



Ad Hoc Urban Renewal Citizens Advisory Committee

May 24, 2021 – 5:30 PM

Newberg City Hall

414 E First Street (teleconference meeting)

<https://zoom.us/j/95189397874>

Or join by phone:

Dial (for higher quality, dial a number based on your current location):

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301 715 8592 or +1 312 626 6799

Webinar ID: 951 8939 7874

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
April 26, 2021

IV. NEW BUSINESS

- A. Newberg Urban Renewal Plan and Report - Recommendation

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 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 ADVISORY COMMITTEE

Meeting Minutes

April 26, 2021 5:30 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 called the meeting to order at 5:33pm

ROLL CALL

Members Present: John Bridges, Chair
Francisco Stoller, Vice Chair
Molly Olson
Don Clements
Joe Morelock
Josh Duder
Cassandra Ulven

Members Absent: Rick Rogers, excused
Stephanie Findley
Loni Parrish

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

Consultant Present: Elaine Howard, Elaine Howard Consulting

CONSENT CALENDAR:

Approval of the March 22, 2021 Ad Hoc Urban Renewal Citizens Advisory Committee Meeting Minutes

<p>MOTION: Member Olson and Member Ulven moved to approve the March 22, 2021 Ad Hoc Urban Renewal Citizens Advisory Committee Meeting Minutes, Motion carried 7/0</p>
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NEW BUSINESS:

Revisit Project List

Chair Bridges noted when the Mill Site changed their circumstances, they went through a series of consecutive appeals of their valuation. Each year the tax assessor sets the valuation and the Mill Site appeals it. This has been successful in lowering the valuation virtually every year since it has been out of operation. The most recent appeal concluded recently and the County decided not to appeal to a higher authority and accepted the valuation. He noted this reduces the value of the Mill Site, which reduces the numbers for the life of the Plan and means they have to reduce the project list by \$5.7 million dollars.

Elaine Howard noted this has been a circumstance that they've been considering since inception, because they knew if they filed an appeal or if all of the value left after they formed the Urban Renewal Agency, it would put them in a negative position right away. She noted they moved quickly enough to file an appeal this year. She noted they didn't have all the information until they ran their second round of financial data. It was her understanding that the value they applied to is the value the Mill Site sold for and doesn't believe there will be another appeal until some of the equipment starts moving. She noted Nick Popenuk re-ran the financials using the new numbers from the Mill Site which resulted in \$15 million dollar lower frozen base than was projected for this year. This means when you're projecting 6.5 percent growth over the years it loses money because you're doing calculations on a lower number to start with.

Elaine noted in the memo, it talks about what the reduction means in terms of maximum indebtedness and overall capacity. The maximum indebtedness goes down to \$106.4 million and the capacity to fund in 2020 dollar values goes down to \$56.1 million. She noted they broke this out in five year increments and talked to CDD Rux of the alternatives for what to do at this point. She noted if they are going to make the Plan meet the financial requirements of an Urban Renewal Plan they will need to reduce money allocated to projects, which is a reduction of \$5.8 million dollars. She noted CDD Rux looked at the projects that would accomplish that and also talked with the Mill Site owner about some of the transportation projects.

CDD Rux noted he had conversations with CDC about the concepts of elimination of the two North/South industrial streets on the Mill site property. The first one goes from the Bluff Road up towards the Bypass, and the second one would connect between the East Road and down to the Bluff Road. CDC indicated that those two roads in their preliminary concepts are not necessary, it creates a more usable development space for what they're trying to achieve. This would allow a bigger site up on the North of the East/West road and is a better development opportunity south of that East/West industrial street. It still leaves the East /West Street in place to get trucks in and out of the Mill Site. It leaves the Bluff Road, which was a community value component part of the Riverfront Master Plan. It leaves in Wynooski Street, which is another key transportation piece as a freight route and with all these roads comes the underlying infrastructure. These projects in 2020 dollar values came to over \$3.2 million dollars.

CDD Rux noted on where to cut the other \$2.9 million dollars. Looking through the Plan and 14 months of discussions, priorities and the several months that they spent working through the project list he noted some points. They looked at Blaine Street and what that project encompassed. The conversations at the very beginning, were the issues about some high density residential, which is driven a lot by underground infrastructure, sewer and water components. He noted they could reduce that project value. About \$200,000 to \$300,000 would remain in the Blaine Street project to address some of the underground infrastructure that was identified. He noted with those two reductions it brought them into alignment with the \$5.8 million dollar reduction.

CDD Rux noted it leaves the Esplanade in place on the Mill Site, which is viewed as an asset, with 300 to 400 employees who are working there having the opportunity to take lunch breaks, go walking along the Esplanade and getting exercise. They kept River Street from the Bypass South and the rail crossing, which is going to need improvements in order to accommodate redevelopment on the Mill Site. It keeps the Fourteenth Street component in place which has underground infrastructure. It keeps the multi-use trail and Esplanade in sub area B, which comes directly out of the Riverfront Plan, a value for the commercial area at Fourteenth Street and Waterfront Street and future residential on the south side of the Bypass, which ties into the park area from Rogers Landing and open park space. It keeps in place the wastewater infrastructure and the pump station. He said it is always important to note that there are areas south of the Bypass that drain back to that pump station and forced main, which tie back into the existing infrastructure. It keeps in place S Blaine Street extension, and the connection back into College Street. College Street improvements from Ninth Street down to Fourteenth Street and associated infrastructure. It keeps in place River Street from Ninth Street to the Bypass. Noting River Street is one of those primary access points and Blaine Street is the access point to get into the Riverfront area. It keeps in the portion of River Street from Third Street to Ninth Street.

CDD Rux noted in the Downtown Area it keeps in place all the water line improvements, strategic for infill and redevelopment to occur. It keeps in the partial funding for the intersection at College Street and Hancock Street. It keeps the two traffic signals at Blaine Street on First Street and Hancock Street. It keeps the two parking lots in the Downtown Area, which the location is to be determined. He noted the last piece of the Downtown Area is Second Street from Grant Street to River Street, undergrounding of the existing overhead utility lines to promote the residential development along the Second Street corridor.

CDD Rux noted if they start to piece away some of the other projects, then it raises the question if they were feasible or not. He noted this is how he came up with the recommendations dropping the North/South industrial streets, in coordination with the property owner, and reductions in the funding on Blaine Street.

Member Olson asked what is the impact on Blaine Street.

CDD Rux noted it is a lot of sidewalk work along the roadway, some curb to curb improvements, which leaves approximately \$200,000 to \$300,000 for water and wastewater improvements to get some high density development along Blaine Street.

Chair Bridges noted the Second Street utility undergrounding cost is a little over \$1.8 million dollars and asked what is included in that.

CDD Rux noted you get the overhead lines that are primarily on the south side of the street all go underground. If you're trying to do vertical mixed-use, vertical development, multi-stories, which is what we're trying to achieve in the Downtown Area. He noted conversations with TVF&R, if you get over 30 feet, the height and their aerial apparatus, they can't work through the electrical and telecommunication lines. For example the project on Edwards Street and Second Street, the three-story apartment project and part of that requirement was they had to underground the overhead utilities along the frontage of their property. He noted in order for Public Safety to be able to get in and to address their response, which is where they identified that undergrounding to occur.

Chair Bridges asked if you don't do the whole undergrounding cost for those property owners, but instead you set aside a third of the amount of money and create a grant program, so if a developer does want to do a project, you have ability to be part of the undergrounding cost and the developer has the other part.

CDD Rux noted it is more expensive when you do the undergrounding lot by lot rather than underground everything from River Street to Grant Street at one time. If it is done lot by lot, then you'll have situations where you'll have poles, then they drop underground and where do you position all of your vaults, conduit boxes and other infrastructure.

Chair Bridges noted he was trying to think if there's a fair trade-off. He has never seen a tremendous value in the Second Street concept. He asked if they're not going to do anything on the surface of Blaine Street, is that going to be an attractive place to try to develop because it is a difficult road to navigate.

CDD Rux noted curb to curb on Blaine Street does not change, the railroad tracks are going to continue to be down the center of the road for redevelopment opportunities on the Mill Site. It is those improvements that are on the back side of the curb.

Chair Bridges noted it sounds like they're not doing anything to make the surface better to interact between the railroad tracks down the middle of Blaine Street.

CDD Rux responded the City previously came in and did a project paving down Blaine Street, which they worked with the former Mill Site owner at that time under their franchise agreement to do all the paving work between the rail lines.

Chair Bridges asked what is the groups thoughts on how to split up the \$5.8 million dollars and if they have any different ideas.

Member Stoller noted he doesn't have another option or opinion beyond the recommendation.

Member Olson noted she is happy with the recommendations from CDD Rux. She noted with the infrastructure plan dollars sidewalks on Blaine Street could be managed with other City dollars not coming from Urban Renewal but from somewhere else. She noted she appreciates the fact that it's coming out of somewhere that might be remediated with other dollars.

Member Ulven added it makes good sense and appreciates the work done to carefully evaluate reductions and she supports the recommendations.

Chair Bridges invited someone to make a motion to adopt the recommended changes.

MOTION: Member Olson and Member Ulven moved to adopt changes made to the proposed reduction of \$5.8 million dollars, Motion carried 7/0

PUBLIC COMMENTS:

None

ITEMS FROM STAFF:

CDD Rux noted he has reached out to all the Taxing Districts in preparation of the confer/consult process. He noted he sent out emails and has started getting meetings scheduled, and is building the list and will share with Elaine. This will allow Nick Popenuk go ahead and finish the financial modeling and all the information that needs to go into the Report, along with the draft Plan. He noted the next meeting is May 24th where they will bring the final draft documents for review. At that meeting they will be looking for a motion and vote to move onto the next step.

ITEMS FROM COMMITTEE MEMBERS:

Member Ulven noted in response to CDD Rux, the date scheduled to visit their Board is ok.

Member Morelock responded the School District Board will be scheduling Tuesday of next week and it is on their agenda.

CCD Rux noted CPRD Board is meeting on June 24th.

Chair Bridges noted they are also doing public presentations, with the City Club and Rotary Club so they are getting the word out for interested feedback. He noted they have gotten a fair number of comments, questions and participation which is good.

ADJOURNMENT:

Chair Bridges adjourned the meeting at 6:01pm

APPROVED BY THE AD HOC URBAN RENEWAL CITIZENS ADVISORY COMMITTEE this May 24, 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: May 24, 2021 CAC Meeting
DATE: May 24, 2021

Plan and Report

Attachment 1 the Newberg Urban Renewal Plan and Report. The Plan is broken into the following sections:

- I. DEFINITIONS
- II. INTRODUCTION
- III. MAXIMUM INDEBTEDNESS
- IV. PLAN GOALS
- V. URBAN RENEWAL PROJECT CATEGORIES
- VI. URBAN RENEWAL PROJECTS
- VII. AMENDMENTS TO PLAN
- VIII. PROPERTY ACQUISITION AND DISPOSITION
- IX. RELOCATION METHODS
- X. TAX INCREMENT FINANCING OF PLAN
- XI. VALIDITY
- XII. ANNUAL REPORT
- XIII. RELATIONSHIP TO LOCAL OBJECTIVES
- XIV. LEGAL DESCRIPTION

A couple of items to note in the Plan. The Committee has been discussing the duration of the plan with a maximum of 30 years. Language has been included in **VII. AMENDMENTS TO PLAN** and **X. TAX INCREMENT FINANCING OF PLAN C. Duration** responding to those discussion.

Section **XIII. RELATIONSHIP TO LOCAL OBJECTIVES**, subsection **G. Newberg Municipal Code Title 15 Development Code, Existing Zoning Categories** for R-1, R-2 and R-3 will be updated after City Council reviews and adopts the Middle Housing – Duplex regulations scheduled for June 7, 2021. The revised language will be included in the Urban Renewal Plan that will go before the City Council on August 2, 2021.

Finally, **XIV. LEGAL DESCRIPTION** has not been included as it is still in development. It is anticipated that the final version will be available prior to the Committee's May 24th meeting and will be distributed as a supplemental packet.

The Report (Attachment 2) is broken into the following sections:

- I. INTRODUCTION
- II THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA
- III THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS
- IV. FINANCIAL ANALYSIS OF THE PLAN
- V. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED
- VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT
- VII. REVENUE SHARING
- VIII. IMPACT OF THE TAX INCREMENT FINANCING
- IX. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA
- X. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES
- XI. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN
- XII. RELOCATION REPORT

A couple of items to note in the Report. Under **IX. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES** on pages 42 and 44 for Tables 19 and 20 are being updated from what is shown. The final versions will be available prior to the Committee's May 24th meeting and will be distributed as a supplemental packet.

Recommendation

The Ad Hoc Urban Renewal Citizens Advisory Committee recommends the Newberg Urban Renewal Plan and Report be forwarded to the Newberg Urban Renewal Agency for referral to taxing districts and to the Newberg City Council for adoption.

Next Steps

The Urban Renewal Plan and Report will be presented to the Newberg Urban Renewal Agency (Agency) on June 7, 2021. The meeting will set the stage for the Agency to refer the Plan and Report to the Taxing Districts which is scheduled to occur on June 9, 2021 to commence the 45 day process contained on ORS 457.089 for the Consult/Confer process scheduled to end on July 24, 2021.

Staff has been coordinating with taxing districts to get scheduled before the respective governing bodies to present to the Plan and Report. These meeting are being scheduled between June 17 and July 15, 2021.

The City Council is scheduled to hold a public hearing on August 2, 2021 on the Plan and Report. Adoption is scheduled for August 16, 2021.

Attachments: 1. Newberg Urban Renewal Plan
2. Report Accompanying the Newberg Urban Renewal Plan

Newberg Urban Renewal Plan

This document remains draft until either the Yamhill County vote on approval of the Newberg Urban Renewal Plan due to unincorporated properties or the City Council adoption of the Newberg Urban Renewal Plan.



Newberg Urban Renewal Plan
Adopted by the City of Newberg

DATE

Ordinance No. 2021 -

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

This Plan was also approved by Yamhill County by Resolution No. ____ on ____ as there are unincorporated properties in the Area.

LIST OF PARTICIPANTS

Mayor

Rick Rogers

City Council

Elise Yarnell Hollamon, 1

Julia Martinez Plancarte, 2

Denise Bacon, 3

Bryce Coefield, 4

Mike McBride, 5

Stephanie Findley, 6

Planning Commission

Jason Dale

Jenna Morris

Sharon Capri

Robert Sherry

Kriss Wright

Charles Aban

Jeffrey Musall

Colin C Bolek, Student Commissioner

City of Newberg Staff

Dan Weinheimer, City Manager

Doug Rux, AICP, Community Development Director

Brett Musick, PE Senior Engineer

Lacey Dykgraaf, Community Engagement Specialist

Shannon Buckmaster, Economic Health Manager

Bobbie Morgan, Community Development Office Assistant II

Ad Hoc Urban Renewal Citizens Advisory Committee

John Bridges, Chair

Francisco Stoller, Vice Chair

Josh Duder, Executive Director, Chehalem Valley Chamber of Commerce

Don Clements, Superintendent, Chehalem Park and Recreation District

Stephanie Findley, Newberg City Council

Joe Morelock, Superintendent, Newberg School District,

Molly Olson, Infrastructure Chair, Newberg Downtown Coalition

Loni Parrish, Citizen

Angel Aguilar, Citizen

Cassandra Ulven, Public Affairs Chief, Tualatin Valley Fire and Rescue (TVF&R)

Consulting Team

Elaine Howard Consulting, LLC

Elaine Howard, Scott Vanden Bos

Tiberius Solutions LLC

Nick Popenuk, Ali Danko, Rob Wyman

JLA Public Involvement

Sam Beresky, Darren Cools

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I. DEFINITIONS

“Agency” means the Newberg Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan.

“Area” means the properties and rights-of-way located within the Newberg Urban Renewal Boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“Board of Commissioners” means the Yamhill County Board of Commissioners.

“City” means the City of Newberg, Oregon.

“City Council” or “Council” means the Newberg City Council.

“Comprehensive Plan” means the City of Newberg comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Yamhill County, Oregon.

“Fiscal year ending” means the year commencing on July 1 and closing on June 30 of the next year.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The County Assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon Revised Statutes. Chapter 457 specifically relates to urban renewal.

“Planning Commission” means the Newberg Planning Commission.

“Revenue sharing” means under-levying tax increment proceeds to effectively share a portion of the revenue with the other taxing districts who levy permanent rate taxes in the urban renewal area as defined in ORS 457.470.

“Tax increment financing (TIF)” is a method of funding urban renewal projects and programs through incurring debt that is repaid by the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment finance revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“UGB” means urban growth boundary.

“Urban renewal area (URA)” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.087.

II. INTRODUCTION

A. Plan Overview

The City of Newberg has spent the last several years completing planning to set the stage for an urban renewal plan which is a key implementation tool. The City updated all infrastructure master plans. The updates to the *Transportation System Plan*, *Waster Master Plan*, *Wastewater Master Plan* were technical updates that consisted of addendums to the current master plans and the *Newberg Comprehensive Plan*. In addition, the City prepared the *Riverfront Master Plan* and the *Downtown Improvement Plan*. Newberg has also completed the *A NewBERG Vision*, and the *Newberg Economic Development Strategy*, *Newberg Strategic Tourism Plan*, *Newberg Housing Needs Analysis*, *Newberg Economic Opportunity Analysis*, and the *Urban Renewal Feasibility Study*. All of this planning has led to the formation of the Newberg Urban Renewal Agency (Agency) and the preparation of the Newberg Urban Renewal Plan (Plan).

Opportunity for public input was provided for each planning document used as a basis for this urban renewal plan. The City also convened a Citizens Advisory Committee (CAC) comprised of representatives of the , Newberg City Council, Chehalem Park and Recreation District, Tualatin Valley Fire and Rescue (TVF&R), Newberg School District, Chehalem Valley Chamber of Commerce, business owners and community members. The CAC provided input on the boundary, proposed projects and finances for the urban renewal area. The Citizens Advisory Committee met fourteen times, unanimously approved the projects in the Plan and _____ at their May 24, 2021 meeting.

Materials were posted online during the feasibility study phase of the project including a series of videos to explain urban renewal. The briefings at the City Council and Planning Commission have been open public meetings. Additional opportunities for public input were at an online Open House on April 7, 2021, the Newberg Urban Renewal Agency (Agency) meeting on June 7, 2021, Newberg Planning Commission meeting on July 8, 2021 and the Newberg City Council public hearing on August 2, 2021. The City Council public hearing was noticed to owners of real property within the City of Newberg via U.S. Mail and mailed individually to all property owners outside the city limits within the Urban Renewal Boundary.

The Newberg 2021 Urban Renewal Plan Area (Area), shown in Figure 1, consists of approximately 599.73 total acres: 452 acres of land in tax lots and 147.73 acres of public rights-of-way. It is anticipated that the Plan will take thirty years of tax increment collections to implement. The maximum amount of indebtedness that may be issued for the Plan is not to exceed \$114,900,000 (One Hundred Fourteen Million, Nine Hundred

Thousand Dollars. Detailed financial analysis is in the Report accompanying the Newberg Urban Renewal Plan.

Detailed goals and objectives developed for the Plan are intended to guide tax increment finance (TIF) revenue investment in the Area over the life of the Plan. The project category descriptions and list of projects are similarly intended to aid future decision makers when considering how best to expend TIF revenue. The Plan is to be administered by the Agency. Substantial amendments to the Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the inside of the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the Plan and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

Table 1 - Statutory References

Statutory Requirement	Plan Section
ORS 457.085(2)(a)	V, VI
ORS 457.085(2)(b)	V, VI
ORS 457.085(2)(c)	XIV
ORS 457.085(2)(d)	XIII
ORS 457.085(2)(e)	XIII
ORS 457.085(2)(f)	IX
ORS 457.085(2)(g)	VIII
ORS 457.085(2)(h)	III
ORS 457.085(2)(i)	VII
ORS 457.085(2)(j)	Not applicable

B. Urban Renewal Overview

Urban renewal allows for the use of tax increment financing, a funding source that is unique to urban renewal, to fund its projects. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in Oregon Revised Statutes (ORS) 457.010. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. This Area meets the definition of blight due to its transportation system infrastructure deficiencies, utility infrastructure deficiencies, and underdeveloped and undeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the Report.

The Report contains the information required by ORS 457.087, including:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the area; and
- A relocation report.

III. MAXIMUM INDEBTEDNESS

Maximum indebtedness is the amount of indebtedness secured by a pledge of tax increment revenue that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$106,400,000 (One Hundred Six Million, Four Hundred Thousand Dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds.

IV. PLAN GOALS

The goals of the Newberg Urban Renewal Plan come directly from existing publicly vetted and City Council adopted documents. *A NewBERG Community Vision* provides an overall vision for the city of Newberg identified as Goals A and B below. The *City of Newberg Riverfront Master Plan* provides the goals for the Riverfront, Goal C. The *City of Newberg Downtown Improvement Plan* provides goals for the Downtown, Goal D. The urban renewal plan is an implementation tool to enable the city to undertake projects already identified in these documents and in the City of Newberg Master Plans within the urban renewal area. There are many other Newberg planning documents that provide support to the projects identified in this Plan. Those are reviewed in Chapter XII of this Plan.

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve each goal. The urban renewal projects identified in Sections V and VI of the Plan are the specific means of meeting the objectives. The goals and objectives will be pursued as economically as is feasible and at the discretion of the Agency. The goals and objectives are not listed in any order of importance or priority. A matrix of how the projects align with the goals and objectives is shown in Table 2.

Goal A: ECONOMIC DEVELOPMENT

Goal 1. Enhance industrial development capabilities and opportunities

- Retention and expansion of existing industrial businesses
- Recruitment of traded sector companies
- Ensure adequate utilities (water, sewer, storm drainage, electricity, natural gas and telecommunications) to support industrial growth
- Improve transportation access for industrial land

Goal 2. Enhance commercial development capabilities and opportunities

- Redevelop vacant and underutilized commercial/retail sites
- Support creation of new retail/commercial businesses

Goal 4: Complete funding, administrative, and organizational actions for Newberg Downtown Improvement Plan

a) Create an Urban Renewal District

Goal B: LIVABILITY & DEVELOPMENT

Goal 1. Blend the built environment with surrounding natural landscape

Goal 2. Improve multi-modal transportation

- b) Complete ADA Spot Improvement Program projects for Primary Critical Routes to improve walkability in accordance with the Newberg Transportation System Plan
- c) Complete bicycle lanes and lane treatments along planned routes established by the Newberg Transportation System Plan

Goal 4. Complete Downtown Improvement Plan

- d) Implement First Street improvement projects
- e) Implement West End/Mill District Project
- f) Implement Second Street Mixed-use District Projects
- g) Implement Catalyst Development Projects

Goal 5. Improve Infrastructure

- h) Increase the supply of industrial and commercial/retail land
- i) Ensure adequate utilities (water, sewer, storm drainage, electricity, natural gas and telecommunications) to support industrial growth
- j) Improve transportation access for industrial land

Goal C: RIVERFRONT AREA

Goal 1. Provide a mix of land uses: public, residential, commercial/mixed use, and industrial.

Goal 2. Plan for a multi-modal transportation network to provide access and connections to the rest of the city, especially Downtown Newberg.

Goal 3. Preserve open space and incorporate natural features as part of the riverfront's strong sense of place.

Goal D: DOWNTOWN AREA

Goal 1. Downtown will be a vibrant, inviting, and fun destination for those coming from near and far.

Goal 2. Downtown streets will be pedestrian-friendly and safe for all modes of transportation.

Goal 3. Downtown will be the center for public life – a place to shop, work, visit, gather and play.

Goal 4. Downtown will have increased density, a diverse mix of businesses and a broad range of places in which to live.

Goal 5. Downtown will be easy to navigate through attractive, effective signage and physical connections between activity centers and districts

Goal 6. Downtown will have a variety of easy-to find parking options

Goal 7. Downtown will have the appropriate type and level of infrastructure to support the envisioned future type, mix and intensity of uses

Goal E: ADMINISTRATION

Goal 1. Provide for the administration of the urban renewal plan.

Table 2 – Relationship of Projects to Newberg Urban Renewal Plan Goals

Project Category	Goals
Transportation	A,B,C,D
Infrastructure	A,B,C,D
Riverfront Trails	A,B,C
Utility Undergrounding	A,B,C,D
Acquisition	A
Administration	A,B,C, D, E

V. URBAN RENEWAL PROJECT CATEGORIES

The projects within the Area fall into the following categories. The project lists are separated into specific geographical sub areas in the urban renewal area as shown in Figure 4 through Figure 11.

A. Public Transportation

B. Infrastructure

C. Riverfront Trails

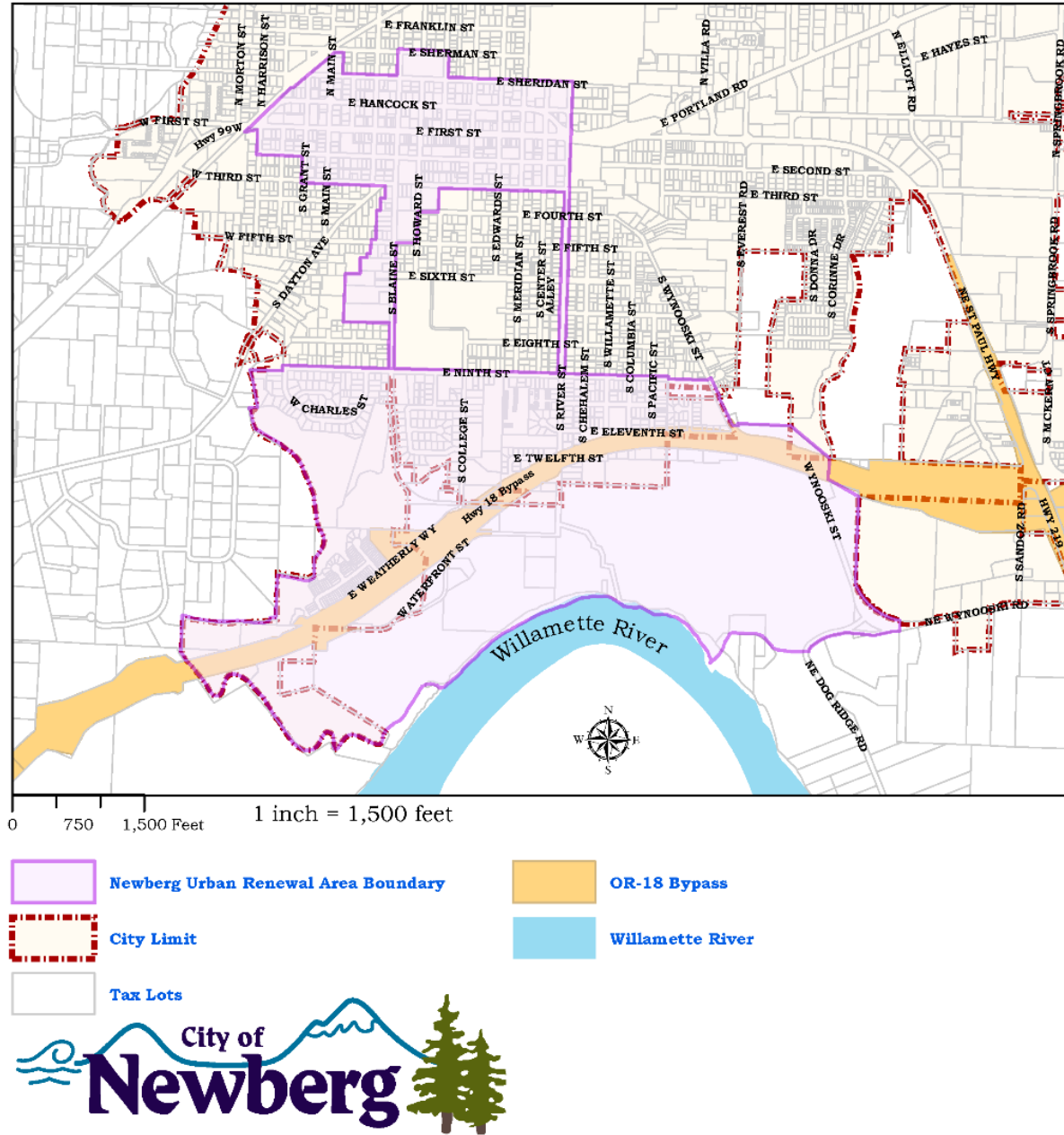
D. Undergrounding Utilities

E. Acquisition/Disposition

F. Administration

Figure 1 – Newberg Urban Renewal Plan Area Boundary

Newberg Urban Renewal Area Boundary

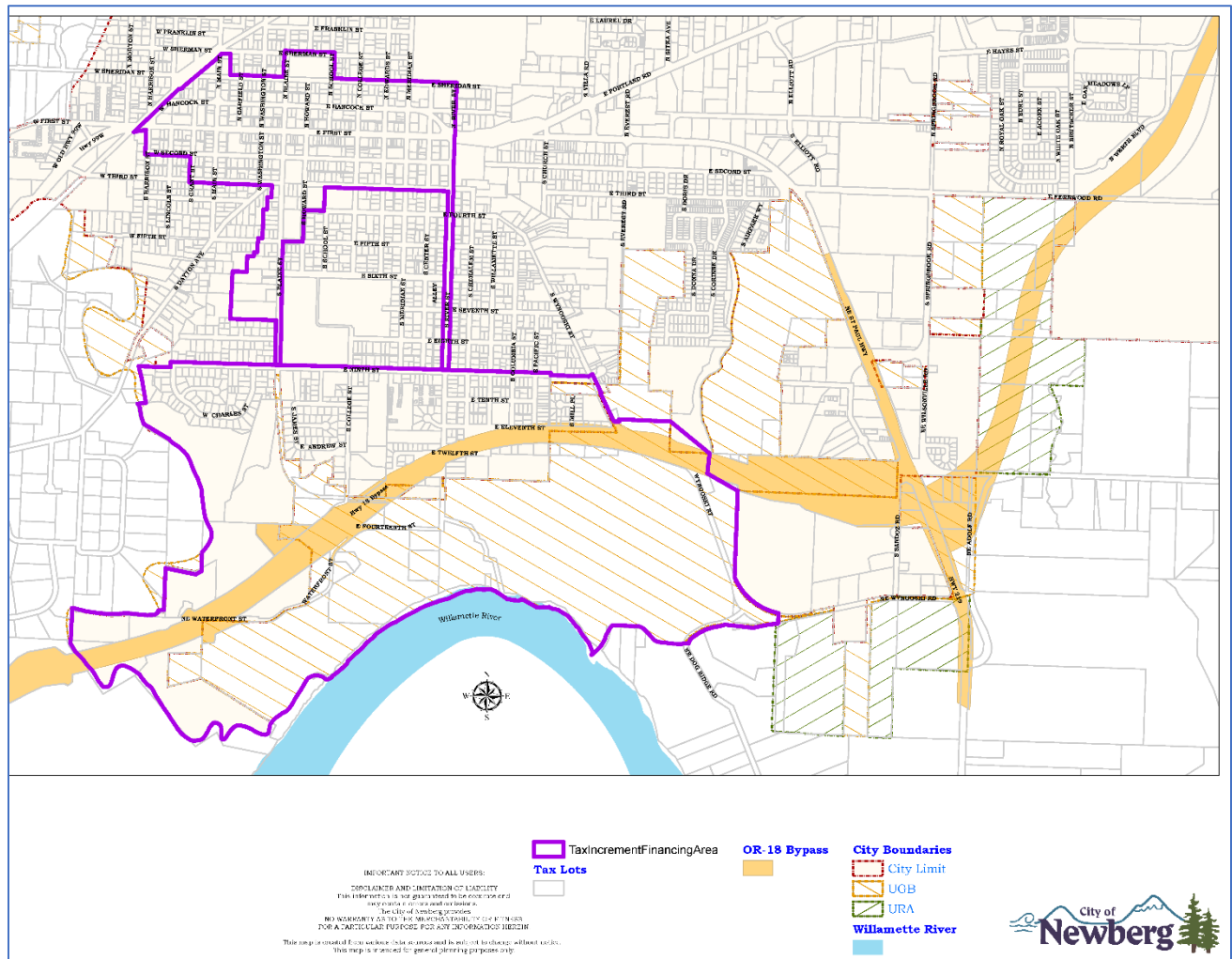


Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Unit
 Projection: Lambert Conformal Conic
 Datum: North American 1983 HARN
 False Easting: 8,202,099.7375
 False Northing: 0.0000
 Central Meridian: -120.3000
 Standard Parallel 1: 44.3333
 Standard Parallel 2: 46.0000
 Latitude Of Origin: 43.6567
 Units: Feet
 Document Path: O:\GIS\MapRequest\Doug\Proposed Tax Increment Financing Area - In road
 Date Saved: 3/30/2021 10:14:14 AM
 Author: Krista Robinson, GIS Analyst

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 NO WARRANTY AS TO THE MERCHANTABILITY OR FITNESS
 FOR A PARTICULAR PURPOSE FOR ANY INFORMATION HEREIN.

This map is created from various data sources and is subject to change without notice.
 This map is intended for general planning purposes only.

Figure 2 - Newberg Urban Renewal Plan Area Boundary Showing Unincorporated Properties



Newberg Urban Renewal District Subareas

City Boundaries

- City Limit
- City Center
- CRA

Tax Lots

Willamette River

Newberg Urban Renewal District Subareas

- A
- B
- C
- D
- E
- F
- G
- H

1 inch = 400 feet

Source: City of Newberg

VI. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. They are not listed in any priority order. The Agency will determine the order of the projects and may add and remove projects in the future through the amendment process defined in Section VII of this Plan. The projects identified for the Area are described below, including how they relate to the existing conditions in the Area.

A. Sub-Area A Riverfront:

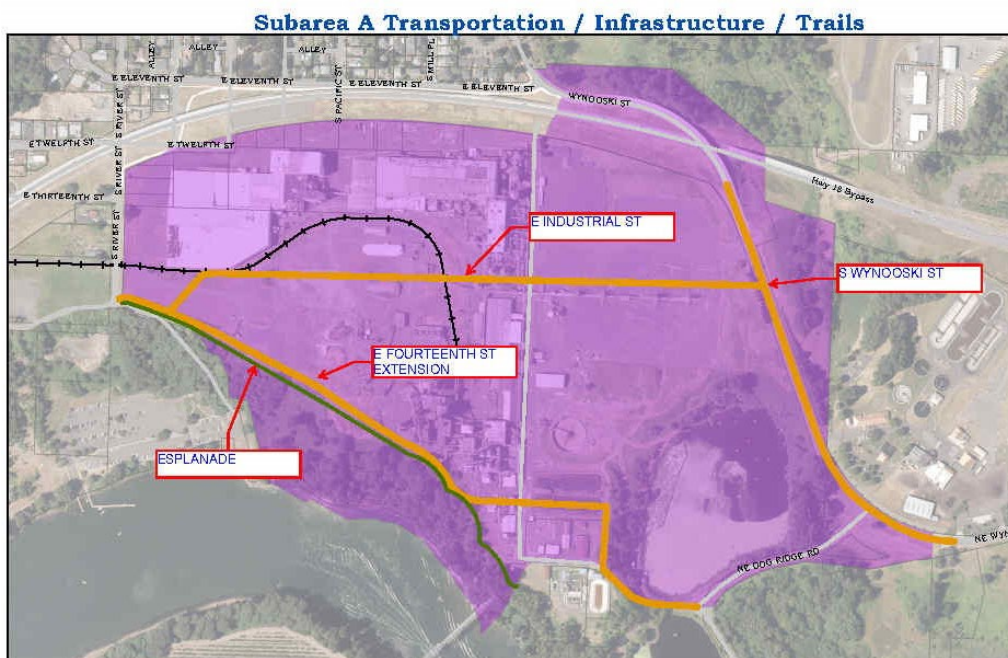
1. Public Transportation and Infrastructure

- a) E Fourteenth Street Extension – S River Street to NE Dog Ridge Road. Includes street, curb, sidewalk, storm, and water. New street to meet City of Newberg standards.
- b) E Industrial Street from E Fourteenth Street extension to NE Wynooski Road. Includes street, curb, sidewalk, storm, water, and wastewater. New street to meet City of Newberg standards.
- c) NE Wynooski Street from Bypass to NE Dog Ridge Road. Includes street, curb, sidewalk, and storm. This is currently a County Road. Improvements to existing road to meet City of Newberg standards.

2. Riverfront Trails

- a) Esplanade south of Mill Urban Multi-Use Trail.

Figure 4 – Sub-Area A Transportation, and Infrastructure and Trails



B. Sub-Area B Riverfront:

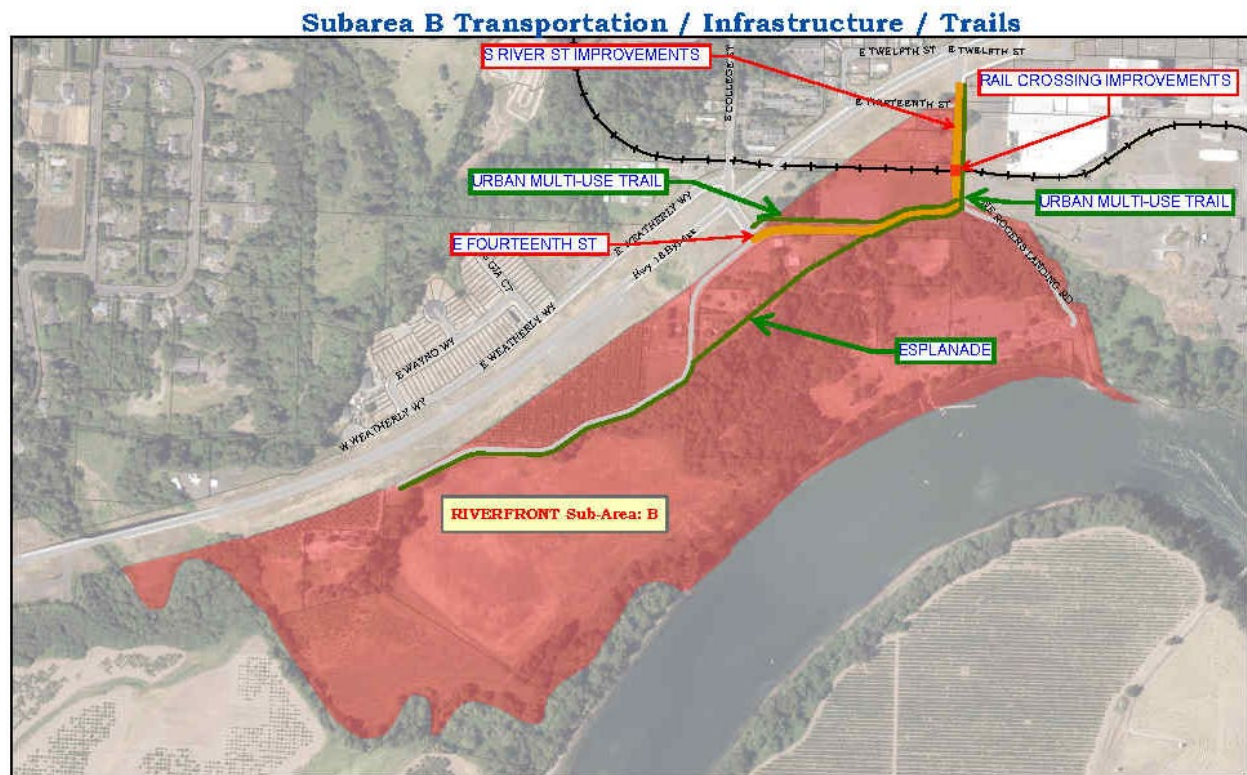
1. Public Transportation and Infrastructure

- a) S River Street Improvements – Bypass to Rogers Landing Road. Includes street, curb, sidewalk, storm, water, wastewater to meet City of Newberg standards. South of E Thirteenth is currently a County road.
- b) Rail crossing improvements No. 40A-000.40 at S River Street to meet ODOT Rail requirements for future development.
- c) E Fourteenth Street - S College Street to S River Street. Includes street, curb, sidewalk, storm, and water. This is currently a County road. Improvements to existing road to meet City of Newberg standards.

3. Riverfront Trails

- a) S River Street to S College Street – Urban Multi-Use Trail.
- b) Esplanade west of S River Street – Urban Multi-Use Trail.

Figure 5 – Sub-Area B Transportation and Infrastructure



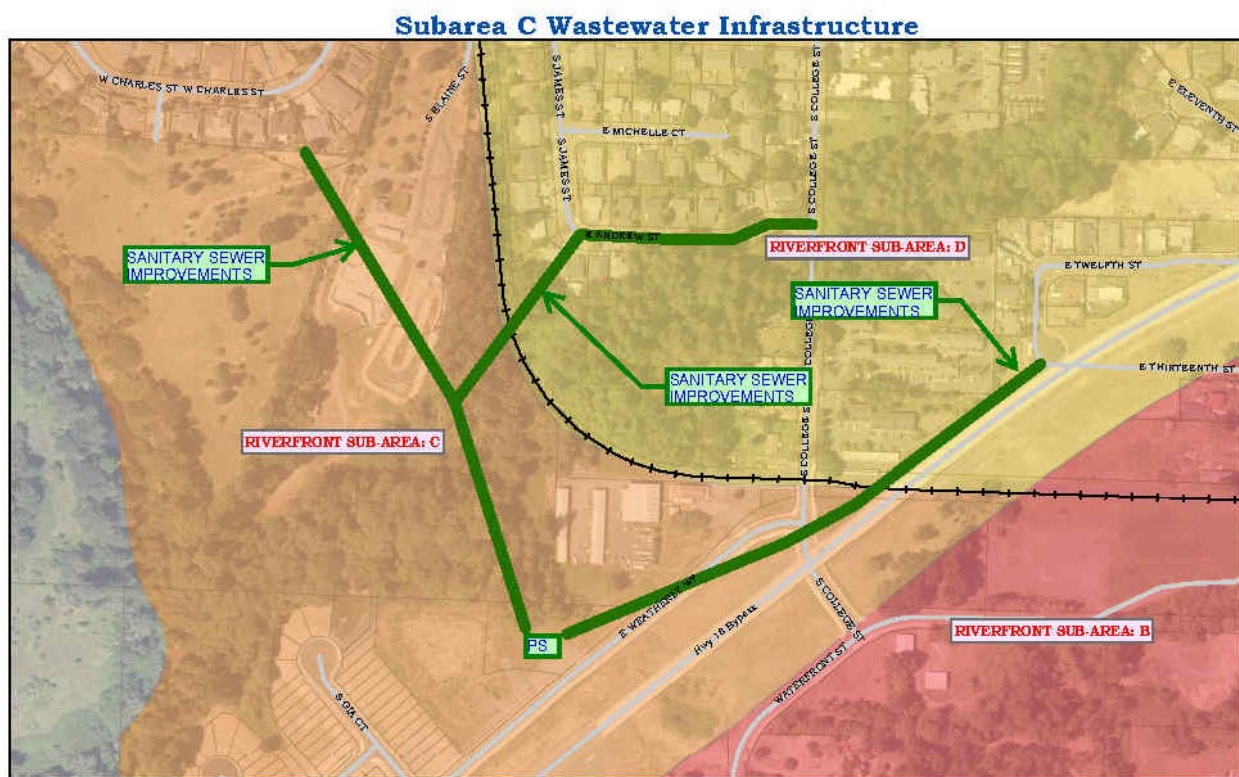
Source: City of Newberg

C. Sub-Area C Riverfront

1. Wastewater

- a) Riverfront Lift Station. This project includes the following mainline projects from the Wastewater Master Plan to address the lack of wastewater infrastructure in this area.
 - i) Force Main B1
 - ii) Gravity Main B4

Figure 6 - Sub-Area C - Wastewater Projects



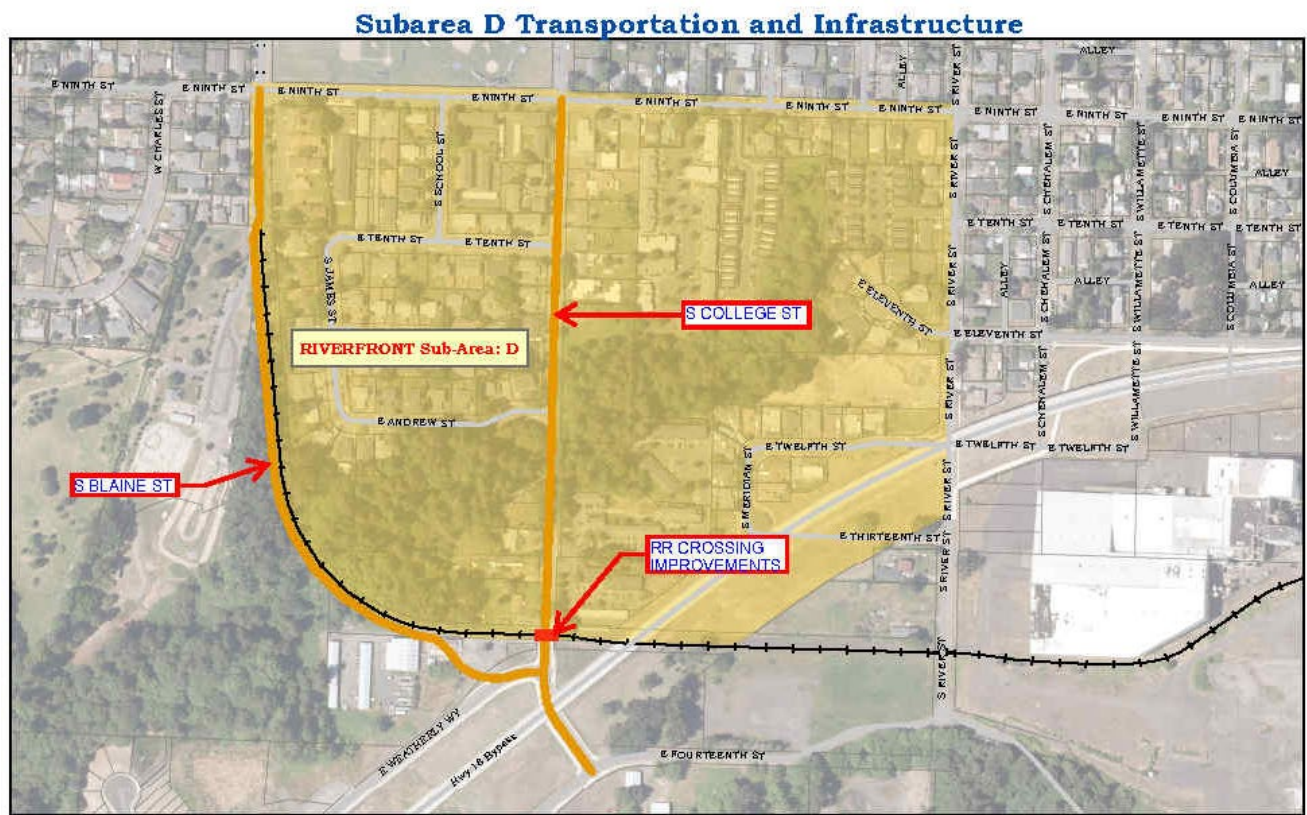
Source: City of Newberg

D. Sub-Area D Riverfront:

1. Public Transportation and Infrastructure

- a) S Blaine extension - E Ninth Street to S College Street. Includes street, curb, sidewalk, and storm. New street to meet City of Newberg standards. Alignment to be generally adjacent to the existing railroad line.
- b) S College Street - E Ninth Street to E Fourteenth Street. Includes street, curb, sidewalk, and storm. This is currently a County road. Improvements to existing road to meet City of Newberg standards.
- c) Rail crossing improvements No. 40A-000.60 at S College Street to meet ODOT Rail requirements for future development.

Figure 7– Sub-Area D Transportation and Infrastructure



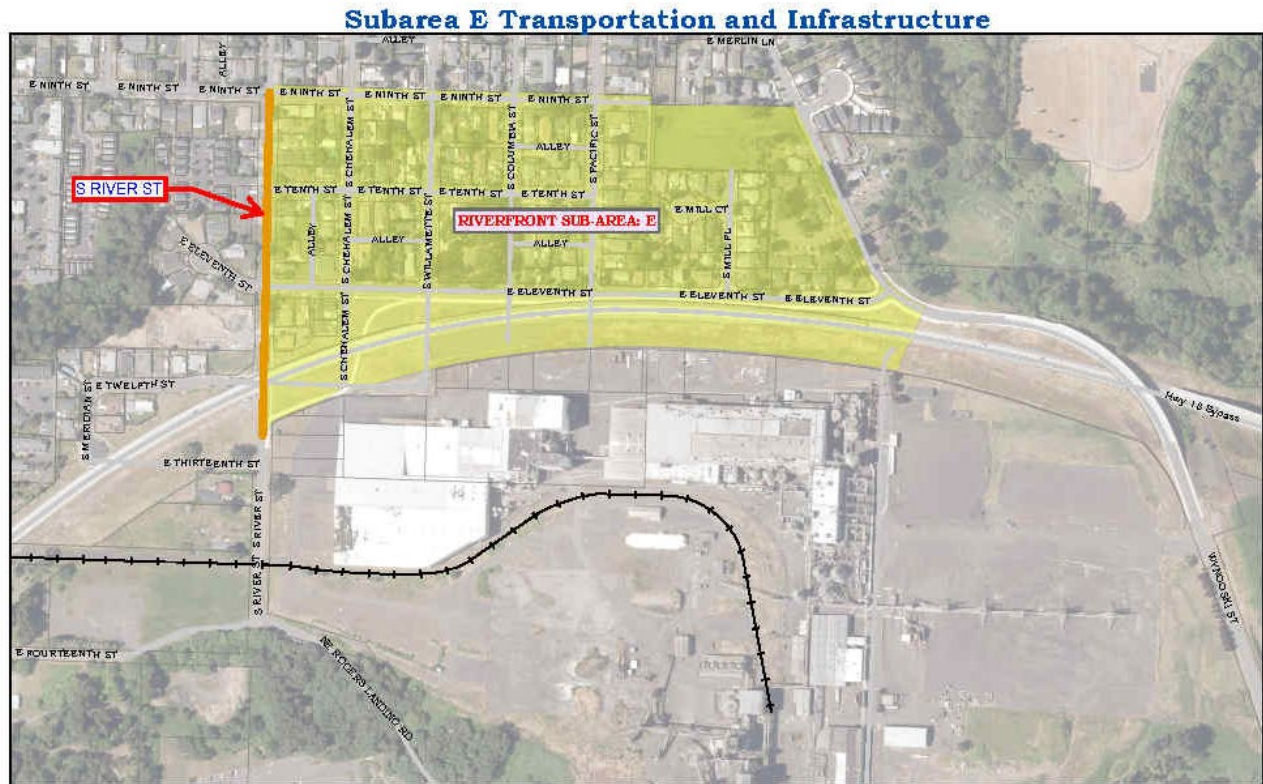
Source: City of Newberg

E. Sub-Area E Riverfront:

1. Public Transportation and Infrastructure

- a) S River Street improvements - E Ninth Street to Bypass. Includes street, curb, sidewalk, storm, and water.

Figure 8 – Sub-Area E Transportation and Infrastructure



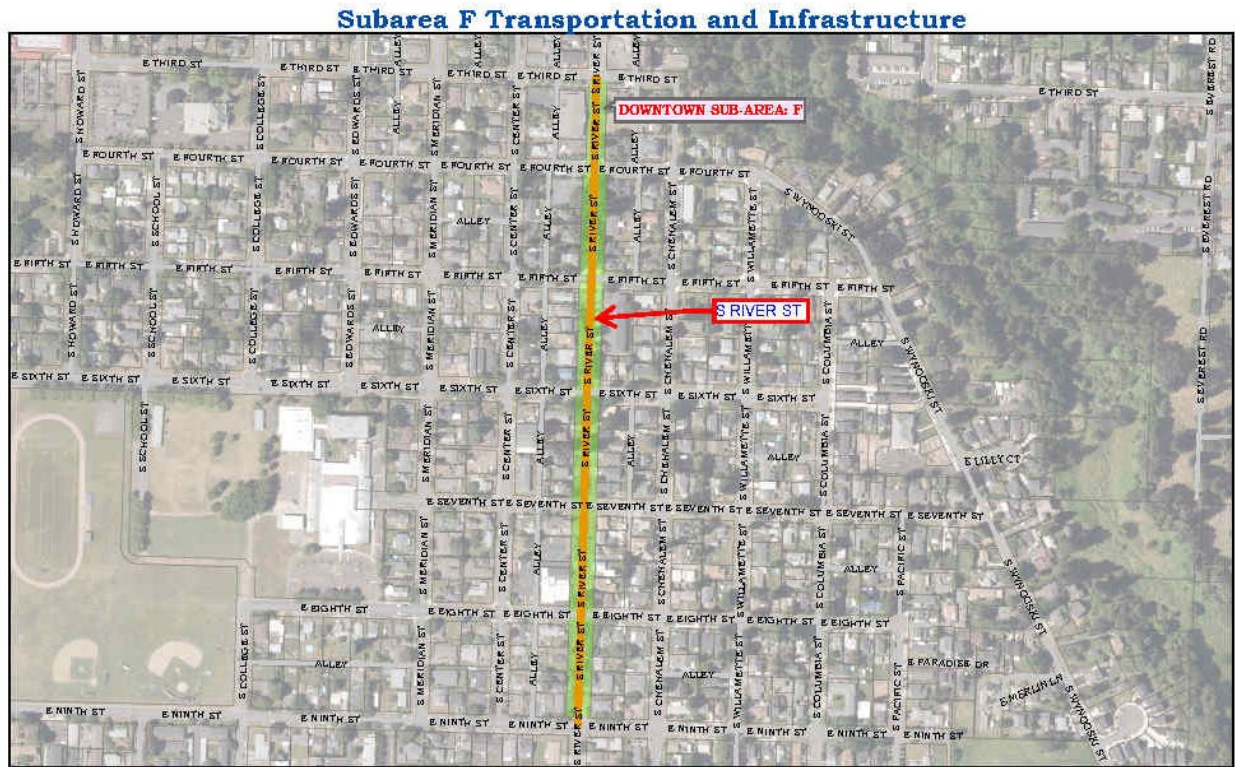
Source: City of Newberg

F. Sub-Area F Downtown

1. Public Transportation and Infrastructure

- a) S River Street improvements - E Third Street to E Ninth Street. Includes street, curb, sidewalk, wastewater, and stormwater.

Figure 9 – Sub-Area F Transportation and Infrastructure



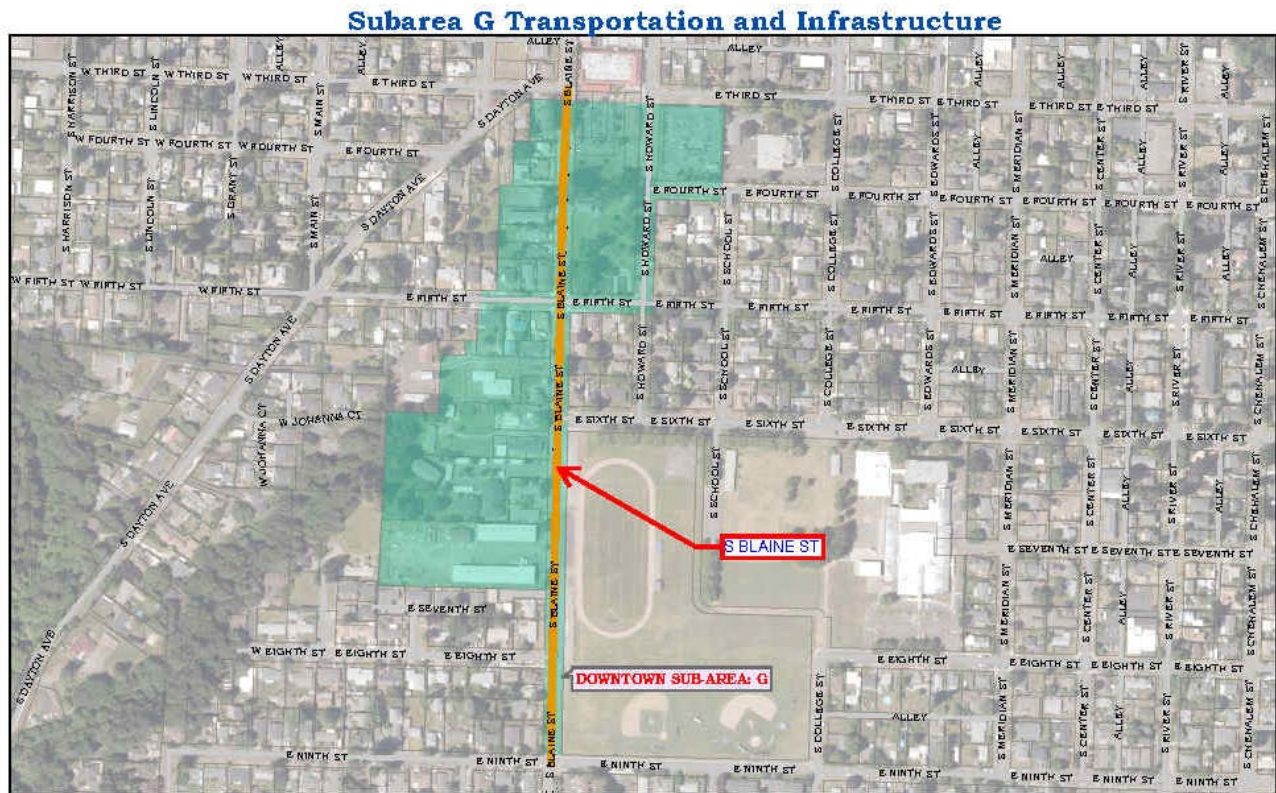
Source: City of Newberg

G. Sub-Area G: Downtown

1. Public Transportation and Infrastructure

- a) S Blaine Street – E Third Street to E Ninth Street. Includes street, curb, sidewalk, water, and stormwater.

Figure 10– Sub-Area G Transportation and Infrastructure



Source: City of Newberg

H. Sub-Area H: Downtown

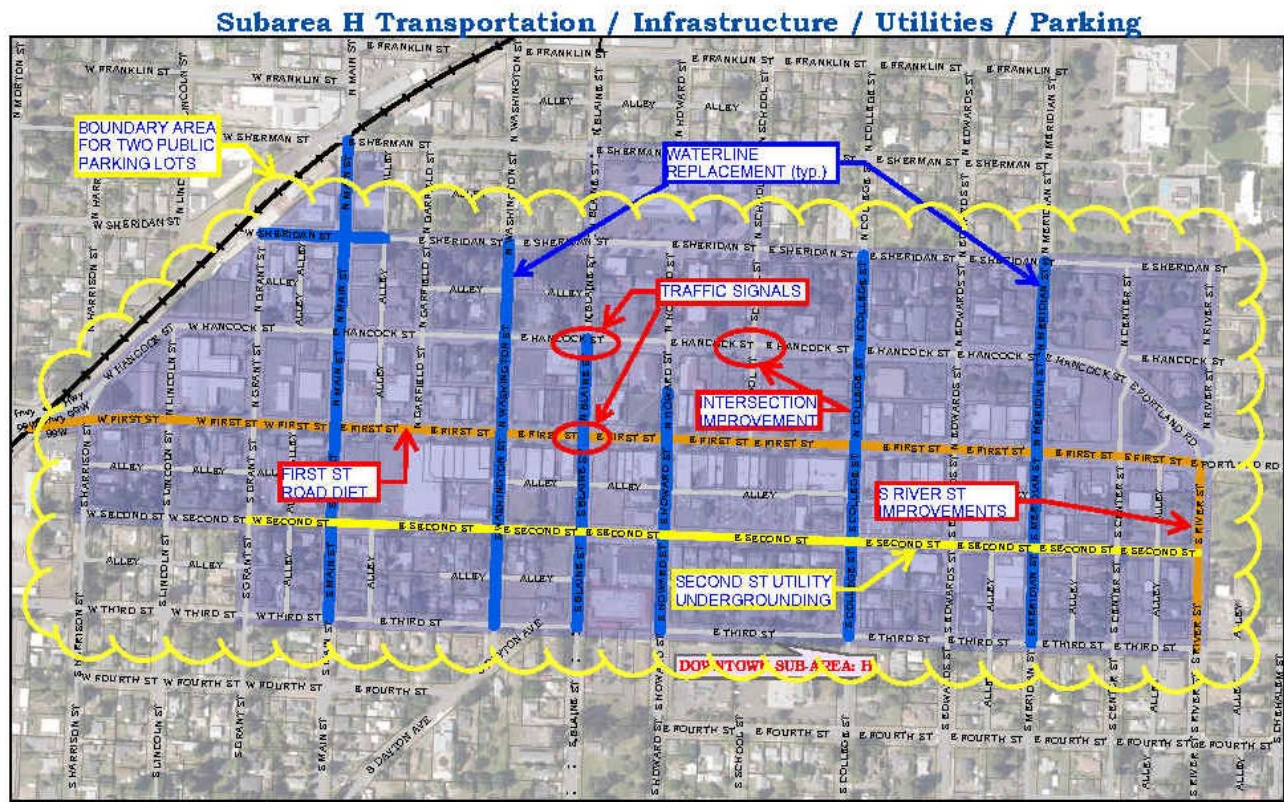
1. Public Transportation and Infrastructure

- a) Meridian Street - E Third to E Sheridan- water line replacement.
- b) College Street - E Third to E Sheridan – water line replacement.
- c) Washington Street – water line replacement.
- d) Main Street - E Third to RR Tracks – water line replacement.
- e) Blaine Street E First to E Third – water line replacement.
- f) N College Street (Highway 219) at Hancock Street (Highway 99) Intersection Improvement - Add south bound right turn lane on N College Street.
- g) First Street Road Diet. Includes street, curb, sidewalk, water line replacement, wastewater, and stormwater.
- h) Howard Street - E Third to E First - water line replacement.
- i) Sheridan Street - RR Tracks to ½ block east of N Main - water line replacement.
- j) S River Street improvements – E First Street to E Third Street. Includes street, curb, sidewalk, and wastewater, and stormwater.
- k) N Blaine Street/E Hancock Signal.
- l) N Blaine Street/E First Street Signal.
- m) Parking - Surface parking lots 1 and 2.

4. Undergrounding Utilities

- a) Second Street utility undergrounding S Grant Street to S River Street.

Figure 11 – Sub-Area G Transportation, Infrastructure, Utilities and Parking



Source: City of Newberg

I. Acquisition/Disposition

Acquisition/Disposition are allowed in the Plan. Prior to any property being acquired, it must be identified in the Plan in Section VIII.

J. Administration

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

VII. AMENDMENTS TO PLAN

The Plan may be amended as described in this section. Adding other properties to the Developer Incentives Program does not require an amendment to the Plan.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, the County, and adoption by the City Council by non-emergency ordinance after a hearing. If there are unincorporated parcels within the Area at the time a Substantial Amendment is considered, it must also be approved by Yamhill County through adoption of a resolution by the Board of County Commissioners.

Notice of such hearing shall be provided to individuals or households within the City of Newberg, as required by ORS 457.120.

Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:¹

1. Add land to the urban renewal area, except for an addition of land that totals not more than a cumulative 1% of the existing area of the urban renewal area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan; or
3. Increase in duration or the time to retire Plan debt unless the increase is necessary to avoid a default on previously-issued indebtedness.

B. Council Approved Amendments

Council Approved Amendments are amendments that require approval by the Newberg City Council by adoption of a resolution. Council Approved Amendments are the addition of a project where the tax increment revenue share of the project cost exceeds \$500,000. This threshold may be inflated annually on the date of adoption of the Plan by the cost of inflation for projects as published by the Seattle Engineering News

¹ Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law and by concurrence provisions in ORS 457.470.

Record or other generally accepted record if the Seattle Engineering News Record is no longer published.

C. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments or Council Approved Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Agency by resolution.

D. Amendments to the Newberg Comprehensive Plan and/or Newberg Municipal Code.

Amendments to the Newberg Comprehensive Plan and/or Newberg Municipal Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council. If a Substantial Amendment is prepared, the Section of this Plan on Relationship to Local Objectives should be updated.

VIII. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section VII. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g). If property acquisition includes a public building, how that public building serves and benefits the Area must be identified per ORS 457.085(2)(j).

A. Property acquisition for public improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property acquisition from willing sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VIII by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

D. Properties to be acquired

This Plan must provide an indication of which real property may be acquired and the anticipated disposition of said real property whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition. This may be added at a date when the property is identified and may be added through a Minor Amendment.

IX. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The Agency will comply with all applicable state law in providing these potential benefits.

There are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area. All acquisitions will be reviewed for potential of relocation benefits.

X. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the debt are used to finance the urban renewal projects authorized in the Plan. Debt may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative increase in assessed value within an urban renewal area over the frozen base value (i.e., total assessed value at the time an urban renewal plan is adopted). The property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.

A. General description of the proposed financing methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan, including costs associated with the preparation of the Plan.

B. Tax increment financing

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

C. Duration

The Agency intends not to collect tax increment revenues for the Area after thirty years of tax increment collections. The Agency shall not initiate any Projects in the Area unless the Agency reasonably projects it will be able to pay for those Projects from the

proceeds of indebtedness issued on or before FYE 2052, and from other funds available to the Agency. Except as provided in the next sentence, all indebtedness that is secured by the tax increment revenues of the Area shall mature no later than FYE 2052, and the Agency shall structure all its indebtedness so that it can be paid in full from the tax increment revenues of the Area that the Agency reasonably projects it will receive on or before FYE 2052. The Agency may issue refunding indebtedness that matures after FYE 2052, only if issuing that refunding indebtedness is necessary to avoid a default on previously-issued indebtedness.

D. Review of Plan

Every 5 years of the Plan from the date of first tax increment revenues, the Agency shall undertake a financial analysis of the Plan, including updated projections for tax increment finance revenues and evaluating the ability of the revenues to achieve or exceed the Plan's maximum indebtedness by the anticipated expiration date in FYE 2052. The Agency shall also review the project list for potential changes. The Agency shall consult and confer with affected taxing districts regarding the results of this financial and project update and will consider revenue sharing or shortening the time frame of the Plan if revenues are exceeding projections.

XI. VALIDITY

Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such findings and shall remain in full force and effect for the duration of this Plan.

XII. ANNUAL REPORT

The Agency shall file an Annual Report in compliance with ORS 457.460.

Figure 12 Comprehensive Plan Designations

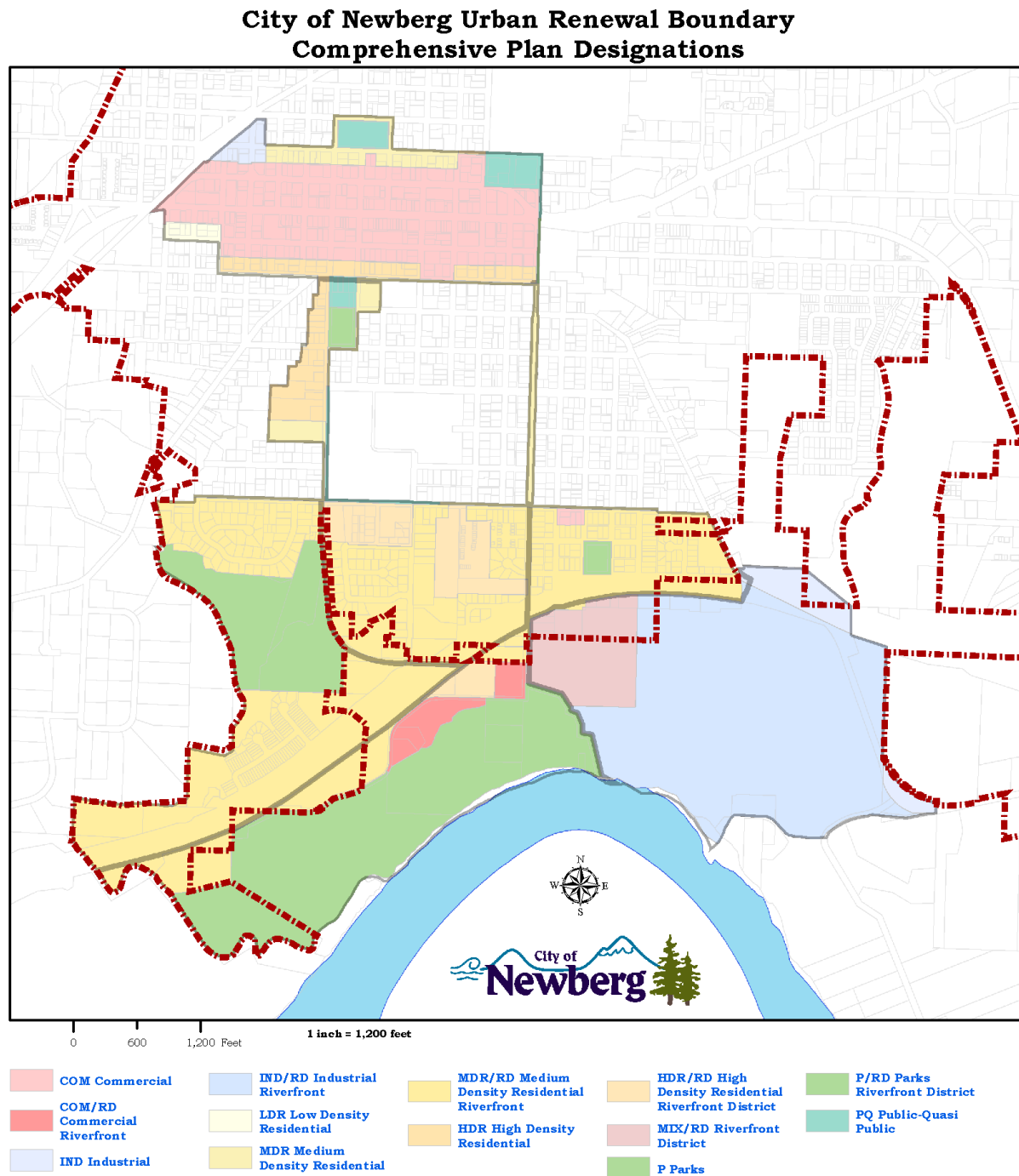
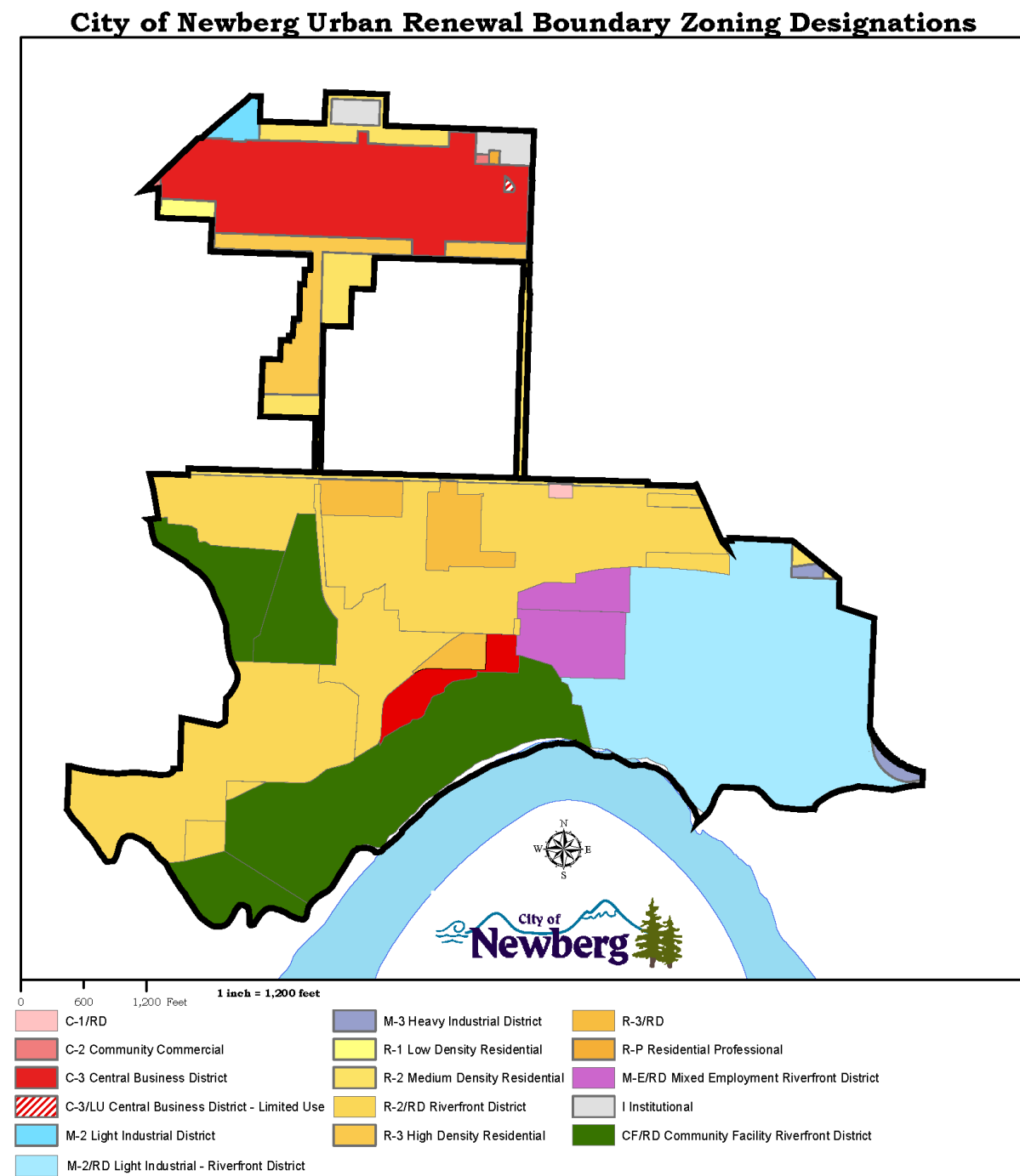


Figure 13 Zoning Designations



XIII. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives including the comprehensive plan and economic development plan of a locality. This section provides that analysis. Relevant local planning and development objectives are contained within the *Newberg Comprehensive Plan* (Comprehensive Plan), *Newberg Transportation System Plan*, *Newberg Water Master Plan*, *Newberg Wastewater Master Plan*, *Newberg Stormwater Master Plan*, and *Newberg Municipal Code Title 15* (Development Code). The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies. The analysis covers the most relevant sections of the documents but may not cover every section of the documents that relate to the Plan.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document and therefore cannot be changed.

Comprehensive Plan designations for all land in the Area are shown in Figure 12. All proposed land uses conform to Figure 12. Maximum densities and building requirements for all land in the Area are contained in the Newberg Municipal Code. Some of the properties are presently outside the city limits but inside the Urban Growth Boundary. It is anticipated that these properties will be annexed prior to development and will comply with the required Comprehensive Plan and Municipal Code designations.

A. Newberg Comprehensive Plan

The Comprehensive Plan is a set of policies and a map of land use designations that guide growth and development in the city. The Plan reflects community needs and goals, and is consistent with established statewide goals and guidelines. The Comprehensive Plan contains the following sections: Introduction and Background; Goals and Policies; Plan Classifications; Population Growth; Land Need and Supply; and Summary. As the Comprehensive Plan is updated in the future, this document will automatically incorporate those updates without the Plan having to be formally amended. This section of the Plan should be updated if there is a substantial amendment completed in the future.

1. CITIZEN INVOLVEMENT

Plan Details

GOAL: *To maintain a Citizen Involvement Program that offers citizens the opportunity for involvement in all phases of the planning process.*

Finding: The preparation of the Plan was guided by a Citizens Advisory Committee (CAC). The Committee held fourteen meetings to guide preparation of the feasibility study,

discuss the boundary, help prioritize the project list, review financial components of the Plan and review the draft Plan and Report. The CAC was comprised of taxing district representatives from Tualatin Valley Fire & Rescue, Newberg School District, Chehalem Park and Recreation District, and the Chehalem Valley Chamber of Commerce, Newberg Downtown Coalition, and five citizen representatives.

Once the feasibility study was completed, it was posted to the Newberg website as well as six videos explaining urban renewal technicalities. A Frequently Asked Questions fact sheet was also posted to the website as well as all documents from the Citizens Advisory Committee.

The City provided two updates to the City Council in televised meetings (YouTube) and three updates to the Planning Commission. Flyers in English and Spanish were distributed at the Wednesday Farmers' Market and throughout Newberg. Other briefings were provided to the Rotary (2), Kiwanis, and City Club (2).

The Plan itself is based on the numerous planning documents prepared in the City of Newberg all of which were thoroughly reviewed by the citizens of Newberg. These documents include *City of Newberg Riverfront Master Plan*, *City of Newberg Downtown Improvement Plan*, *A NewBERG Community Vision*, *the Newberg Comprehensive Plan*, *Stormwater Master Plan*, *Water Master Plan*, *Wastewater Master Plan*, *Transportation System Plan*, and *the Newberg Economic Development Strategy*.

2. AIR, WATER, AND LAND RESOURCE QUALITY

Plan Details

GOAL: *To maintain and, where feasible, enhance the air, water and land resource qualities within the community.*

POLICIES:

3. As public sanitary sewer systems become available, all development shall connect to the public system. To encourage economic development, the City may permit subsurface sewerage disposal where the system meets State and County requirements and where unique circumstances exist.

5. New industry should be located in areas which minimize impacts.

9. The City will seek abatement of the aesthetic degradation of the environment resulting from blighted neighborhoods, indiscriminate waste disposal, offensive outdoor storage.

12. The City will require development to establish and maintain adequate levels of natural area buffers between new development and the waterways in the Riverfront District.

13. The City will discourage the development of uses that will generate or import quantities of hazardous substances into the Riverfront District.

14. Development in the Riverfront District will be encouraged to retain existing native vegetation that contributes to habitat functions and values.

Finding: Development of the Riverfront District and Downtown is a key goal of the Plan. This development will provide new industry to Newberg. This new industry will comply with the provisions of the Comprehensive Plan as all new development will comply with the requirements of the City of Newberg. In the Downtown area new development and infill development will comply with the provisions of the Comprehensive Plan as all new development will comply with the requirements of the City of Newberg.

3. AREAS SUBJECT TO NATURAL HAZARDS

Plan Details

GOAL: *To protect life and property from flooding and other natural hazards.*

POLICIES:

6. The City will discourage development on hazardous slope areas and natural resource areas in the Riverfront District.

Finding: Development of the Riverfront District and Downtown is a key goal of the Plan. This new development will comply with the provisions of the Comprehensive Plan as all new development will comply with the requirements of the City of Newberg.

4. OPEN SPACE, SCENIC, NATURAL, HISTORIC AND RECREATIONAL RESOURCES

Plan Details

GOALS:

1. To ensure that adequate land shall be retained in permanent open space use and that natural, scenic and historic resources are protected.

2. To provide adequate recreational resources and opportunities for the citizens of the community and visitors.

3. To protect, conserve, enhance and maintain the Willamette River Greenway.

1. Open Space & Natural Resources Policies

d. The dedication of easements for public drainageways and stream corridors should be encouraged when properties are either developed or redeveloped. Developed densities

that would normally be allocated to portions of the property within delineated stream corridors may be transferred to adjoining areas up to a maximum increase of 20 percent.

2. Scenic Resources Policies

b. The City will encourage identification of scenic drives, sites and viewpoints.

c. The City will encourage the protection and enhancement of views of the Willamette River throughout the Riverfront District.

d. The City shall seek to protect identified key views of the Willamette River that are identified through area plans, specific plans, and other planning processes.

4. Recreation Policies

n. The City will encourage the development of greenways or trails connecting the Riverfront to other open spaces and/or parks in the Newberg areas.

o. The City will encourage the development of a regional Riverfront pedestrian/bicycle path connection, including connections to Champoeg State Park, the French Prairie, and Dundee.

5. Willamette River Greenway Policies

f. Recreational access to the Willamette River for pedestrians, boaters (motorized and non-motorized), and other users who wish to appreciate the River from its banks should be provided.

i. Existing waterfront parklands should be developed to maximize their water orientation and provide for a variety of active and passive recreational uses, including motorized and non-motorized boating, picnicking, walking, hiking, and other activities that make use of the waterfront and waterways.

j. The City will encourage the development of a pedestrian esplanade in the Riverfront District to provide views of the river and connections to the riverfront.

k. Waterfront recreational and park development along the Willamette River will be given emphasis to provide recreational resources for future generations.

Finding: There are specific projects within the Plan that will provide for the development of an esplanade and new trails in the Riverfront District. These projects will comply with the City's policies and development standards.

5. THE ECONOMY

Plan Details

GOAL: *To develop a diverse and stable economic base.*

POLICIES:

1. General Policies

a. In order to increase the percentage of persons who live in Newberg and work in Newberg, the City shall encourage a diverse and stable economic base. Potential methods may include, but are not limited to, land use controls and capital improvement programs.

b. The City shall encourage economic expansion consistent with local needs.

c. The City will encourage the creation of a diversified employment base, the strengthening of trade centers and the attraction of both capital and labor intensive enterprises.

d. Newberg will encourage the development of industries which represent the most efficient use of existing resources including land, air, water, energy and labor.

g. The City shall encourage business and industry to locate within the Newberg City limits.

j. A mixed-use river-oriented commercial area should be encouraged to be developed near the Willamette River.

2. Industrial Areas Policies

d. The City shall undertake specific activities to encourage the growth of existing businesses, to encourage a diversity of businesses, and to attract new businesses to the community in industries that will provide local employment opportunities consistent with community needs and goals.

g. The City shall identify land that will provide for expansion of existing businesses and/or attract new businesses and shall reserve that land for future industrial development that is consistent with community needs and goals.

i. Industrial land shall be reserved for industrial uses.

3. Commercial Areas Policies

a. The City shall encourage the retention of the downtown core as a shopping, service and financial center for the Newberg area. New commercial developments shall be encouraged to locate there.

d. To maintain the integrity and function of the highway system, new commercial development shall be discouraged along the route of any limited access highway.

4. Riverfront District Policies

a. The City will enhance commercial diversity and activity in the Riverfront District by encouraging a business mix that provides goods and services to satisfy neighborhood and visitor needs and that also draws people from the greater region.

b. The City will encourage development of the Riverfront District as a distinct river oriented center that can help support a variety of local businesses.

c. The City will encourage the development of commercial, retail, industrial, and employment uses that have a strong reason for locating near the Riverfront and support the vision of the Riverfront District as a walkable and bikeable mixed-use area.

Finding: One of the major goals of the Plan is to develop a diverse and stable economic base. The majority of funding in the Plan is allocated to transportation and infrastructure. The Riverfront District is presently a non-economic use and is blighted. Without the provision of infrastructure, this area will not develop to its full capacity. The Plan will provide transportation and infrastructure projects to encourage new development in the area. The projects designated for the Downtown area also provide key transportation and infrastructure projects to encourage economic development including rehabilitation of existing structures and new development. This development will comply with the City's policies and development standards.

6. HOUSING

Plan Details

GOAL: *To provide for diversity in the type, density and location of housing within the City to ensure there is an adequate supply of affordable housing units to meet the needs of City residents of various income levels.*

2. Location Policies

c. The City will encourage medium - to high density- housing in and adjacent to the commercial core of the Riverfront District medium-density residential uses in the western and northern portions of the Riverfront District.

3. Mix Policies

k. The City shall encourage an adequate supply of multi-family housing dispersed throughout the City to meet the needs of renters.

n. The City will encourage housing development in commercial areas within the Riverfront District as part of mixed use developments.

Finding: The majority of funding in the Plan is allocated to transportation and infrastructure. These projects are intended to facilitate development including development in commercial areas within the Riverfront District as part of mixed use developments and in the Downtown area for mixed use development.

7. URBAN DESIGN

Plan Details

GOAL 1: *To maintain and improve the natural beauty and visual character of the City.*

1. General Policies

h. Curbs, gutters, and sidewalks should be required in all new developments.

i. Curb ramps should be required at intersections and pedestrian crosswalks wherever new curbs are installed. These ramps improve access for the elderly and handicapped, as well as for strollers, bicycles and other wheeled vehicles.

5. Downtown Policies

a. The City should encourage improvement of the central business district as the economic, cultural, business and governmental center of the Newberg area.

c. The City should encourage a variety of commercial and service activities to locate in the central business district, including mixed-use commercial/residential buildings and mixed-use commercial/craft industrial to create a vital downtown core with a strong retail sector.

d. The City should discourage the use of the central business district for non-intensive land uses or uses which have a low floor area to site size ratio.

e. The City should encourage a higher utilization of downtown space, encouraging intensive use of all building levels.

f. A concerted effort should be made to revitalize the central business district through rehabilitation or redevelopment of existing areas.

g. The City should consider:

- Adequate off-street parking.*
- Adoption of a downtown improvement plan which should include design standards for all new private and public improvements.*

- *Various options to make the downtown more pedestrian friendly, particularly as traffic volumes change with the opening of the Phase 1 Bypass.*

Finding: The Plan provides for the extensive provision of new streets and street reconstruction. These streets will have curbs, gutters, sidewalks, and curb ramps to conform with the City standards for streets. Off street parking is one of the projects in the Plan. The projects are intended to help support the Downtown by providing transportation and infrastructure improvements to help facilitate redevelopment and development in the Downtown area.

6. Riverfront District Policies

- a. The City will encourage a mix of employment, housing, commercial, and industrial uses serving the neighborhood and the surrounding community to enhance the Riverfront District's identity as a vital and attractive City asset and to ensure an active, pedestrian friendly, and thriving Riverfront District.*
- b. Development and land uses will be encouraged that promote the Riverfront District as a convenient and attractive environment for residents of Newberg as well as for visitors from other cities and the region as a whole.*
- c. The development of mixed commercial uses will be encouraged in the Riverfront District along E Fourteenth, NE Waterfront, S College, and S River Streets.*
- d. The City will encourage the use of common design elements such as gateways, wayfinding signage, streetscape features, and building design elements for new and/or improved development in the Riverfront District in order to create a sense of identity that is unique to this area of Newberg.*
- e. The City will permit land uses with design features along S River Street that are compatible with or provide a buffer between residential and retail uses on the west side of the street and industrial and mixed employment uses on the Riverfront Mill Site.*
- f. The City will encourage commercial structures within the Riverfront District that are in scale with commercial sites and suitable for river-oriented businesses.*

Finding: The Riverfront District is presently a non-economic use and is blighted. Without the provision of infrastructure, this area will not develop to its full capacity. The Plan will provide transportation and infrastructure projects to encourage new development in the area. These projects will comply with the City's policies and development standards.

8. TRANSPORTATION

Plan Details

GOAL 1: *Establish cooperative agreements to address transportation based planning, development, operation and maintenance.*

POLICIES:

b. The City should work to ensure that the transportation system is developed in a manner consistent with state and federal standards for the protection of air, land and water quality, including the State Implementation Plan for complying with the Clean Air Act and the Clean Water Act.

GOAL 2: *Establish consistent policies which require concurrent consideration of transportation/land use system impacts.*

POLICIES:

a. Transportation improvements should be used to guide urban development and should be designed to serve anticipated future needs.

e. The City will encourage the development of retail development within the downtown area.

f. Within the Riverfront District Mixed Employment area, the City shall limit new retail development to up to 60,000 square feet and new office development to up to 60,000 square feet in order to mitigate traffic impacts identified in the 2019 Riverfront Master Plan

GOAL 3: *Promote reliance on multiple modes of transportation and reduce reliance on the automobile.*

POLICIES:

a. Design the transportation system and related facilities to accommodate multiple modes of transportation where appropriate and encourage their integrated use;

1) The City should plan for a network of transportation facilities and services including but not limited to air, water, rail, auto, pedestrian, bicycle and public transit.

3) All local and commuter transit services must implement the accessible transportation requirements established by the Americans with Disabilities Act of 1990.

d. The City should develop a program in coordination with the rail line owner to operate a trolley on the rail line down Blaine Street to connect the downtown area to the Riverfront Mill Site.

GOAL 4: *Minimize the impact of regional traffic on the local transportation system.*

POLICIES:

a. Enhance the efficiency of the existing collector/arterial street system to move local traffic off the regional system.

GOAL 5: *Maximize pedestrian, bicycle and other non-motorized travel throughout the City.*

POLICIES:

a. The City should provide safe, convenient and well-maintained bicycle and pedestrian transportation systems that connect neighborhoods with identified community

a. Enhance the efficiency of the existing collector/arterial street system to move local traffic off the regional system.

i. A bicycle path should be provided along or near the bypass.

GOAL 6: *Provide effective levels of non-auto oriented support facilities (e.g. bus shelters, bicycle racks, etc.).*

a. The City should develop land use, density, and design standards to encourage development patterns that accommodate pedestrian, bicycle and transit uses.

b. New development should be designed to accommodate integrated multiple modes of transportation.

d. The City should provide a transportation system (traffic, bicycle, pedestrian and transit) with facilities that are accessible to all people, complying in the process with applicable provisions of the Americans with Disabilities Act (ADA).

GOAL 7: *Minimize the capital improvement and community costs to implement the transportation plan.*

POLICIES:

a. The Transportation System Plan shall identify needed improvements to the collector/arterial street system, the public transit system, the pedestrian/bicycle system and the air, rail, water, and pipeline systems. Improvements should be identified as likely funded or aspirational projects for the 20-year planning horizon. (Ordinance 2016-2810, December 19, 2016)

b. The list of improvement projects in the Transportation System Plan shall guide development of the city's capital improvement plan for transportation projects.

i. New development and existing development undergoing expansion or modification should be designed to accommodate planned long-term transportation improvement projects in the vicinity of the development.

GOAL 9: *Create effective circulation and access for the local transportation system.*

POLICIES:

a. Enhance existing routes and add alternative routes for local travel.

3) The City should coordinate the development of an integrated bike and pedestrian system that provides for connections between and through adjacent development and that provides convenient links to community destinations.

b. Develop a system of roads that provide for efficient movement of traffic. Specific design guidelines for the different classifications of roadways is found in the Transportation System Plan and the Newberg Public Works Design and Construction Standards. The functional classifications of roadways in the City of Newberg includes the following:

Expressway. Expressways should be designed to expedite the movement of regional traffic through the urban area; they function as freeways with limited access points and no private development access points.

Within the City of Newberg, the Highway 99W Bypass Corridor is intended to be an expressway, which is generally aligned east/west along the southern alignment route depicted in the Newberg/Dundee Bypass Location Environmental Impact Statement. The length of the Highway 99W Bypass within the City is approximately 3 miles. Expressways shall be designed to ODOT guidelines.

Major Arterials. Major Arterials expedite the movement of traffic to and from major trip generators and between communities, collect and distribute traffic from principal arterials to collector streets, or directly to traffic generators. The functional emphasis is on the movement of people, goods, and services through the city, therefore consolidating access points, minimizing parking, and managing traffic flow to promote through-travel is the desired condition. Exceptions may occur in the central business district and in designated neighborhood commercial areas. Within the City of Newberg, Highway 99W is a major arterial that is generally aligned east/west. The length of Highway 99W within the City is approximately 3.3 miles.

Minor Arterial. Minor Arterials collect and distribute traffic from major arterials to collector and local streets, and facilitate traffic movement between neighborhoods. Highway 219 (Hillsboro-Silverton Highway) from first street to the southern urban growth boundary is a minor arterial that is generally aligned north/south. The length of Highway 219 within

Newberg (south of Villa Road) is approximately 3.0 miles. Springbrook Road and Mountainview Drive are other examples of minor arterials.

Major Collectors. Major collectors serve multi-neighborhood areas. They are intended to channel traffic from local streets and/or minor collectors to the arterial street system. A major collector can also provide access to abutting properties. Villa Road, Haworth Avenue, and Wynooski Road are all examples of major collectors.

Minor Collectors. A minor collector provides access to abutting properties and serves the local access needs of neighborhoods by channeling traffic to the major collector and arterial street system. A minor collector is not intended to serve through traffic. Meridian Street, Columbia Drive, and Vittoria Way are all examples of minor collectors.

Local Streets. Local streets provide direct access to adjoining properties and connect to collector streets. Most residential neighborhood streets are local streets.

Finding: There are numerous transportation projects, including non-auto oriented projects in the Plan in both the Riverfront District and Downtown area. The projects will implement portions of the *City of Newberg Comprehensive Plan*, *City of Newberg Transportation System Plan*, and are therefore in conformance with the Comprehensive Plan. Some of the projects are designated in the *Riverfront Master Plan* and the *Downtown Improvement Plan*. These projects will comply with the City's policies and development standards.

9. PUBLIC FACILITIES AND SERVICES

Plan Details

GOAL: *To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development.*

POLICIES:

1. All Facilities & Services Policies

a. The provision of public facilities and services shall be used as tools to implement the land use plan and encourage an orderly and efficient development pattern.

b. The extension of publicly-owned facilities and services into currently undeveloped areas shall occur only in accordance with the Water Master Plan, Wastewater Master Plan, Stormwater Master Plan and Newberg Design and Construction Standards.

c. New public facilities and services shall be designed at levels consistent with planned densities and designated land uses for the area.

d. Services shall be planned to meet anticipated community needs.

e. Owners of properties which are located on unimproved streets should be encouraged to develop their streets to City standards.

f. Maximum efficiency for existing urban facilities and services will be encouraged through infill of vacant land within the Urban Growth Boundary.

g. Public facilities and services necessary to meet the special needs of industrial and mixed employment activities should be planned for those areas designated industrial on the comprehensive plan map and should be provided at a level sufficient to support proposed activities, if public funds are available.

h. New residential areas shall have: paved streets, curbs, pedestrian ways, water, wastewater, stormwater, street lights and underground utilities.

2. Wastewater, Stormwater and Water Policies

a. All existing development within the City limits shall connect to public wastewater, stormwater and water systems as soon as they become available.

b. Water systems within the planning area will be designed to provide an adequate peak flow for fire protection.

g. Stormwater systems should be designed to convey stormwater based on impervious area within the Urban Growth Boundary to protect, maintain, and enhance the public health, safety, and general welfare.

h. The design of the stormwater system should provide for the drainage of surface water from development, minimize erosion, and reduce degradation of water quality due to sediments and pollutants in stormwater runoff.

i. Encourage new development to maximize infiltration of stormwater runoff when soil conditions allow.

Finding: There are numerous infrastructure projects in the Plan. These projects are intended to develop a timely, orderly and efficient arrangement of public facilities in the Area. These projects will comply with the City's policies and development standards.

10. ENERGY

Plan Details

GOAL: *To conserve energy through efficient land use patterns and energy-related policies and ordinances.*

POLICIES:

1. Planning Policies

a. The City will encourage energy-efficient development patterns. Such patterns shall include the mixture of compatible land uses and a compactness of urban development.

Finding: The projects in the Plan provide support for development in the Downtown, an established area with a compactness of urban development. The projects will also encourage development in the Riverfront District which is zoned for a mixture of compatible uses and a compactness of urban development. These projects will comply with the City's policies and development standards.

B. City of Newberg Transportation System Plan December 2016, updated March 2021 adding Addendum Riverfront Master Plan

The Transportation System Plan (TSP) provides a long-term guide for City transportation investments by incorporating the vision of the community into an equitable and efficient transportation system. The plan evaluates the current transportation system and outlines policies and projects that are important to protecting and enhancing the quality of life in Newberg through the next 20 years. The TSP represents a collection of past and current ideas, incorporating projects, policies, decisions, and standards from past and current plans into a single document.

A TSP is required by the State of Oregon to help integrate local plans into the statewide transportation system. The plan balances the needs of walking, bicycling, driving, transit, freight, and rail into an equitable and efficient transportation system.

Plan Details

Goal 1: *Maintain or improve access to existing properties and employment areas; improve freight traffic and/or minimize downtown trips for through traffic; have minimal impact on adjacent properties.*

Goal 2: *Emphasize visual and aesthetic qualities in their design; minimize any potential energy, social, environmental, and economic impacts; improve rail, water, and air transportation systems where possible.*

Goal 3: *Enhance access for emergency response; include improvements meant to reduce crash frequency and severity and/or to enhance pedestrian/bicyclist safety.*

Goal 4: *Include “complete street” principles with both vehicle and pedestrian/bicycle improvements; improve the connectivity of the street and/or sidewalk system; improve access to public transit.*

Goal 5: *Provide the most cost effective improvement option and identify stable funding sources for improvements; repair, maintain, and/or improve existing facilities and protect needed right-of-way for future projects; or constructed as a mitigation requirement by private development.*

Potential Additional Funding Sources

Urban Renewal District

An Urban Renewal District (URD) would be a tax-funded district within the City. The URD would be funded with the incremental increases in property taxes resulting from construction of applicable improvements. This type of tax increment financing has been

used in Oregon since 1960. Use of the funding includes, but is not limited to, transportation improvements, which are funded by the incremental taxes rather than fees. (P 53 of TSP)

Finding: There are numerous transportation projects, including non-auto oriented projects in the Plan in both the Riverfront District and Downtown areas. The projects are intended to implement the *City of Newberg Transportation System Plan*. These projects will comply with the City's policies and development standards.

C. City of Newberg Wastewater Master Plan May 2018, updated May 2021 adding Appendix K: Addendum to include Riverfront Master Plan

Plan Details

In 2016, the City of Newberg, Oregon, contracted with Keller Associates, Inc. (Keller) to complete a wastewater facility planning study for the City's sanitary sewer collection system and wastewater treatment plant (WWTP). The study area consists of all areas within the City of Newberg Urban Growth Boundary (UGB). This study was updated in 2021 to include provisions in the Riverfront Master Plan.

Finding: There are wastewater projects identified for East Industrial Street, S River Street, and First Street in the Plan including new lines in new streets, improvements in existing streets, a Riverfront lift station, a force main and a gravity main project. These projects will comply with the City's policies and development standards.

D. City of Newberg Water Master Plan May 2017, updated May 2021 adding Appendix E: Addendum Riverfront Master Plan

Plan Details

The purpose of this Water Master Plan (WMP) is to perform an analysis of the City of Newberg's (City's) water system and:

- *Document existing water system service area, facilities and operation*
- *Estimate future water requirements including potential water system expansion areas*
- *Identify deficiencies and recommend water facility improvements that correct deficiencies and provide for growth*
- *Update the City's capital improvement program (CIP)*
- *Evaluate the City's existing operation and maintenance (O&M) program*
- *Evaluate the City's existing system development charges (SDCs)*

Finding: There are water projects identified in the Plan for East Industrial Street, S River Street, E Fourteenth Street, S Blaine Street, First Street, Meridian Street, N College Street,

Howard Street, Washington Street, Main Street, E Sheridan Street, including new lines in new streets, improvements in existing streets and replacing water lines in some Downtown streets. These projects will comply with the City's policies and development standards.

E. City of Newberg Stormwater Master Plan, updated June 2021

Plan Details

In 2013, the City of Newberg (City) initiated development of a multi-objective Stormwater Master Plan (Master Plan) to provide a clear understanding of the existing stormwater system and provide a capital improvement project (CIP) program to address deficiencies in the system. The main objectives of this plan are as follows:

- a) Update the City's stormwater system's hydrologic and hydraulic models to evaluate system capacity.*
- b) Develop an integrated stormwater system capital improvement program to address storm system capacity needs and water quality.*
- c) Evaluate stream channel conditions with respect to erosion and impacts from future development.*
- d) Continue to comply with water quality regulations.*
- e) Review the City's stormwater management program and make recommendations on activities and staffing where applicable.*
- f) Identify implementation priorities and impacts to the program budget.*
- g) Develop a Master Plan document that is useful and easy to read, reference, and update.*

Finding: There are stormwater projects identified on S Blaine Street, S River Street, and First Street in the Plan. There are also stormwater projects in all new streets in Subarea A. These projects will comply with the City's policies and development standards.

F. Newberg Economic Development Strategy Updated 2019

Plan Details

Goal: Having a qualified and educated workforce; an environment of openness to business investment; programs for retention, expansion and recruitment of businesses; public investment in critical infrastructure; metrics to measure economic activity; all while being sustainable.

INDUSTRIAL SECTOR

Goal: Enhance industrial development capabilities and opportunities

COMMERCIAL SECTOR

Goal: Enhance commercial development capabilities and opportunities

BUSINESS DEVELOPMENT AND WORKFORCE

Goal: Create a premier business and workforce development program

DOWNTOWN NEWBERG

Goal: Complete funding, administrative, and organizational actions for Newberg Downtown Improvement Plan.

TOURISM AND HOSPITALITY

Goal: Newberg / Chehalem Valley a regional, national & international tourist destination

Finding: One of the major goals of the Plan is to develop a diverse and stable economic base. The majority of funding in the Plan is allocated to transportation and infrastructure. The Riverfront District is presently a non-economic use and is blighted. Without the provision of infrastructure, this area will not develop to its full capacity. The Plan will provide transportation and infrastructure projects to encourage new development in the area. The projects designated for the Downtown area also provide key transportation and infrastructure projects to encourage economic development including rehabilitation of existing structures and new development. This development will comply with the City's policies and development standards.

G. Newberg Municipal Code Title 15 Development Code

The land uses in the Area will conform to the zoning designations in the Municipal Code, including the maximum densities and building requirements, and are incorporated by reference herein. The existing zoning is shown in Figure 4. It shows the expected zoning designations of the parcels that are outside of the city limits but inside the urban growth boundary.

As the Municipal Code is updated, this document will be automatically updated. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

The zoning categories at the time of the Newberg 2021 Urban Renewal Plan preparation follow. They are in the order that they occur in Title 15 of the Municipal Code.

Existing Zoning Categories

R-1 Low Density Residential District.

1. The purpose of this land use designation is to provide for low density urban single-family residential uses at an average overall density of 4.4 units per gross buildable acre in the district. It is intended to provide a stable and healthful environment together with the full range of urban services.

2. Typical housing types will include single-family dwellings and planned unit developments. The district also is intended to allow low intensity institutional uses that operate consistent with peaceful enjoyment of residential neighborhoods. The R-1 district is intended to be consistent with the low density residential (LDR) designation of the comprehensive plan.

R-2 Medium Density Residential District.

1. The purpose of this land use designation is to provide a wide range of dwelling types and styles at an average overall density of nine units per gross buildable acre in the district.

2. Typical housing types will include single-family dwellings on small lots, attached single-family, duplex or multifamily dwellings, and manufactured dwelling parks. The district also is intended to allow low intensity institutional uses that operate consistent with peaceful enjoyment of residential neighborhoods. The R-2 district is intended to be consistent with the medium density residential (MDR) designation of the comprehensive plan.

R-3 High Density Residential District.

1. The purpose of this land use designation is to provide multifamily dwellings of different types and styles at an average overall density of 16.5 units per gross buildable acre in the district.

2. Typical housing types will include duplexes, multifamily dwellings, and manufactured dwelling and mobile home parks. The district also is intended to allow low intensity institutional uses that operate consistent with peaceful enjoyment of residential neighborhoods. Density may vary depending on lot size, off-street parking area, transportation, landscaping and other site considerations. The R-3 district is intended to be consistent with the high density residential (HDR) designation of the comprehensive plan.

RP Residential-Professional District. The RP residential-professional district provides for a desirable mixing of residential land uses with medical and local business office uses in possible close proximity to adjacent residential areas. The office building and parking coverage, traffic generation, open space and other external factors are intended to be compatible with the residential uses permitted. This district may be appropriate in transition areas between major land uses as indicated in the adopted plan. The RP district is intended to be consistent with commercial or residential designations on the Newberg comprehensive plan. RP districts shall be located as to conform to goals and policies identified within the Newberg comprehensive plan and in areas which have a minimal impact on the livability or appropriate development of abutting property.

C-1 Neighborhood Commercial District. The C-1 neighborhood commercial district is intended to create, preserve and enhance areas of retail establishments serving frequently recurring needs in convenient locations. It is typically appropriate for small convenience stores or neighborhood shopping centers located within residential neighborhoods. The C-1 district is intended to be consistent with the commercial (COM) designation of the comprehensive plan.

C-2 Community Commercial District. The C-2 community commercial district is intended to create, preserve and enhance areas with a wide range of retail sales, commercial services, and office establishments. Typical development types include individual commercial buildings on small and large sites, community shopping centers, and some outdoor retail uses. This district is typically located along highways and arterials. This district also includes some development which does not strictly fit the description of “commercial” but also does not merit a separate zoning district. The C-2 district is intended to be consistent with the commercial (COM) and mixed use (MIX) designations of the comprehensive plan.

C-3 Central Business District. The C-3 central business district is intended to preserve and enhance areas within which the greatest possible concentration of retail sales and business will occur. The district will be applied to the “core” area based upon the guidelines established in the comprehensive plan. The buildings and uses permitted reflect the desire to have parking provided on a district-wide basis rather than having each individual

building or use provide parking. The C-3 district is intended to be consistent with the commercial (COM) designation of the comprehensive plan.

C-4 Riverfront Commercial District.

1. The purpose of the C-4 riverfront commercial district is to allow a mix of uses that:
 - a. Provides a variety of retail, commercial, and residential uses that benefit from proximity to the river.
 - b. Encourages access to and enjoyment of the Willamette River.
 - c. Ensures compatibility of development with the surrounding area and minimizes impacts on the environment.
2. Properties zoned in this district must comply with the development standards of the riverfront overlay subdistrict, as described in NMC 15.352.010 through 15.352.060.
3. The C-4 district is intended to be consistent with the commercial/riverfront district (COM/RD) designation of the comprehensive plan.

M-2 Light Industrial District. The M-2 light industrial district is intended to create, preserve and enhance areas containing a wide range of manufacturing and related establishments and is typically appropriate to areas providing a wide variety of sites with good rail or highway access. The M-2 district is intended to be consistent with the industrial (IND) designation of the comprehensive plan.

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

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

M-E Mixed Employment District. The M-E mixed employment district is intended to create a mix of light industrial and limited commercial uses that provide employment opportunities for the City of Newberg while also creating a high-quality urban environment. This designation can provide a buffer between industrial uses with a high degree of

external impact and other uses such as residential and recreational areas. The M-E designation is intended to be consistent with the industrial (IND) and mixed use (MIX) designations of the comprehensive plan.

CC Civic Corridor Overlay Subdistrict. The CC subdistrict is intended to emphasize the civic and historic character of that portion of downtown Newberg generally bounded by Sherman Street on the north, Blaine Street on the west, 5th Street on the south and Howard and School Streets on the east and as depicted on the zoning map. The subdistrict overlay may be applied within any zoning district. The subdistrict shall be designated by the suffix CC added to the symbol of the parent district.

H Historic Landmarks Overlay Subdistrict. The historic landmarks overlay subdistrict may be created within any zoning district. The overlay shall be designated by the suffix H added to the symbol of the parent district. All uses permitted in the parent zone shall be allowable in the H overlay zone except as otherwise may be limited by this code.

IO Institutional Overlay Subdistrict. The institutional overlay subdistrict may be created within any zoning district. The overlay shall be designated by the suffix IO added to the symbol of the parent district. All uses permitted in the parent zone shall be allowable in the IO overlay zone except as otherwise may be limited by this code.

RD Riverfront Overlay Subdistrict. The riverfront overlay subdistrict may be applied to R-1, R-2, R-3, M-1, M-2, M-3, M-E, C-1, C-4, and CF zoning districts. This subdistrict may be applied to lands south of Ninth Street to the Willamette River. The overlay shall be designated by the suffix RD added to the symbol of the parent district. All uses permitted in the parent zone shall be allowable in the RD overlay zone except as otherwise may be limited in this code. Where provisions of the subdistrict are inconsistent with the parent district, the provisions of the subdistrict shall govern.

Bypass Interchange (BI) Overlay. The bypass interchange overlay shall apply to lands within the city limits and within approximately one-quarter mile of the end of ramps of the East Newberg and Oregon 219 interchanges to the bypass. The bypass interchange overlay may be applied in combination with any zoning district. The overlay shall be designated by the suffix BI added to the symbol of the parent district. All uses permitted in the parent zone shall be allowed within the bypass interchange overlay except as specifically limited by this code.

Finding: The Plan conforms with Title 15 of the Newberg Municipal Code as the projects will support the development of parcels in the Area and those parcels will be developed in accordance with the Municipal Code through the normal City of Newberg development review process.

XIV. LEGAL DESCRIPTION

Report Accompanying the Newberg Urban Renewal Plan

This document remains draft until the Yamhill County vote on approval of the Newberg Urban Renewal Plan due to unincorporated properties and the City Council adoption of the Newberg Urban Renewal Plan.



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Newberg Urban Renewal Plan adopted by the City of Newberg

Date

Ordinance No. 2021-

This Plan was also approved by Yamhill County by Resolution No. ____ on ____ as
there are unincorporated properties in the Area.

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I. INTRODUCTION

The Report Accompanying the Newberg Urban Renewal Plan (Report) contains background information and project details that pertain to the Newberg Urban Renewal Plan (Plan). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Newberg City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.087, including financial feasibility. The Report accompanying the Plan contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area and expected impact of the plan, including fiscal impact in light of increased services; (ORS 457.087(1))
- Reasons for selection of the plan Area; (ORS 457.087(2))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.087(3))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.087(4))
- The estimated completion date of each project; (ORS 457.087(5))
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.087(6))
- A financial analysis of the plan; (ORS 457.087(7))
- A fiscal impact statement that estimates the impact of tax increment financing (TIF) upon all entities levying taxes upon property in the urban renewal area; (ORS 457.0857(8))
- A relocation report. (ORS 457.087(9))

The relationship of the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

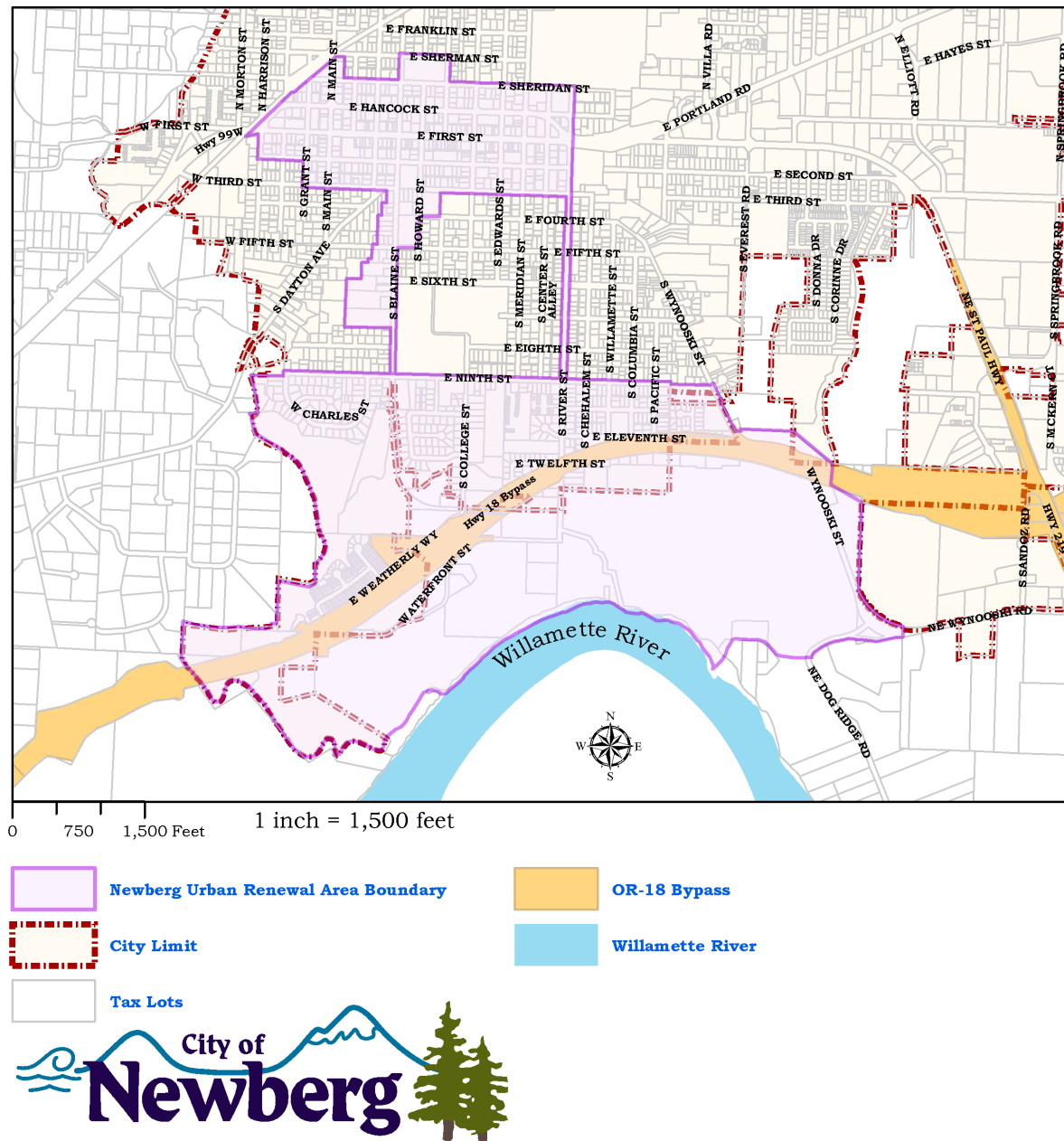
Table 1 - Statutory References

Statutory Requirement	Report Section
ORS 457.087 (1)	X
ORS 457.087 (2)	XI
ORS 457.087 (3)	II
ORS 457.087 (4)	III
ORS 457.087 (5)	VI
ORS 457.087 (6)	IV,V
ORS 457.087 (7)	IV,V
ORS 457.087 (8)	VIII
ORS 457.087 (9)	XII

The Report provides guidance on how the Plan might be implemented. As the Newberg Urban Renewal Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other adjustments to the financials as determined by the Agency. The Agency may also make changes as allowed in the Amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

Figure 1 - Newberg Urban Renewal Area Boundary

Newberg Urban Renewal Area Boundary



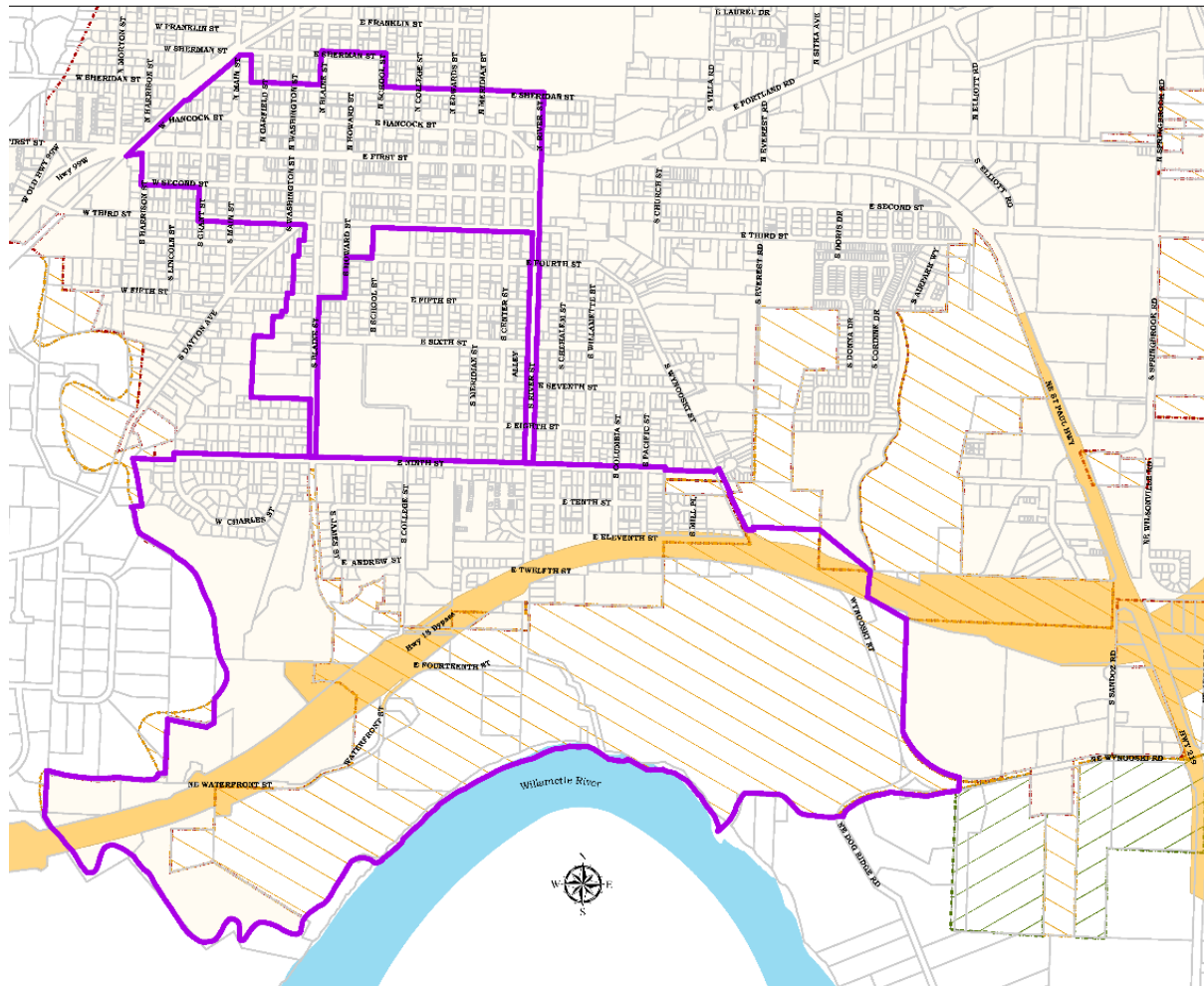
Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
Projection: Lambert Conformal Conic
Datum: North American 1983 HARN
False Easting: 8,202,999.7375
False Northing: 0.0000
Central Meridian: -120.5000
Standard Parallel 1: 44.3333
Standard Parallel 2: 45.0000
Latitude Of Origin: 43.6667
Units: Foot
Document Path: O:\GIS\MapRequest\Doug\Proposed Tax Increment Financing Area - ltr.mxd
Date Saved: 3/30/2012 11:14:14 AM
Author: Keith McKinnis, GIS Analyst

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Figure 2 - Newberg Urban Renewal Area Boundary Showing Unincorporated Properties



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Newberg Urban Renewal District Subareas



Page 5 | Report Accompanying the Newberg Urban Renewal Area Plan

II. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area. Much of the project descriptions and existing conditions come from the *Newberg Transportation System Plan (TSP)*, *Newberg Riverfront Master Plan*, the *Newberg Downtown Improvement Plan* and utility master plans (Water, Wastewater, and Stormwater) for Newberg.

A. Sub-Area A Riverfront:

1. Public Transportation and Infrastructure

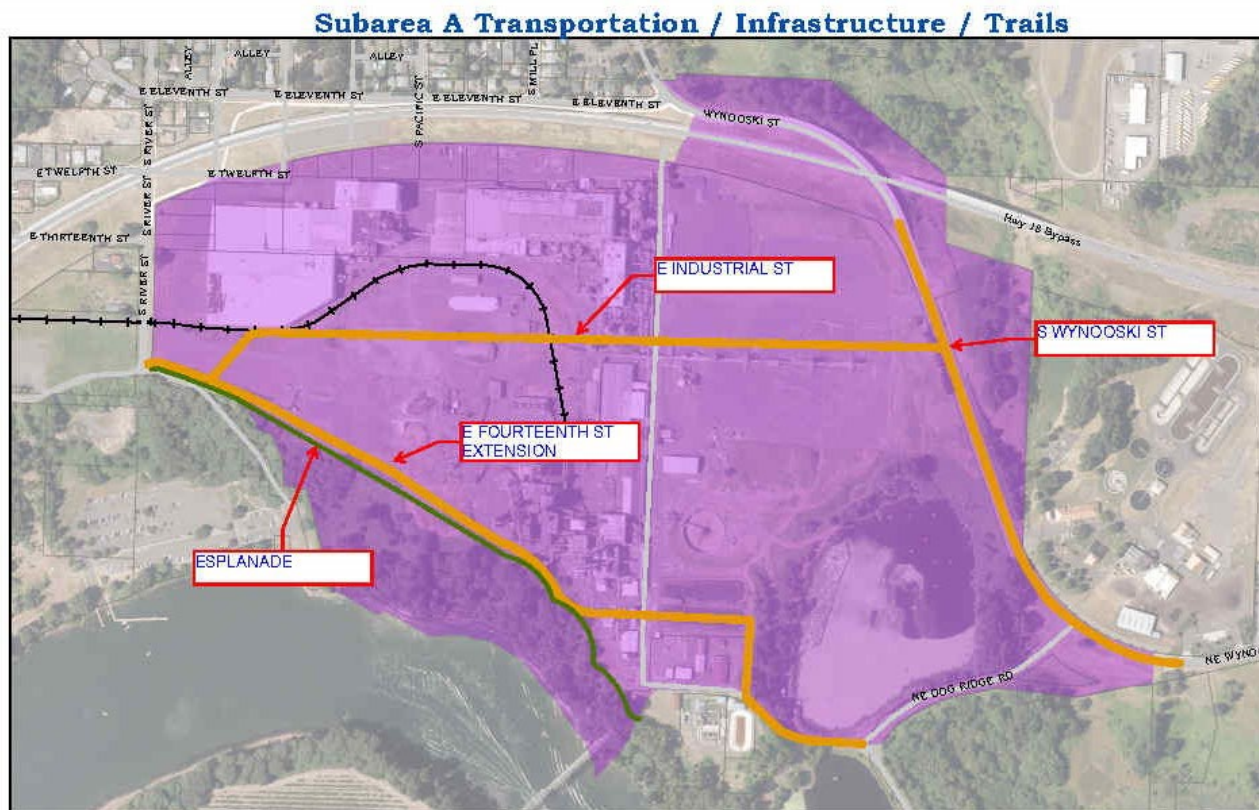
- a) E Fourteenth Street Extension – S River Street to NE Dog Ridge Road. Includes street, curb, sidewalk, storm, and water. New street to meet City of Newberg standards.
- b) E Industrial Street from E Fourteenth Street extension to NE Wynooski Road. Includes street, curb, sidewalk, storm, water, and wastewater. New street to meet City of Newberg standards.
- c) NE Wynooski Street from Bypass to NE Dog Ridge Road. Includes street, curb, sidewalk, and storm. This is currently a County Road. Improvements to existing road to meet City of Newberg standards.

2. Riverfront Trails

- a) Esplanade south of Mill Urban Multi-Use Trail.

EXISTING CONDITIONS: These street projects are listed as aspirational projects in the TSP (p 85). With the exception of NE Wynooski Street these streets do not currently exist. Public storm, water, and wastewater improvements are limited or non-existent in this area. The esplanade is listed as an aspirational project in the TSP. (p 87)

Figure 4 – Sub-Area A Projects



Source: City of Newberg

B. Sub-Area B Riverfront:

1. Public Transportation and Infrastructure

- a) S River Street Improvements – Bypass to Rogers Landing Road. Includes street, curb, sidewalk, storm, water, wastewater to meet City of Newberg standards. South of E Thirteenth is currently a County road.
- b) Rail crossing improvements No. 40A-000.40 at S River Street to meet ODOT Rail requirements for future development.
- c) E Fourteenth Street - S College Street to S River Street. Includes street, curb, sidewalk, storm, and water. This is currently a County road. Improvements to existing road to meet City of Newberg standards.

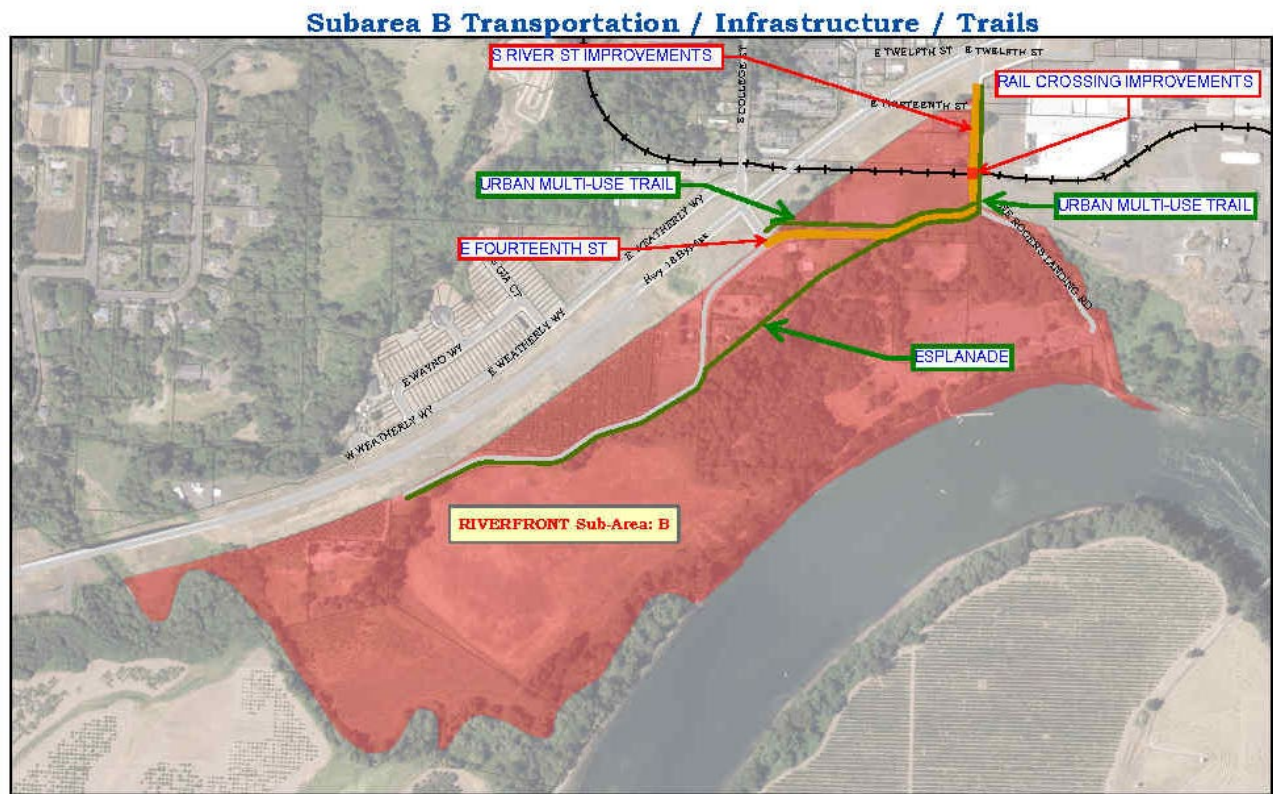
2. Riverfront Trails

- a) S River Street to S College Street – Urban Multi-Use Trail
- b) Esplanade west of S River Street - Urban Multi-Use Trail

EXISTING CONDITIONS:

S River Street is a two lane street with no curbs, sidewalks, bike lane, and planter strip. It does not meet city street standards for new streets and is aspirational in the TSP. The rail crossing improvements do not meet ODOT Rail requirements for future development in the area. E Fourteenth Street is a County road and does not meet city street standards and is aspirational in the TSP. The Riverfront Trails projects are listed as aspirational projects in the TSP. (p 87) Public storm, water and wastewater improvements are limited or non-existent in this area.

Figure 5 – Sub-Area B Transportation and Infrastructure



Source: City of Newberg

C. Sub-Area C Riverfront

1. Wastewater

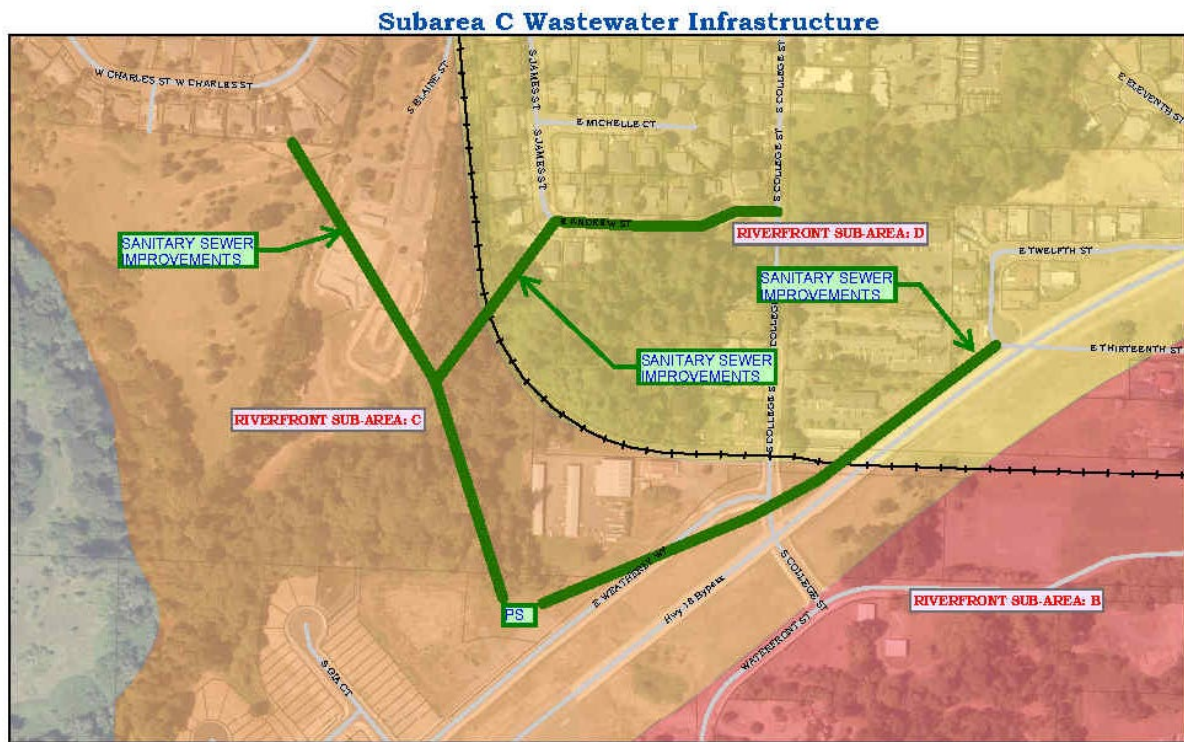
- a) Riverfront Lift Station. This project includes the following mainline projects from the Wastewater Master Plan to address the lack of wastewater infrastructure in this area.
 - i) Force Main B1
 - ii) Gravity Main B4

EXISTING CONDITIONS:

“Existing wastewater infrastructure within the Riverfront Area is mostly limited to the area north of the Bypass. The City of Newberg’s wastewater treatment plant is located just east of the project study area.

The portion of the study area north of the Bypass is currently served by two lift stations (the Charles Lift Station and the Andrew Lift Station) and a network of gravity sewer mains and trunk lines, which ultimately convey wastewater to the City’s wastewater treatment plant. A small lift station also serves Rogers Landing, conveying wastewater to the gravity sewer system to the north. The Riverfront Industrial Site is served by a single gravity sewer connection at the northwest corner of the site.” (Riverfront Master Plan, p 50)

Figure 6 - Sub-Area C - Wastewater Projects



Source: City of Newberg

D. Sub-Area D Riverfront:

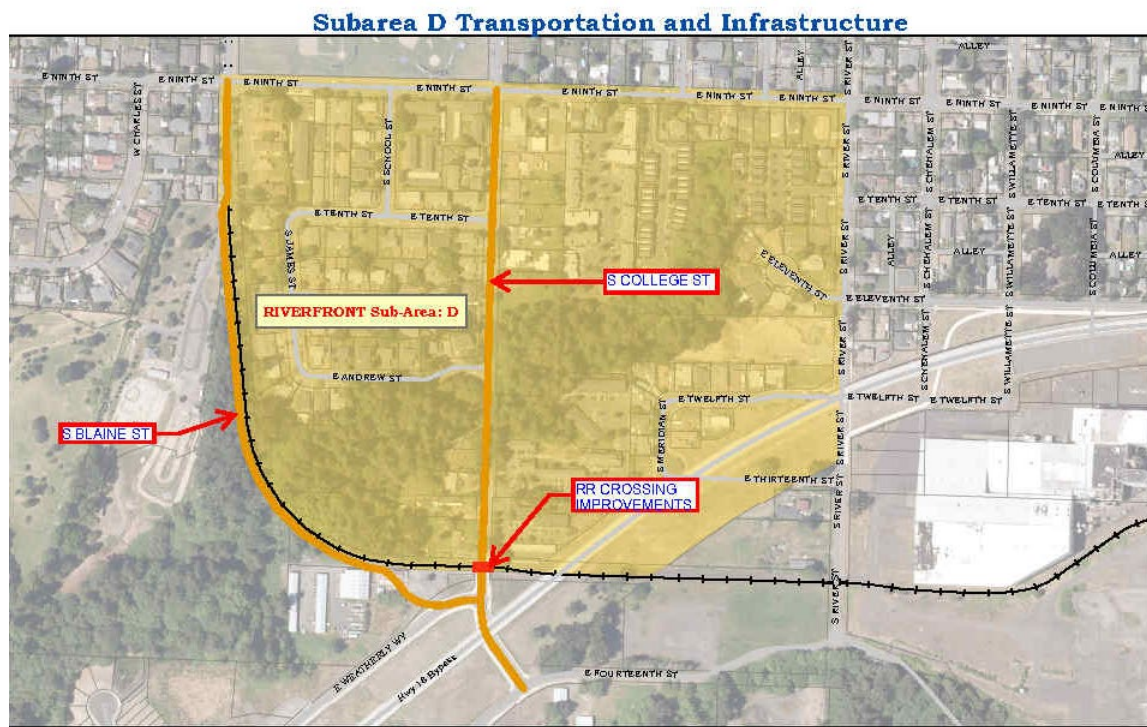
1. *Public Transportation and Infrastructure*

- a) S Blaine extension - E Ninth Street to S College Street. Includes street, curb, sidewalk, and storm. New street to meet City of Newberg standards. Alignment to be generally adjacent to the existing railroad line.
- b) S College Street – E Ninth Street to E Fourteenth Street. Includes street, curb, sidewalk, and storm. This is currently a County road. Improvements to existing road to meet City of Newberg standards.
- c) Rail crossing improvements No. 40A-000.60 at S College Street to meet ODOT Rail requirements for future development.

EXISTING CONDITIONS:

S Blaine presently ends at E Ninth Street. It does not meet city standards for new streets. S College Street has a sidewalk partially on one side, curb partially on one side but no other street amenities. It does not meet city standards for new streets. Rail crossing improvements do not meet ODOT Rail requirements for future development in the area. This area is generally served with public storm, water and wastewater infrastructure.

Figure 7 – Sub-Area D Transportation and Infrastructure



E. Sub-Area E Riverfront:

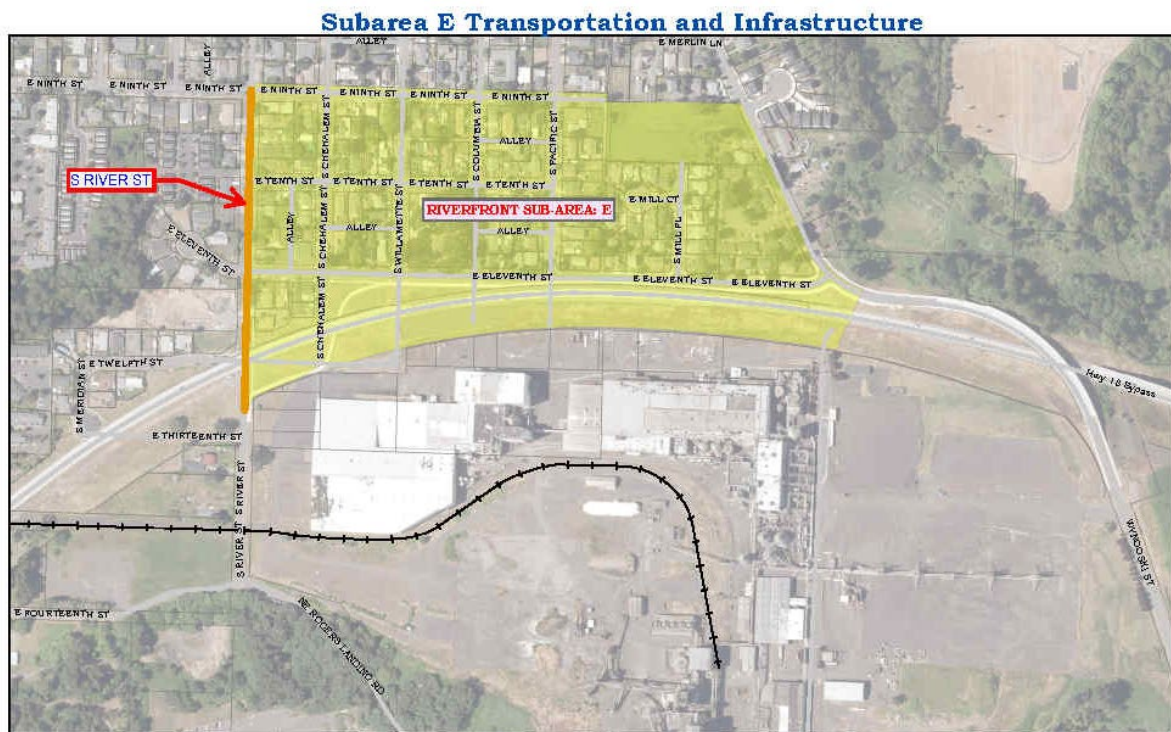
1. *Public Transportation and Infrastructure*

- a) S River Street improvements - E Ninth Street to Bypass. Includes street, curb, sidewalk, storm, and water.

EXISTING CONDITIONS:

S River Street is a two lane street which has intermittent sidewalks, curbs and planting strips. It does not meet city standards for new streets. This area is generally served with public storm, water and wastewater infrastructure. It has been determined in the Water Master Plan that the public water main along this collector roadway is undersized to meet future development needs.

Figure 8 – Sub-Area E Transportation and Infrastructure



Source: City of Newberg

F. Sub-Area F Downtown

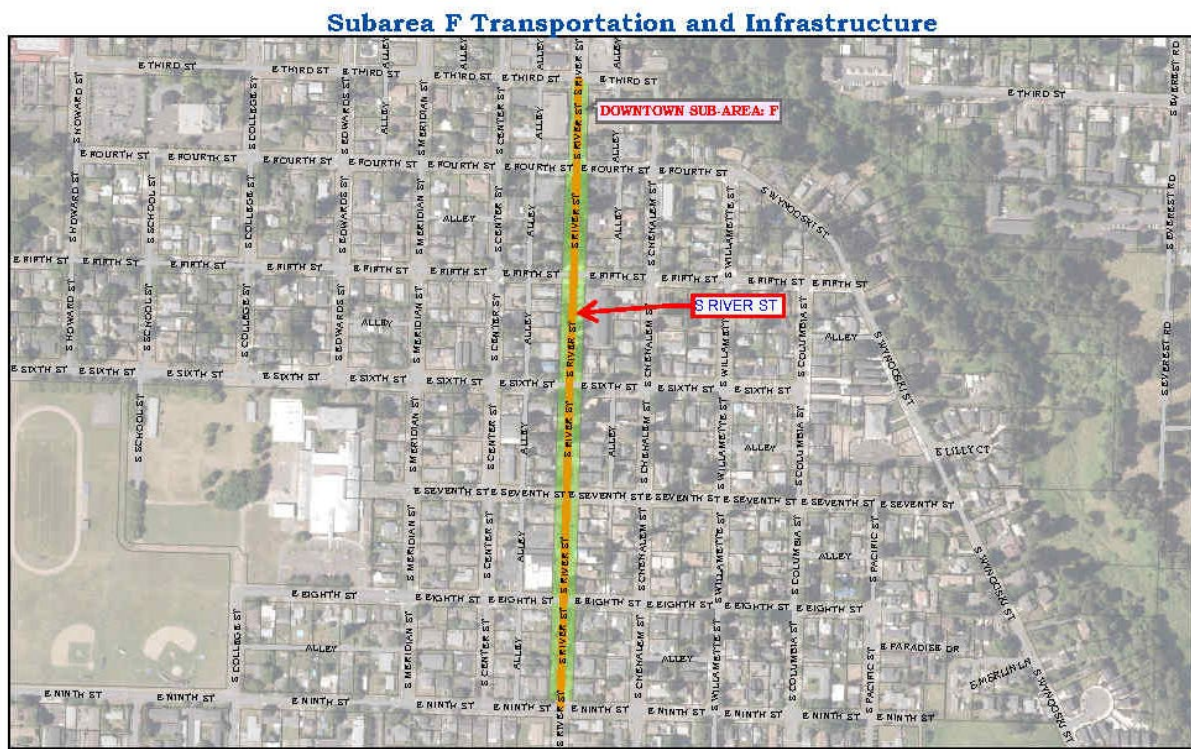
1. Public Transportation and Infrastructure

- a) S River Street improvements - E Third Street to E Ninth Street. Includes street, curb, sidewalk, storm, and wastewater.

EXISTING CONDITIONS:

S River Street is a two lane street which has intermittent sidewalks, curbs and planting strips. It does not meet city standards for new streets. This area is generally served with public, water and wastewater infrastructure. It has been determined in the Wastewater Master Plan that the public wastewater main along this collector roadway is undersized.

Figure 9 – Sub-Area F Transportation and Infrastructure



Source: City of Newberg

G. Sub-Area G: Downtown

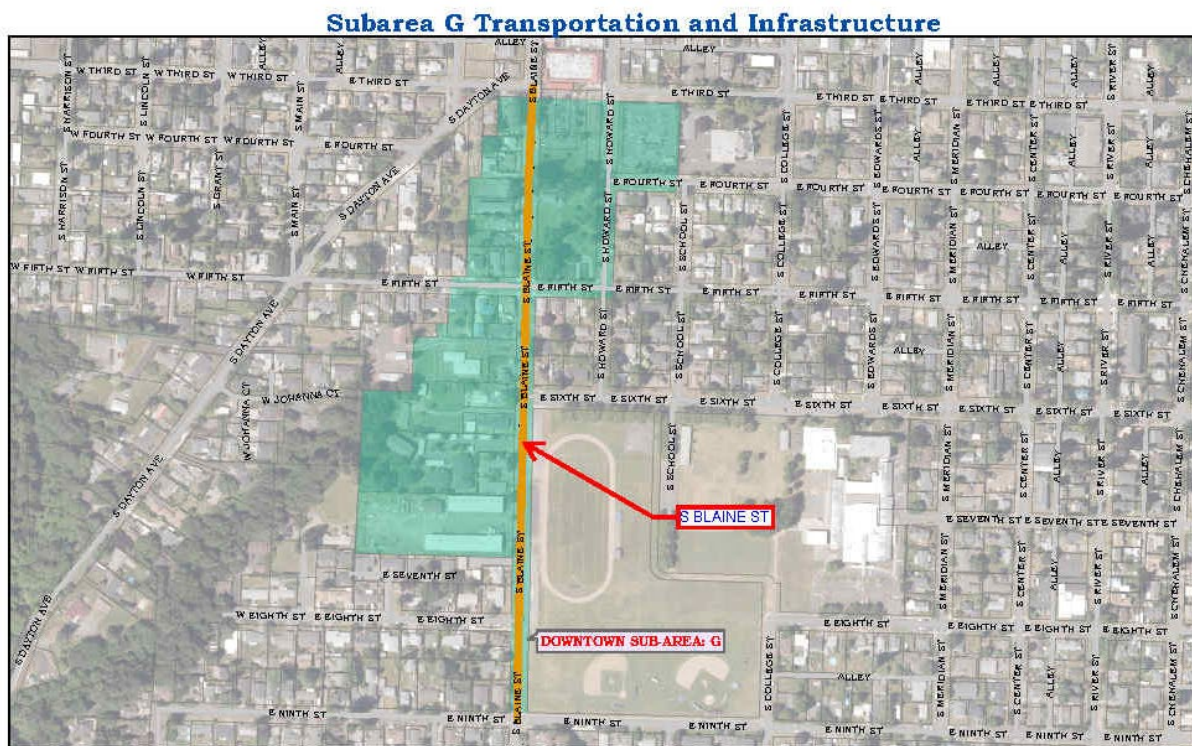
1. *Public Transportation and Infrastructure*

- a) S Blaine Street – E Third Street to E Ninth Street. The entire project includes street, curb, sidewalk, storm, and water. The Plan will be able to fund a portion of these costs. It is anticipated that plan could fund a portion of the storm improvement projects identified in the Stormwater Master Plan or a portion of the water replacement project identified in the Water Master Plan.

EXISTING CONDITIONS:

S Blaine Street has sidewalks on the west side of this section and limited areas of sidewalks on the east side. There is a railroad line running through the street with on street parking on both sides of the street. The street does not fully meet current City of Newberg Standards for a major collector. This area is generally served with public water and wastewater infrastructure. It has been determined in the Water Master Plan that the public water main along this collector roadway is undersized.

Figure 10- Sub-Area G Transportation and Infrastructure



Source: City of Newberg

H. Sub-Area H: Downtown

1. Public Transportation and Infrastructure

North/South Streets

- a) Meridian Street - E Third to E Sheridan- water line replacement.
- b) College Street - E Third to E Sheridan – water line replacement.
- c) Washington Street – water line replacement.
- d) Main Street - E Third to RR Tracks – water line replacement.
- e) Blaine Street E First to E Third – water line replacement.
- f) N College Street (Highway 219) at Hancock Street (Highway 99) Intersection Improvement - Add south bound right turn lane on N College Street.

EXISTING CONDITIONS:

North/South Streets

“The water distribution system serving the Newberg downtown area is well established. There are no specific projects within the study area identified in the City of Newberg Water Distribution System Plan to make improvements to the system, though the plan recommends replacing aging pipelines as part of the annual City budgeting process.” (Newberg Downtown Improvement Plan (NDIP), p 13) “It is assumed that water and sewer systems in the NDIP planning area will be upgraded and improved as needed to support growth in conjunction with new development or with transportation projects.” (NDIP Appendix F, p2)

Water replacements noted for the North/South Streets are from those identified in the Routine Main Replacement Program within the Water Master Plan. These replacements address small and old pipes, often under 6-inch in diameter and installed prior to 1936.

N College Street (Highway 219) in this area is currently developed with sidewalks and planter strips on both sides of the street. There is one travel lane in both directions. It does not meet current city standards for a minor arterial.

- g) First Street Road Diet. Includes street, curb, sidewalk, water line replacement, wastewater, and stormwater.

EXISTING CONDITIONS:

There are three 12-foot travel lanes, a 6-foot bicycle lane and two 8-foot parking lanes and 10-foot to 11-foot sidewalks on each side of the street. (NDIP Appendix F, p3)

The Water, Wastewater and Stormwater Master plans include projects to address identified deficiencies in this area. Water lines in this area are primarily small and/or old as noted in the Routine Main Replacement Program within the Water Master Plan,

Inflow and infiltration (I&I) issues have been identified in segments of the wastewater lines (Project I&I #23) and there are storm line capacity issues in the downtown area identified in the Stormwater Master Plan (Project C-1A)

The TSP and the Downtown Improvement Plan (p11) recommend changing the traffic patterns in the downtown to include the road diet.

- h) Howard Street - E Third to E First - water line replacement.
- i) Sheridan Street - RR Tracks to ½ block east of N Main - water line replacement.
- j) S River Street improvements – E First Street to E Third Street. Includes street, curb, sidewalk, and wastewater and stormwater.

EXISTING CONDITIONS:

“The water distribution system serving the Newberg downtown area is well established. There are no specific projects within the study area identified in the City of Newberg Water Distribution System Plan to make improvements to the system, though the plan recommends replacing aging pipelines as part of the annual City budgeting process.” (Newberg Downtown Improvement Plan, p 13) Water replacements noted for the streets above are from those identified in the Routine Main Replacement Program within the Water Master Plan. These replacements address small and old pipes, often under 6-inch in diameter and installed prior to 1936.

“The downtown stormwater system is concentrated on Hancock Street, 1st Street, and Howard Street. The City of Newberg Drainage Master Plan identified a number of observed drainage problem areas, as reported by City staff. The plan identified one project within the study area. This project, located from Hancock near Howard Street, diagonally to Blaine Street, and only partially within the study area, recommends decommissioning a storm sewer line that runs on private property and upsizes surrounding lines to accommodate future anticipated flows.” (Newberg Downtown Improvement Plan, p13)

Inflow and infiltration (I&I) issues have been identified in segments of the wastewater lines in the downtown area. Wastewater Master Plan project I&I #18 addresses the issues in this area of S River Street.

- k) N Blaine Street/E Hancock Signal.
- l) N Blaine Street/E First Street Signal.

EXISTING CONDITIONS:

No signals exist at these locations, however, they are recommended in the Riverfront Master Plan Appendix H Transportation Planning Rule (TPR) Assessment and in the Transportation System Plan (TSP) – Addendum Riverfront Master Plan. (p 83 – p 86)

m) Parking - Surface parking lots 1 and 2.

EXISTING CONDITIONS:

As part of the *Newberg Downtown Improvement Plan* (p15 - p19), parking was surveyed and various parking lots were recommended. These parking lots do not presently exist and a specific location has not been identified.

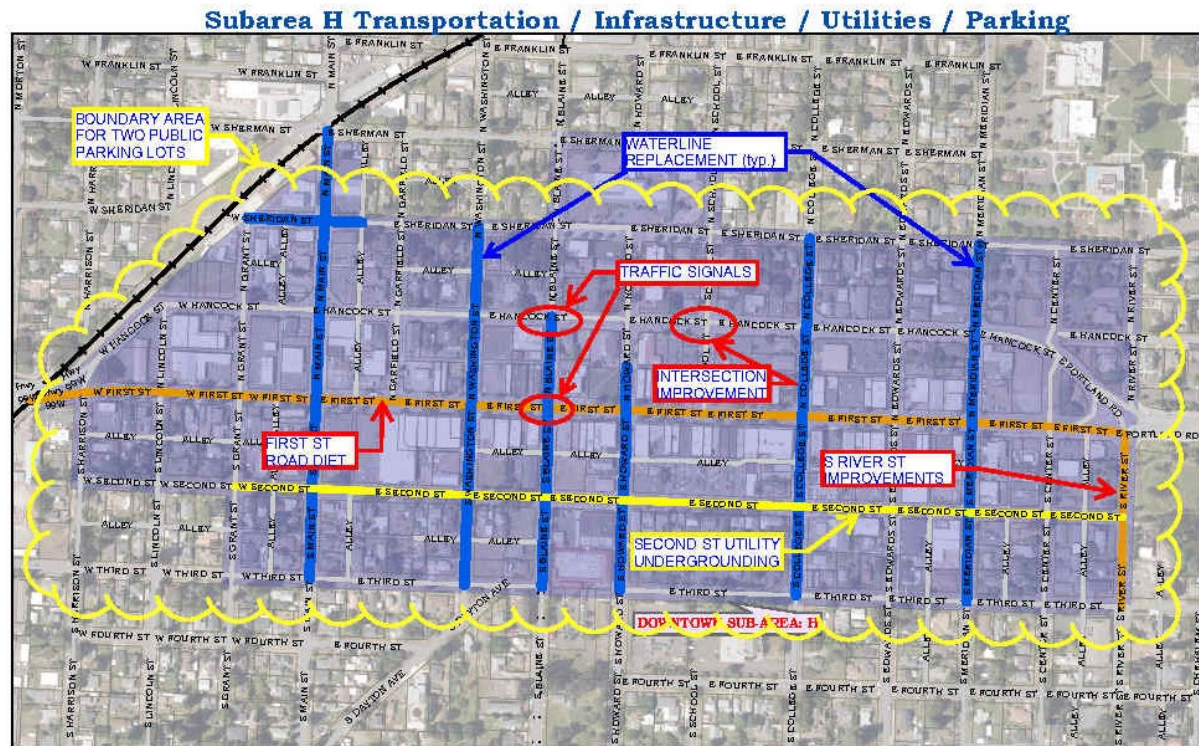
2. *Undergrounding Utilities*

a) Second Street utility undergrounding

EXISTING CONDITIONS:

Utilities in this location are presently above ground. To allow multi-story development, the above ground lines must be removed. Otherwise, there is no fire apparatus service to the upper stories of the structures.

Figure 11 – Sub-Area G Transportation, Infrastructure, Utilities and Parking



Source: City of Newberg

I. Acquisition/Disposition

Acquisition/Disposition are allowed in the Plan. Prior to any property being acquired, it must be identified in the Plan in Section VIII.

EXISTING CONDITIONS:

An urban renewal plan does not exist, so there is no existing urban renewal authority to acquire or dispose of property.

J. Administration

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

EXISTING CONDITIONS:

Once an urban renewal plan with its associated requirements for administration exists there will also be a need for administrative funds to be allocated for that administration.

II. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

Table 2 shows the costs of the projects in FYE 2020 constant dollars and the estimated year of expenditure dollars. These costs are also shown in “year of expenditure” costs, which assumes inflation of 3.0% annually. Cost estimates come from the City of Newberg staff as informed by various master plans, the *Newberg Downtown Improvement Plan*, the *Newberg Riverfront Master Plan*, *Newberg Transportation System Plan*, *Newberg Water Master Plan*, *Newberg Wastewater Master Plan*, and *Newberg Stormwater Master Plan*.

The Plan assumes that the Agency/City will use other funds to assist in the completion of the projects within the Area. The Agency/City may pursue regional, county, state, and federal funding, private developer contributions, and any other sources of funding that may assist in the implementation of the programs.

The Agency will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared.

Table 2 - Estimated Cost of Each Project in Constant FYE 2020 as Compared to Year of Expenditure Costs

Project Title	Constant FYE 2020	Year of Expenditure Project Cost
Sub-Area A Riverfront	\$ (10,993,346)	\$ (15,424,205)
Sub-Area B Riverfront	\$ (3,585,702)	\$ (4,414,680)
Sub-Area C Riverfront	\$ (159,986)	\$ (180,064)
Sub-Area D Riverfront	\$ (6,312,464)	\$ (10,769,564)
Sub-Area E Riverfront	\$ (1,674,421)	\$ (3,304,637)
Sub-Area F Downtown	\$ (5,926,763)	\$ (13,165,119)
Sub-Area G: Downtown	\$ (257,632)	\$ (508,463)
Sub-Area H: Downtown	\$ (20,977,060)	\$ (47,809,277)
Financing Fees	\$ (466,627)	\$ (728,000)
Administration	\$ (5,730,000)	\$ (10,084,039)
Total Expenditures	\$ (56,084,001)	\$ (106,388,048)

Source: City of Newberg and Tiberius Solutions

III. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2052 are calculated based on projections of the assessed value within the Area and the consolidated tax rate that will apply in the Area.

The long-term projections for FYE 2022 and beyond assume an annual growth rate of 6.50% for assessed value in the area (equal to 3% maximum annual appreciation for existing property plus 3.5% exception value from new development). These projections of growth are the basis for the projections in Table 6, through Table 13.

These projections of growth were informed by conversations with City staff based on the large amount of development potential within the Area. If actual assessed value growth is less than forecast, then it would reduce the financial capacity of the URA to fund projects listed in the Plan over the anticipated duration of the Plan.

Table 3 shows the incremental assessed value, tax rates, and tax increment revenues each year, adjusted for discounts, delinquencies, and truncation loss. The tax rate used in this table reflects a blended rate of the incorporated and unincorporated properties as they have different tax rates. As properties incorporate, their tax rates will change and the future projections will vary from these original projections.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2023. Gross tax increment financing (TIF)¹ is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies as they will not be impacted by this Plan.

Figure 12 shows expected TIF revenues over time and the projected tax revenues after termination of the Area.

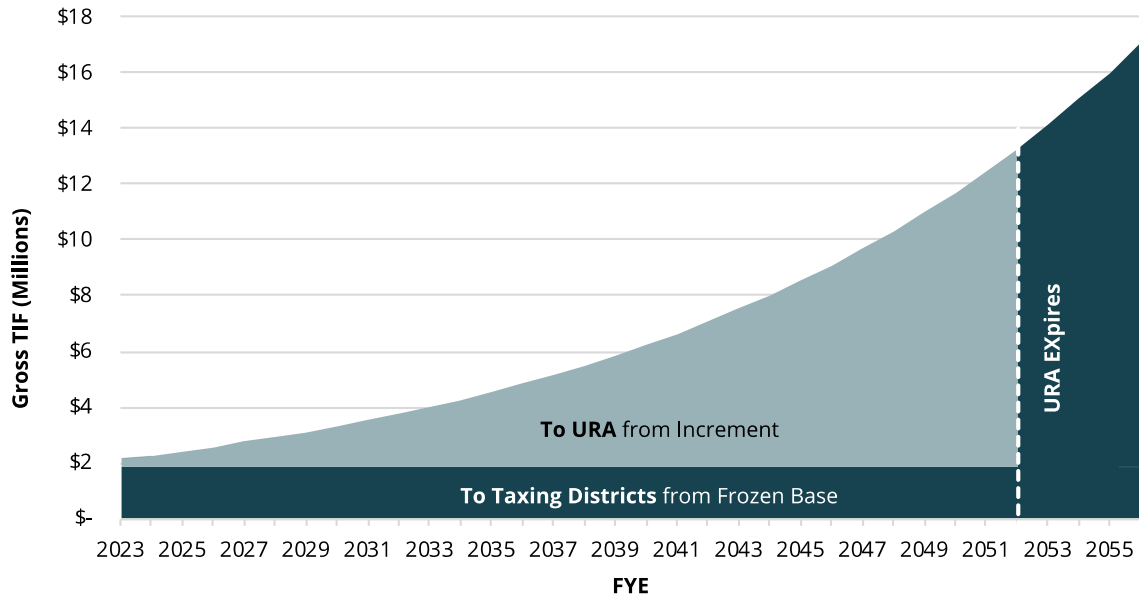
¹ TIF is also used to signify tax increment revenues

Table 3 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Total AV	Frozen Base AV	Increment	Tax Rate	Current Year			Prior Year	Total TIF
					TIF	Adjustments	Net	Net	
2023	166,687,806	146,961,849	19,725,957	12.8077	252,643	(12,632)	240,011	-	240,011
2024	177,522,515	146,961,849	30,560,666	12.8077	391,410	(19,571)	371,840	3,600	375,440
2025	189,061,478	146,961,849	42,099,629	12.8077	539,198	(26,960)	512,238	5,578	517,815
2026	201,350,474	146,961,849	54,388,625	12.8077	696,591	(34,830)	661,761	7,684	669,445
2027	214,438,255	146,961,849	67,476,406	12.8077	864,215	(43,211)	821,004	9,926	830,930
2028	228,376,742	146,961,849	81,414,893	12.8077	1,042,734	(52,137)	990,597	12,315	1,002,912
2029	243,221,231	146,961,849	96,259,382	12.8077	1,232,857	(61,643)	1,171,214	14,859	1,186,073
2030	259,030,611	146,961,849	112,068,762	12.8077	1,435,338	(71,767)	1,363,571	17,568	1,381,139
2031	275,867,600	146,961,849	128,905,751	12.8077	1,650,980	(82,549)	1,568,431	20,454	1,588,885
2032	293,798,994	146,961,849	146,837,145	12.8077	1,880,640	(94,032)	1,786,608	23,526	1,810,134
2033	312,895,928	146,961,849	165,934,079	12.8077	2,125,226	(106,261)	2,018,965	26,799	2,045,764
2034	333,234,164	146,961,849	186,272,315	12.8077	2,385,712	(119,286)	2,266,426	30,284	2,296,710
2035	354,894,385	146,961,849	207,932,536	12.8077	2,663,128	(133,156)	2,529,972	33,996	2,563,968
2036	377,962,521	146,961,849	231,000,672	12.8077	2,958,577	(147,929)	2,810,648	37,950	2,848,598
2037	402,530,086	146,961,849	255,568,237	12.8077	3,273,230	(163,661)	3,109,568	42,160	3,151,728
2038	428,694,541	146,961,849	281,732,692	12.8077	3,608,335	(180,417)	3,427,918	46,644	3,474,562
2039	456,559,687	146,961,849	309,597,838	12.8077	3,965,222	(198,261)	3,766,961	51,419	3,818,380
2040	486,236,066	146,961,849	339,274,217	12.8077	4,345,307	(217,265)	4,128,042	56,504	4,184,546
2041	517,841,410	146,961,849	370,879,561	12.8077	4,750,098	(237,505)	4,512,593	61,921	4,574,513
2042	551,501,102	146,961,849	404,539,253	12.8077	5,181,199	(259,060)	4,922,139	67,689	4,989,828
2043	587,348,674	146,961,849	440,386,825	12.8077	5,640,323	(282,016)	5,358,306	73,832	5,432,139
2044	625,526,337	146,961,849	478,564,488	12.8077	6,129,289	(306,464)	5,822,825	80,375	5,903,199
2045	666,185,549	146,961,849	519,223,700	12.8077	6,650,038	(332,502)	6,317,536	87,342	6,404,879
2046	709,487,610	146,961,849	562,525,761	12.8077	7,204,636	(360,232)	6,844,404	94,763	6,939,167
2047	755,604,305	146,961,849	608,642,456	12.8077	7,795,283	(389,764)	7,405,519	102,666	7,508,185
2048	804,718,585	146,961,849	657,756,736	12.8077	8,424,321	(421,216)	8,003,105	111,083	8,114,188
2049	857,025,292	146,961,849	710,063,443	12.8077	9,094,248	(454,712)	8,639,535	120,047	8,759,582
2050	912,731,935	146,961,849	765,770,086	12.8077	9,807,719	(490,386)	9,317,333	129,593	9,446,926
2051	972,059,510	146,961,849	825,097,661	12.8077	10,567,566	(528,378)	10,039,188	139,760	10,178,948
2052	1,035,243,379	146,961,849	888,281,530	12.8077	11,376,804	(568,840)	10,807,963	150,588	10,958,551
TOTAL:					127,932,867	(6,396,643)	121,536,221	1,660,925	123,197,145

Source: Tiberius Solutions Note: Future annexations will result in higher tax rates than shown in this table as the present table is compiled of both tax rates in the City of Newberg and in unincorporated Yamhill County. The result would be additional tax increment revenues for the Agency and potentially an earlier time frame of reaching the maximum indebtedness.

Figure 12 - TIF Projections



Source: Tiberius Solutions

DRAFT

IV. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 4 shows a summary of the financial capacity of the URA, including how total TIF revenue translates to the ability to fund urban renewal projects in constant 2020 dollars in five-year increments. Table 6, Table 7, Table 8 and Table 9 show more detailed tables on the allocation of tax revenues to debt service. Table 10, Table 11, Table 12, and Table 13 show potential allocations to projects, programs, and administration over time.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the urban renewal area in FYE 2052, a 30-year urban renewal plan. The Newberg Urban Renewal Plan has a specific duration provision of 30 years. If growth in assessed value is slower than projected, the Agency may not be able to complete all projects in the Plan. If growth in assessed value is more robust than the projections, it may take a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible.

The maximum indebtedness is \$106,400,000 (One Hundred Six Million Four Hundred Thousand dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$106,400,000 is \$123,197,148 and is from permanent rate tax levies. The increase over the maximum indebtedness is due to the projected cost of the interest on borrowings.

The financial analysis projects capacity of funding for projects in five-year increments is shown below in Table 4.

Table 4 - TIF Capacity of the Area in FYE 2020 Constant Rounded Numbers

Total Net TIF	\$ 123,197,148
Maximum Indebtedness	\$ 106,400,000
Capacity (2020\$)	\$ 56,084,001
Years 1-5	\$ 3,494,758
Years 6-10	\$ 6,733,599
Years 11-15	\$ 10,089,234
Years 16-20	\$ 10,950,166
Years 21-25	\$ 10,777,140
Years 26-30	\$ 14,039,104

Source: Tiberius Solutions

This financial analysis shows projected borrowings as identified in Table 5. This is only one scenario for how the Agency may decide to implement this Plan, and this scenario is financially feasible. The Agency may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to

have all borrowings repaid at the termination of the District in FYE 2052. The amounts shown are the principal amounts of the borrowings. The total amounts, including interest, are shown in the second column of Table 6.

Table 5 - Estimated Borrowings and Amounts

Loan	Loan A	Loan B	Loan C
Principal Amount	\$ 3,000,000	\$ 5,200,000	\$ 8,500,000.
Interest Rate	5.00%	5.00%	5.00%
Loan Term	20	20	20
Loan Year	2024	2028	2033
Interest Payment Start	2024	2028	2033
Principal Payment Start	2024	2028	2033
Annual Payment	(\$240,728)	(\$417,261)	(\$682,062)

Loan	Loan D	Loan E
Principal Amount	\$ 9,800,000	\$ 9,900,000
Interest Rate	5.00%	5.00%
Loan Term	15	10
Loan Year	2038	2043
Interest Payment Start	2038	2043
Principal Payment Start	2038	2043
Annual Payment	(\$944,154)	(\$1,282,095)

Source: Tiberius Solutions

Table 6 - Tax Increment Revenues and Allocations to Debt Service, page 1

	Total	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029
Resources								
TIF: Current Year	121,536,224	240,011	371,840	512,238	661,761	821,004	990,597	1,171,214
TIF: Prior Years	1,660,924	-	3,600	5,578	7,684	9,926	12,315	14,859
Total Resources	123,197,148	240,011	375,440	517,815	669,445	830,930	1,002,912	1,186,073
Expenditures								
Debt Service								
Scheduled Payments								
Loan A	(4,814,555)	-	(240,728)	(240,728)	(240,728)	(240,728)	(240,728)	(240,728)
Loan B	(8,345,229)	-	-	-	-	-	(417,261)	(417,261)
Loan C	(13,641,240)	-	-	-	-	-	-	-
Loan D	(14,162,316)	-	-	-	-	-	-	-
Loan E	(12,820,953)	-	-	-	-	-	-	-
Total Debt Service, Scheduled Only	(53,784,293)	-	(240,728)	(240,728)	(240,728)	(240,728)	(657,989)	(657,989)
Total Debt Service	(53,784,293)	-	(240,728)	(240,728)	(240,728)	(240,728)	(657,989)	(657,989)
Debt Service Coverage Ratio		-	1.54	2.13	2.75	3.41	1.51	1.78
Transfer to URA Projects Fund	(69,412,854)	(240,011)	(134,712)	(277,087)	(428,717)	(590,202)	(344,923)	(528,084)
Total Expenditures	(123,197,148)	(240,011)	(375,440)	(517,815)	(669,445)	(830,930)	(1,002,912)	(1,186,073)

Source: Tiberius Solutions

Table 7 - Tax Increment Revenues and Allocations to Debt Service, page 2

	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037
Resources								
TIF: Current Year	1,363,571	1,568,431	1,786,608	2,018,965	2,266,426	2,529,972	2,810,648	3,109,568
TIF: Prior Years	17,568	20,454	23,526	26,799	30,284	33,996	37,950	42,160
Total Resources	1,381,139	1,588,885	1,810,134	2,045,764	2,296,710	2,563,968	2,848,598	3,151,728
Expenditures								
Debt Service								
Scheduled Payments								
Loan A	(240,728)	(240,728)	(240,728)	(240,728)	(240,728)	(240,728)	(240,728)	(240,728)
Loan B	(417,261)	(417,261)	(417,261)	(417,261)	(417,261)	(417,261)	(417,261)	(417,261)
Loan C	-	-	-	(682,062)	(682,062)	(682,062)	(682,062)	(682,062)
Loan D	-	-	-	-	-	-	-	-
Loan E	-	-	-	-	-	-	-	-
Total Debt Service, Scheduled Only	(657,989)	(657,989)	(657,989)	(1,340,051)	(1,340,051)	(1,340,051)	(1,340,051)	(1,340,051)
Total Debt Service	(657,989)	(657,989)	(657,989)	(1,340,051)	(1,340,051)	(1,340,051)	(1,340,051)	(1,340,051)
Debt Service Coverage Ratio	2.07	2.38	2.72	1.51	1.69	1.89	2.10	2.32
Transfer to URA Projects Fund	(723,150)	(930,896)	(1,152,145)	(705,713)	(956,659)	(1,223,917)	(1,508,546)	(1,811,677)
Total Expenditures	(1,381,139)	(1,588,885)	(1,810,134)	(2,045,764)	(2,296,710)	(2,563,968)	(2,848,598)	(3,151,728)

Source: Tiberius Solutions

Table 8 - Tax Increment Revenues and Allocations to Debt Service, page 3

	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045
Resources								
TIF: Current Year	3,427,918	3,766,961	4,128,042	4,512,593	4,922,139	5,358,306	5,822,825	6,317,536
TIF: Prior Years	46,644	51,419	56,504	61,921	67,689	73,832	80,375	87,342
Total Resources	3,474,562	3,818,380	4,184,546	4,574,513	4,989,828	5,432,139	5,903,199	6,404,879
Expenditures								
Debt Service								
Scheduled Payments								
Loan A	(240,728)	(240,728)	(240,728)	(240,728)	(240,728)	(240,728)	-	-
Loan B	(417,261)	(417,261)	(417,261)	(417,261)	(417,261)	(417,261)	(417,261)	(417,261)
Loan C	(682,062)	(682,062)	(682,062)	(682,062)	(682,062)	(682,062)	(682,062)	(682,062)
Loan D	(944,154)	(944,154)	(944,154)	(944,154)	(944,154)	(944,154)	(944,154)	(944,154)
Loan E	-	-	-	-	-	(1,282,095)	(1,282,095)	(1,282,095)
Total Debt Service, Scheduled Only	(2,284,206)	(2,284,206)	(2,284,206)	(2,284,206)	(2,284,206)	(3,566,301)	(3,325,573)	(3,325,573)
Total Debt Service	(2,284,206)	(2,284,206)	(2,284,206)	(2,284,206)	(2,284,206)	(3,566,301)	(3,325,573)	(3,325,573)
Debt Service Coverage Ratio	1.50	1.65	1.81	1.98	2.15	1.50	1.75	1.90
Transfer to URA Projects Fund	(1,190,356)	(1,534,174)	(1,900,341)	(2,290,308)	(2,705,623)	(1,865,838)	(2,577,626)	(3,079,305)
Total Expenditures	(3,474,562)	(3,818,380)	(4,184,546)	(4,574,513)	(4,989,828)	(5,432,139)	(5,903,199)	(6,404,879)

Source: Tiberius Solutions

Table 9 - Tax Increment Revenues and Allocations to Debt Service, page 4

	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051	FYE 2052
Resources							
TIF: Current Year	6,844,404	7,405,519	8,003,105	8,639,535	9,317,333	10,039,188	10,807,963
TIF: Prior Years	94,763	102,666	111,083	120,047	129,593	139,760	150,588
Total Resources	6,939,167	7,508,185	8,114,188	8,759,582	9,446,926	10,178,948	10,958,551
Expenditures							
Debt Service							
Scheduled Payments							
Loan A	-	-	-	-	-	-	-
Loan B	(417,261)	(417,261)	-	-	-	-	-
Loan C	(682,062)	(682,062)	(682,062)	(682,062)	(682,062)	(682,062)	(682,062)
Loan D	(944,154)	(944,154)	(944,154)	(944,154)	(944,154)	(944,154)	(944,154)
Loan E	(1,282,095)	(1,282,095)	(1,282,095)	(1,282,095)	(1,282,095)	(1,282,095)	(1,282,095)
Total Debt Service, Scheduled Only	(3,325,573)	(3,325,573)	(2,908,312)	(2,908,312)	(2,908,312)	(2,908,312)	(2,908,312)
Total Debt Service	(3,325,573)	(3,325,573)	(2,908,312)	(2,908,312)	(2,908,312)	(2,908,312)	(2,908,312)
Debt Service Coverage Ratio	2.06	2.23	2.75	2.97	3.20	3.45	3.72
Transfer to URA Projects Fund	(3,613,594)	(4,182,612)	(5,205,877)	(5,851,270)	(6,538,615)	(7,270,636)	(8,050,240)
Total Expenditures	(6,939,167)	(7,508,185)	(8,114,188)	(8,759,582)	(9,446,926)	(10,178,948)	(10,958,551)

Source: Tiberius Solutions

V. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency. Annual expenditures for program administration are also shown. These are predicated on the fact that urban renewal activities will start off slowly in the beginning years and increase in the later years of the Area.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2052, a 30-year program.

The amount of money available for projects in 2020 constant dollars for the Area is \$56,084,001. See Table 2 for the individual project analysis. This \$56,084,001 is calculated by taking the maximum indebtedness and bringing it back to constant 2020 dollars. This is done as the Agency's cost estimates are typically in constant dollars, so understanding how that relates to the overall MI over 30 years is important to enable the Agency to make projections on the allocation of funds throughout the life of the Area.

Table 10, Table 11, Table 12 and Table 13 show the \$56,084,001 of 2020 constant dollars for projects inflated over the life of the Area including administrative expenses. All costs shown in Table 10, Table 11, Table 12 and Table 13 are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation. The year of expenditure total cost is \$106,388,048.

The 3% inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470.

The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The following tables are prepared to show that the Area is financially feasible as required by ORS 457. It assumes completion of projects as funding becomes available. If the City is able to jumpstart the Area by providing alternative funding sources which are repaid when tax increment revenues are available, or if other outside funding sources are secured, including but not limited to, developer contributions, the timing on projects can be moved up.

Table 10 - Programs and Costs in Year of Expenditure Dollars, Page 1

	Total	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029
Resources								
Beginning Balance		-	80,477	50,026	44,295	298,894	711,025	43,778
Interest Earnings	575,194	-	402	250	221	1,494	3,555	219
Transfer from TIF Fund	69,412,854	240,011	134,712	277,087	428,717	590,202	344,923	528,084
Bond/Loan Proceeds	36,400,000	-	3,000,000	-	-	-	5,200,000	-
Total Resources	106,388,048	240,011	3,215,591	327,364	473,233	890,590	6,259,503	572,081
Expenditures (YOE \$)								
Sub-Area A Riverfront	(15,424,205)	-	-	-	-	-	(5,858,365)	-
Sub-Area B Riverfront	(4,414,680)	-	(2,761,178)	(113,811)	-	-	-	-
Sub-Area C Riverfront	(180,064)	-	(180,064)	-	-	-	-	-
Sub-Area D Riverfront	(10,769,564)	-	-	-	-	-	-	-
Sub-Area E Riverfront	(3,304,637)	-	-	-	-	-	-	-
Sub-Area F Downtown	(13,165,119)	-	-	-	-	-	-	-
Sub-Area G: Downtown	(508,463)	-	-	-	-	-	-	-
Sub-Area H: Downtown	(47,809,277)	-	-	-	-	-	-	(110,908)
Financing Fees	(728,000)	-	(60,000)	-	-	-	(104,000)	-
Administration	(10,084,039)	(159,534)	(164,323)	(169,258)	(174,339)	(179,565)	(253,360)	(260,960)
Total Expenditures	(106,388,048)	(159,534)	(3,165,565)	(283,069)	(174,339)	(179,565)	(6,215,725)	(371,868)
Ending Balance	-	80,477	50,026	44,295	298,894	711,025	43,778	200,213

Source: Tiberius Solutions

Table 11 - Programs and Costs in Year of Expenditure Dollars, Page 2

	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037
Resources								
Beginning Balance	200,213	655,585	965,484	852,209	5,451,868	40,695	67,783	62,602
Interest Earnings	1,001	3,278	4,827	4,261	27,259	203	339	313
Transfer from TIF Fund	723,150	930,896	1,152,145	705,713	956,659	1,223,917	1,508,546	1,811,677
Bond/Loan Proceeds	-	-	-	8,500,000	-	-	-	-
Total Resources	924,365	1,589,758	2,122,456	10,062,183	6,435,786	1,264,815	1,576,669	1,874,592
Expenditures (YOE \$)								
Sub-Area A Riverfront	-	-	-	(2,853,278)	(6,092,571)	(619,991)	-	-
Sub-Area B Riverfront	-	-	-	(1,293,337)	-	-	(246,354)	-
Sub-Area C Riverfront	-	-	-	-	-	-	-	-
Sub-Area D Riverfront	-	-	-	-	-	-	-	-
Sub-Area E Riverfront	-	-	-	-	-	-	-	-
Sub-Area F Downtown	-	-	-	-	-	-	-	-
Sub-Area G: Downtown	-	-	-	-	-	-	-	-
Sub-Area H: Downtown	-	(347,434)	(985,107)	-	-	(265,441)	(946,773)	(1,338,849)
Financing Fees	-	-	-	(170,000)	-	-	-	-
Administration	(268,780)	(276,840)	(285,140)	(293,700)	(302,520)	(311,600)	(320,940)	(330,560)
Total Expenditures	(268,780)	(624,274)	(1,270,247)	(4,610,315)	(6,395,091)	(1,197,032)	(1,514,067)	(1,669,409)
Ending Balance	655,585	965,484	852,209	5,451,868	40,695	67,783	62,602	205,183

Source: Tiberius Solutions

Table 12 - Programs and Costs in Year of Expenditure Dollars, Page 3

	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045
Resources								
Beginning Balance	205,183	687,487	14,875	1,554,069	3,480,087	231,380	4,004,550	6,195,639
Interest Earnings	1,026	3,437	74	7,770	17,400	1,157	20,023	30,978
Transfer from TIF Fund	1,190,356	1,534,174	1,900,341	2,290,308	2,705,623	1,865,838	2,577,626	3,079,305
Bond/Loan Proceeds	9,800,000	-	-	-	-	9,900,000	-	-
Total Resources	11,196,565	2,225,099	1,915,289	3,852,147	6,203,109	11,998,375	6,602,199	9,305,923
Expenditures (YOE \$)								
Sub-Area A Riverfront	-	-	-	-	-	-	-	-
Sub-Area B Riverfront	-	-	-	-	-	-	-	-
Sub-Area C Riverfront	-	-	-	-	-	-	-	-
Sub-Area D Riverfront	(9,972,598)	(796,966)	-	-	-	-	-	-
Sub-Area E Riverfront	-	-	-	-	-	(3,304,637)	-	-
Sub-Area F Downtown	-	-	-	-	-	-	-	-
Sub-Area G: Downtown	-	-	-	-	-	(508,463)	-	-
Sub-Area H: Downtown	-	(1,062,558)	-	-	(5,588,509)	(3,588,005)	-	-
Financing Fees	(196,000)	-	-	-	-	(198,000)	-	-
Administration	(340,480)	(350,700)	(361,220)	(372,060)	(383,220)	(394,720)	(406,560)	(418,760)
Total Expenditures	(10,509,078)	(2,210,224)	(361,220)	(372,060)	(5,971,729)	(7,993,825)	(406,560)	(418,760)
Ending Balance	687,487	14,875	1,554,069	3,480,087	231,380	4,004,550	6,195,639	8,887,163

Source: Tiberius Solutions

Table 13 - Programs and Costs in Year of Expenditure Dollars, Page 4

	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051	FYE 2052
Resources							
Beginning Balance	8,887,163	12,113,873	2,747,674	7,509,709	12,927,228	19,045,038	25,910,900
Interest Earnings	44,436	60,569	13,738	37,549	64,636	95,225	129,554
Transfer from TIF Fund	3,613,594	4,182,612	5,205,877	5,851,270	6,538,615	7,270,636	8,050,240
Bond/Loan Proceeds	-	-	-	-	-	-	-
Total Resources	12,545,193	16,357,053	7,967,289	13,398,528	19,530,478	26,410,900	34,090,693
Expenditures (YOE \$)							
Sub-Area A Riverfront	-	-	-	-	-	-	-
Sub-Area B Riverfront	-	-	-	-	-	-	-
Sub-Area C Riverfront	-	-	-	-	-	-	-
Sub-Area D Riverfront	-	-	-	-	-	-	-
Sub-Area E Riverfront	-	-	-	-	-	-	-
Sub-Area F Downtown	-	(13,165,119)	-	-	-	-	-
Sub-Area G: Downtown	-	-	-	-	-	-	-
Sub-Area H: Downtown	-	-	-	-	-	-	(33,575,693)
Financing Fees	-	-	-	-	-	-	-
Administration	(431,320)	(444,260)	(457,580)	(471,300)	(485,440)	(500,000)	(515,000)
Total Expenditures	(431,320)	(13,609,379)	(457,580)	(471,300)	(485,440)	(500,000)	(34,090,693)
Ending Balance	12,113,873	2,747,674	7,509,709	12,927,228	19,045,038	25,910,900	-

Source: Tiberius Solutions

VI. REVENUE SHARING

Revenue sharing targets are not projected to be reached as the threshold set in ORS 457 (annual tax increment revenues in excess of 10 percent of the maximum indebtedness) is not met during the expected life of the Plan.

Revenue sharing means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (\$10,640,000). At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness (\$13,300,000). If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

If assessed value in the Area grows more quickly than projected, the revenue sharing triggers could be reached earlier.

VII. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2052 and are shown in Table 14 and Table 15.

The Newberg School District 29J and the Willamette Regional Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 14 and Table 15 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 14 shows the general government levies, and Table 15 shows the education levies.

Table 14 - Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Yamhill County	Yamhill County Extension Service	Yamhill County Soil & Water	City of Newberg	Tualatin Valley Fire & Rescue	Chehalem Park & Recreation	Subtotal General Government
2023	(48,301)	(841)	(663)	(46,399)	(28,582)	(17,008)	(141,795)
2024	(75,556)	(1,316)	(1,038)	(72,579)	(44,709)	(26,605)	(221,804)
2025	(104,209)	(1,815)	(1,431)	(100,103)	(61,664)	(36,694)	(305,917)
2026	(134,724)	(2,347)	(1,850)	(129,416)	(79,721)	(47,439)	(395,497)
2027	(167,222)	(2,913)	(2,297)	(160,634)	(98,951)	(58,883)	(490,900)
2028	(201,833)	(3,516)	(2,772)	(193,881)	(119,432)	(71,070)	(592,504)
2029	(238,693)	(4,158)	(3,278)	(229,290)	(141,244)	(84,050)	(700,713)
2030	(277,950)	(4,842)	(3,817)	(267,000)	(164,473)	(97,873)	(815,955)
2031	(319,758)	(5,570)	(4,392)	(307,161)	(189,212)	(112,595)	(938,688)
2032	(364,284)	(6,346)	(5,003)	(349,932)	(215,560)	(128,273)	(1,069,398)
2033	(411,704)	(7,172)	(5,654)	(395,484)	(243,620)	(144,971)	(1,208,604)
2034	(462,206)	(8,052)	(6,348)	(443,996)	(273,504)	(162,754)	(1,356,859)
2035	(515,990)	(8,989)	(7,087)	(495,662)	(305,330)	(181,693)	(1,514,751)
2036	(573,271)	(9,986)	(7,873)	(550,686)	(339,225)	(201,863)	(1,682,905)
2037	(634,275)	(11,049)	(8,711)	(609,287)	(375,324)	(223,344)	(1,861,990)
2038	(699,245)	(12,181)	(9,604)	(671,697)	(413,768)	(246,221)	(2,052,715)
2039	(768,437)	(13,386)	(10,554)	(738,163)	(454,712)	(270,585)	(2,255,837)
2040	(842,127)	(14,670)	(11,566)	(808,950)	(498,317)	(296,533)	(2,472,162)
2041	(920,606)	(16,037)	(12,644)	(884,338)	(544,756)	(324,168)	(2,702,548)
2042	(1,004,187)	(17,493)	(13,792)	(964,626)	(594,214)	(353,599)	(2,947,910)
2043	(1,093,201)	(19,044)	(15,014)	(1,050,132)	(646,886)	(384,942)	(3,209,219)
2044	(1,188,000)	(20,695)	(16,316)	(1,141,197)	(702,983)	(418,324)	(3,487,514)
2045	(1,288,962)	(22,454)	(17,703)	(1,238,181)	(762,725)	(453,874)	(3,783,899)
2046	(1,396,485)	(24,327)	(19,180)	(1,341,469)	(826,351)	(491,736)	(4,099,548)
2047	(1,510,998)	(26,322)	(20,752)	(1,451,470)	(894,112)	(532,059)	(4,435,714)
2048	(1,632,955)	(28,446)	(22,427)	(1,568,622)	(966,278)	(575,003)	(4,793,731)
2049	(1,762,838)	(30,709)	(24,211)	(1,693,388)	(1,043,135)	(620,738)	(5,175,019)
2050	(1,901,164)	(33,118)	(26,111)	(1,826,265)	(1,124,988)	(669,446)	(5,581,091)
2051	(2,048,481)	(35,685)	(28,134)	(1,967,778)	(1,212,160)	(721,320)	(6,013,558)
2052	(2,205,374)	(38,418)	(30,289)	(2,118,489)	(1,304,999)	(776,565)	(6,474,135)
TOTAL:	(24,793,036)	(431,897)	(340,511)	(23,816,275)	(14,670,935)	(8,730,228)	(72,782,880)

Source: Tiberius Solutions

Table 15 - Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	SD 29J	Willamette Regional ESD	Portland Community College	Subtotal Education	Total Education and General Government
2023	(87,357)	(5,560)	(5,300)	(98,216)	(240,011)
2024	(136,649)	(8,697)	(8,290)	(153,636)	(375,440)
2025	(188,469)	(11,996)	(11,434)	(211,898)	(517,815)
2026	(243,658)	(15,508)	(14,782)	(273,948)	(669,445)
2027	(302,434)	(19,249)	(18,347)	(340,030)	(830,930)
2028	(365,030)	(23,233)	(22,145)	(410,408)	(1,002,912)
2029	(431,695)	(27,476)	(26,189)	(485,360)	(1,186,073)
2030	(502,693)	(31,995)	(30,496)	(565,185)	(1,381,139)
2031	(578,306)	(36,808)	(35,083)	(650,197)	(1,588,885)
2032	(658,834)	(41,933)	(39,969)	(740,736)	(1,810,134)
2033	(744,596)	(47,392)	(45,172)	(837,160)	(2,045,764)
2034	(835,933)	(53,205)	(50,713)	(939,851)	(2,296,710)
2035	(933,207)	(59,396)	(56,614)	(1,049,217)	(2,563,968)
2036	(1,036,804)	(65,990)	(62,899)	(1,165,692)	(2,848,598)
2037	(1,147,134)	(73,012)	(69,592)	(1,289,738)	(3,151,728)
2038	(1,264,636)	(80,491)	(76,720)	(1,421,847)	(3,474,562)
2039	(1,389,775)	(88,456)	(84,312)	(1,562,543)	(3,818,380)
2040	(1,523,049)	(96,939)	(92,397)	(1,712,384)	(4,184,546)
2041	(1,664,985)	(105,972)	(101,008)	(1,871,965)	(4,574,513)
2042	(1,816,147)	(115,594)	(110,178)	(2,041,919)	(4,989,828)
2043	(1,977,135)	(125,840)	(119,945)	(2,222,919)	(5,432,139)
2044	(2,148,586)	(136,753)	(130,346)	(2,415,685)	(5,903,199)
2045	(2,331,183)	(148,374)	(141,423)	(2,620,980)	(6,404,879)
2046	(2,525,647)	(160,752)	(153,221)	(2,839,620)	(6,939,167)
2047	(2,732,753)	(173,933)	(165,785)	(3,072,471)	(7,508,185)
2048	(2,953,320)	(187,972)	(179,166)	(3,320,457)	(8,114,188)
2049	(3,188,223)	(202,923)	(193,416)	(3,584,563)	(8,759,582)
2050	(3,438,396)	(218,846)	(208,593)	(3,865,835)	(9,446,926)
2051	(3,704,830)	(235,804)	(224,757)	(4,165,390)	(10,178,948)
2052	(3,988,582)	(253,864)	(241,971)	(4,484,417)	(10,958,551)
TOTAL:	(44,840,017)	(2,853,963)	(2,720,263)	(50,414,267)	(123,197,145)

Source: Tiberius Solutions Please refer to the explanation of the schools funding in the preceding section.

Table 16 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2053.

The Frozen Base is the assessed value of the Area established by the county assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table 16 - Additional Revenues Obtained after Termination of TIF - FYE 2053

Taxing District	Permanent Tax Rate	From Frozen Base	From Excess Value	Total
General Government				
Yamhill County	2.5775	378,794	2,462,987	2,841,781
Yamhill County Extension Service	0.0449	6,599	42,905	49,504
Yamhill County Soil & Water	0.0354	5,202	33,827	39,029
City of Newberg	2.575	363,871	2,365,954	2,729,825
Tualatin Valley Fire & Rescue	1.5252	224,147	1,457,439	1,681,586
Chehalem Park & Recreation	0.9076	133,382	867,278	1,000,660
Subtotal General Government	7.6656	1,111,995	7,230,390	8,342,385
Education				
Newberg SD 29J	4.6616	685,078	4,454,496	5,139,574
Willamette Regional ESD	0.2967	43,603	283,518	327,121
Portland Community College	0.2828	41,561	270,236	311,797
Subtotal Education	5.2411	770,242	5,008,250	5,778,492
TOTAL:	12.9067	\$1,882,237	\$12,238,640	\$14,120,877

Source: Tiberius Solutions

VIII. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2021 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$146,961,849. The Yamhill County Assessor will certify the frozen base once the urban renewal plan is adopted.

The percentage of total City assessed value in urban renewal areas is 6.87%, below the 25% threshold.

The Area contains approximately 600 acres, including public rights-of-way. The City of Newberg contains 3,719 acres. This puts 16.13% of the City's acreage in an urban renewal area, which is below the 25% threshold.

Table 17 - Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Acreage	Assessed Value
Newberg Urban Renewal Area	599.73	\$146,961,849
City of Newberg	3,719	\$2,137,960,474
% of City	16.13%	6.87%

Source: Compiled by Elaine Howard Consulting, LLC with data from Tiberius Solutions, City of Newberg, and Yamhill County Department of Assessment and Taxation (FYE 2021)

IX. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Newberg Urban Renewal Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Area measures approximately 600 total acres in size, which is composed of 760 individual parcels encompassing 452 acres, and an additional 148 acres in public rights-of-way. An analysis of FYE 2021 property classification data from the Yamhill County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Industrial uses account for the most prevalent land use within the Area (34.11%). This was followed by Exempt uses (23.85%). Detailed land use designations in the Area can be seen in Table 18.

Table 18 - Land Use in the Area

Land Use	Parcels	Acreage	Percent of Acreage
Industrial	22	154.19	34.11%
Exempt	59	107.81	23.85%
Residential	444	75.96	16.81%
Farm	5	35.48	7.85%
Commercial	191	30.51	6.75%
Tract	15	28.31	6.26%
Multi-Family	19	14.29	3.16%
Forest	1	3.93	0.87%
Miscellaneous	4	1.52	0.34%
TOTAL:	760	452.00	100%

Source: Compiled by Elaine Howard Consulting, LLC with data from the Tiberius Solutions using the Yamhill County Department of Assessment and Taxation database (FYE 2021)

2. Comprehensive Plan Designations

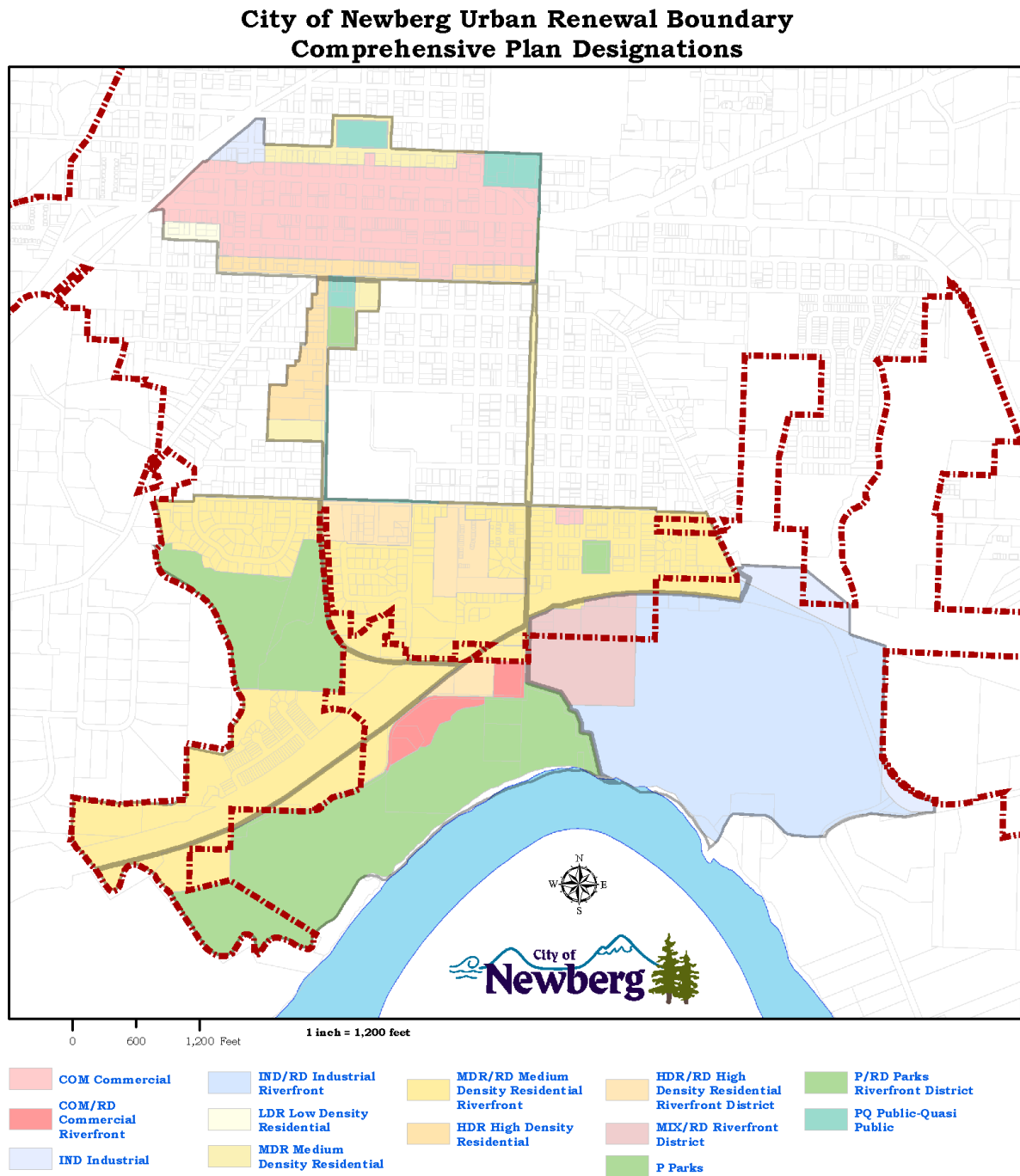
Comprehensive plan designations in the Area can be seen in Table 19 – Comprehensive Plan Designations in the Area. The designations for unincorporated properties are what the properties will be when annexed in the city. The most prevalent comprehensive plan designation by acreage in the Area is Industrial/Riverfront District overlay (27.01%). The second most prevalent comprehensive plan designation in the Area is Public/Riverfront District overlay (26.12%). RD in the following tables is the Riverfront District overlay.

Table 19 – Comprehensive Plan Designations in the Area

Comprehensive Plan	Parcels	Acreage	Percent of Acreage
Industrial/RD	6	122.08	27.01%
Public/RD	11	118.06	26.12%
Medium Density Residential/RD	309	107.74	23.84%
Commercial	247	39.25	8.68%
High Density Residential/RD	58	21.53	4.76%
High Density Residential	58	14.96	3.31%
Mixed USe/RD	11	8.68	1.92%
Medium Density Residential	28	7.25	1.60%
Institutional	11	6.14	1.36%
Industrial	10	1.89	0.42%
Commercial/RD	2	1.82	0.40%
Public	1	1.56	0.35%
Low Density Residential	8	1.04	0.23%
TOTAL:	760	452.00	100%

Source: Compiled by Elaine Howard Consulting, LLC with data from the Tiberius Solutions using the Yamhill County Department of Assessment and Taxation database (FYE 2021)

Figure 13 - Newberg Urban Renewal Area Comprehensive Plan Designations



3. Zoning Designations

Detailed zoning designations in the Area are shown in Table 20.

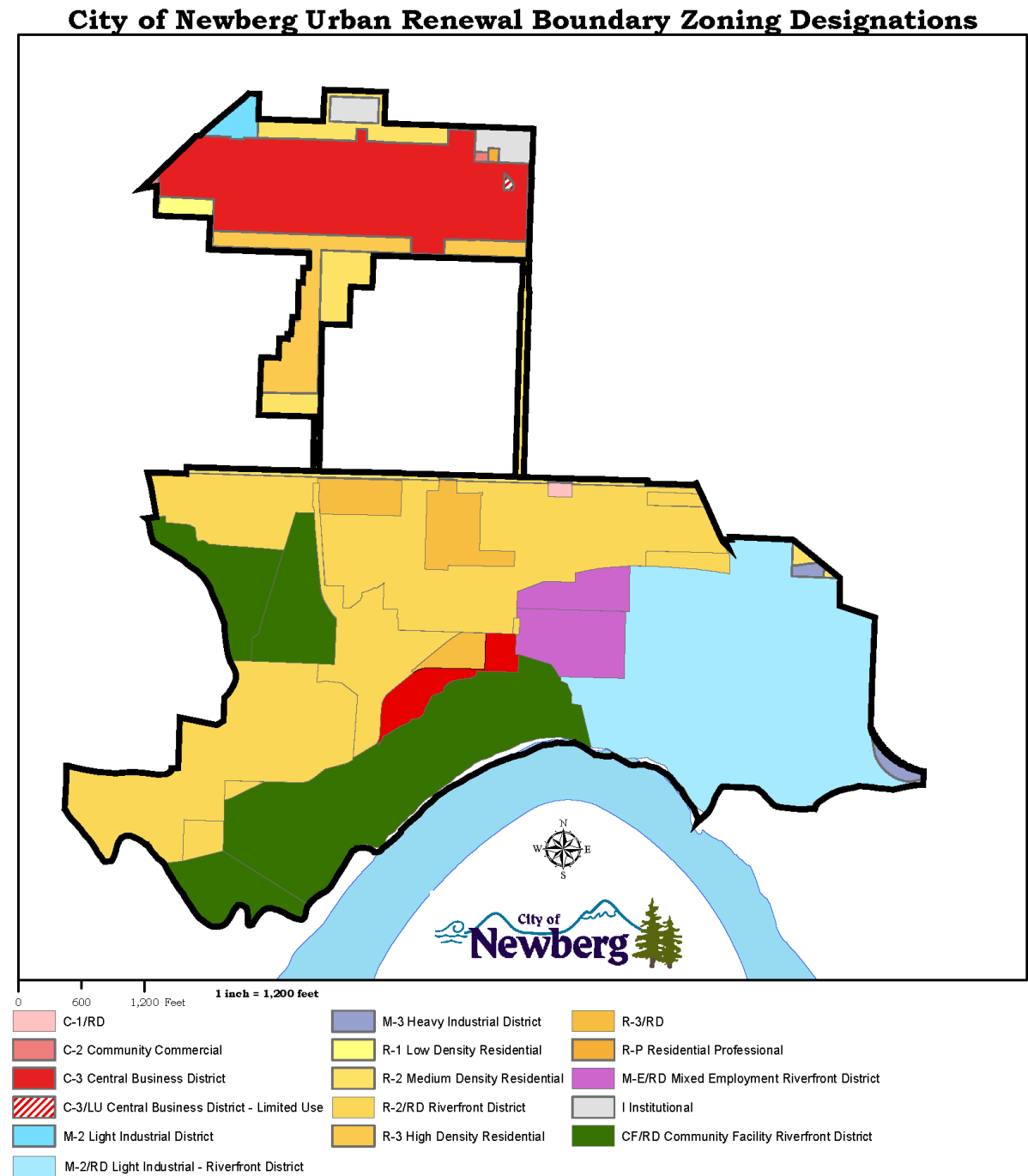
The most prevalent zone designation is Light Industrial/Riverfront District Overlay (27.58%). The second most prevalent zone designation is Medium Density Residential/Riverfront District Overlay (27.36%) For properties that are not yet annexed, the zoning designation will be shown as the designation that will be applied when annexed.

Table 20 - Zoning Designations in the Area

Zoning		Parcels	Acreage	Percent of Acreage
Light Industrial/Riverfront District Overlay	M-2/RD	4	124.30	27.58%
Medium Density Residential/Riverfront District Overlay	R-2/RD	312	123.67	27.36%
Community Facility/Riverfront District Overlay	CF/RD	11	89.78	19.86%
Central Business District	C-3	242	38.44	8.50%
High Density Residential/Riverfront District Overlay	R-3/RD	59	21.77	4.82%
Community Facility	CF	1	16.18	3.58%
High Density Residential	R-3	58	14.96	3.31%
Medium Density Residential	R-2	35	10.21	2.26%
Institutional	I	3	4.39	0.97%
Mixed Employment Riverfront District	M-E/RD	10	3.87	0.86%
Light Industrial District	M-2	10	1.89	0.42%
Low Density Residential	R-1	8	1.04	0.23%
Neighborhood Commercial - Riverfront District	C-1/RD	4	0.58	0.13%
Central Business District - Limited Use	C-3/LU	1	0.23	0.05%
Residential Professional	R-P	1	0.23	0.05%
Community Commercial	C-2	1	0.13	0.03%
TOTAL:		760	452.00	100.00%

Source: Compiled by Elaine Howard Consulting, LLC with data from the Tiberius Solutions using the Yamhill County Department of Assessment and Taxation database (FYE 2020-2021)

Figure 14 - Newberg Urban Renewal Area Zoning Designations



B. Infrastructure

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the urban renewal plan.** There are projects listed in several City of Newberg's infrastructure master plans that relate to these existing conditions. They are listed by sub area and are the projects reviewed by the Urban Renewal Citizens Advisory Committee in identifying projects for the Area. **This does not mean that all of these projects are included in the urban renewal plan.** The specific projects that are included in the Plan are listed in Sections II and III of this Report and are highlighted in the table below.

Table 21 - Blighting Infrastructure Conditions in the Area

UR Sub Area A	Riverfront Plan #	TSP #
Description		
E Fourteenth Street Extension - S River St to NE Dog Ridge Rd Includes Water Project	21	
E Industrial St (1) - E Fourteenth St Ext to Wynooski St Includes Wastewater Project Includes Water Project	22	
S Industrial St (2) - Bypass to E Fourteenth St Ext Includes Wastewater Project Includes Water Project Includes Stormwater Project	23	
S Industrial St (3) - E Industrial St (1) to E Fourteenth St Ext Includes Water Project	24	
Wynooski Street - Bypass to NE Dog Ridge Road	24	S45
NE Dog Ridge Road -E Fourteenth Street Extension to Wynooski Street	26	
Esplanade South of Mill Urban Multi-Use Trail		P49

UR Sub Area B	Riverfront Plan #	TSP #
Description		
S River Street Improvements - Bypass to Rogers Landing Rd Includes Wastewater Project Includes Water Project Includes Stormwater Project	5	S44
E Fourteenth St Sidewalks - S College St to S River St	8	P09
Rail Crossing Improvements Crossing No. 40A-000.40 (River Street)	18	
E Fourteenth Street - S College St to S River St (Sidewalks in TSP Project P09) Includes Water Project	19	
Waterfront Street - S College St to UGB Includes Wastewater Project Includes Water Project Includes Stormwater Project	20	
Riverfront Trails		
S River Street to S College Street Urban Multi-Use Trail		
Esplanade West of S River Street Urban Multi-Use Trail		P49

Sub Area C	Master Plan Project #
WASTEWATER	
Description	
Riverfront Lift Station*	C3.b
Force Main B1*	C3.b
Gravity Main B1	
Gravity Main B2	
Gravity Main B4*	C3.b

UR Sub Area D	Riverfront Plan #	TSP #
Description		
S Blaine Street Extension - E Ninth St to S College St Stormwater Project	1	E04
S College Street Improvements - S Ninth St to E Fourteenth St	3	S43
E Ninth St Sidewalks - S Blaine St to S River St	7	P08
Rail Crossing Improvements Crossing No. 40A-000.60 (College Street)	17	
ADA Curb Ramps - E Ninth Street, S Blaine Street to S River Street (DKS)	27A	

UR Sub Area E	Riverfront Plan #	TSP #
Description		
S River Street Improvements -E Ninth to Bypass, +/-1000 LF Includes Water Project Includes Stormwater Project	4c	S22
Wynooski St Improvements - S River St to Bypass (*reduced to Ninth to Eleventh: +/-650 ft.)	6	S37
ADA Curb Ramps - E Ninth Street, S River Street to S Pacific Street	27B	
ADA Curb Ramps - Intersections Around Scott Leavitt Park, E Eleventh Street, S Willamette Street, S Columbia Street, E Tenth Street	28	

UR Sub Area F	Riverfront Plan #
Description	
S River Street Improvements - E Third to E Ninth, +/-2200 LF Includes Wastewater Project Includes Stormwater Project	48

Sub Area G	Downtown Plan #
Description	
Howard Street (Third to Fifth)	D108
Blaine Street (Third to Ninth)	D 24 B
ADA Curb Ramps - S Blaine Street	

Sub Area H	TSP #
Description	
Hancock Street Road Diet (College to Garfield)	TSP S07
Hancock, N Grant to N Edwards	
First Street Road Diet (Harrison to River) Wastewater Project E First, S College to S Edwards Water Project - Waterline Replacement Stormwater Project	TSP S07
Center Street (Third to Sheridan) Water Project - W Line Replacement	
Meridian Street (Third to Sheridan) Water Project - Waterline Replacement	
Edwards Street (Third to Sheridan) Water Project - Waterline Replacement	
College Street (Third to Sheridan) Wastewater Project - S College, E Second to E Fourth Water Project - Waterline Replacement	
Howard Street (Third to First) Water Project - Waterline Replacement	
Howard Street (First to Sheridan) Water Project - Waterline Replacement	
Blaine Street (Hancock to Sherman) Water Project - E Sheridan to E First	
Washington Street (Third to Sheridan) Wastewater Project Water Project - Waterline Replacement	
Garfield Street (First to Sheridan) Wastewater Project E First to E Sheridan Water Project - Waterline Replacement	

Sub Area H, continued	TSP #
Main Street (Third to Rail Road Tracks) Water Project - Waterline Replacement	
Grant Street (Third to Rail Road Tracks) Water Project - Waterline Replacement	
Lincoln Street (First to Second) Water Project - Waterline Replacement	
Harrison Street (First to Second) Water Project - Waterline Replacement	
Sheridan (Rail Road tracks to 1/2 block east of Main) Water Project - Waterline Replacement	
Third (Howard to River) Water Project - Waterline Replacement	
Sherman (School to Blaine) Water Project - Waterline Replacement	
Blaine (Hancock to Third) Water Project - E First to E Third	TSP S10
ADA Curb Ramps (DKS) - S Blaine Street	
N College (Hwy 219) at Hancock (Hwy 99) Intersection Improvement - Add South Bound Right Turn Lane on N College	
N Blaine/E Hancock Signal	
N Blaine/E First Signal	
S River Street Improvements - E First to E Third, +/-600 LF Wastewater Project Stormwater Project	TSP S22
Trolley Feasibility Study	
Surface Parking	
Second Street Utility Undergrounding - Grant to River	

Source: City of Newberg as prepared for the Newberg Urban Renewal Citizens Advisory Committee

4. Stormwater

From the Newberg Riverfront Master Plan:

"The study area drains in three directions: west to Chehalem Creek, south to the Willamette River, and east to Hess Creek. The southern portion of the site lies within the 100-year flood plain of the Willamette River and Chehalem Creek. Underground stormwater lines are few in number, and largely confined to the northern portion of the study area. A stormwater main bisects the study area, conveying stormwater from the drainage lines in the northern portion of the study area south to outfall at the Willamette River. This line was previously the wastewater outfall from the former wastewater treatment plant.

Stormwater System - Recommended Improvements

Improve the Stormwater System. Collection and conveyance of stormwater runoff will likely consist of a combination of underground structure and pipes, and low-impact development conveyance improvements, such as swales and flow-through planters. Treatment of stormwater runoff will likely consist of either mechanical or low-impact development treatment facilities. Significant stormwater mitigation measures can often deter prospective developers from the area if they are prohibitively expensive, particularly for small- to medium-sized development projects. Therefore, larger stormwater infrastructure projects, such as regional stormwater solutions, should be a city-led initiative. Ultimately, however, solutions should largely be opportunistic with development and phased in a way that supports continued, incremental growth in the area.

Study the Potential Repurposing of the Existing Riverfront Industrial Site Lagoons as a Regional Stormwater Facility. The construction of a regional stormwater facility for treatment, detention, and/or disposal may address many of the difficulties individual developers face with stormwater management. There are, however, very limited options for locating such a facility. The existing lagoons provide an opportunity for stormwater management. However, any use of these ponds will likely necessitate investigation of the condition of the lagoon basin floor for contaminants which might adversely affect the Willamette River. Depending on the degree of contamination and the requirements of regulatory authorities, cleanup might also be required. In addition, some agreement would need to be made for stormwater conveyance to the pond, pond use, access, and maintenance between the property owner, the City, and properties contributing stormwater." (p 53)

From the Newberg Downtown Improvement Plan:

"The downtown stormwater system is concentrated on Hancock Street, 1st Street, and Howard Street. The City of Newberg Drainage Master Plan identified a number of

observed drainage problem areas, as reported by City staff. The plan identified one project within the study area. This project, located from Hancock near Howard Street, diagonally to Blaine Street, and only partially within the study area, recommends decommissioning a storm sewer line that runs on private property and upsizes surrounding lines to accommodate future anticipated flows.”(p 13)

5. Wastewater

From the Newberg Riverfront Master Plan:

“Existing wastewater infrastructure within the Riverfront Area is mostly limited to the area north of the Bypass. The City of Newberg’s wastewater treatment plant is located just east of the project study area.

The portion of the study area north of the Bypass is currently served by two lift stations (the Charles Lift Station and the Andrew Lift Station) and a network of gravity sewer mains and trunk lines, which ultimately convey wastewater to the City’s wastewater treatment plant. A small lift station also serves Rogers Landing, conveying wastewater to the gravity sewer system to the north. The Riverfront Industrial Site is served by a single gravity sewer connection at the northwest corner of the site.

Wastewater Master Plan recommends improvements to the existing wastewater system within the planning area. The Wastewater Master Plan proposed abandoning the Charles Lift Station and Andrew Lift Station in the northeast portion of the study area, and replacing them with a single lift station (the Riverfront Lift Station) and a series of gravity mains (projects C4.b and C3.b in the Wastewater Master Plan). The Riverfront Lift Station would also serve a portion of the southeast portion of the study area with several gravity sewer extensions to the south and the east. The Wastewater Master Plan also recommended upsizing several gravity mains within the study area to convey future flows. No wastewater improvements are described for the eastern portion of the study area.

Wastewater System - Recommended Improvements

Improve the Wastewater System. The planning area currently lacks a complete wastewater system and will require extensive sewer infrastructure improvements to serve new development. Approximately six gravity mains, one force main, and a Riverfront Lift Station are recommended.”(p 50, 51)

From the Newberg Downtown Improvement Plan:

“Oriented on a grid system in downtown Newberg, the sanitary sewer system is well established to serve the study area. One of four named sanitary trunklines in the city, the 21-inch-diameter Wynooski Trunkline cuts through the east end of the study area. The City of Newberg Sewerage Master Plan recommends upsizing a portion of this

trunkline in the study area from 21 inches to 24 inches to increase its capacity for modeled 2040 flows.”(p 13, 14)

6. Water

From the Newberg Riverfront Master Plan:

“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 water distribution network, with distribution mains. 2 to 8 inches in diameter. Several properties just south of the Bypass, including the Riverfront Industrial Site, are also served by water main extensions from the distribution system north of the Bypass.

The City of Newberg has a re-use water system, which is currently confined to the City’s Wastewater Treatment Plant and nearby golf course for part of the year. The Riverfront Industrial Site property has water rights to water from the Willamette River, and this privately-owned non-potable water was used in the past for mill operations.

Water System - Recommended Improvements

Extend a Water Distribution Main West from the Transmission Main. To serve new development south of the Bypass, a water distribution main can be extended west from the transmission main near the water treatment plant. This new water distribution main should extend to the western portion of the study area and should connect to the existing water system to the north where possible to provide a fully looped system.

Extend a Water Main from S College Street. To serve the north side of the Bypass, a water main could be extended from S College Street southwest along S Weatherly Way. This water main should also be connected to the water main serving the area south of the Bypass to provide a fully looped system.

Improve the Water Distribution Network North of the Bypass. The existing mains are relatively small and will likely not provide sufficient fire flow for future connections as the area south of the Bypass develops. The minimum size of water distribution mains will be 8-inches, per City standards. Final sizing will require a more in-depth analysis to ensure that minimum fire flow is maintained throughout the water system in accordance with City standards.”(p 49, 50)

From the Newberg Downtown Improvement Plan:

"The water distribution system serving the Newberg downtown area is well established. There are no specific projects within the study area identified in the City of Newberg Water Distribution System Plan to make improvements to the system, though the plan recommends replacing aging pipelines as part of the annual City budgeting process. One location identified by the City of Newberg as having insufficient pressure for future development is the pipe on the south side of 1st Street." (p 13)

7. Transportation

From the Newberg Downtown Improvement Plan:

The current transportation conditions through downtown Newberg vary by mode. As a state highway, OR 99W serves regional movement with three travel lanes in each direction along the 1st-Hancock couplet. Traffic signals along the corridor are timed to facilitate the movement of vehicular traffic and freight along the corridor, and the four intersections analyzed in the TSP currently meet ODOT mobility targets. Due to the traffic volume and width of the corridor, crossing the street at unsignalized intersections can be difficult for both motor vehicles and pedestrians/bicyclists that wait for gaps to travel north-south. The downtown area is well connected with sidewalks for pedestrian travel. Bicycle lanes are provided along the couplet and some connecting roadways. Transit service is provided along the couplet, but local and regional routes have limited service frequency with headways of one hour or longer. Additionally, transit stop information and other amenities are limited. p 7

The combined downtown parking system for Newberg includes 2,090 stalls nearly evenly split between on-street (45 percent of all spaces) and off-street (55 percent of all spaces) options. The on-street system is comprised of nine different stall types, the majority (68 percent) of which are unregulated, with no time restriction. An additional 28 percent of stalls are 2-Hour stalls, primarily located along 1st Street and the south side of Hancock Street. The remainder of stall types is a mix of 10- to 60-Minute stalls, Handicap, Theater, and Reserved stalls". (p 16)

C. Social Conditions

The following social conditions were taken from the American Community Survey 2015-2019 Five Year Estimates. The most common age bracket in the Area is under 18-24 years at 28%.

Table 22 - Age in the Area

Age	Number	Percentage
Under 5 years	375	6%
5 to 9 years	180	3%
10 to 14 years	300	5%
15 to 17 years	204	3%
18 to 24 years	1,761	28%
25 to 34 years	1,175	19%
35 to 44 years	607	10%
45 to 54 years	518	8%
55 to 64 years	396	6%
65 to 74 years	227	4%
75 to 84 years	306	5%
85 years and over	187	3%
TOTAL:	6,236	100%

Source: American Community Survey 2015-2019 Five Year Estimates

The analysis of race and origin are shown in the table below.

Table 23 – Hispanic or Latino Origin by Race in the Area

	Number	Percentage
Not Hispanic or Latino	5,080	81%
White alone	4,539	73%
Black or African American alone	16	0%
American Indian and Alaska Native alone	132	2%
Asian alone	183	3%
Native Hawaiian and Other Pacific Islander alone	35	1%
Some other race alone	-	0%
Two or more races	175	3%
Hispanic or Latino	1,156	19%
White alone	947	15%
Black or African American alone	-	0%
American Indian and Alaska Native alone	-	0%
Asian alone	-	0%
Native Hawaiian and Other Pacific Islander alone	-	0%
Some other race alone	101	2%
Two or more races	108	2%
TOTAL:	6,236	100%

Source: American Community Survey 2015-2019 Five Year Estimates

Thirty two percent of the residents reported an education that included less than high school or gaining a high school diploma. Twenty eight percent had a bachelor's degree, master's degree or a professional school degree.

Table 24 -Education in the Area

Education	Number	Percentage
Less than high school	667	19.53%
High school graduate (includes equivalency)	424	12.41%
Some college	1,027	30.06%
Associate's degree	338	9.89%
Bachelor's degree	755	22.10%
Master's degree	190	5.56%
Professional school degree	15	0.44%
Doctorate degree	-	0.00%
TOTAL:	3,416	100%

Source: American Community Survey 2015-2019 Five Year Estimates

A standard income analysis was performed on the Area. The most prevalent income bracket in the Area was \$40,000 – \$49,999, with twenty three percent in this range.

Table 25 - Income in the Area

Income Range	Number	Percentage
Less than \$10,000	32	1.71%
\$10,000 to \$19,999	120	6.40%
\$20,000 to \$29,999	160	8.54%
\$30,000 to \$39,999	166	8.86%
\$40,000 to \$49,999	433	23.11%
\$50,000 to \$59,999	201	10.73%
\$60,000 to \$74,999	170	9.07%
\$75,000 to \$99,999	263	14.03%
\$100,000 to \$124,999	230	12.27%
\$125,000 to \$149,999	79	4.22%
\$150,000 to \$199,999	1	0.05%
\$200,000 or more	19	1.01%
TOTAL:	5,685	100%

Source: American Community Survey 2015-2019 Five Year Estimates

Additional data from the American Community Survey 2015-2019 Five Year Estimates shows that 57% of the responders drove alone to work and that 77% of those drove more than 10 minutes to work.

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Yamhill County Department of Assessment and Taxation for FYE 2021 including all real, personal, manufactured, and utility properties, is estimated to be \$146,961,849.

2. Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 26 shows the improvement to land ratios (I:L) for properties within the Area. In the Area 60 parcels representing 41% of the non-exempt acreage have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 121 of the 701 non-exempt parcels in the Area, totaling 5% of the acreage have I:L ratios of 2.0 or more as determined by an analysis of the real market values from the Yamhill County Assessor data for FYE 2020-2021. In summary, the area is underdeveloped and not contributing significantly to the tax base in Newberg. There are 59 parcels listed as Exempt from taxation, so they have no assessed value. No improvement value means there are no taxable structures on the tax lot.

Table 26 - Improvement to Land Ratios in the Area

Improvement to Land (I:L) Ratio	Parcels	Acreage	Percent of Acreage
Exempt	59	107.80	23.85%
No Improvement Value	64	55.70	12.32%
0.01-0.50	156	50.18	11.10%
0.51-1.00	273	77.60	17.17%
1.01-1.50	58	12.93	2.86%
1.51-2.00	29	124.41	27.52%
2.01-2.50	22	3.78	0.84%
2.51-3.00	13	2.15	0.48%
3.01-4.00	15	4.21	0.93%
> 4.00	71	13.24	2.93%
TOTAL:	760	452.00	100%

Source: Compiled by Elaine Howard Consulting, LLC with data from the Yamhill County Department of Assessment and Taxation (FYE 2020-2021)

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section VIII of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal funding are for transportation improvements including auto oriented and non-auto-oriented projects, water, sewer and stormwater and other utility infrastructure improvements, facilitating redevelopment of properties, and plan administration. The use of tax increment allows the city to add an additional funding source to the City of Newberg general fund or system development charge funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require city services. However, as the property is within the city limits or the urban growth boundary, the city has anticipated the need to provide services to the Area. As the development will be new construction or rehabilitation, it will be up to current building code which will aid in any fire protection needs.

The financial impacts from tax increment collections will be countered by future economic development, and, in the future, adding increases in assessed value to the tax base for all taxing jurisdictions, including the City.

X. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the Area is to provide the ability to fund projects and programs necessary to cure blight within the Area. The outcome of implementing these projects is anticipated to be a substantial increase to the economic growth in Newberg by providing new industrial parcels for development and providing infrastructure improvements inside the Area to assist with economic development.

XI. RELOCATION REPORT

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The Agency will comply with all applicable state law in providing these potential benefits.