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## MEMORANDUM

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TO: Ad Hoc Urban Renewal Citizens Advisory Committee  
FROM: Doug Rux, Community Development Director  
SUBJECT: May 24, 2021 CAC Meeting Supplemental #2  
DATE: May 24, 2021

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Please find attached supplemental material for the May 24th meeting. It includes the revised Report for Tables 19 and 20.

### 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.

Attachment: 1. Supplemental #2 Packet 5-24-21

# 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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## **LIST OF PARTICIPANTS**

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Rick Rogers

### **City Council**

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Julia Martinez Plancarte, 2

Denise Bacon, 3

Bryce Coefield, 4

Mike McBride, 5

Stephanie Findley, 6

### **Planning Commission**

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Francisco Stoller, Vice Chair

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Don Clements, Superintendent,  
Chehalem Park and Recreation District

Stephanie Findley, Newberg City Council

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JLA Public Involvement

Sam Beresky, Darren Cools

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.

## **TABLE OF CONTENTS**

I.	INTRODUCTION.....	1
II.	THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA .....	6
III.	THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS .....	21
IV.	FINANCIAL ANALYSIS OF THE PLAN .....	22
V.	THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED .....	25
VI.	THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT .....	31
VII.	REVENUE SHARING .....	36
VIII.	IMPACT OF THE TAX INCREMENT FINANCING .....	36
IX.	COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA .....	40
X.	EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES .....	41
XI.	REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN .....	60
XII.	RELOCATION REPORT .....	60

## **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**

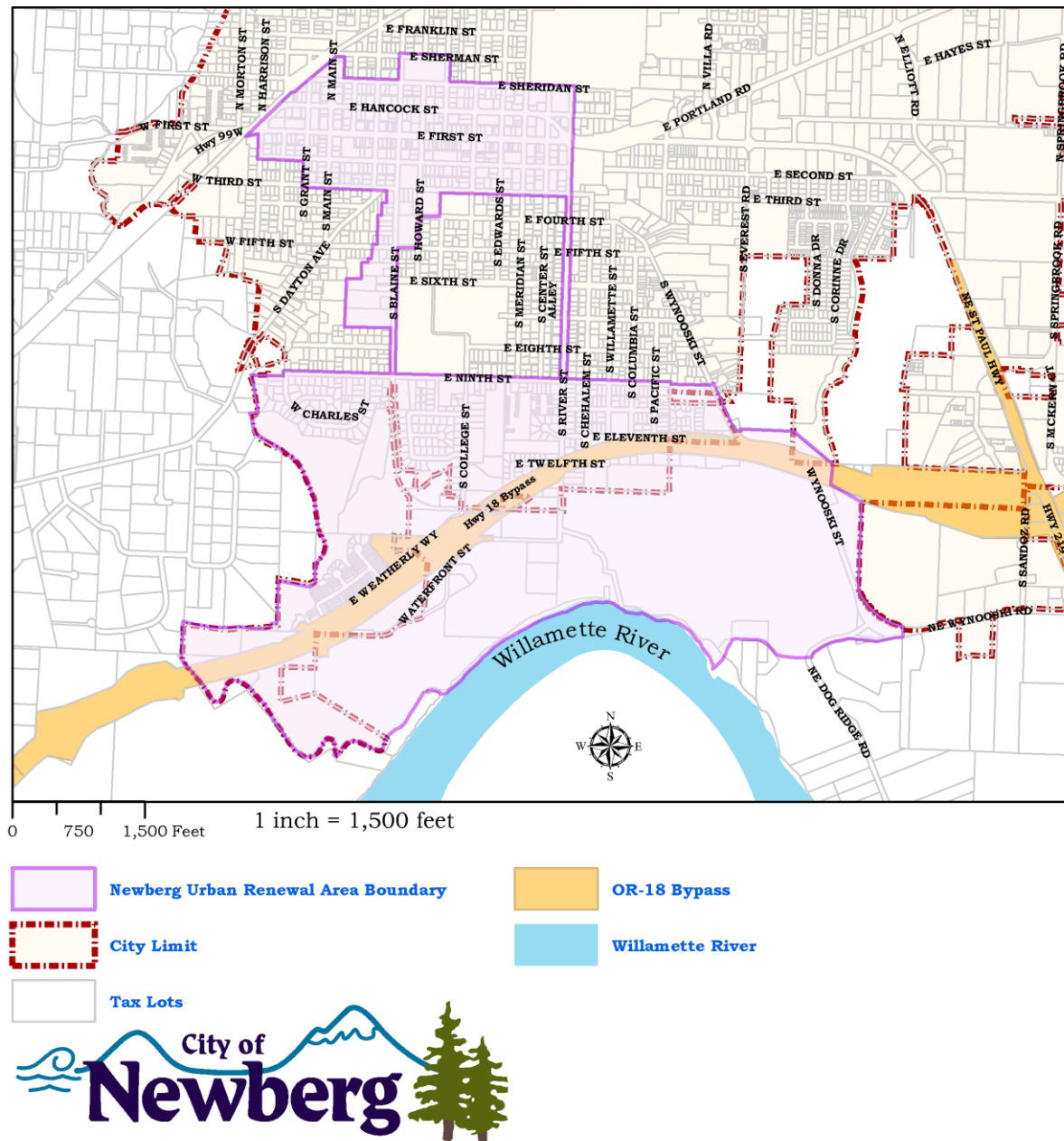
<b>Statutory Requirement</b>	<b>Report Section</b>
ORS 457.087 (1)	X
ORS 457.087 (2)	XI
ORS 457.087 (3)	II
ORS 457.087 (4)	III
ORS 457.087 (5)	VI
ORS 457.087 (6)	IV,V
ORS 457.087 (7)	IV,V
ORS 457.087 (8)	VIII
ORS 457.087 (9)	XII

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



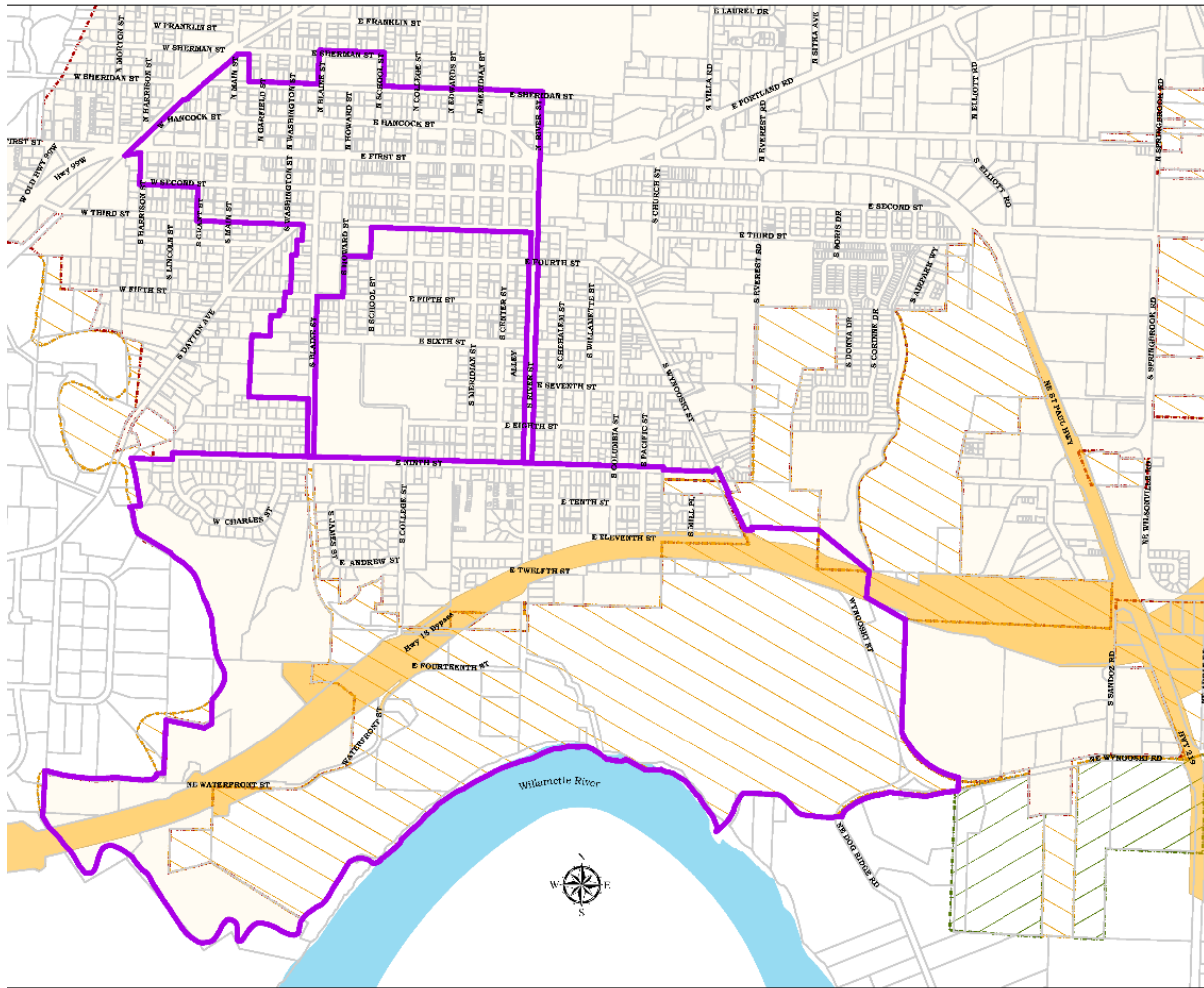
Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl  
 Projection: Lambert Conformal Conic  
 Datum: North American 1983 HARN  
 False Easting: 8,202,999.7375  
 False Northing: 0.0000  
 Central Meridian: -120.5000  
 Standard Parallel 1: 44.3333  
 Standard Parallel 2: 45.0000  
 Latitude Of Origin: 43.6667  
 Units: Foot  
 Document Path: O:\GIS\MapRequest\Doug\Proposed Tax Increment Financing Area - ltr.mxd  
 Date Saved: 3/30/2010 10:14:14 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, 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, wastewater. New street to meet City of Newberg standards.
- c) NE Wynooski Street from Bypass to NE Dog Ridge Road. Includes street, curb, sidewalk, 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)

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 this 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, water. This is currently a County road. Improvements to existing road to meet City of Newberg standards.

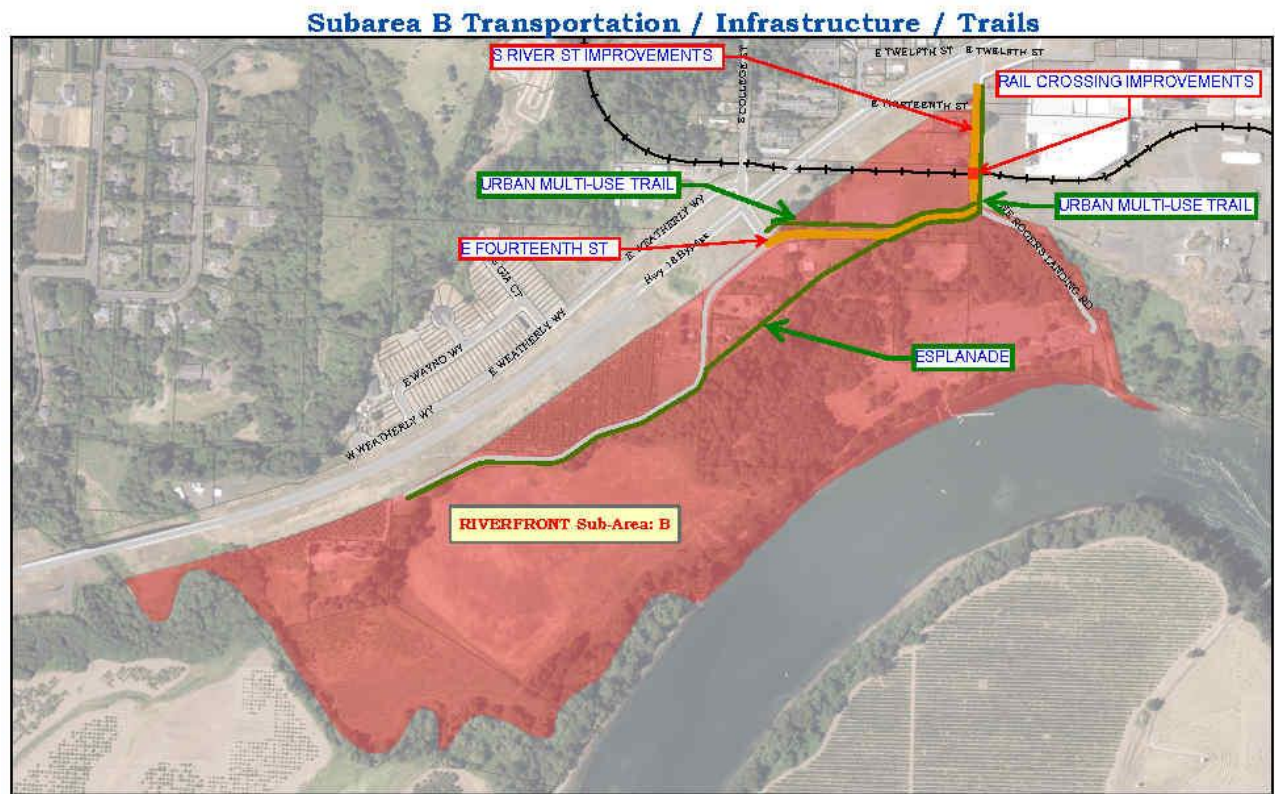
**2. Riverfront Trails**

- 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

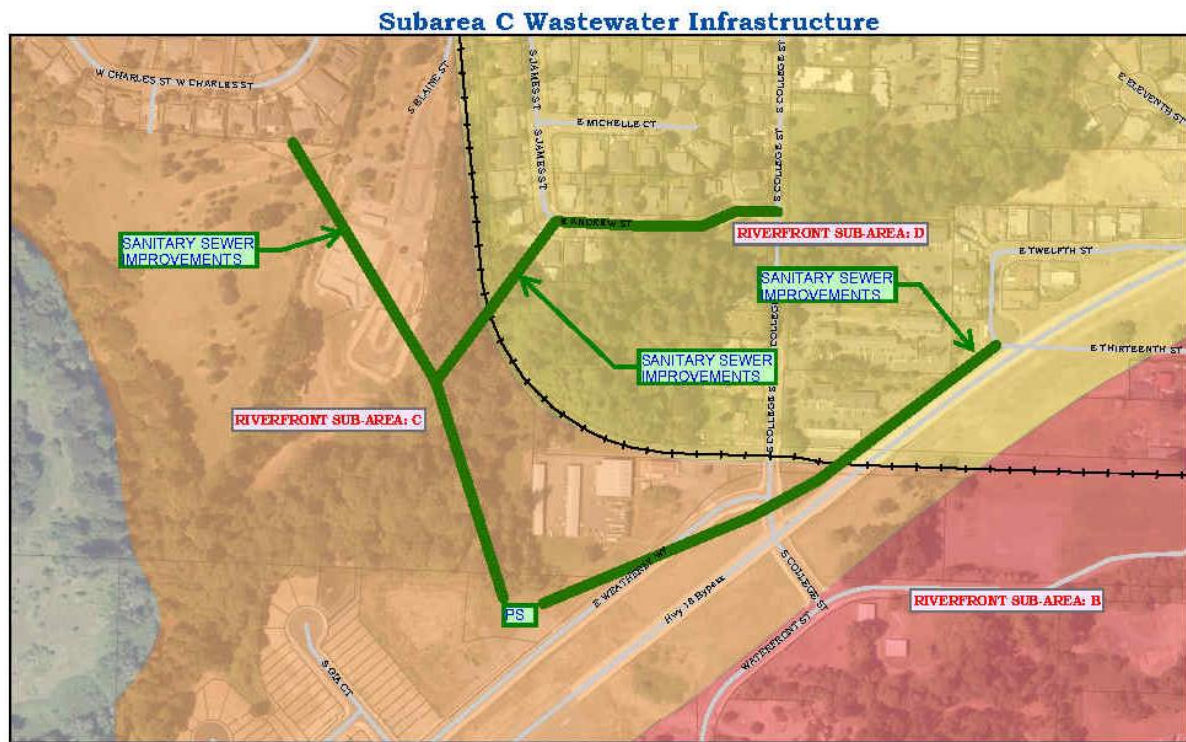
#### **EXISTING CONDITIONS:**

"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:***

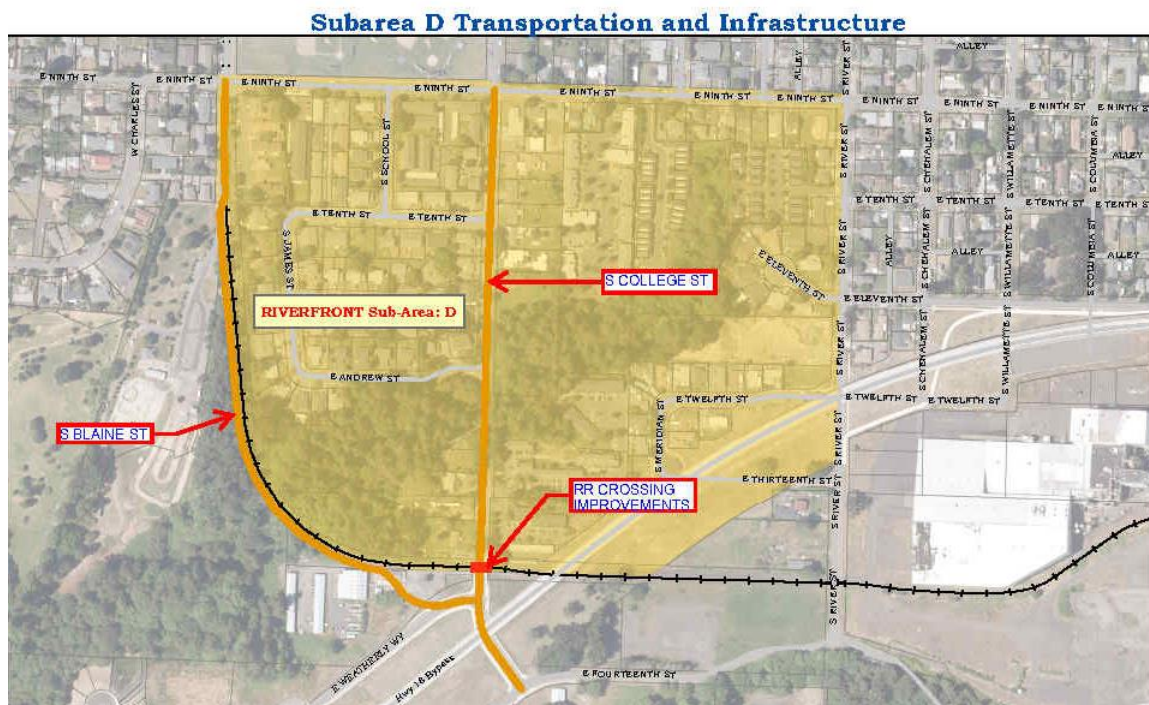
## 1. *Public Transportation and Infrastructure*

- a) S Blaine extension - E Ninth Street to S College Street. Includes street, curb, sidewalk, storm. New street to meet City of Newberg standards. Alignment to be generally adjacent to the existing railroad.
- b) S College Street – E Ninth Street to E Fourteenth Street. Includes street, curb, sidewalk, 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



Source: City of Newberg

## **E. Sub-Area E Riverfront:**

### **1. Public Transportation and Infrastructure**

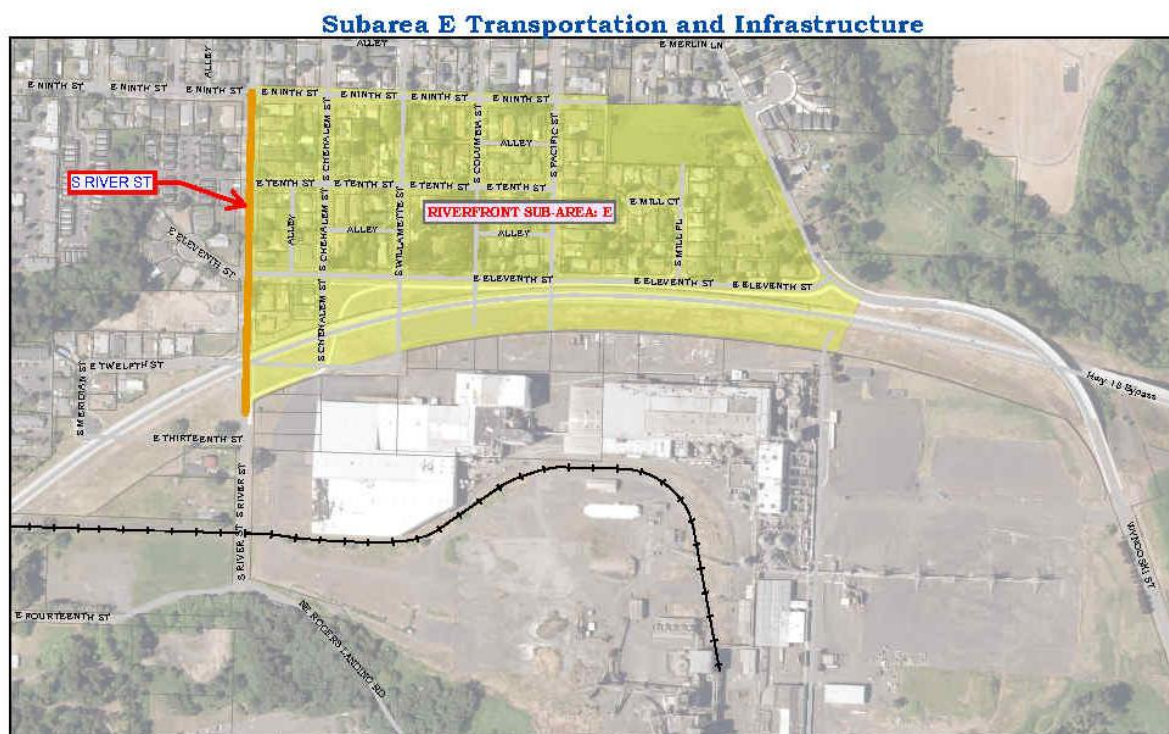
- a) S River Street improvements - E Ninth Street to Bypass. Includes street, curb, sidewalk, storm and water .

#### **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**

333



Source: City of Newberg



## F. Sub-Area F Downtown

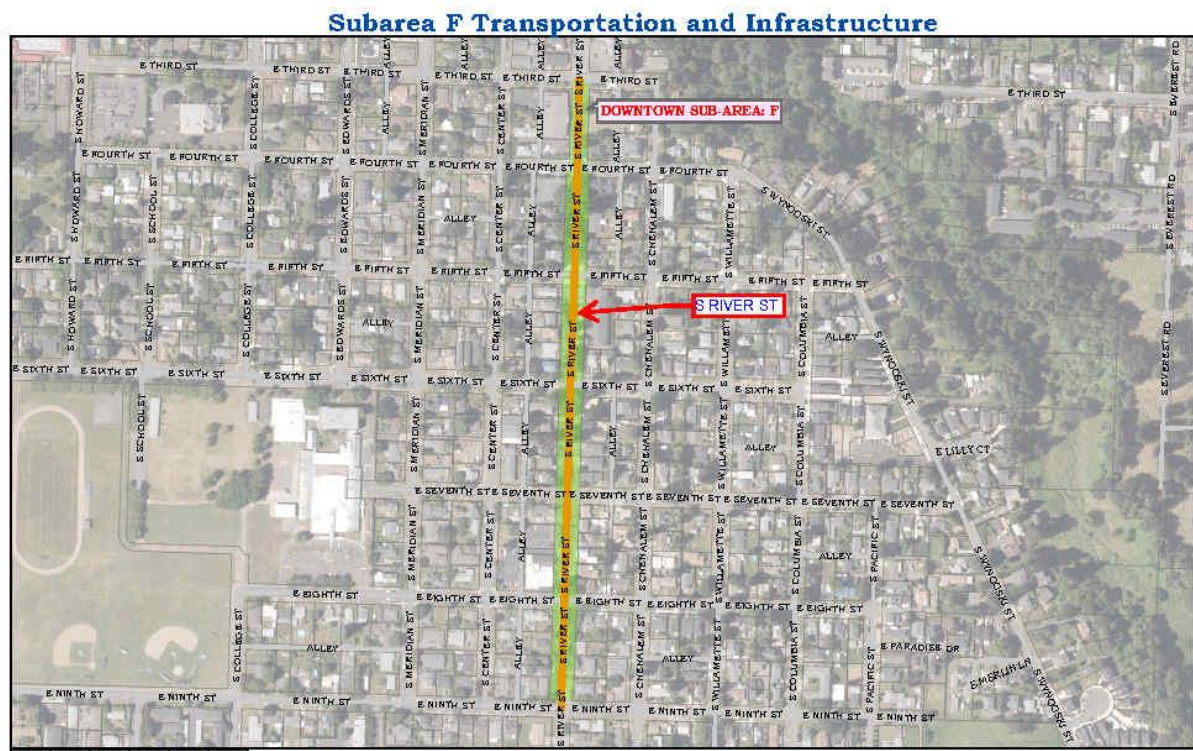
### 1. Public Transportation and Infrastructure

- 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**

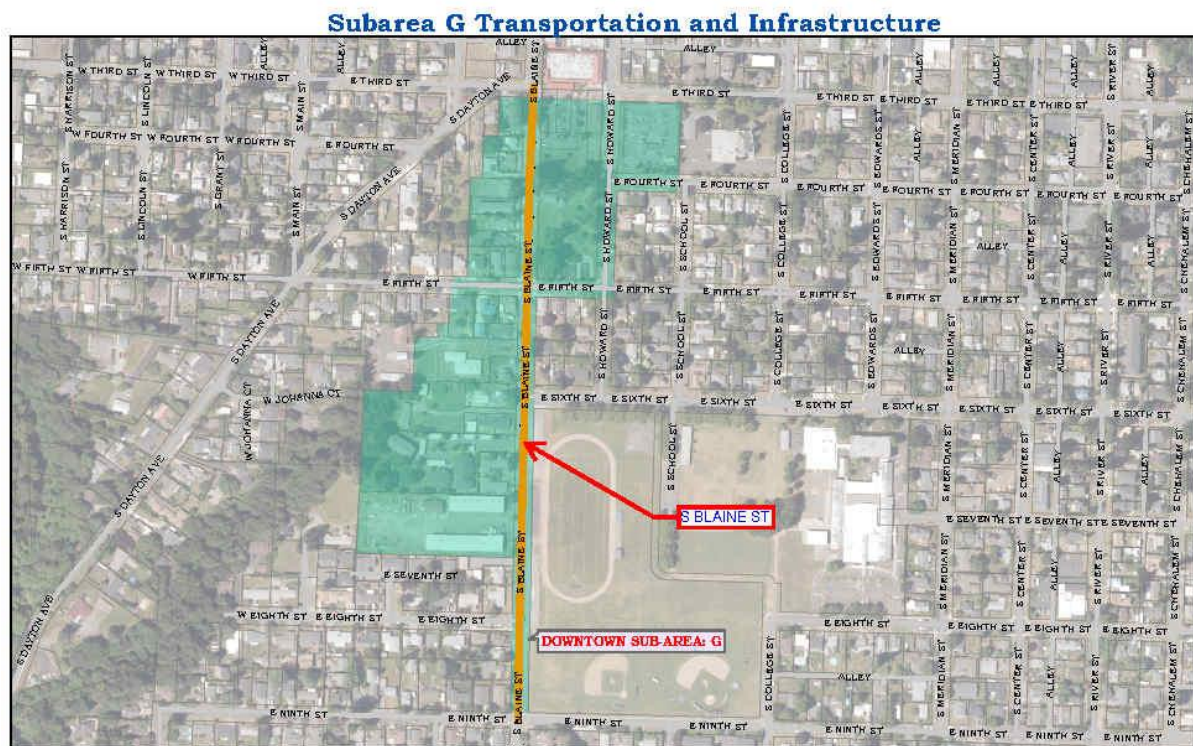
## 1. *Public Transportation and Infrastructure*

- b) 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.  
Sheridan Street - RR Tracks to ½ block east of N Main - water line replacement.
- i) 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.

- j) N Blaine Street/E Hancock Signal
- k) 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.

- l) 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***

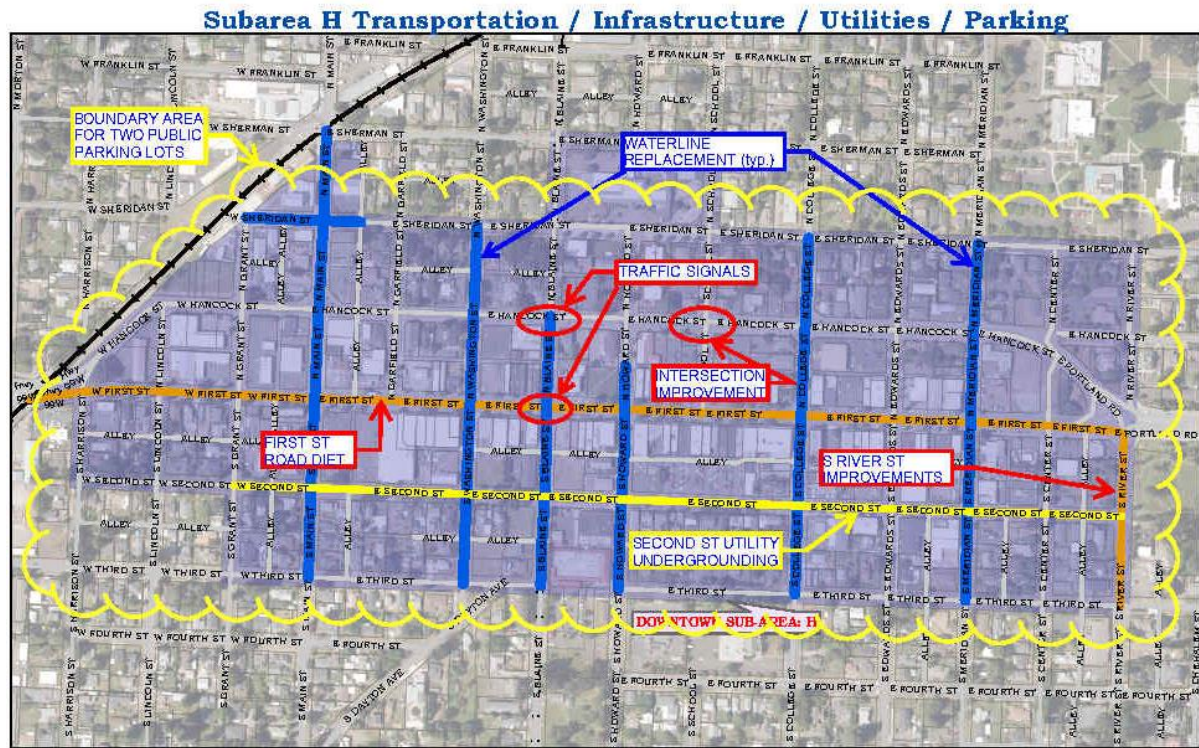
- a) Second Street utility undergrounding

### **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)<sup>1</sup> 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.

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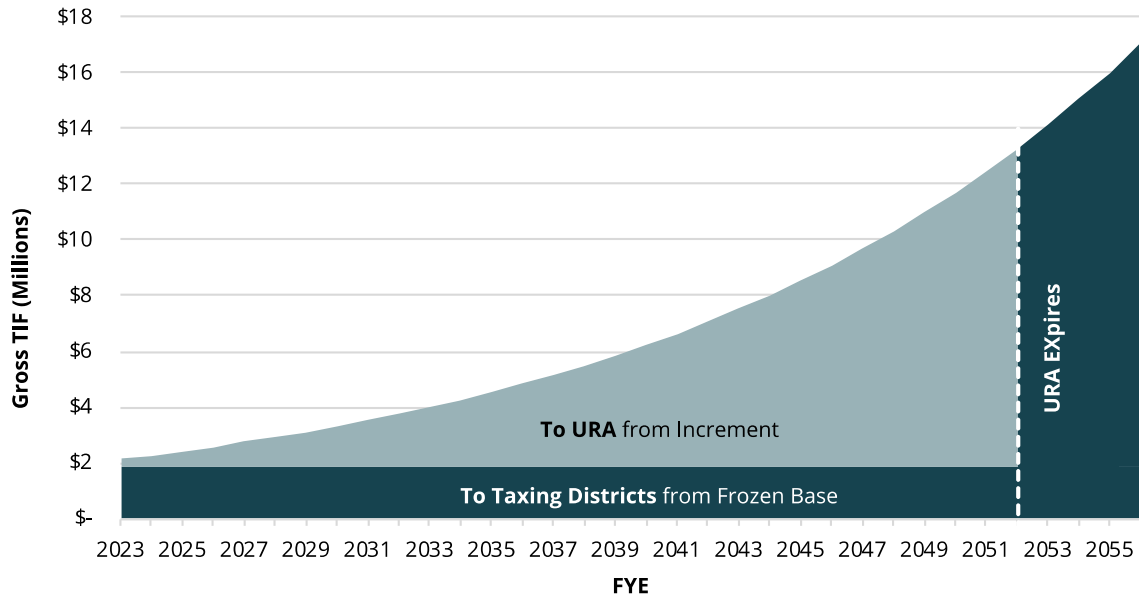
<sup>1</sup> TIF is also used to signify tax increment revenues

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

					Current Year			Prior Year	
FYE	Total AV	Frozen Base AV	Increment	Tax Rate	TIF	Adjustments	Net	Net	Total TIF
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
<b>TOTAL:</b>					<b>127,932,867</b>	<b>(6,396,643)</b>	<b>121,536,221</b>	<b>1,660,925</b>	<b>123,197,145</b>

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



#### 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**

<b>Total Net TIF</b>	<b>\$ 123,197,148</b>
<b>Maximum Indebtedness</b>	<b>\$ 106,400,000</b>
<b>Capacity (2020\$)</b>	<b>\$ 56,084,001</b>
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**

<b>Loan</b>	<b>Loan A</b>	<b>Loan B</b>	<b>Loan C</b>
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)

<b>Loan</b>	<b>Loan D</b>	<b>Loan E</b>
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**

	<b>Total</b>	<b>FYE 2023</b>	<b>FYE 2024</b>	<b>FYE 2025</b>	<b>FYE 2026</b>	<b>FYE 2027</b>	<b>FYE 2028</b>	<b>FYE 2029</b>
<b>Resources</b>								
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
<b>Expenditures</b>								
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)
<b>Total Expenditures</b>	<b>(123,197,148)</b>	<b>(240,011)</b>	<b>(375,440)</b>	<b>(517,815)</b>	<b>(669,445)</b>	<b>(830,930)</b>	<b>(1,002,912)</b>	<b>(1,186,073)</b>

Source: Tiberius Solutions

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

	<b>FYE 2030</b>	<b>FYE 2031</b>	<b>FYE 2032</b>	<b>FYE 2033</b>	<b>FYE 2034</b>	<b>FYE 2035</b>	<b>FYE 2036</b>	<b>FYE 2037</b>
<b>Resources</b>								
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
<b>Expenditures</b>								
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)
<b>Total Expenditures</b>	<b>(1,381,139)</b>	<b>(1,588,885)</b>	<b>(1,810,134)</b>	<b>(2,045,764)</b>	<b>(2,296,710)</b>	<b>(2,563,968)</b>	<b>(2,848,598)</b>	<b>(3,151,728)</b>

Source: Tiberius Solutions

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

	<b>FYE 2038</b>	<b>FYE 2039</b>	<b>FYE 2040</b>	<b>FYE 2041</b>	<b>FYE 2042</b>	<b>FYE 2043</b>	<b>FYE 2044</b>	<b>FYE 2045</b>
<b>Resources</b>								
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
<b>Expenditures</b>								
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)
<b>Total Expenditures</b>	<b>(3,474,562)</b>	<b>(3,818,380)</b>	<b>(4,184,546)</b>	<b>(4,574,513)</b>	<b>(4,989,828)</b>	<b>(5,432,139)</b>	<b>(5,903,199)</b>	<b>(6,404,879)</b>

Source: Tiberius Solutions

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

	<b>FYE 2046</b>	<b>FYE 2047</b>	<b>FYE 2048</b>	<b>FYE 2049</b>	<b>FYE 2050</b>	<b>FYE 2051</b>	<b>FYE 2052</b>
<b>Resources</b>							
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
<b>Expenditures</b>							
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)
<b>Total Expenditures</b>	<b>(6,939,167)</b>	<b>(7,508,185)</b>	<b>(8,114,188)</b>	<b>(8,759,582)</b>	<b>(9,446,926)</b>	<b>(10,178,948)</b>	<b>(10,958,551)</b>

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**

	<b>Total</b>	<b>FYE 2023</b>	<b>FYE 2024</b>	<b>FYE 2025</b>	<b>FYE 2026</b>	<b>FYE 2027</b>	<b>FYE 2028</b>	<b>FYE 2029</b>
<b>Resources</b>								
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
<b>Expenditures (YOE \$)</b>								
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)
<b>Ending Balance</b>	<b>-</b>	<b>80,477</b>	<b>50,026</b>	<b>44,295</b>	<b>298,894</b>	<b>711,025</b>	<b>43,778</b>	<b>200,213</b>

Source: Tiberius Solutions

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

	<b>FYE 2030</b>	<b>FYE 2031</b>	<b>FYE 2032</b>	<b>FYE 2033</b>	<b>FYE 2034</b>	<b>FYE 2035</b>	<b>FYE 2036</b>	<b>FYE 2037</b>
<b>Resources</b>								
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
<b>Expenditures (YOE \$)</b>								
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)
<b>Ending Balance</b>	<b>655,585</b>	<b>965,484</b>	<b>852,209</b>	<b>5,451,868</b>	<b>40,695</b>	<b>67,783</b>	<b>62,602</b>	<b>205,183</b>

Source: Tiberius Solutions

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

	<b>FYE 2038</b>	<b>FYE 2039</b>	<b>FYE 2040</b>	<b>FYE 2041</b>	<b>FYE 2042</b>	<b>FYE 2043</b>	<b>FYE 2044</b>	<b>FYE 2045</b>
<b>Resources</b>								
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
<b>Expenditures (YOE \$)</b>								
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)
<b>Ending Balance</b>	<b>687,487</b>	<b>14,875</b>	<b>1,554,069</b>	<b>3,480,087</b>	<b>231,380</b>	<b>4,004,550</b>	<b>6,195,639</b>	<b>8,887,163</b>

Source: Tiberius Solutions



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

	<b>FYE 2046</b>	<b>FYE 2047</b>	<b>FYE 2048</b>	<b>FYE 2049</b>	<b>FYE 2050</b>	<b>FYE 2051</b>	<b>FYE 2052</b>
<b>Resources</b>							
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
<b>Expenditures (YOE \$)</b>							
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)
<b>Ending Balance</b>	<b>12,113,873</b>	<b>2,747,674</b>	<b>7,509,709</b>	<b>12,927,228</b>	<b>19,045,038</b>	<b>25,910,900</b>	<b>-</b>

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)
<b>TOTAL:</b>	<b>(24,793,036)</b>	<b>(431,897)</b>	<b>(340,511)</b>	<b>(23,816,275)</b>	<b>(14,670,935)</b>	<b>(8,730,228)</b>	<b>(72,782,880)</b>

Source: Tiberius Solutions

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

<b>FYE</b>	<b>SD 29J</b>	<b>Willamette Regional ESD</b>	<b>Portland Community College</b>	<b>Subtotal Education</b>	<b>Total Education and General Government</b>
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)
<b>TOTAL:</b>	<b>(44,840,017)</b>	<b>(2,853,963)</b>	<b>(2,720,263)</b>	<b>(50,414,267)</b>	<b>(123,197,145)</b>

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**

<b>Taxing District</b>	<b>Permanent Tax Rate</b>	<b>From Frozen Base</b>	<b>From Excess Value</b>	<b>Total</b>
<b>General Government</b>				
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
<b>Subtotal General Government</b>	<b>7.6656</b>	<b>1,111,995</b>	<b>7,230,390</b>	<b>8,342,385</b>
<b>Education</b>				
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
<b>Subtotal Education</b>	<b>5.2411</b>	<b>770,242</b>	<b>5,008,250</b>	<b>5,778,492</b>
<b>TOTAL:</b>	<b>12.9067</b>	<b>\$1,882,237</b>	<b>\$12,238,640</b>	<b>\$14,120,877</b>

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**

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

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%
<b>TOTAL:</b>	<b>760</b>	<b>452.00</b>	<b>100%</b>

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.

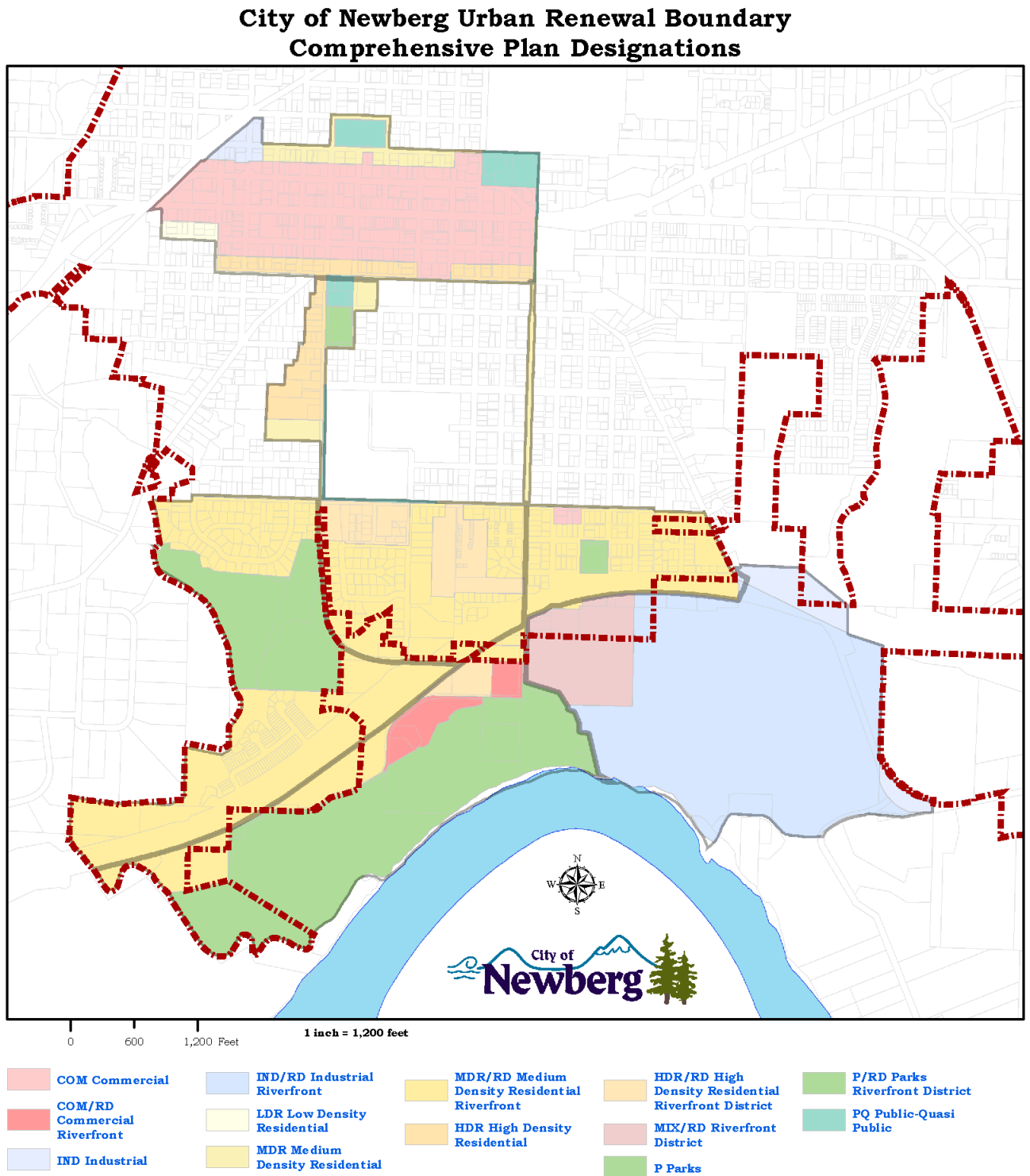
**Table 19 – Comprehensive Plan Designations in the Area**

Comprehensive Plan	Parcels	Acreage	Percent of Acreage
Industrial/RD	6	122.08	27.01%
Parks/RD	11	118.06	26.12%
Medium Density Residential/RD	309	107.75	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%
Public/Quasi Public	11	6.14	1.36%
Industrial	10	1.89	0.42%
Commercial/RD	2	1.82	0.40%
Parks	1	1.56	0.35%
Low Density Residential	8	1.04	0.23%
<b>TOTAL:</b>	<b>760</b>	<b>452.0</b>	<b>100%</b>

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.

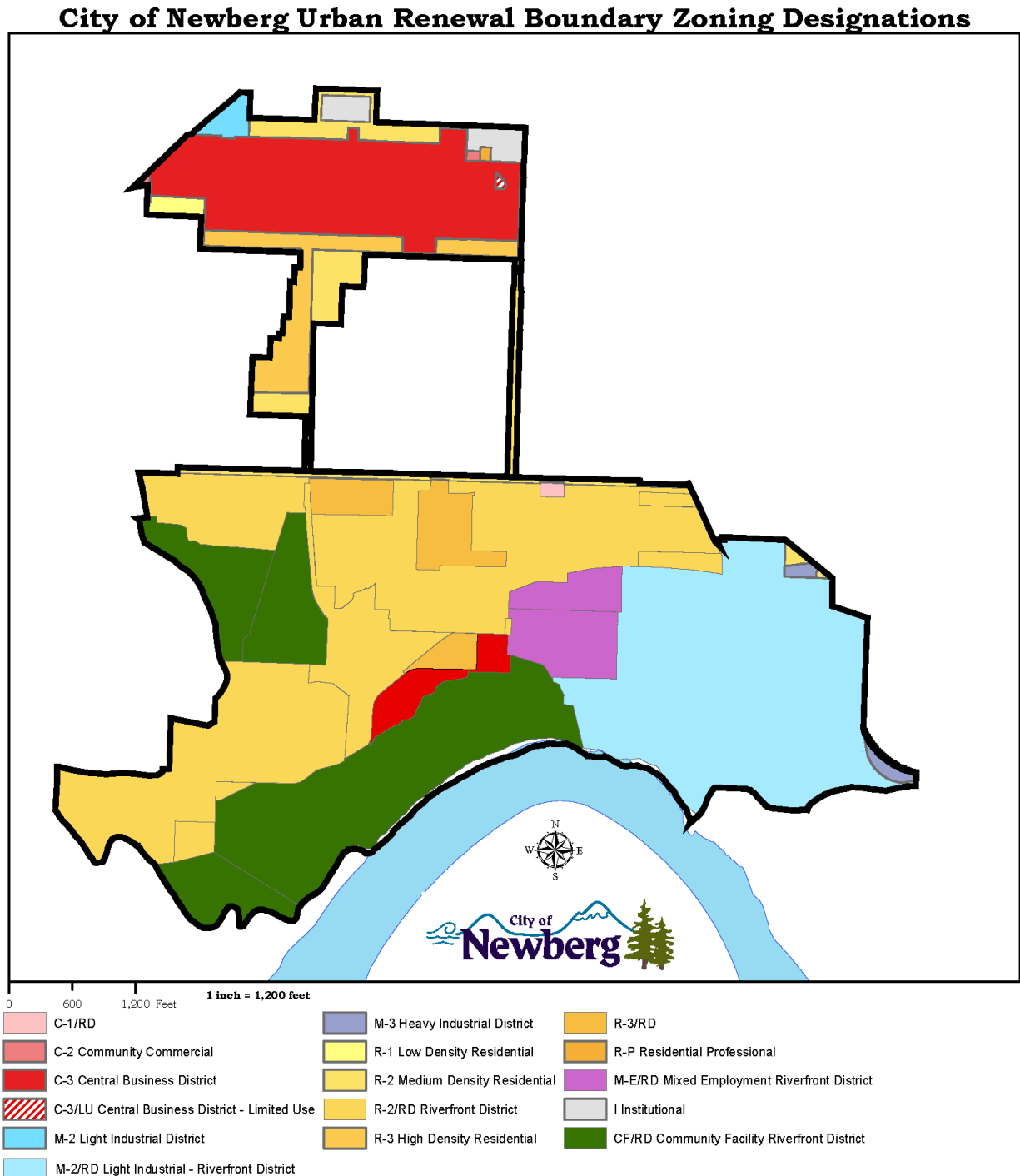
The most prevalent zone designation is Light Industrial/Riverfront District Overlay (27.58%). The second most prevalent zone designation is Medium Density Residential/Riverfront District Overlay (27.36%) For properties that are not yet annexed, the zoning designation will be shown as the designation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

**Table 20 - Zoning Designations in the Area**

<b>Zoning</b>	<b>Parcels</b>	<b>Acreage</b>	<b>Percent of Acreage</b>
Light Industrial Riverfront District	4	124.65	27.58%
Riverfront District	312	123.67	27.36%
Community Facility Riverfront District	11	89.78	19.86%
Central Business District	242	38.44	8.50%
Community Facility	1	16.18	3.58%
High Density Residential Riverfront District	59	21.77	4.82%
High Density Residential	58	14.96	3.31%
Medium Density Residential	35	10.21	2.26%
Institutional	3	4.39	0.97%
Mixed Employment Riverfront District	10	3.87	0.86%
Light Industrial District	10	1.89	0.42%
Low Density Residential	8	1.04	0.23%
Neighborhood Commercial - Riverfront District	4	0.58	0.13%
Central Business District - Limited Use	1	0.23	0.05%
Residential Professional	1	0.23	0.05%
Community Commercial	1	0.13	0.03%
<b>TOTAL:</b>	<b>760</b>	<b>452.0</b>	<b>100%</b>

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**

<b>UR Sub Area A</b>	<b>Riverfront Plan #</b>	<b>TSP #</b>
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

<b>UR Sub Area B</b>	<b>Riverfront Plan #</b>	<b>TSP #</b>
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	
<b>Riverfront Trails</b>		
S River Street to S College Street Urban Multi-Use Trail		
Esplanade West of S River Street Urban Multi-Use Trail		P49

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

<b>UR Sub Area D</b>	<b>Riverfront Plan #</b>	<b>TSP #</b>
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	

<b>UR Sub Area E</b>	<b>Riverfront Plan #</b>	<b>TSP #</b>
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	

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

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

<b>Sub Area H</b>	<b>TSP #</b>
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	



<b>Sub Area H, continued</b>	<b>TSP #</b>
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 Wyooski 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 1<sup>st</sup> 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**

<b>Age</b>	<b>Number</b>	<b>Percentage</b>
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%
<b>TOTAL:</b>	<b>6,236</b>	<b>100%</b>

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
<b>Not Hispanic or Latino</b>	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%
<b>Hispanic or Latino</b>	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%
<b>TOTAL:</b>	<b>6,236</b>	<b>100%</b>

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%
<b>TOTAL:</b>	<b>3,416</b>	<b>100%</b>

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**

<b>Income Range</b>	<b>Number</b>	<b>Percentage</b>
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%
<b>TOTAL:</b>	<b>5,685</b>	<b>100%</b>

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**

<b>Improvement to Land (I:L) Ratio</b>	<b>Parcels</b>	<b>Acreage</b>	<b>Percent of Acreage</b>
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%
<b>TOTAL:</b>	<b>760</b>	<b>452.00</b>	<b>100%</b>

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.