
Subarea E



Subarea F



Subarea G



Subarea H

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - SUMMARY				
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater Reduced Project List per CAC Discussion of 1/25/2021 Non-Priority Projects Draft 1 February 8, 2021				
Sub Area				
A				
Public Transportation, Water, Wastewater and Storm Infrastructure		\$		-
Riverfront Trails		\$		228,260
	TOTAL	\$		228,260
B				
Public Transportation, Water, Wastewater and Storm Infrastructure		\$		1,423,494
Riverfront Trails		\$		118,170
	TOTAL	\$		1,541,664
C				
Public Transportation, Water, Wastewater and Storm Infrastructure		\$		55,550
Riverfront Trails		\$		828,008
	TOTAL	\$		883,558
D				
Public Transportation, Water, Wastewater and Storm Infrastructure		\$		120,190
	TOTAL	\$		120,190
E				
Public Transportation, Water, Wastewater and Storm Infrastructure		\$		950,915
	TOTAL	\$		950,915
F				
Public Transportation, Water, Wastewater and Storm Infrastructure		\$		-
	TOTAL	\$		-
G				
Public Transportation, Water, Wastewater and Storm Infrastructure		\$		532,446
	TOTAL	\$		532,446
H				
Public Transportation, Water, Wastewater and Storm Infrastructure		\$		19,006,192
SIGNAGE & WAYFINDING, NORTH/SOUTH CONNECTIONS, DOWNTOWN TROLLEY, PARKING*	\$	3,917,675	to	\$ 5,677,600
* Includes cost estimate range for the Second Street Parking Garage alternatives.				
PEDESTRIAN FURNITURE, TRASH CANS, ETC.		\$		175,600
BUILDING FACADE PROGRAM		\$		-
SECOND STREET UTILITY UNDERGROUNDING		\$		-
	TOTAL	\$	23,099,467	to \$ 24,859,392
ADMINISTRATION** \$9,930,000				
**Assumes 6% growth rate with Maximum Indebtedness of \$99,300,000 and 10% Administration charge.				
GRAND TOTAL - URBAN RENEWAL PROJECT COST ESTIMATES - 2020*				
* Includes cost estimate range for the Second Street Parking Garage alternatives.				
Additional Reference Information Generalized Allocations for Water and Storm Projects By Sub Areas				
Downtown waterline replacements - Amount allocated in the 5/7/2020 Urban Renewal Potential Project Cost Estimates:				
Sub Area H	\$	-		
Sub Area G	\$	-		
Total	\$	-		
Riverfront waterline projects - Amount allocated in the 5/7/2020 Urban Renewal Potential Project Cost Estimates:				
Sub Area E	\$	-		
Sub Area B	\$	-		
Sub Area A	\$	-		
Total	\$	-		
Riverfront stormwater projects - Amount allocated in the 5/7/2020 Urban Renewal Potential Project Cost Estimates:				
Sub Area D	\$	-		
Sub Area B	\$	-		
Sub Area A	\$	-		
Total	\$	-		

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars May 7, 2020								
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater <i>Reduced Project List per CAC Discussion of 1/25/2021</i> Non-Priority Projects Draft 1 February 8, 2021								
Riverfront Master Plan Planning Level Cost Estimates Sub Area A								
Public Transportation, Wastewater, Water and Storm Infrastructure								
					Estimated Project Cost	<u>Other Potential Funding Sources</u>		
UR Sub Area					Combined Transportation, WW, WW & SD	City System Development Charges	Grants	Other
Description			TSP Project #			% Eligible	Source	
					\$ -			
Riverfront Trails								
Description						<u>Other Potential Funding Sources</u>		
						City System Development Charges	Grants	Other
						% Eligible	Source	
Hess Creek Nature Trail		A		\$228,260	\$228,260	Note 1	State Parks	CPRD SDC
					\$228,260	\$228,260		
						Note 1: Project not in a current City of Newberg Infrastructure Master Plan		
Public Transportation, Water, Wastewater and Storm Infrastructure						\$0		
Riverfront Trails						\$228,260		
Sub Area A								
Riverfront Master Plan Area Project Costs						\$228,260		

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars May 7, 2020								
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater Reduced Project List per CAC Discussion of 1/25/2021 Non-Priority Projects Draft 1 February 8, 2021								
Riverfront Master Plan Planning Level Cost Estimates Sub Area B								
Public Transportation, Wastewater, Water and Storm Infrastructure								
Estimated Project Cost						Other Potential Funding Sources		
UR Sub Area				Combined Transportation, WW, WW & SD		City System Development Charges	Grants	Other
Description			TSP Project #			% Eligible	Source	
Rogers Landing Rd Extension - Willamette River to UGB		B	E06	\$1,423,494	\$1,423,494	100%		Yamhill County
Wastewater Project	n/a							
Water Project	n/a							
Stormwater Project	n/a							
				\$1,423,494	\$1,423,494			
Riverfront Trails								
Description						Other Potential Funding Sources		
						City System Development Charges	Grants	Other
						% Eligible	Source	
Roger Landing Road Urban Multi-Use Trail		B		\$118,170	\$118,170	Note 1	State Parks	CPRD SDC
				\$118,170	\$118,170			
						Note 1: Project not in a current City of Newberg Infrastructure Master Plan		
Public Transportation, Water, Wastewater and Storm Infrastructure					\$1,423,494			
Riverfront Trails					\$118,170			
Sub Area B								
Riverfront Master Plan Area Project Costs					\$1,541,664			

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars								
May 7, 2020								
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater								
Reduced Project List per CAC Discussion of 1/25/2021								
Non-Priority Projects Draft 1								
February 8, 2021								
Riverfront Master Plan Planning Level Cost Estimates								
Sub Area C								
Public Transportation, Wastewater, Water and Storm Infrastructure								
Estimated Project Cost						Other Potential Funding Sources		
UR Sub Area				Combined Transportation, WW, WW & SD		City System Development Charges	Grants	Other
Description			TSP Project #			% Eligible	Source	
E Ninth St Sidewalks - S Blaine St to Charles St		C	-	\$55,550	\$55,550	Note 1	ODOT Safe Routes to School	Developer
\$55,550								
Riverfront Trails								
Description						Other Potential Funding Sources		
						City System Development Charges	Grants	Other
						% Eligible	Source	
Ewing Young Park Nature Trail		C		\$342,390	\$342,390	Note 1	State Parks	CPRD SDC
Chehalem Creek Urban Multi-Use Trail		C		\$485,618	\$485,618	Note 1	State Parks	CPRD SDC
\$828,008								
WASTEWATER								
Description			Master Plan Project #			Other Potential Funding Sources		
						% Eligible	Source	
\$ -						Note 1: Project not in a current City of Newberg Infrastructure Master Plan		
Public Transportation, Water, Wastewater and Storm Infrastructure					\$55,550			
Riverfront Trails					\$828,008			
Sub Area C								
Riverfront Master Plan Area Project Costs					\$883,558			

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars May 7, 2020								
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater Reduced Project List per CAC Discussion of 1/25/2021 Non-Priority Projects Draft 1 February 8, 2021								
Riverfront Master Plan Planning Level Cost Estimates Sub Area D								
Public Transportation, Wastewater, Water and Storm Infrastructure								
Estimated Project Cost						Other Potential Funding Sources		
UR Sub Area			Combined Transportation, WW, WW & SD			City System Development Charges	Grants	Other
Description			TSP Project #			% Eligible	Source	
E Ninth St Bike Boulevard -S Blaine St to S River Street		D	B05	\$120,190	\$120,190	57%		
					\$120,190	\$120,190		
						Note 1: Project not in a current City of Newberg Infrastructure Master Plan		
Public Transportation, Water, Wastewater and Storm Infrastructure					\$120,190			
Sub Area D								
Riverfront Master Plan Area Project Costs					\$120,190			

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars								
May 7, 2020								
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater								
Reduced Project List per CAC Discussion of 1/25/2021								
Non-Priority Projects Draft 1								
February 8, 2021								
Riverfront Master Plan Planning Level Cost Estimates								
Sub Area E								
Public Transportation, Wastewater, Water and Storm Infrastructure								
Estimated Project Cost						Other Potential Funding Sources		
UR Sub Area				Combined Transportation, WW, WW & SD		City System Development Charges	Grants	Other
Description			TSP Project #			% Eligible	Source	
E Eleventh St Sidewalks	-							
S River St to Wynooski		E	P12	\$78,780	\$78,780	34%		Developer
E Eleventh St Bike Boulevard	-							
East of S River Street		E	B19	\$122,210	\$122,210	34%		Developer
E Ninth Street Connection	-	E	-	\$568,125	\$568,125	Note 1		Developer
S Pacific Street to Wynooski St								
Wastewater Project	n/a							
Water Project	n/a							
Stormwater Project	n/a							
Mill Place Extension - E Ninth Street		E	-	\$181,800	\$181,800	Note 1		Developer
(Connection) to South Terminus								
Wastewater Project	n/a							
Water Project	n/a							
Stormwater Project	n/a							
					\$950,915	\$950,915		
						Note 1: Project not in a current City of Newberg Infrastructure Master Plan		
Public Transportation, Water, Wastewater and Storm Infrastructure					\$950,915			
Sub Area E								
Riverfront Master Plan Area Project Costs					\$950,915			

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars													
May 7, 2020													
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater													
Reduced Project List per CAC Discussion of 1/25/2021													
Non-Priority Projects Draft 1													
February 8, 2021													
Riverfront Master Plan Planning Level Cost Estimates													
Sub Area F													
Public Transportation, Wastewater, Water and Storm Infrastructure													
					Estimated Project Cost					Other Potential Funding Sources			
UR Sub Area					Combined Transportation, WW, WW & SD					City System Development Charges	Grants	Other	
Description				TSP Project #						% Eligible	Source		
Public Transportation, Water, Wastewater and Storm Infrastructure										\$	-		
Sub Area F													
Riverfront Master Plan Area Project Costs										\$	-		

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars May 7, 2020					
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater <i>Reduced Project List per CAC Discussion of 1/25/2021</i> Non-Priority Projects Draft 1 February 8, 2021					
Downtown Improvement Plan Planning Level Cost Estimates Sub Area G					
Public Transportation Infrastructure			Estimated Project Cost		Other Potential Funding Sources
UR Sub Area			Combined Transportation, WW, WW & SD	City System Development Charges	Grants Other
Description				% Eligible	Source
Howard Street (Third to Fifth)		G	\$532,446	\$532,446	Note 1 Developer
Cost per Block (2016 dollars shown)			227,541		
Number blocks			2		
Total Cost (2016 dollars shown)		\$	455,082		
Stormwater Project		n/a			
Public Infrastructure (Transportation, Water, Wastewater and Storm)			\$532,446		

URBAN RENEWAL UPDATED PROJECT COST ESTIMATES - Updated to 2020 Dollars May 7, 2020								
Revised for Project Costs per UR Sub Areas - Combined Transportation, Wastewater, Water and Stormwater <i>Reduced Project List per CAC Discussion of 1/25/2021</i> Non-Priority Projects Draft 1 February 8, 2021								
Downtown								
Sub Area H								
Public Transportation Infrastructure		Estimated Project Cost				Other Potential Funding Sources		
UR Sub Area		Combined Transportation, WW, WW & SD				City System Development Charges	Grants	Other
Description						% Eligible	Source	
Second Street (Harrison to River)	H			\$192,251	\$192,251	Note 1		Developer
	Cost per Block (2016 dollars shown)		78,386					
	Number blocks		13					
	Total Cost (2016 dollars shown)	\$	1,019,018					
	Wastewater Project	n/a						
River Street (First to Sheridan)	H			\$399,334	\$399,334	Note 1		Developer
	Cost per Block (2016 dollars shown)		227,541					
	Number blocks		1.5					
	Total Cost (2016 dollars shown)	\$	341,312					
	Wastewater Project	n/a						
Center Street (Third to Sheridan)	H			\$1,064,892	\$1,064,892	Note 1		Developer
	Cost per Block (2016 dollars shown)		227,541					
	Number blocks		4					
	Total Cost (2016 dollars shown)	\$	910,164					
	Wastewater Project	n/a						
Meridian Street (Third to Sheridan)	H			\$1,064,892	\$1,064,892	Note 1		Developer
	Cost per Block (2016 dollars shown)		227,541					
	Number blocks		4					
	Total Cost (2016 dollars shown)	\$	910,164					
	Wastewater Project	n/a						
Edwards Street (Third to Sheridan)	H			\$1,064,892	\$1,064,892	Note 1		Developer
	Cost per Block (2016 dollars shown)		227,541					
	Number blocks		4					
	Total Cost (2016 dollars shown)	\$	910,164					
	Wastewater Project	n/a						
College Street (Third to School Street)	H			\$1,064,892	\$1,064,892	Note 1		Developer
	Cost per Block (2016 dollars shown)		227,541					
	Number blocks		4					
	Total Cost (2016 dollars shown)	\$	910,164					
	Stormwater Project	n/a						
School Street (First Street to Sherman)	H			\$532,446	\$532,446	Note 1		Developer
	Cost per Block (2016 dollars shown)		227,541					
	Number blocks		2					
	Total Cost (2016 dollars shown)	\$	455,082					
	Wastewater Project	n/a						
Water Project	n/a							
	n/a							
	n/a							
Stormwater Project	n/a							
	n/a							
	n/a							

Howard Street (Third to First)	Cost per Block (2016 dollars shown)	H	227,541	\$266,223	\$266,223	Note 1		Developer
	Number blocks		1					
	Total Cost (2016 dollars shown)	\$	227,541					
	Wastewater Project	n/a						
Stormwater Project	n/a							
Howard Street (First to Sheridan)	Cost for 2 Blocks (2016 dollars shown)	H	1,980,372	\$2,317,035	\$2,849,481	Note 1		Developer
	Wastewater Project	n/a						
	Stormwater Project	n/a						
Blaine Street (Hancock to Sherman)	Cost per Block (2016 dollars shown)	H	227,541	\$532,446	\$532,446	Note 1		Developer
	Number blocks		2					
	Total Cost (2016 dollars shown)	\$	455,082					
	Wastewater Project	n/a						
Stormwater Project	n/a							
Washington Street (Third to Sheridan)	Cost per Block (2016 dollars shown)	H	227,541	\$1,064,892	\$1,064,892	Note 1		Developer
	Number blocks		4					
	Total Cost (2016 dollars shown)	\$	910,164					
	Stormwater Project	n/a						
Garfield Street (First to Sheridan)	Cost per Block (2016 dollars shown)	H	227,541	\$532,446	\$532,446	Note 1		Developer
	Number blocks		2					
	Total Cost (2016 dollars shown)	\$	455,082					
	Stormwater Project	n/a						
Main Street (Third to Rail Road Tracks)	Cost per Block (2016 dollars shown)	H	227,541	\$1,331,115	\$1,331,115	Note 1		Developer
	Number blocks		5					
	Total Cost (2016 dollars shown)	\$	1,137,705					
	Wastewater Project	n/a						
Stormwater Project	n/a							
Grant Street (Third to Rail Road Tracks)	Cost per Block (2016 dollars shown)	H	227,541	\$1,064,892	\$1,064,892	Note 1		Developer
	Number blocks		4					
	Total Cost (2016 dollars shown)	\$	910,164					
	Wastewater Project	n/a						
Stormwater Project	n/a							
Lincoln Street (First to Second)	Cost per Block (2016 dollars shown)	H	227,541	\$266,223	\$266,223	Note 1		Developer
	Number blocks		1					
	Total Cost (2016 dollars shown)	\$	227,541					
	Wastewater Project	n/a						
Stormwater Project	n/a							
Harrison Street (First to Second)	Cost per Block (2016 dollars shown)	H	227,541	\$266,223	\$266,223	Note 1		Developer
	Number blocks		1					
	Total Cost (2016 dollars shown)	\$	227,541					
	Wastewater Project	n/a						
Stormwater Project	n/a							
Sheridan (Rail Road tracks to 1/2 block east of Main)	Cost per Block (2016 dollars shown)	H	227,541	\$399,334	\$399,334	Note 1	City Sidewalk Grant Program	Developer
	Number blocks		1.5					
	Total Cost (2016 dollars shown)	\$	341,312					
	Wastewater Project	n/a						
Stormwater Project	n/a							
Sheridan (Edwards to River)	Cost per Block (2016 dollars shown)	H	227,541	\$798,669	\$798,669	Note 1	City Sidewalk Grant Program	Developer
	Number blocks		3					
	Total Cost (2016 dollars shown)	\$	682,623					
	Wastewater Project	n/a						
Water Project	n/a							
Stormwater Project	n/a							

Third (Grant to Blaine)		H		\$1,064,892	\$1,064,892	Note 1	City Sidewalk Grant Program	Developer
	Cost per Block (2016 dollars shown)		227,541					
	Number blocks		4					
	Total Cost (2016 dollars shown)	\$	910,164					
Wastewater Project	n/a							
Water Project	n/a							
Stormwater Project	n/a							
Third (Howard to River)		H		\$798,669	\$798,669	Note 1	City Sidewalk Grant Program	Developer
	Cost per Block (2016 dollars shown)		227,541					
	Number blocks		3					
	Total Cost (2016 dollars shown)	\$	682,623					
Wastewater Project	n/a							
Stormwater Project	n/a							
Sherman (School to Blaine)		H		\$1,597,338	\$1,597,338	Note 1		Developer
	Cost per Block (2016 dollars shown)		227,541					
	Number blocks		6					
	Total Cost (2016 dollars shown)	\$	1,365,246					
Wastewater Project	n/a							
Stormwater Project	n/a							
Blaine (Hancock to Third)		H	TSP Project #510	\$789,750	\$789,750	15%		Developer
	Cost per Block (2016 dollars shown)		225,000					
	Number blocks		3					
	Total Cost (2016 dollars shown)		\$675,000					
Wastewater Project	n/a							
Stormwater Project	n/a							
Public Infrastructure (Transportation, Water, Wastewater and Storm)					\$19,006,192			
						City System Development Charges	Grants	Other
Description						% Eligible	Source	
SIGNAGE & WAYFINDING								
	Streetscape & Wayfinding Plan	H			\$140,400	Note 1		
	East End Gateway	H			\$409,500	Note 1		
	Secondary Gateway	H			\$140,400	Note 1		
	Artwalk	H			\$117,000	Note 1		
	Wayfinding	H			\$350,000	Note 1		
	West End Gateway	H			\$393,900	Note 1		
	Northwest Gateway	H			\$135,100	Note 1		
Total					\$1,686,300			
NORTH/SOUTH CONNECTIONS								
	North/South Refinement Study	H			\$117,000	Note 1		
Total					\$117,000			
Total					\$0			

PARKING						
	Signage (yearly)	H		\$5,850	Note 1	
	Parking Data collection(Bi-annually)	H		\$35,100	Note 1	
	Business to Business Outreach	H		\$2,925	Note 1	
	Second Street Parking Garage*				Note 1	
	- Alt 1 2 Levels	H	100	\$2,070,500		
	- Alt 2 2 Levels	H	131	\$2,712,355		
	- Alt 3 3 Levels	H	160	\$3,312,800		
	- Alt 3 3 Levels	H	185	\$3,830,425		
	<i>*Existing surface lot has 87 spaces</i>					
	Estimated Cost Range of Second Street Parking Garage Alternatives					
				\$2,070,500 to \$3,830,425		
	Total			\$2,114,375 to \$3,874,300		
	TOTAL			\$3,917,675 to \$5,677,600		
PEDESTRIAN FURNITURE, TRASH CANS, ETC.						
	Benches First Street-12 Blocks, 4 per block	H		\$91,500	Note 1	
	Trash Cans First Street-12 Blocks, 4 per block	H		\$84,100	Note 1	
	Total			\$175,600		
					Note 1: Project not in a current City of Newberg Infrastructure Master Plan	
					Note2: Project in 2016 TSP, No added capacity.	
Public Infrastructure (Transportation,Water, Wastewater and Storm)				\$19,006,192		
SIGNAGE & WAYFINDING, NORTH/SOUTH CONNECTIONS, DOWNTOWN TROLLEY, PARKING*				\$3,917,675 to \$5,677,600		
PEDESTRIAN FURNITURE, TRASH CANS, ETC.				\$175,600		
BUILDING FACADE PROGRAM				\$ -		
SECOND STREET UTILITY UNDERGROUNDING				\$ -		
Sub Area H						
Downtown Improvement Plan Area Project Costs*				\$23,099,467 to \$24,859,392		
<i>* Includes cost estimate range for the Second Street Parking Garage alternatives.</i>						



TIBERIUS SOLUTIONS

DATE: November 2, 2020
 TO: Doug Rux, City of Newberg
 FROM: Nick Popenuk and Ali Danko
 SUBJECT: PROPOSED NEWBERG URBAN RENEWAL AREA: ASSESSED VALUE GROWTH ASSUMPTIONS

The City of Newberg is considering the establishment of a new urban renewal area (URA). The proposed Area would encompass downtown Newberg, a portion of the Newberg Riverfront, and selected rights-of-way connecting these two subareas. This memorandum identifies the recommended growth rate for future growth in assessed value in the Area. This recommendation is based on historical trends, an evaluation of potential growth rate forecasts, and discussions between the Consultant Team and City staff, regarding the amount of future development potential in the Area.

Historical Growth

Exhibit 1 and Exhibit 2 show the real market value and assessed value in Yamhill County and the City of Newberg from FYE 2007 through FYE 2020. During this period, the City's assessed value increased at a compound annual growth rate of 4.8%, whereas real market value increased at a rate of 4.9%.

Exhibit 1. Value History, Yamhill County and City of Newberg, FYE 2007 to FYE 2020

FYE	Yamhill County				City of Newberg			
	Real Market Value		Assessed Value		Real Market Value		Assessed Value	
	Value	%	Value	%	Value	%	Value	%
2007	\$ 9,138,140,279		\$ 5,518,366,368		\$ 1,905,225,704		\$1,110,866,040	
2008	\$10,321,298,356	12.9%	\$ 5,779,076,696	4.7%	\$ 2,268,613,601	19.1%	\$1,193,170,105	7.4%
2009	\$10,751,680,077	4.2%	\$ 6,210,309,816	7.5%	\$ 2,239,316,374	-1.3%	\$1,271,921,638	6.6%
2010	\$10,403,608,875	-3.2%	\$ 6,486,735,797	4.5%	\$ 2,187,831,882	-2.3%	\$1,364,210,006	7.3%
2011	\$10,206,294,681	-1.9%	\$ 6,741,783,234	3.9%	\$ 2,193,902,961	0.3%	\$1,441,923,513	5.7%
2012	\$ 9,189,326,981	-10.0%	\$ 6,823,878,089	1.2%	\$ 1,956,379,200	-10.8%	\$1,479,778,703	2.6%
2013	\$ 8,911,055,976	-3.0%	\$ 7,028,886,974	3.0%	\$ 1,912,302,698	-2.3%	\$1,529,465,962	3.4%
2014	\$ 9,156,128,373	2.8%	\$ 7,241,524,240	3.0%	\$ 1,929,918,978	0.9%	\$1,546,167,978	1.1%
2015	\$ 9,699,390,529	5.9%	\$ 7,525,262,079	3.9%	\$ 2,103,273,498	9.0%	\$1,627,595,461	5.3%
2016	\$10,303,700,251	6.2%	\$ 7,934,419,267	5.4%	\$ 2,199,658,073	4.6%	\$1,696,556,938	4.2%
2017	\$11,429,249,833	10.9%	\$ 8,277,825,435	4.3%	\$ 2,380,377,182	8.2%	\$1,780,615,477	5.0%
2018	\$15,235,167,500	33.3%	\$ 8,619,949,331	4.1%	\$ 2,885,994,061	21.2%	\$1,855,195,227	4.2%
2019	\$16,642,417,818	9.2%	\$ 9,023,496,200	4.7%	\$ 3,124,480,898	8.3%	\$1,904,718,781	2.7%
2020	\$17,991,021,537	8.1%	\$ 9,540,085,159	5.7%	\$ 3,555,696,446	13.8%	\$2,037,958,279	7.0%
CAGR		5.3%		4.3%		4.9%		4.8%

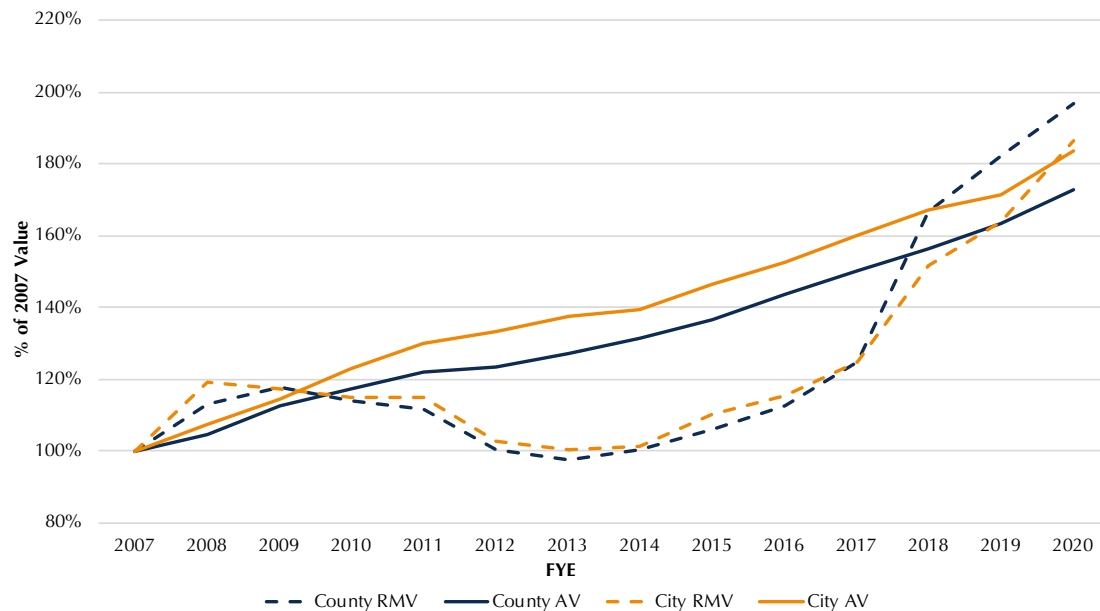
Source: Yamhill County Assessor

For real market value, the impacts of the "Great Recession" of 2008 can be seen in FYE 2010 through FYE 2013. Real market values countywide and citywide fell significantly during this period, including a loss of over \$300 million in real market value in the City of Newberg. Beginning with FYE 2014, the City and County have experienced strong growth in real market value. Over a period of just seven years, real market value countywide in FYE 2020 had doubled since its recessionary low-point in FYE 2013.

Annual changes in assessed value are much less volatile than changes in real market value. Assessed values countywide and citywide continued to increase each year during the aftermath of the Great Recession,

albeit at a slower pace. Similarly, the massive growth in real market value in the region has translated to more slow and steady gains in assessed value during the post-recessionary years. This dynamic is due to Oregon's property tax system, which separates real market values from assessed values, and limits annual growth in assessed value to just 3.0% per year in most situations, barring new construction of other "exception events."

Exhibit 2. Value History as Percent of 2007 Value, Yamhill County and City of Newberg, FYE 2007 to FYE 2020



Source: Yamhill County Assessor

Future Growth Forecast

City staff identified dozens of anticipated and potential development opportunities within the proposed URA boundary. These development opportunities include:

- Residential development in the Riverfront Area, including hundreds of new housing units, both apartments and single-family homes.
- WestRock Mill site redevelopment, including the potential for over one million square feet of industrial construction, a 20-acre corporate campus, and additional commercial and mixed-use development.
- Downtown development and redevelopment, including commercial, residential, and mixed-use opportunities.
- West End Mill District redevelopment, with potential for a hotel, restaurant, brewpub/distillery/wine tasting, and produce market.
- Dozens of other smaller scale development opportunities on vacant and underutilized lots in the Area.

Tiberius Solutions identified four potential assessed value growth rate scenarios, based on the list of potential development and a review of historical trends in the City and County. These scenarios include:

- Conservative: 4% average annual growth. Less than long-term growth trends for the City or County.

- Somewhat conservative: 5% average annual growth. Similar growth rate to long-term citywide trend that does not reflect substantial development opportunities in the Area.
- Somewhat aggressive: 6% average annual growth: Higher growth than long-term trends for the City or County, reflecting the substantial development opportunities in the Area.
- Aggressive: 7% average annual growth: Higher growth than long-term trends for the City or County, which would require most of the potential development opportunities to come to fruition during the forecast period.

Exhibit 3 summarizes the financial capacity of the proposed URA based on each of the four potential growth scenarios described above. Key figures shown in this table include:

- **Average annual exception assessed value (2020 \$).** The average amount of new assessed value that would need to be added to the tax rolls each year from new construction (on top of assumed 3.0% annual appreciation of existing property values) to achieve the assumed growth rate. Ranges from \$1.7 million per year in the conservative scenario, to \$11.7 million per year in the aggressive scenario.
- **Total net tax increment finance (TIF) revenue.** The total amount of property tax revenue the URA would be expected to collect over an assumed 30-year duration for a new urban renewal plan. Ranges from \$59.3 million in the conservative scenario, to \$154.3 million in the aggressive scenario.
- **Maximum indebtedness.** The principal amount of indebtedness that is expected to be incurred over the life of the URA, based on the forecast TIF revenue. This figure is lower than total TIF, as a portion of TIF revenue is assumed to be spent on interest payments on debt incurred in the Area. Ranges from \$50.3 million in the conservative scenario to \$132.8 million in the aggressive scenario.
- **Capacity (2020 \$).** The value of projects that could be funded by the URA as stated in today's (2020) dollars, after accounting for the impact of inflation. This figure is lower than maximum indebtedness, because much of the urban renewal funding is not available for many years, resulting in a significant amount of inflation that reduces the purchasing power of the URA over time. Ranges from \$27.9 million in the conservative scenario to \$71.1 million in the aggressive scenario.

Exhibit 3. Financial Capacity Summary Based on Potential Assessed Value Growth Rate Assumptions, Proposed Newberg URA

Growth Rate	4%	5%	6%	7%
Avg Annual Exception AV (2020 \$)	\$ 1,700,000	\$ 4,100,000	\$ 7,400,000	\$ 11,700,000
Total Net TIF	\$ 59,300,000	\$ 84,400,000	\$ 115,900,000	\$ 154,300,000
Maximum Indebtedness	\$ 50,300,000	\$ 72,000,000	\$ 99,300,000	\$ 132,800,000
Capacity (2020 \$)	\$ 27,900,000	\$ 39,400,000	\$ 53,700,000	\$ 71,100,000
Years 1-5	\$ 2,500,000	\$ 3,300,000	\$ 4,000,000	\$ 4,800,000
Years 6-10	\$ 3,900,000	\$ 5,100,000	\$ 6,600,000	\$ 8,100,000
Years 11-15	\$ 5,100,000	\$ 7,000,000	\$ 9,200,000	\$ 11,900,000
Years 16-20	\$ 5,200,000	\$ 7,500,000	\$ 10,200,000	\$ 13,700,000
Years 21-25	\$ 5,400,000	\$ 8,000,000	\$ 11,300,000	\$ 15,600,000
Years 26-30	\$ 5,700,000	\$ 8,500,000	\$ 12,400,000	\$ 17,100,000

Source: Tiberius Solutions

After reviewing and discussing this analysis with City staff, the Consultant Team recommends that the proposed urban renewal plan assume 6.0% average annual growth in assessed value. This somewhat aggressive assumption is higher than the long-term historical trends observed for either the City or County. However, the substantial development opportunities identified in the Area provide justification for achieving this growth rate. Note that this is an assumed average growth rate. In reality, the Area will experience some years with lower growth (when less development occurs), and some years with higher growth (when more development occurs).

Achieving a 6.0% growth rate in assessed value will require an average of \$7.4 million (2020 \$) of new assessed value to be added to the tax rolls from new construction each year. Redevelopment of the WestRock Mill site at some point during the life of the proposed URA will be critical to achieving the long-term growth shown in this scenario.

Proposed Newberg Urban Renewal Timeline

