

Ad Hoc Urban Renewal Citizens Advisory Committee March 9, 2020 – 5:30 PM City of Newberg Public Safety Building 401 E Third Street

- I. CALL MEETING TO ORDER
- II. ROLL CALL
- III. CONSENT CALENDAR
- III.A Ad Hoc Urban Renewal Citizens Advisory Committee Meeting Minutes February 10, 2020
- IV. NEW BUSINESS
 - Considerations for Boundary decisions
 - Revised Maps
 - Boundary discussion
 - Open House April 13, 2020
 - Advertising
 - Content
 - o UR 101 slide show
 - o 2 page public information piece
 - o Maps
 - o Process
- 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:

In order to accommodate persons with physical impairments, please notify the Community Development Department Office Assistant II of any special physical or language accommodations you may need as far in advance of the meeting as possible as and no later than 48 business hours prior to the meeting. To request these arrangements, please contact the Office Assistant at (503) 537-1240. For TTY services please dial 711.

AD HOC URBAN RENEWAL CITIZENS ADVISORY COMMITTEE MINUTES

Thursday February 10, 2020, 5:30 PM Newberg City Hall Permit Center Conference Room 414 E First Street

CALL MEETING TO ORDER

Chair John Bridges opened the meeting at 5:35 PM.

ROLL CALL

Members Present: John Bridges, Chair Francisco Stoller, Vice Chair

Molly Olson Don Clements Joe Morelock Loni Parrish

Don Griswold Shannon Buckmaster

Cassandra Ulven

Members Absent: Patrick Johnson, excused

Angel Aguiar

Rick Rogers, Mayor, Ex-officio

Staff Present: Doug Rux, Community Development Director

Brett Musick, Senior Engineer

Guests: None

Members present introduced themselves during roll call

Elaine Howard Consulting LLC, noted sub consultant's four members and introduced herself as lead consultant.

APPROVAL OF MINUTES

Approval of URA meeting minutes dated January 23, 2020

MOTION: Stoller and Olson moved to approve the January 23, 2020 meeting minutes Motion carried (9 yes/ 0 no).

PUBLIC COMMENTS

None.

NEW BUSINESS

PROJECT REVIEW:

CDD Rux provided review of the orientation from the previous meeting. City Council has had a priority to determine if it is feasible to do an Urban Renewal Program within the City of Newberg. It is embedded in a variety of other documents such as Downtown Improvement Plan, Community Visioning project, Riverfront project, Economic Development Strategy, etc. Elaine Howard Consulting LLC was awarded a contract as our consultant for this project. The first step is to do a feasibility study. If it is determined that it is feasible to have Urban Renewal the process will move to Phase II. Phase II is to

create an Urban Renewal Agency and the timeframe will be July-August. Then onto Phase III the Plan and Report phase. From December to April the timeframe is procedural items such as going to the Urban Renewal Agency, Overlapping Taxing Districts, Planning Commission, and City Council.

Staff will also work with Yamhill County on lands outside of the city limits but within the Urban Growth Boundary.

The current schedule identifies that we will be done by the end of April 2021 which means this will be about a 16 month process. We may have to pause depending what happens in the Riverfront Master Plan area.

CDD Rux also mentioned West Rock has their land up for sale and approximately 115 acres are within the Urban Growth Boundary. We do not know who a buyer might be in the future.

CDD Rux also mentioned that there are variety of moving items going on including Yamhill County and Chehalem Park and Recreation District discussions on the landfill, Riverfront Master Plan implementation, the Downtown area including new apartments on Second Street, remodeling of the old Leif's gas station on First Street. Hancock Commons on Hancock Street and Garfield Street is new and is where the Chamber will be moving into in April 2020.

CDD Rux recapped the following plans:

Community Visioning Program, adopted in August 2019

Downtown Improvement Plan adopted in December 2016

Riverfront Master Plan adopted in September 2019

Economic Development Strategy updated in Nov 2019

Other plans are moving forward to be updated to implement the Community's visioning program.

Updated all functional plans such as Transportation, Stormwater, Water and Wastewater plans in the last 4-5 years.

Committee Member Clements asked about the WestRock mill site and CDD Rux replied that there is 220 acres and that 115 acres are within Urban Growth Boundary.

Elaine Howard mentioned if land is outside of the City and in the Urban Growth Boundary the County also has to approve the Plan.

TIMELINE:

Elaine Howard reviewed the project overview and timeline.

The Project is split into two parts, the first part is the Feasibility Study. There will be 5 different meetings with this group to work through issues of the feasibility study, boundaries, financial and more public input. This first part should go through July. Newberg's approach includes more public input than most communities because this city has previously done urban renewal twice before and have had issues. This process goes through July 2020.

March 9 is our meeting to review the boundary to make sure it is correct. The April 13 meeting and Public Open House is to provide information and receive feedback from the public. The May 4 meeting is with Committee members. The June 8 meeting and Public open house allows for additional feedback from the public. The June 29 meeting we will have the draft feasibility study, make corrections and get ready to present to City Council. Elaine Howard will have a draft the Feasibility Study by June 15.

Elaine Howard encouraged all Committee members to attend open houses, which are informal. Committee Member Griswold asked how information will get out to citizens.

CDD Rux replied that the city has our Community Engagement, Specialist Lacey Dykgraaf, who uses Facebook, our City Website, Newberg Downtown Coalition, Chehalem Valley Chamber Commerce, and another avenues.

Elaine Howard asked Committee members for their input on how to get the information out to citizens.

URBAN RENEWAL AT A GLANCE:

Elaine Howard noted the Urban Renewal at a Glance actually is for Phases 2 & 3, if the programs moves forward. She also updated members to understand the process and who has what responsibility.

PUBLIC IMPUT:

Elaine Howard shared that JLA is teaming with her and Newberg and working on a Fact Sheet which is a 2 page hand out on what you are to expect. It is basic facts on how urban renewal works. JLA will put together content for the project web site and social media avenues. JLA will also work on a post card to the residents, a potential video, videos on web sites are viewed many times by people and are very helpful.

Elaine noted we will have 5 meetings and 2 open houses to the public.

CDD Rux will be doing taxing district briefings, Planning Commission briefings and City Council briefings.

Elaine Howard mentioned if you have other ideas for public input or interested people feel free to invite them.

BOUNDRY:

Elaine Howard explained that this is always the first part of the feasibility study by identifying the boundary. Then we do financial projections and the potential to raise revenue and the money can only be used for projects within the urban renewal boundary area. The intent is to tie both the Riverfront area and Downtown are together for this study.

CDD Rux noted the Downtown area is about 98 acres in size, referring to the vertical housing development map which mirrors the Downtown Improvement Plan. CDD Rux explained where the boundaries are and that it mirrors what's in our C3 zone.

Chair Bridges asked why include PGE substation? Could PGE decommission?

CDD Rux responded where the three substations are located in Newberg. The one at the mill site may get redeveloped during the timeframe of Urban Renewal, if needed. This will be a part of the discussion.

Elaine Howard advised checking into PGE's long term plans for the substation to determine pros and cons.

Elaine Howard mentioned substations have a high assessment value and could be a redevelopment site in the future and that she or Doug will contact PGE to find out about their long term plans.

Committee Member Buckmaster asked if the valuation of utility property should be include in the feasibility study.

Elaine Howard responded that utility properties increase in value, if valued at \$5M and removed you have to have \$5M of new value. She will have to check with the State to find the percentage.

Committee Member Griswold asked where the substation is for the mill site. How will you connect the Riverfront to the Downtown?

CDD Rux showed on the map where the substations are located and which ones are in the study area.

CDD Rux showed current updates on the map including Riverfront Master Plan updates and planned improvements.

CDD Rux showed where new residential areas are going on the map off of Weatherly Way. He also noted that there are two areas, the Downtown area and the Riverfront area. He explained that we don't want two areas and how to connect the two into one area. He indicated the connection would come down S Blaine Street from S Second Street to Ninth Street, and to preserve the rail line which is owned by the mill. The other connection is at S River Street (both S Blaine Street and S River Street need transportation improvements, travel lanes are too narrow, no bike lanes, sidewalks, and ADA ramps etc.).

Committee Member Griswold asked what the Transportation System Plan (TSP) in 2016 says about S Blaine Street.

CDD Rux indicated when the TSP was updated in 2016 it included a number of issues getting under and over bypass. We have the undercrossing at S College Street currently. S Blaine Street is planned to mirror the rail line between E Ninth Street and S College Street. He met with Oregon Department of Transportation (ODOT Rail Division) to find what their spacing requirements were to connect S Blaine Street to S College Street and they said it is too close to rail line and it needed to be moved further to the south to where Weatherly Way connects with S College Street. Other options were discussed with ODOT on rail crossing requirements.

CDD Rux noted that S College used to extend from E First Street all the way to Fourteenth Street through the middle of the school district property. We are not talking about going through the school district property with S College Street. The TSP shows S River Street extending from E First Street to E Fourteenth Street. Wynooski Road is intended to get the truck traffic to Highway 219 because the residences on E Eleventh Street north of the bypass don't want the truck traffic. CDD Rux indicated when they did the Riverfront Master Plan there are some arrows from E Fourteenth Street and Wynooski Road that represent where new roadways may be constructed to serve the mill site. He noted what we have is Waterfront comes into Fourteenth St and there is a new road that S River Street to Dog Ridge Road and connects back to Wynooski. This creates a transportation corridor all the way along the top of the bluff with east / west connectivity. Within the mill site you have a cul-de-sac that serves 21.5 acres with mixed employment. There is another road that T's and comes back to Wynooski Road.

CDD Rux noted on the map starting with downtown and the current conditions and zoning C-3, industrial and residential which is R-3. He referenced to the north side where there are some older homes that are occupied which is affordable housing and could be replaced with high density residential homes.

CDD Rux added that the Downtown plan has vacant lots between Second Street and Hancock Street. We have new apartments and need more residential development along Second Street and that the need is more multifamily along Second Street.

CDD Rux said the project in the Downtown Improvement Plan using 2016 dollar values was about \$25M which was predominantly for transportation and also addressed water, wastewater and stormwater improvements, because lines are too small for new development. The Riverfront Master Plan is about \$44M and includes new roads, water, wastewater and stormwater lines.

CDD Rux commented on current planned improvements included in the Downtown Improvement Plan. He also shared that the City addressed the Downtown area in the Transportation, Water, and Wastewater master plans but the Stormwater plan from 2014 was not addressed. They are going through the process to update the Transportation, Water, Wastewater and Stormwater plans for the Riverfront area in the winter / spring / summer.

Elaine Howard explained that you don't have to worry about what projects go into the plan right now. The Feasibility study will narrow down the projects needed for financial capacity.

Elaine Howard explained you have caps of 25% of total acreage in the city and 25% of the assessed value of the city with urban renewal. Once you have adopted an urban renewal plan you may increase that by 20% of the area. If you have 100 acres you may increase that to 120 acres but no more than that and that there is no provision to give you more. When you make your area you have to make it with the understanding that if you know that there is an area that is not in the city limits and you want to add it, it has to meet those standards at the point you're moving ahead. She mentioned we have some interesting things going on in Newberg. You have new development that would provide urban renewal increment that could jump start the area. Also you have waterfront property and if the mill site gets demolished that could reduce your assessed value. Timing is an issue on how to make all parts fit together and getting with Nick and Doug on new development in the industrial area and what amount gets demolished and how it effects the area, etc. In the next meeting will talk about some options and variables.

Committee Member Griswold asked how many areas a community would have to look at. How many sub options would you look at? He indicated it would be good to know all options for example in the Downtown, Riverfront and all sub options. Elaine Howard responded that it does cost money to run an analysis but she would get that to the Committee to evaluate and to see all options available.

Committee Member Olson asked what are the standards/criteria for decisions on what property to include in the boundary? What brings value? Why choose one area over another? Elaine Howard responded saying that she would provide this information prior to the next meeting.

Elaine Howard commented that she is not sure what the contract specifies on the number of financial model runs, but will check and get back to Committee.

Chair Bridges asked how many options on a boundary can be evaluated as part of the consultant's contact. Can we look at the "fringe" areas and determine their value? Chair Bridges noted 6 square miles is 3,840 acres and 25% is 960 acres and the suggested the Riverfront and Downtown area is less than 900 acres.

Committee Member Buckmaster requested a copy of the contract and CDD Rux will provide a copy.

Chair Bridges mentioned understanding the metrics and why we would use or not use a substation and asked how often PGE demolishes a substation. Choices on boundary's

Committee Member Olson brought up questions as to what do the taxing district partners think about their properties being included, such as the School District's site and TVFR station.

Committee Member Clements noted Chehalem Park and Recreation wants the projects to be fair to taxing districts. In the last plan, their district had some projects in the Plan, so they were able to support it. Last year they had money to put into the Cultural Center and they would need to look at tradeoffs. Other concerns are certain entities would gain and others would lose.

CDD Rux responded to Committee Member Clements that there are 3,799.92 acres in the City of Newberg.

Committee Member Olson asked about the School District's former middle school site and what about the vacant property and if they will put a school there.

Committee Member Morelock noted it would not be good to have a roadway through the Edwards School site which is a field now. The School District usually doesn't sell land. The District's future plans may consider another middle school on this property. The District only has one school on the south side of town currently which is Edwards. The concern is distribution of students in the community.

Committee Member Olson asked does Newberg Public Schools look at financial impacts.

Committee Member Morelock noted Local Option Levies (LOL) have impacts on compression.

Elaine Howard noted urban renewal no longer takes money from LOLs or General Obligation Bonds.

Chair Bridges mentioned the revenue sharing process through the years.

Committee Member Ulven had questions on revenue sharing and that it's a bit of a moving target.

Elaine Howard noted she has seen revenue sharing take place towards end of a plan and that no time frame has been set yet. The 2019 Legislation says if you spend money on public buildings in the urban renewal area you have to get 3 of the top 4 taxing districts approval.

Committee Member Clements wanted parks and open space added as tradeoffs and he supports that.

Elaine Howard mentioned different criteria that Overlapping Taxing Districts look at and they see things differently.

Committee Member Ulven noted Tualatin Valley Fire & Rescue (TVF&R) is not looking for projects specified for them. They like an urban renewal to get in and do projects that will increase assessed value then terminate the urban renewal area as quickly as possible to put assessed value back to all taxing districts.

Elaine Howard noted at the next meeting the Committee will need to make a decision on a boundary in order to start the financial analysis.

Committee Member Olson asked if the Committee will get information a week in advance of the meeting so they have time to look at.

Elaine Howard noted all of the background work has been done by the City so you're looking at little fringe areas whether it makes since to include or not. CDD Rux has done a great job at setting up this planning and setting the stage for the Committee.

Chair Bridges asked what the acreage of the two study areas is. CDD Rux responded approximately 558 acres.

Committee Member Buckmaster noted the city has tried to do urban renewal twice and would love to hear comments on what the advantage might be if we didn't use all of the available acreage. What would be the margin of safety be to get community support, and is there a recommended percentage?

Elaine Howard said she doesn't think the success of the urban renewal area will depend on the size. The community needs to connect to projects proposed.

Chair Bridges commented people are saying Urban Renewal would raise taxes, he also mentioned previously (2000) the boy scouts distributed flyers that said it would raise taxes which was misinformation. Our urban renewal lost 56% to 44% and a lot of effort was done to try to explain the program but it wasn't easy.

Chair Bridges noted that the acreage issue he brought up was all about balancing, if we look at between E Hancock and Second Street it's all built out. The best value is vacant dirt because it's valued at dirt and someone comes in and builds it is worth 25 times more. It is a ripple effect for more improvement. That is why having a ripple effect is needed to fund the program.

CDD Rux said in reference to the acreage if you take 3,799 acres x 25% = 949.98 acres, you could max out the urban renewal area if you expanded the current boundaries.

Committee Member Ulven asked how does land outside the City verses County land inside the Urban Growth Boundary effect the acreage calculation. Elaine Howard said it doesn't count against City acreage but she will check.

ITEMS FROM COMMITTEE MEMBERS

No other comments from members.

NEXT MEETING

The next meeting will be March 9, 2020.

ADJOURNMENT

The meeting was adjourned at 7:12 p.m.

Approved by the Ad Hoc Urban Renewal Citizens Advisory Committee on March 9, 2020.

Doug Rux, Recording Secretary

John Bridges, Ad Hoc Urban Renewal Citizens Advisory
Committee Chair



CONSIDERATIONS FOR DECISIONS ON BOUNDARIES OF AN URBAN RENEWAL AREA

Background From the Best Practices For Tax Increment Financing Agencies in Oregon November 2019 Manual:

"Area boundaries are meant to include the entire blighted area where the jurisdiction intends to undertake its projects and programs. The most logical boundary encompasses the area that is blighted and which will benefit from the use of TIF¹ for projects and programs within the area. Larger TIF districts should be carefully reviewed to avoid controversy in a later stage of plan development."

The creation of an urban renewal boundary is a balancing act between including the area where projects are desired (the blighted area), including enough assessed value in the area for generation of sufficient tax increment revenues to pay for these projects and being mindful of the impacts on the taxing districts of the amount of tax increment revenues being used for the completion of projects and the timeframe for urban renewal.

Statutory Limitations:

Oregon Revised Statute (ORS) 457.420 sets limitations on the amount of acreage and assessed value that may be placed in urban renewal areas by municipalities in Oregon. For the City of Newberg those limitations are 25% of both acreage and assessed value. The City of Newberg contains 3,799.92 acres and may put 949.98 acres of land including parcels and right of way, into an urban renewal area (URA). The downtown portion of the urban renewal feasibility study area is 110.46 acres. There are 472.69 acres in the riverfront portion of the urban renewal feasibility study area that are in the urban growth boundary and could be included in an URA. The acreage of the downtown and riverfront areas is 583.15 acres or 15.35% of the City of Newberg acreage., shown in Table 1.

¹ TIF: tax increment finance

² Best Practices for Tax Increment Financing Agencies in Oregon, November 2019, p 20,21.

Table 1 - Acreage Calculations

	Acreage
City of Newberg	3,799.92
Downtown	110.46
Riverfront	472.69
Total URA Feasibility Study Area	583.15
Percent of City	15.35%

Newberg's FYE 2020 assessed value (AV) is \$2,037,958,279³, 25% of that is \$509,489,570. The assessed value of the downtown area excluding tax exempt properties is \$53,712,896 and the riverfront area is \$86,967.254. This is \$140,680,150 or 6.90% of the City of Newberg AV, shown in Table 2.

Table 2 - Assessed Value Calculations

	Assessed Value
City of Newberg	\$2,037,958,279
Downtown	\$53,712,896
Riverfront	\$86,967,254
Total URA Feasibility Study Area	\$140,680,150
Percent of City	6.90%

ORS 457.190(4) limits the amount of maximum indebtedness (MI) according to the total assessed value in the URA. Once a tentative boundary is established, we will test it against these standards:

- If the total AV is less than or equal to \$50 Million (M), the initial MI may not exceed \$50M.
- It the total AV is more than \$50M but less than \$150M, the initial MI may not exceed \$50M plus 50% of the total AV that is over \$50M. (This is the Newberg threshold with the present boundary being considered. This may move to the next level after full analysis of the assessor's data.)
- If the total AV is over \$150M, the initial MI may not exceed \$100M plus 35% of the total AV that is over \$150M.

³ Yamhill County Assessor FYE 202 SAL 4a

• These limits do not apply if the urban renewal agency obtains concurrence of the impacted taxing districts as stated in ORS 457.470.

Acreage Expansions:

Once a URA is established, the acreage may not be expanded by more than 20% of the original acreage. Any expansion over 1% of the existing acreage is a substantial amendment, requiring a lengthy process.

Considerations for Creating a URA Boundary:

- 1. If prior planning efforts have identified boundaries for the areas where you want to improve the conditions, start with those boundaries: i.e. *Newberg Downtown Improvement Plan, Newberg Riverfront Master Plan.*
- 2. An urban renewal area must be contiguous. Tie areas together with right of way (ROW) or "cherry stems".
- 3. Make sure the previously identified projects from the prior planning efforts identified in #2 and projects in the Transportation System Plan, Water, Wastewater and Stormwater Master Plans are within the URA boundary.
- 4. If there is zoning that allows for increased density in an area, incorporate that. For example, in Newberg there is high density residential zoning abutting the *Downtown Improvement Plan* boundary. That property should be developed into more intensive residential uses in the time frame of an urban renewal plan.
- 5. If there is ROW on the edge of an URA, incorporate the full ROW. You may want to do improvements to the ROW including curb, gutter, sidewalk and streetscape.
- 6. Assess the URA for development opportunity sites that will increase the AV in the URA. If there are opportunity sites located within proximity of the boundary, consider inclusion of those sites.
- 7. Evaluate whether there are known development projects that can/should be added into the boundary to "jump start" the incremental value and the tax revenue for the URA.
- 8. An urban renewal plan is a long term plan: make sure the boundary will work long term. For example, there may be parcels that are not ripe for development now but could be in 10-15 years.
- 9. Try not to divide tax lots. The assessor's office will greatly appreciate this as it impacts their workload. Sometimes this is inevitable but do it sparingly.

- 10. Identify if there will be any known future loss of assessed value on properties to be included in the URA boundary. Assess the timing and how that will impact overall tax increment projections.
- 11. If major utility properties are included in the boundary, contact the utility to assess the future of that property.
- 12. If there are properties owned by other taxing districts, gain information on them about the future use of those properties. (i.e. school site, parks, TVF&R site)



Newbera

Plan

Newberg Water

Master Plan

Improvement Plan

Newberg

System Plan

Newberg Strategic

Tourism Plan

2018

URBAN RENEWAL

What work has been done? What determines which projects will be funded? Where will the dollars go?

The Urban Renewal Feasibility Study is being conducted after years of the City of Newberg developing plans. The City of Newberg has engaged in multiple long-range planning projects to determine what projects matter to Newberg Residents and where money from a possible Urban Renewal Area should go. Previous plans also informs the City on what boundaries are being considered for an Urban Renewal Area.

Newberg Water

Master Plan

Newberg Downtown

Improvement Plan

Transportation

System Plan

Newberg Strategic

Tourism Plan

2017

Newberg Downtown

Improvement Plan

Newberg Transportation

System Plan

Newberg Strategic

Tourism Plan

Newberg Economic

Development

Strategy

2016

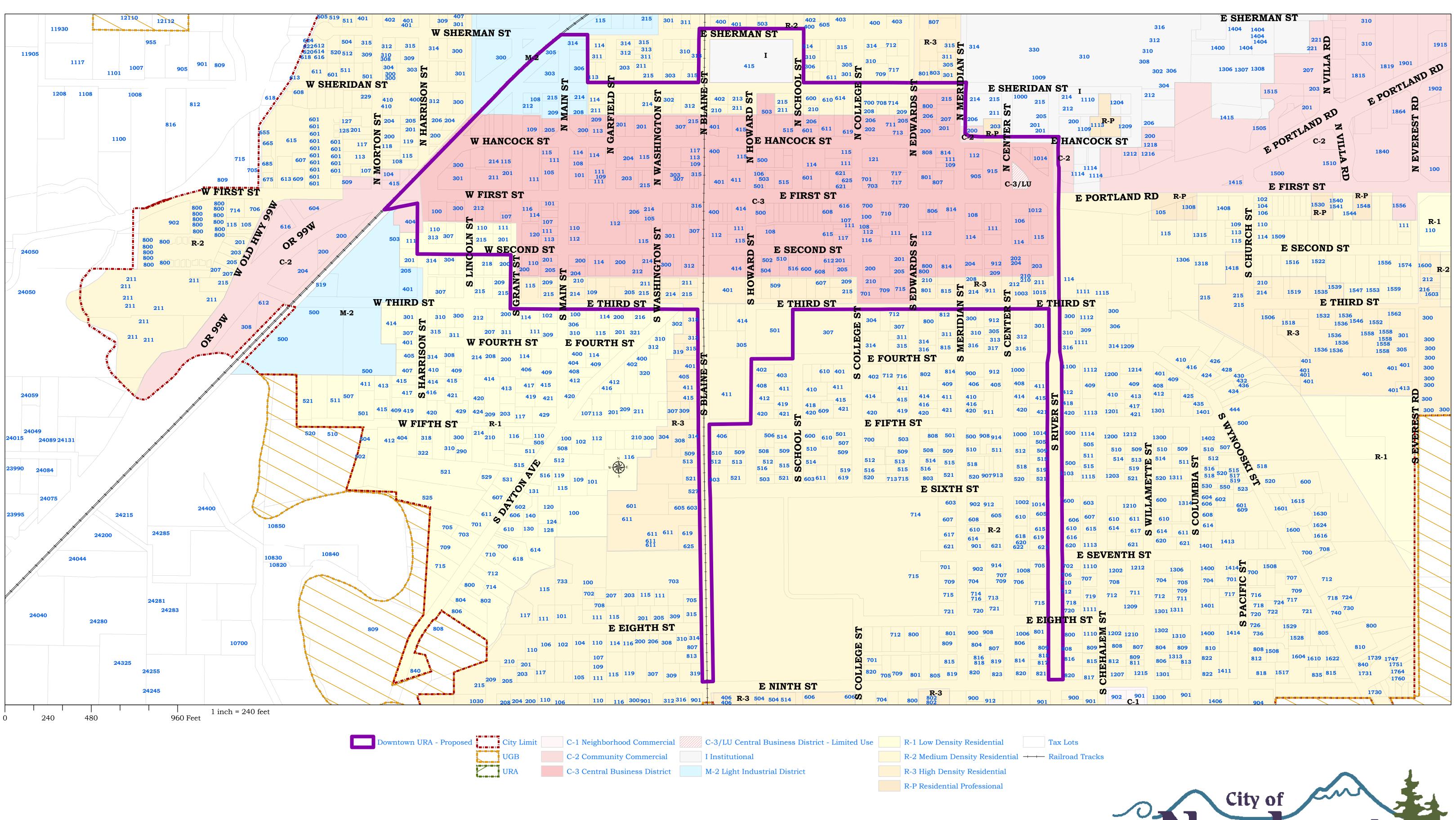
Urban Renewal Feasibility Study (in progress) Economic Opportunities Analysis (in progress) **Newberg Housing** Newberg Housing **Needs Analysis** Newberg Riverfront Masterplan A NewBERG Community Vision for 2040 for 2040 Wastewater Master Wastewater Master Wastewater Master Plan Plan Newberg Water Newberg Water Master Plan Master Plan Newberg Downtown Newberg Downtown Newberg Downtown Improvement Plan Improvement Plan Transportation System Plan System Plan Newberg Strategic Newberg Strategic Tourism Plan Tourism Plan **Updated** Economic Development Strategy

2019

2020

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Downtown Urban Renewal Area - Proposed



Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl Projection: Lambert Conformal Conic Datum: North American 1983 HARN False Easting: 8,202,099.7375 False Northing: 0.0000 Central Meridian: -120.5000 Standard Parallel 1: 44.3333 Standard Parallel 1: 44.3333 Standard Parallel 2: 46.0000 Latitude Of Origin: 43.6667 Units: Foot Document Path: O:\GIS\MapRequest\Keith Leonard\Proposed Vertical Housing Development. Date Saved: 2/20/2020 1:46:39 PM

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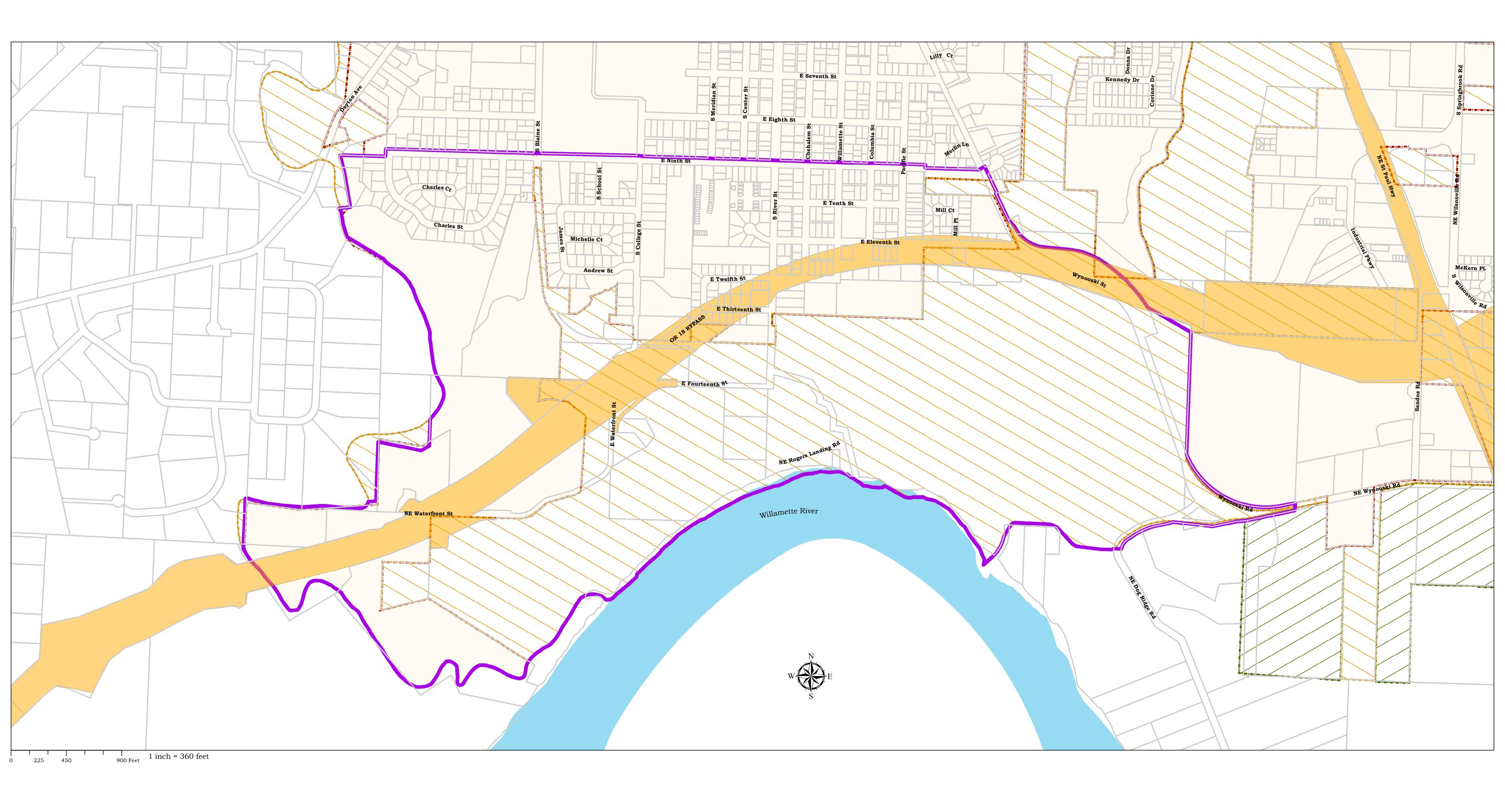
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Proposed Riverfront Urban Renewal Area



Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl Projection: Lambert Conformal Conic Datum: North American 1983 HARN False Easting: 8,202,099.7375
False Northing: 0.0000
Central Meridian: -120.5000 Standard Parallel 1: 44.3333 Standard Parallel 2: 46.0000 Latitude Of Origin: 43.6667 Units: Foot Document Path: O:\GIS\MapRequest\Cheryl\Riverfront Master Plan.mxd Date Saved: 2/20/2020 3:48:09 PM

Author: Keith McKinnon, GIS Analyst

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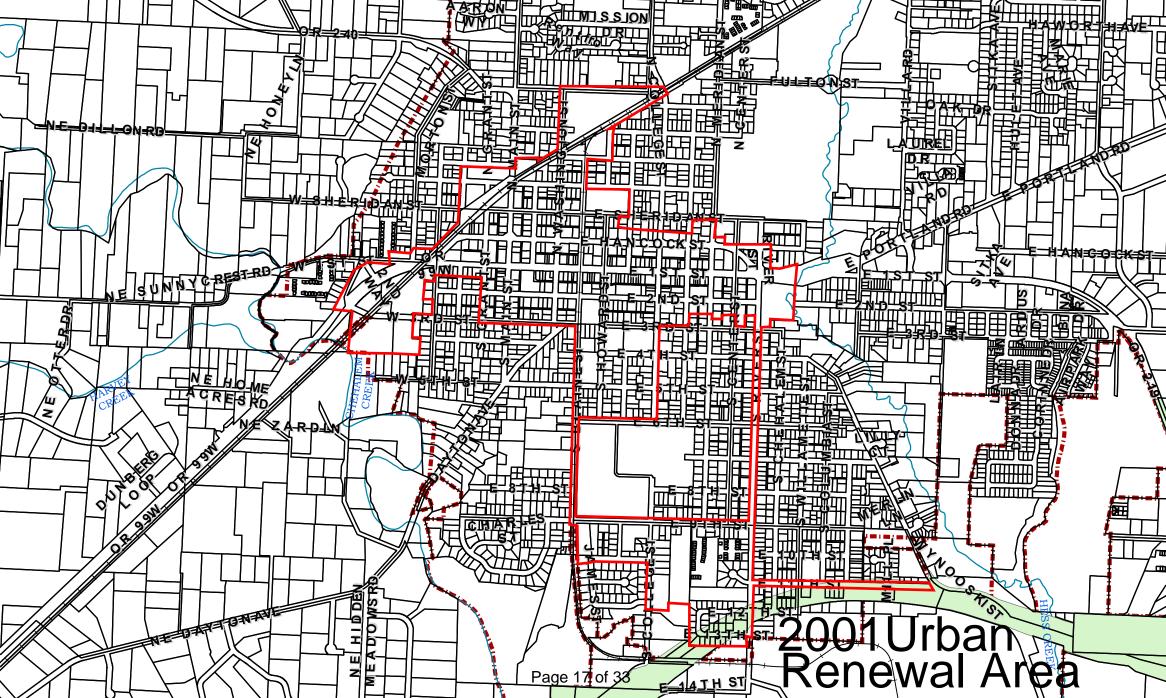
OR-18 Bypass Porposed Riverfront URA

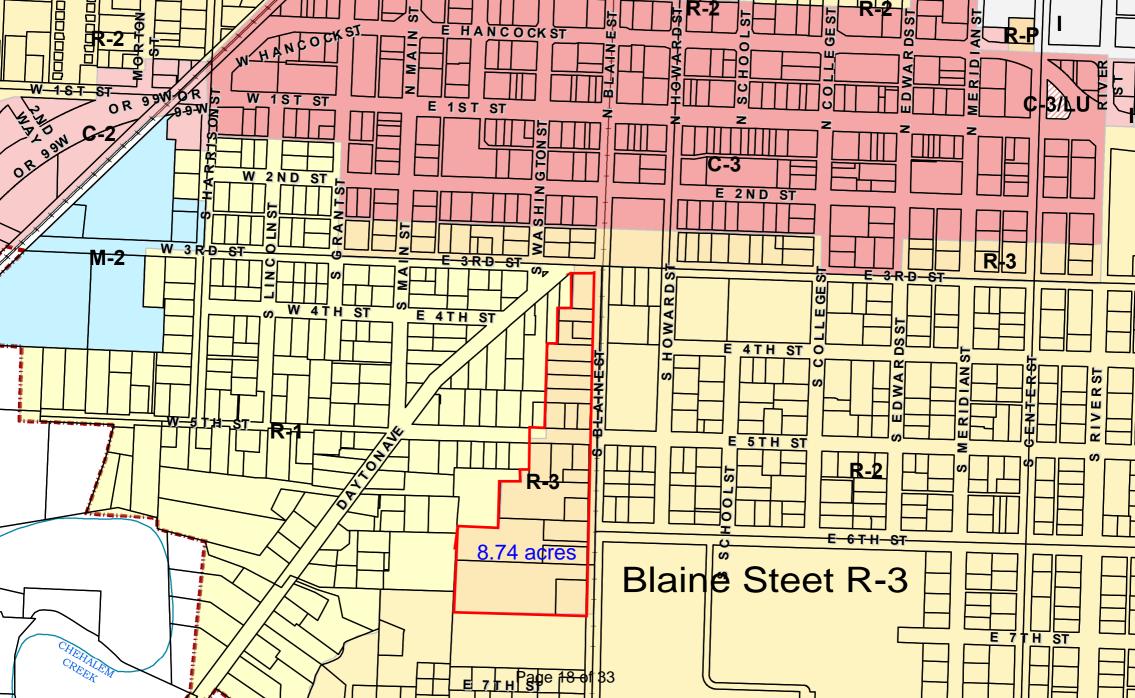
City Boundaries

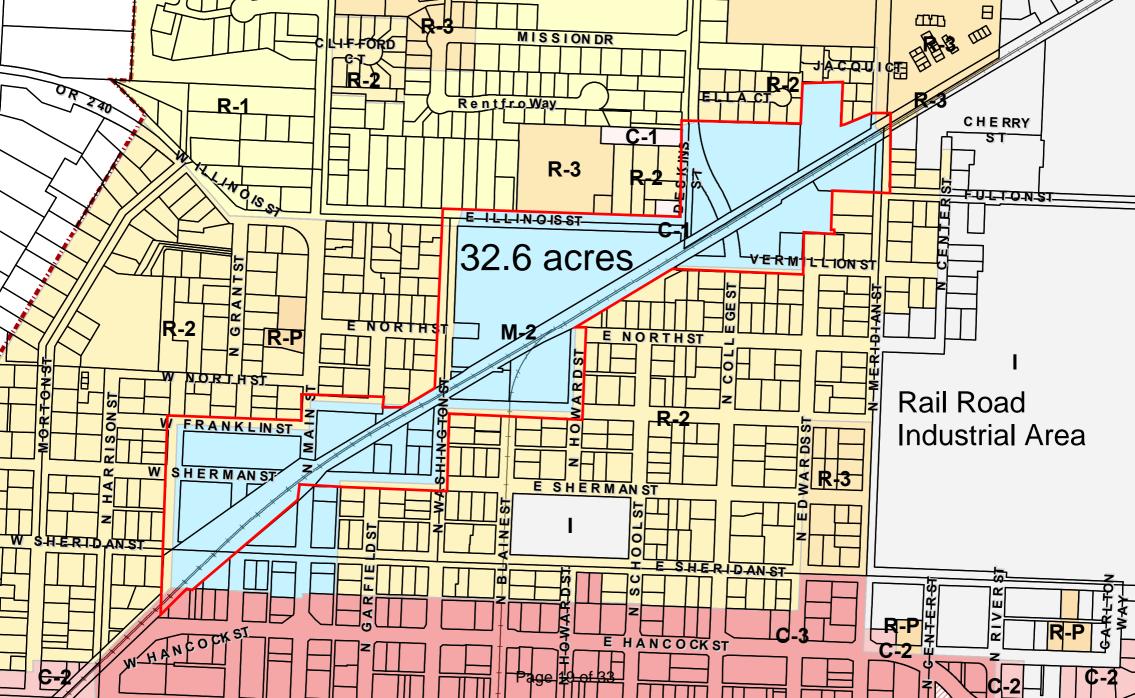
City Limit

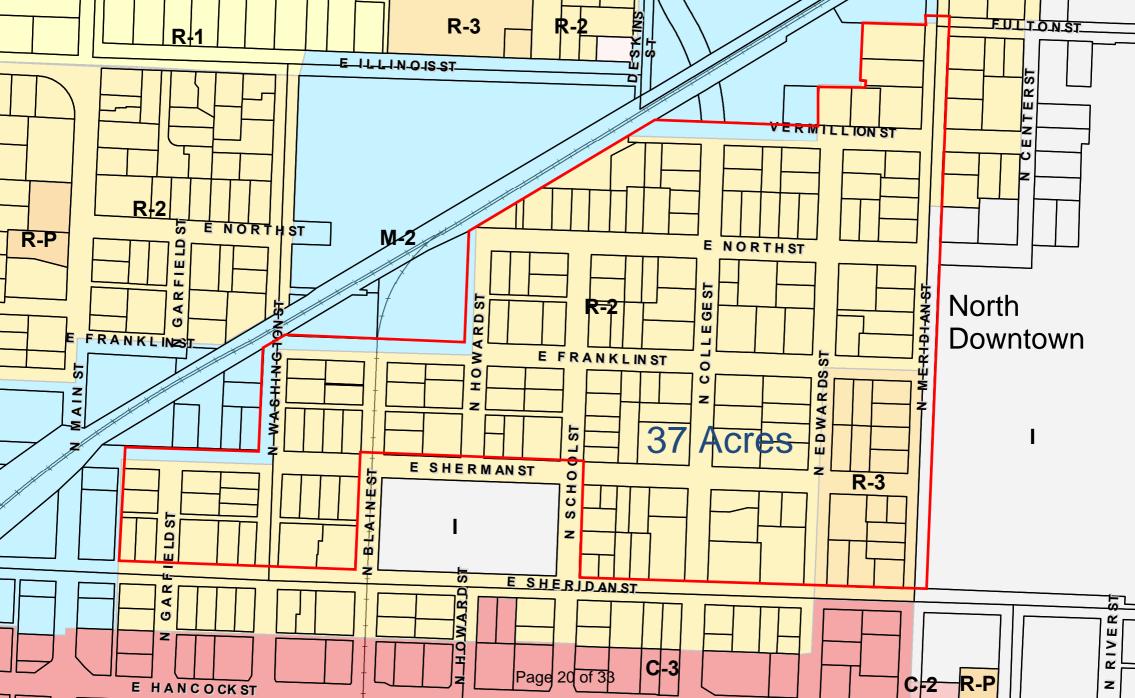
Willamette River

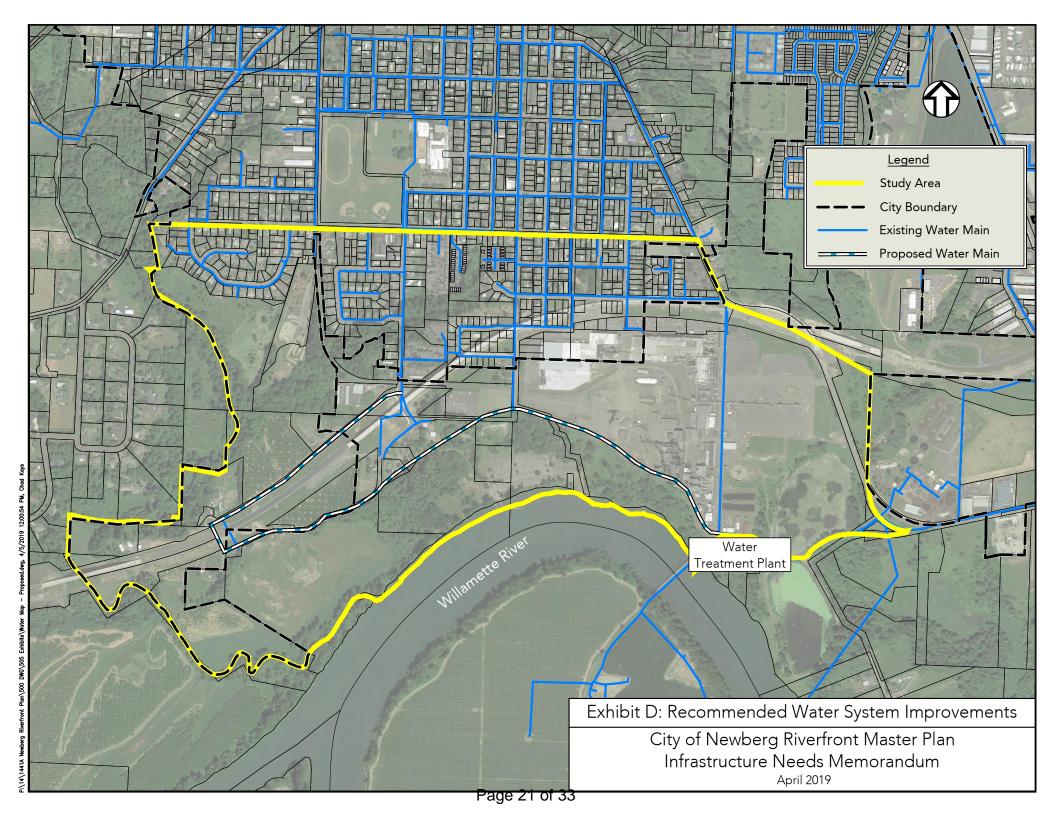


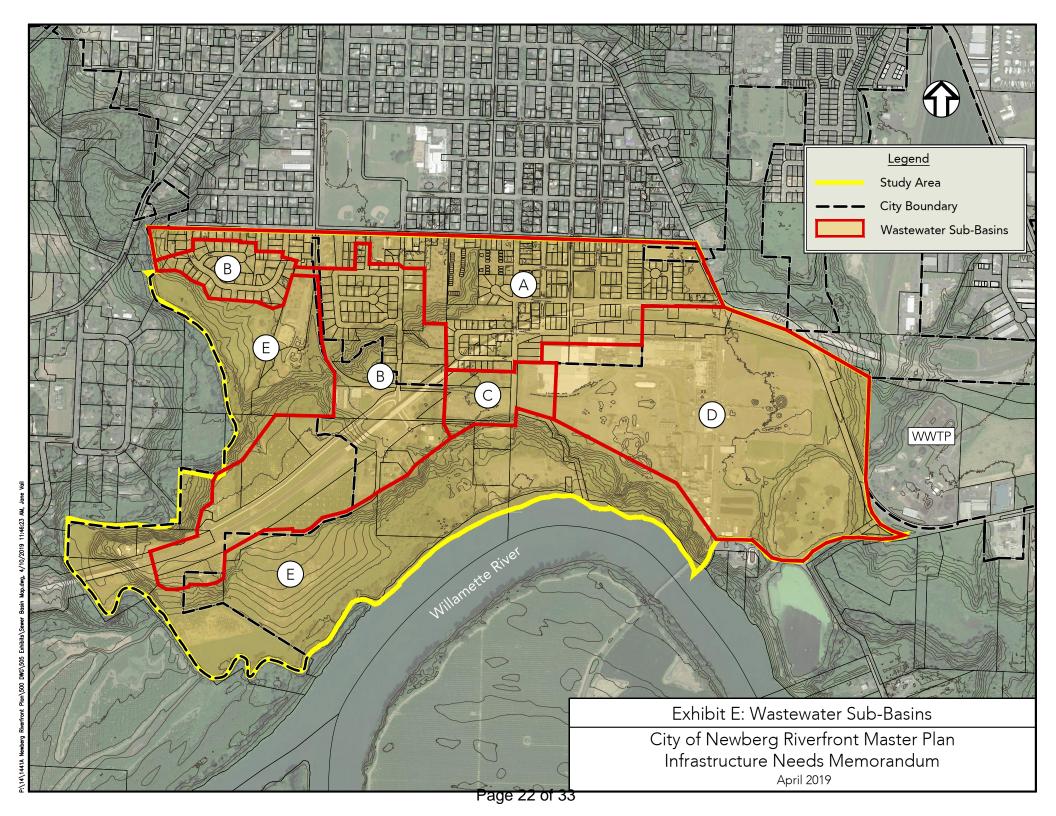












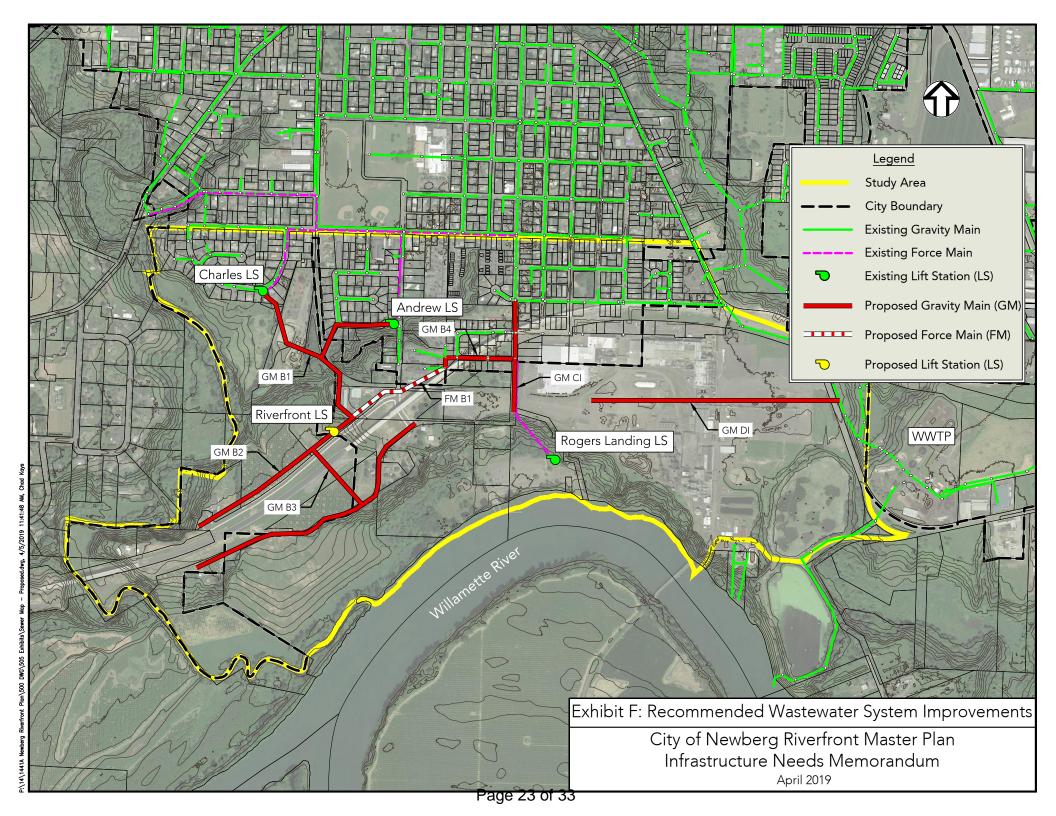




TABLE 2. TRAIL COST ESTIMATES

Segment	Туре	Length/ Width	\$/SF	Est. Cost
Ewing Young Park	Nature Trail	11,125, 6 ft	\$4.00	\$339,000
Hess Creek*	Nature Trail	9,425, 6 ft	\$4.00	\$226,200
Chehalem Creek	Nature Trail	14,570, 6 ft	\$5.50	\$480,810
River St to College St	Urban multi-use	1,350, 12 ft	\$6.00	\$97,200
Esplanade, west of S River St	Urban multi-use	1,520, 10 ft	\$10.00	\$152,000
Esplanade, south of mill	Urban multi-use	3,940, 10 ft	\$10.00	\$394,000
Rogers Landing Road	Urban multi-use	780, 12 ft	\$12.50	\$117,000

^{*}Area located east of Wynooski Street. Trails proposed throughout the riparian area surrounding Hess Creek

Table 2 provides specific details relating to trail construction costs. Nature trails are generally bark chip, gravel, or earth surface, and urban multi-use trails are typically concrete or asphalt. An additional 25 percent is expected for right-of-way acquisition, engineering, permitting, and other costs, as well as a 30 percent contingency.

- Rogers Landing Improvements. While there are a few low-cost improvements that may be considered "quick wins," most of the project components associated with Roger's Landing will be longer-term improvements. These will likely include the study, design and engineering, and construction of the following:
 - Pedestrian access to Rogers Landing
 - Amphitheater
 - Landfill park area (Study landfill and determine if it can be used as a park)
 - Dog Park
 - Beach/swimming access
 - Waterfront improvements including potential boat rentals and overnight barge moorage.
- Improve the Waterline Bridge. The Waterline Bridge provides a regionally significant opportunity to connect the Riverfront Area to Champoeg State Park. Options to add pedestrian and bicycle access to the bridge and subsequently across the river would considerably improve the regional network. Improvements would need to be preceded by an engineering study to assess the

structural integrity of the bridge. The City should also continue to coordinate with Chehalem Park & Recreation District (CPRD) and Yamhill County in order to leverage other efforts and funding sources if and when the opportunity arises.

Water, Sewer, & Stormwater

Existing utilities within the project area include wastewater, stormwater, potable water, and private utilities (electricity, natural gas, and telecommunications). Much of the Riverfront Area is relatively underdeveloped, so existing utilities are limited in extent and size. Improvements to the water, sewer, and stormwater infrastructure will be necessary in order to support the plan, as described below.

Water System - Existing

The existing water system is owned and operated by the City of Newberg. The study area is served by three reservoirs: the North Valley Reservoir Nos. 1 and 2 located on the north side of the City, and the Corral Creek Reservoir, located east of the City. These reservoirs are fed by transmission mains from the water treatment plant, which is located on the southeast corner of the study area. A well field south of the study area supplies the City's water, which is conveyed to their water treatment plant. A water transmission main conveys treated drinking water from the treatment plant north through the Riverfront Industrial Site to the rest of the City.

The area north of the Bypass is served by an existing

Riverfront Master Plan Update Planning Level Cost Estimates 8/14/2019 These planning level cost estimates will be further refined with future updates to the City Transportation System Plan (TSP). **Public Transportation Infrastructure** Curb to Curb Estimated TSP Functional Estimated Cost per Estimated Project Cos Description Width Length Project # Classification Linear Foot (\$/LF) (Minimum) (LF) S Blaine Street Extension \$1.800.000 F04 Major Collector 36 E Ninth St to S College St Rogers Landing Rd Extension E06 Major Collector 36 \$1,400,000 Willamette River to UGB Minor Collector S College Street Improvements (includes parking 40 2,000 \$1,463 \$2,925,000 - S Ninth St to E Fourtenth St both sides) S River Street Improvements Major Collector S22 \$3,200,000 36 S First St to Bypass Major Collector S River Street Improvements 900 \$1,350 \$1,215,000 w/Parking on Both 48 Bypass to Rogers Landing Rd Sides Wynooski St Improvements S37 \$4,400,000 Major Collector 36 S River St to Bypass Ninth St Sidewalks \$86,000 P08 _ S Blaine St to S River St E Fourtenth St Sidewalks P09 \$83,000 S College St to S River St E Eleventh St Sidewalks P12 \$78,000 S River St to Wynooski E Ninth St Bike Boulevard B05 _ _ _ \$118,000 S Blaine St to S River Street E Eleventh St Bike Boulevard \$120,000 B05 East of S River Street N Blaine/E Hancock Signal Major Collector 36 \$900,000 N Blaine/E First Signal Major Collector 36 \$900,000 E Ninth Street Connection - S Local Residential 32 625 \$900 \$562,500 Pacific Street to Wynooski St Street Mill Place Extension - E Ninth Local Residential 200 \$900 \$180,000 Street (Connection) to South 32 Street Terminus Rail Crossing Improvements Crossing No. 40A-000.60 (College Minor Collector \$450,000 Street) Rail Crossing Improvements \$415,000 Crossing No. 40A-000.40 (River Major Collector 36 Street) E Fourtenth Street Local Residential - S College St to S River St 32 800 \$800 \$640,000 (Sidewalks in TSP Project P09) Waterfront Street Local Residential 32 2.400 \$900 \$2,160,000 - S College St to UGB Street E Fourtenth Street Extension Local Commercial/ 34 3,200 \$956 \$3,060,000 - S River St to NE Dog Ridge Rd Industrial Street E Industrial St (1) Local Commercial/ - E Fourtenth St Ext to Wynooski 34 3.000 \$956 \$2.868.750 **Industrial Street** S Industrial St (2) - Bypass to E Local Commercial/ 34 1.400 \$956 \$1,338,750 Fourtenth St Ext **Industrial Street** S Industrial St (3) - E Industrial Local Commercial/ 34 1,500 \$956 \$1,434,375 St (1) to E Fourtenth St Ext Industrial Street Projects in the City's 2016 Transportation System Plan \$30,334,375 Projects in the City's 2016 Transportation System Plan That Are Not In The RFMP Update Cost per Linear Foot Assumptions 1) Includes approximately 45 percent allowance for administrative, engineering and other project related costs. 2) No rock excavation 3) No dewatering 4) No property or easement acquisitions. 5) No specialty construction included

Rail Crossing Improvements Crossing No. 40A-000.60 (College Street): Concrete crossing panel and curb-to-curb cross-section to be widened to 40-feet to match TSP for a minor collector roadway. Install railroad crossing arm/gate, equipment housing and sidewalks. Existing double track east of the crossing will need to be shifted approximately 100-feet east to accommodate the widened crossing.

Rail Crossing Improvements Crossing No. 40A-000.40 (River Street): Installation of concrete crossing panel and curb-to-curb cross-section to be widened to 36-feet to match the TSP for a major collector roadway. Install railroad crossing arm/gate, equipment housing, sidewalk on the west and multi-use path on the east.

Riverfront Master Plan Update Planning Level Cost Estimates

5/7/2019

These planning level cost estimates will be further refined with future updates to City master plans for Water, Wastewater and Storm.

Public Utility Infrastructure (Water, Wastewater and Storm)

Description	Sub-basin Served	Size (Inch)	Length (LF)	Cost per Linear Foot (\$/LF)	Estimated Project Cost
Water Main	В	8* to 12	8,200	\$290	\$2,372,490

*Minimum

Cost per Linear Foot Assumptions

- 1) Includes approximately 45 percent allowance for administrative, engineering and other project related costs.
- 2) Ductile iron pipe with an allowance for fittings, valves and services.
- 3) Surface restoration is assumed to be asphalt paving.
- 4) No rock excavation
- 5) No dewatering
- 6) No property or easement acquisitions.
- 7) No specialty construction included.

WASTEWATER								
Description	Sub-ba	sin Served	Capacity			Estimated Project Cost		
Riverfront Lift Station*	В			\$770,000				
	Cost Assumptions 1) Includes allowance for 5% mobilization, 30% contingency and 25% for engineering.							
	1)	aues anowanec	. 101 3/0 1110511	ization, 50% co.	itiligeticy and 25% for ci			
Description	Sub-ba	Sub-basin Served		Sub-basin Served Sub-basin Served		Length (LF)	Cost per Linear Foot (\$/LF)	Estimated Project Cost
Force Main B1*	В		8	1,000	-	\$119,000		
Gravity Main B1	В		8	2,600	\$320	\$832,000		
Gravity Main B2	В		8	1,600	\$320	\$512,000		
Gravity Main B3	В		8	3,400	\$320	\$1,088,000		
Gravity Main B4*	А, В, С	, D	18	1,300	=	\$505,000		
Gravity Main C1	С		8	500	\$320	\$160,000		
Gravity Main D1	D		10	2,400	\$350	\$840,000		
*Projects in the City's 2018 Wastewater Master Plan \$4,826,000								
Cost per Linear Foot Assumptions								
 Includes approximately 45 percent allowance for administrative, engineering and other project related costs. 								
2) PVC pipe with an allowance for fittings and structures.								
3) Surface restoration is assumed to be asphalt paving.								

STORM								
Description		Sub-basin Served	Size	Length	Cost per Linear Foot	Estimated Project Cost		
			(Inch)	(LF)	(\$/LF)	Estimated Project Cos		
Stormwater Mains		A, B, C, D	12* to 18	12,000	\$420	\$5,040,000		

^{*}Minimum

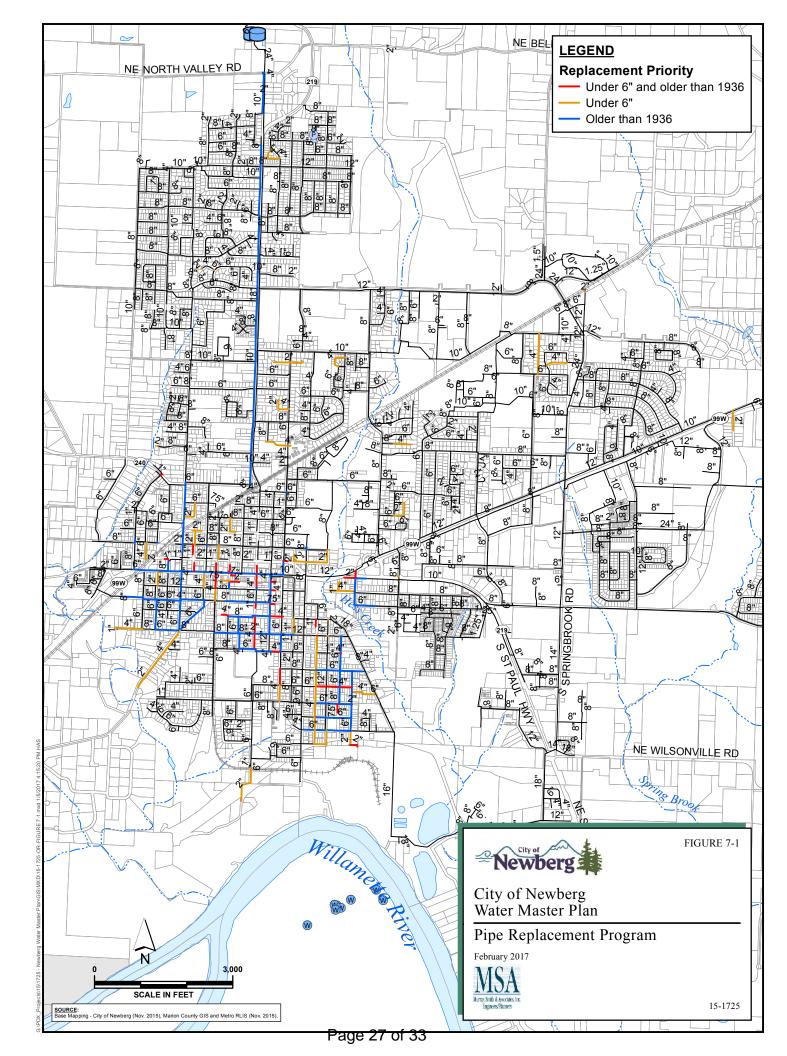
Cost per Linear Foot Assumptions

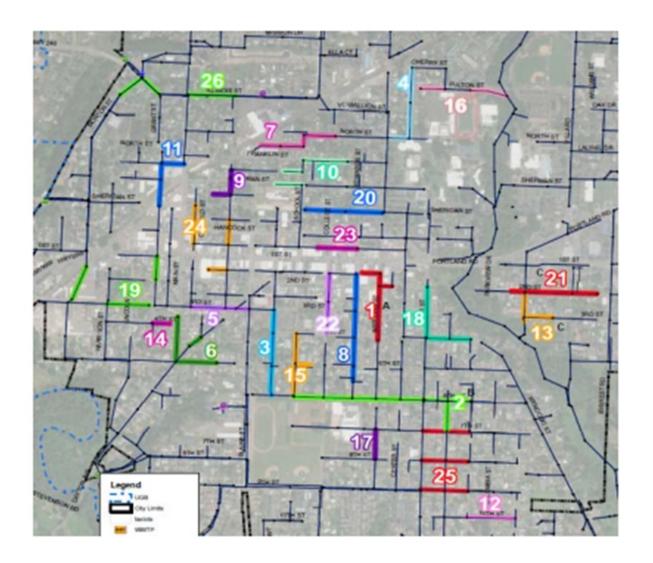
4) No rock excavation5) No dewatering

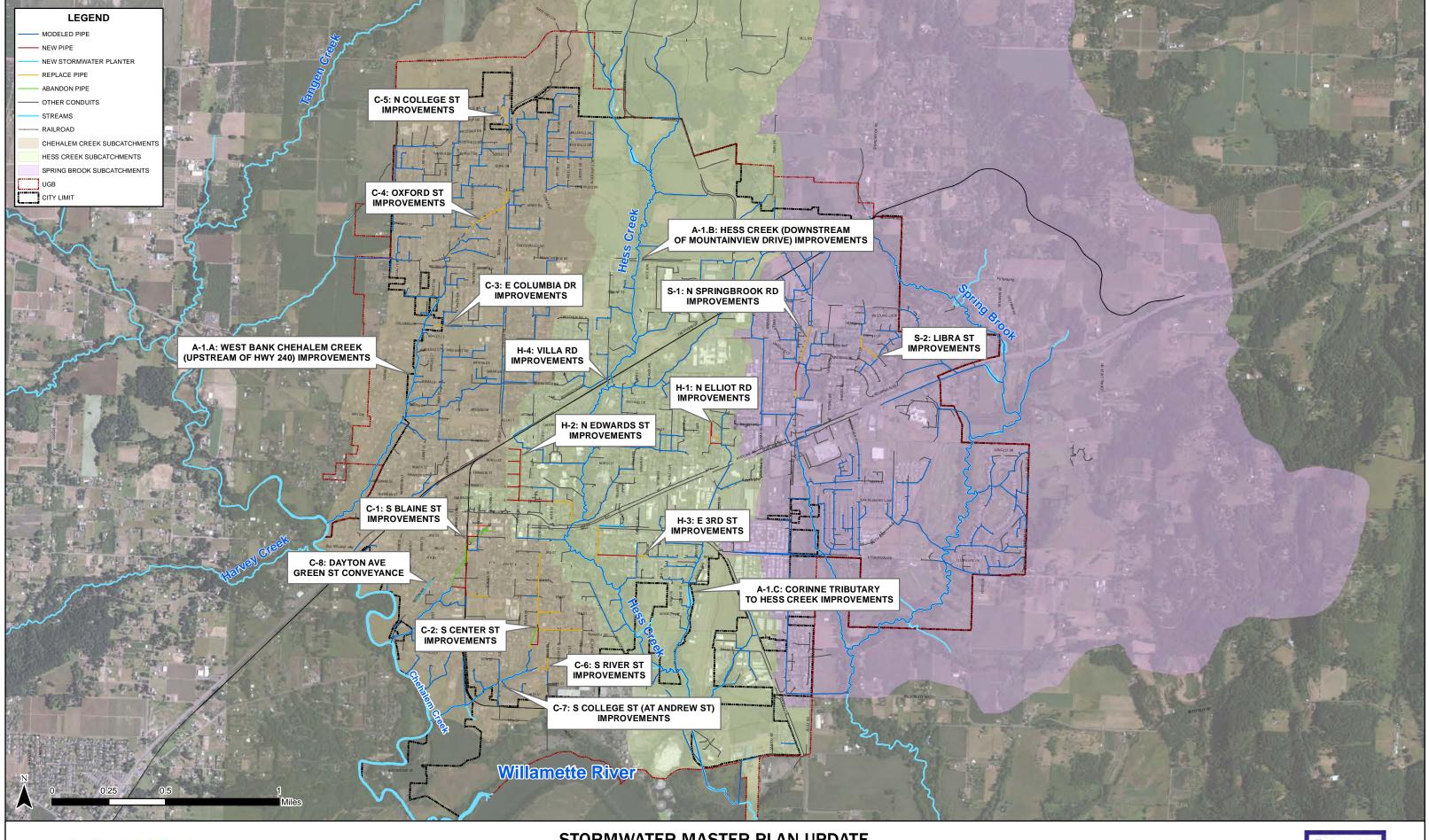
- 1) Includes approximately 45 percent allowance for administrative, engineering and other project related costs.
- 2) PVC pipe with an allowance for fittings, structures and public stormwater planters.
- 3) Surface restoration is assumed to be asphalt paving.
- 4) No rock excavation
- 5) No dewatering
- 6) No property or easement acquisitions.

6) No property or easement acquisitions.7) No specialty construction included.

7) No specialty construction included.









STORMWATER MASTER PLAN UPDATE

FIGURE 6-1. CAPITAL IMPROVEMENT PROJECTS

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TRANSPORTATION

Hancock Street Road Diet (College to Garfield)

Cost per Block 215,518
Number blocks 5
Total Cost \$ 1,077,590

First Street Road Diet (Harrison to River)

Cost per Block 762,635 Number blocks 13 Total Cost \$ 9,914,255

Second Street (Grant to River)

Cost per Block 78,386
Number blocks 11
Total Cost \$ 862,246

River Street (1/2 block south of Second to Sheridan)

Cost per Block 227,541
Number blocks 3
Total Cost \$ 682,623

Center Street (1/2 block south of Second to Sheridan)

Cost per Block 227,541
Number blocks 3.5
Total Cost \$ 796,394

Meridian Street (1/2 block south of Second to Sheridan)

Cost per Block 227,541

Number blocks 3.5

Total Cost \$ 796,394

Edwards Street (1/2 block south of Second to Sheridan)

Cost per Block 227,541
Number blocks 3.5
Total Cost \$ 796,394

College Street (1/2 Block south of Second to 1/2 block north of Hancock)

Cost per Block 227,541
Number blocks 3
Total Cost \$ 682,623

School Street (First Street to Sherman)

Cost per Block 227,541
Number blocks 2
Total Cost \$ 455,082

Howard Street (Fifth to First)

Cost per Block 227,541

Number blocks 3

Total Cost \$ 682,623

Howard Street (First to Sheridan)

Cost for 2 Blocks 1,980,372

Blain Street (Fifth to Sherman)

Cost per Block 227,541

Number blocks 6

Total Cost \$ 1,365,246

Washington Street (1/2 block south Second to 1/2 block north Hancock)

Cost per Block 227,541
Number blocks 3
Total Cost \$ 682,623

Garfield Street (Frist to 1/2 block north Hancock)

Cost per Block 227,541
Number blocks 1.5
Total Cost \$ 341,312

Main Street (1/2 block south Second to Rail Road Tracks)

Cost per Block 227,541

Number blocks 4.5

Total Cost \$ 1,023,935

Grant Street (1/2 block south of Second to Rail Road Tracks)

Cost per Block 227,541 Number blocks 3.5 Total Cost \$ 796,394

Lincoln Street (1/2 block south of First)

Cost per Block 227,541

Number blocks 0.5

Total Cost \$ 113,771

Harrison Street (1/2 block south of First)

Cost per Block 227,541
Number blocks 0.5
Total Cost \$ 113,771

Sheridan (Rail Road tracks to 1/2 block east of Main)

Cost per Block 227,541 Number blocks 1.5

	Total Cost	\$	341,312					
Sheridan (Edwards to River) Cost per Block Number blocks Total Cost	\$	227,541 3 682,623					
TOTAL		\$	24,187,579					
SIGNAGE	& WAYFINDING							
	Streetscape & Wayfin East End Gateway Secondary Gateway Artwalk	ıding	g Plan	\$ \$ \$ \$	100,000.00 250,000.00 100,000.00 100,000.00	\$ \$ \$	120,000.00 350,000.00 120,000.00 100,000.00	
	Total			\$	550,000.00	\$	690,000.00	
NORTH/S	OUTH CONNECTIONS North/South Refinem	ent	Study	\$	80,000.00	\$	100,000.00	
	Total			\$	80,000.00	\$	100,000.00	
DOWNTO	WN TROLLEY							
	Trolley Feasibility Stu	dy		\$	60,000.00	\$	75,000.00	
	Total			\$	60,000.00	\$	75,000.00	
URBAN RI	ENEWAL							
	Feasibility Study			\$	35,000.00			
	Plan & Report			\$	50,000.00			
	Total			\$	85,000.00			
ECONOM	IC OR BUSINESS DISTR	ICT						
	BID or EID			\$	25,000.00	\$	40,000.00	
	Total			\$	25,000.00	\$	40,000.00	
DOWNTON DEVELOPMENT OMBUDSMAN								
	Downtown Ombudsn	nan		\$	50,000.00			
	Total			\$	50,000.00			
PARKING								
AMMING	Signage (yearly)			\$	5,000.00			
	Parking Data collection	n (B	i-annually)	\$	30,000.00			

Business to Business Outreach \$ 2,500.00

Total \$ 37,500.00

GRAND TOTAL \$ 25,075,078.50 \$ 25,265,078.50