



River Street Ad-Hoc Meeting

June 25, 2026

6:00 pm

Newberg Public Safety Building - 401 E. Third Street

Denise Bacon Community Room

Online: <https://us06web.zoom.us/j/89536547180>

[Public Comment Registration](#)

- 1. Call to Order**
- 2. Roll Call**
- 3. Pledge of Allegiance**
- 4. Discussion on Existing Business**
 - 4.1.** Discussion of the Talt Plan
 - a. Exhibit A
 - 4.2.** Discussion of design options
 - 4.3.** Creating Distinction
 - a. Exhibit B
 - 4.4.** Tree Discussion
- 5. Scheduling of the Next Meeting**
- 6. Adjournment**

Supporting Documents:

NURA Plan: Council Resolution 2022-2896

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

Exhibit A



**RIVER STREET PRE-DESIGN
GRADE-SEPERATED BIKE LANES
5/29/2026**

Exhibit A

EXAMPLE 1 - WESTERN AVE, ACRTIC DR TO ALLEN BLVD
BEAVERTON, OREGON



**RIVER STREET PRE-DESIGN
RAISED INTERSECTION EXAMPLES
5/29/2026**

Exhibit A

**EXAMPLE 2 - JACKSON SCHOOL ROAD, EVERGREEN RD TO STOREY CREEK
HILLSBORO, OREGON**



**RIVER STREET PRE-DESIGN
RAISED INTERSECTION EXAMPLES
5/29/2026**

Exhibit A

EXAMPLE 3 - CENTURY DRIVE, CHERRY DR TO CORNELL RD
MCMINVILLE, OREGON



**RIVER STREET PRE-DESIGN
RAISED INTERSECTION EXAMPLES
5/29/2026**

**EXAMPLE 1 - 6TH & GROVE & 5TH & GROVE
BOISE, IDAHO**

Exhibit A



**RIVER STREET PRE-DESIGN
RAISED INTERSECTION EXAMPLES
5/29/2026**

Exhibit A

EXAMPLE 2 - 154TH & GROVE & PRIVATE ACCESS' (COORD. 45.498354, -122.83594)
BEAVERTON, OREGON



**RIVER STREET PRE-DESIGN
RAISED INTERSECTION EXAMPLES
5/29/2026**

Exhibit A

**EXAMPLE 3 - ALPINE & 10TH
MCMINVILLE, OREGON**



Exhibit B – Creating Distinction



Newberg Urban Renewal Plan



Newberg Urban Renewal Plan

Adopted by the City of Newberg

April 18, 2022

Ordinance No. 2022 - 2896

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.

LIST OF PARTICIPANTS

Mayor

Rick Rogers

City Council

Elise Yarnell Hollamon, 1

Julia Martinez Plancarte, 2

Denise Bacon, 3

Vacant, 4

Mike McBride, 5

Stephanie Findley, 6

Planning Commission

Jason Dale

Connor Hansen

Sharon Capri

Jessica Harrington

Kriss Wright

Charles Aban

Jeffrey Musall

Aiden Gray, Student Commissioner

City of Newberg Staff

Will Worthey, City Manager Pro-Tem

Doug Rux, AICP, Community Development Director

Brett Musick, PE Senior Engineer

Lacey Dykgraaf, Community Engagement Manager

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

Philip Higgins, , Chehalem Valley Chamber of Commerce

Don Clements, Superintendent, Chehalem Park and Recreation District

Stephanie Findley, Newberg City Council

Luke Neff, Director of Instructional Technology , , Newberg School District,

Molly Olson, Infrastructure Chair, Newberg Downtown Coalition

Loni Parrish, Citizen

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

Consulting Team

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Elaine Howard, Scott Vanden Bos

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JLA Public Involvement

Sam Beresky, Darren Cools

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TABLE OF CONTENTS

| | | |
|-------|-------------------------------------------|----|
| I. | DEFINITIONS | 1 |
| II. | INTRODUCTION | 3 |
| III. | MAXIMUM INDEBTEDNESS | 7 |
| IV. | PLAN GOALS..... | 8 |
| V. | URBAN RENEWAL PROJECT CATEGORIES | 10 |
| VI. | URBAN RENEWAL PROJECTS..... | 13 |
| VII. | AMENDMENTS TO PLAN | 23 |
| VIII. | PROPERTY ACQUISITION AND DISPOSITION..... | 24 |
| IX. | RELOCATION METHODS..... | 25 |
| X. | TAX INCREMENT FINANCING OF PLAN | 26 |
| XI. | VALIDITY | 27 |
| XII. | ANNUAL REPORT | 27 |
| XIII. | RELATIONSHIP TO LOCAL OBJECTIVES | 30 |
| XIV. | LEGAL DESCRIPTION..... | 50 |

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 with 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 it’s 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*, and *Stormwater 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*, *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 an Ad Hoc Urban Renewal 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 seventeen times and at their last meeting on January 25, 2022 unanimously approved the projects in the Plan and unanimously recommended 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.

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 all property owners in the City of Newberg and mailed to all property owners outside the city limits but within the urban renewal area.

The Yamhill County Board of Commissioners approved the Plan with a condition that it be presented to the electorate for a vote. Approval of the Plan was required by Yamhill County as there were unincorporated properties within the boundary area. At the August 2, 2021 City Council meeting, the City Council voted to approve the Plan and adopted Resolution No. 2021-3762 to place the item on the November 2021 ballot. At the August 16, 2021 meeting, the City Council rescinded that action and directed staff to consider alternatives.

Staff subsequently prepared information on other options for the Newberg Urban Renewal Plan. Staff was given guidance to revise the Newberg Urban Renewal Plan to exclude from the proposed urban renewal district lands not annexed into the Newberg city limits. This approach does not require Yamhill County to approve the Newberg Urban Renewal Plan. This approach included proceeding with the annexation of five properties south of NE Fourteenth Street and east/west of NE Waterfront Street to bring them into the city limits, which became effective on November 17, 2021. Additionally,

staff proceeded with the applications submitted by the Oregon Department of Transportation and Newberg OR, LLC (mill site) for annexation. The Oregon Department of Transportation and Newberg OR, LLC annexations were approved on December 20, 2021. These annexations became effective on January 19, 2022.

The City also has completed its acquisition of property from WestRock for future expansion of the Water Treatment Plant. Staff will prepare an annexation packet for the area within the Urban Growth Boundary and the proposed urban renewal district. This annexation will not be competed for inclusion in the proposed urban renewal district and will require a future amendment to the proposed Newberg Urban Renewal Plan.

Alternatives were presented to City Council who directed staff to finish annexations that were underway or contemplated and prepare an urban renewal plan that did not include any unincorporated properties.

The Plan boundary was revised to remove any remaining unincorporated properties. All data pertaining to the boundary including the financial analysis was revised and presented to the CAC in three additional meetings in November of 2021 and January of 2022. This Plan incorporates those revisions.

The Plan was presented to the Agency on February 7, 2022 and the consult and confer process began on February 10, 2022. Additional opportunities for public input were at the Planning Commission meeting on March 10, 2022 and the City Council hearing on April 4, 2022. The City Council public hearing was noticed to all property owners in the City of Newberg.

The Newberg Urban Renewal Plan Area (Area), shown in Figure 1, consists of approximately 540 total acres: 392.19 acres of land in tax lots and 147.81 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 \$125,800,000 (One Hundred Twenty Five Million Eight 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 \$125,800,000 (One Hundred Twenty-Five Million, Eight 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

- 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.

- Complete ADA Spot Improvement Program projects for Primary Critical Routes to improve walkability in accordance with the Newberg Transportation System Plan

- Complete bicycle lanes and lane treatments along planned routes established by the Newberg Transportation System Plan

Goal 4. Complete Downtown Improvement Plan.

- Implement First Street improvement projects
- Implement West End/Mill District Project
- Implement Second Street Mixed-use District Projects
- Implement Catalyst Development Projects

Goal 5. Improve Infrastructure.

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

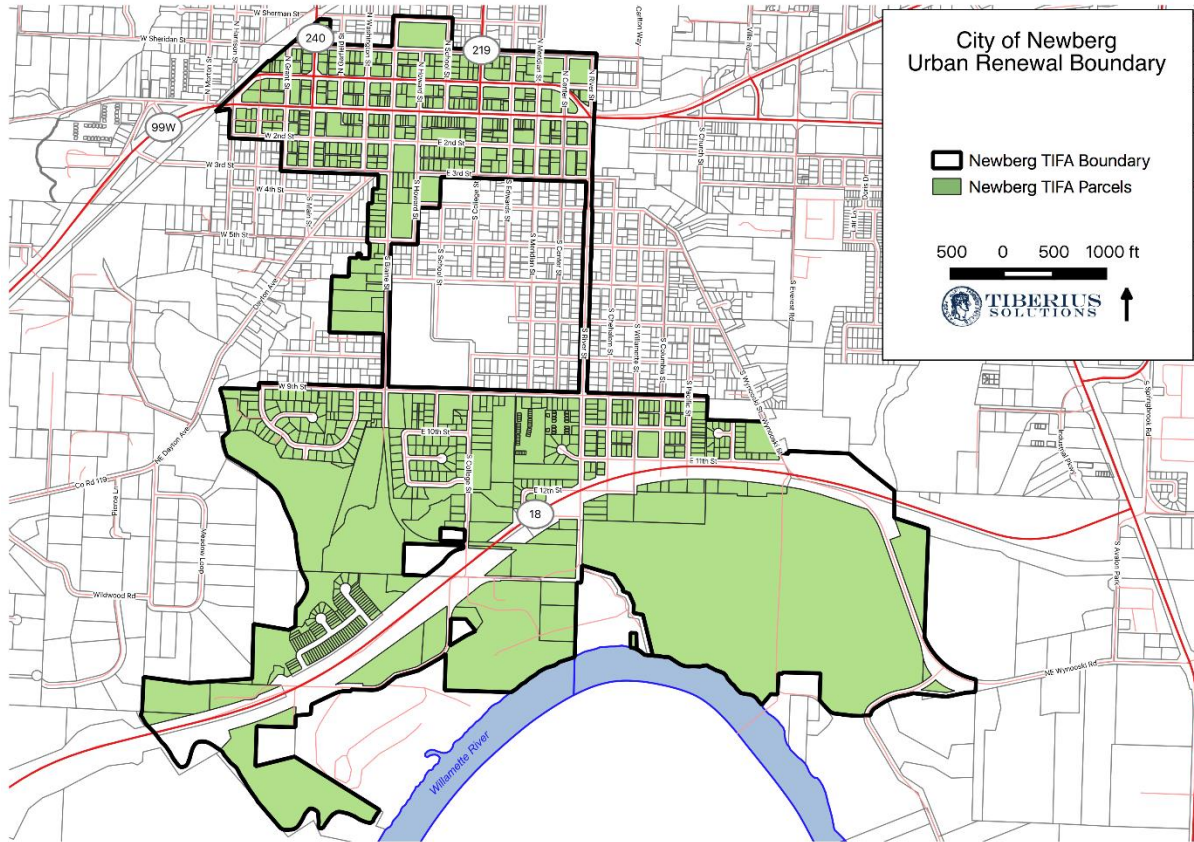
| Project Category | Goals |
|------------------------|-------------|
| Transportation | A,B,C,D |
| Infrastructure | A,B,C,D |
| Riverfront Trails | A,B,C |
| Utility Undergrounding | A,B,C,D |
| Acquisition | A |
| Administration | A,B,C, D, E |

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

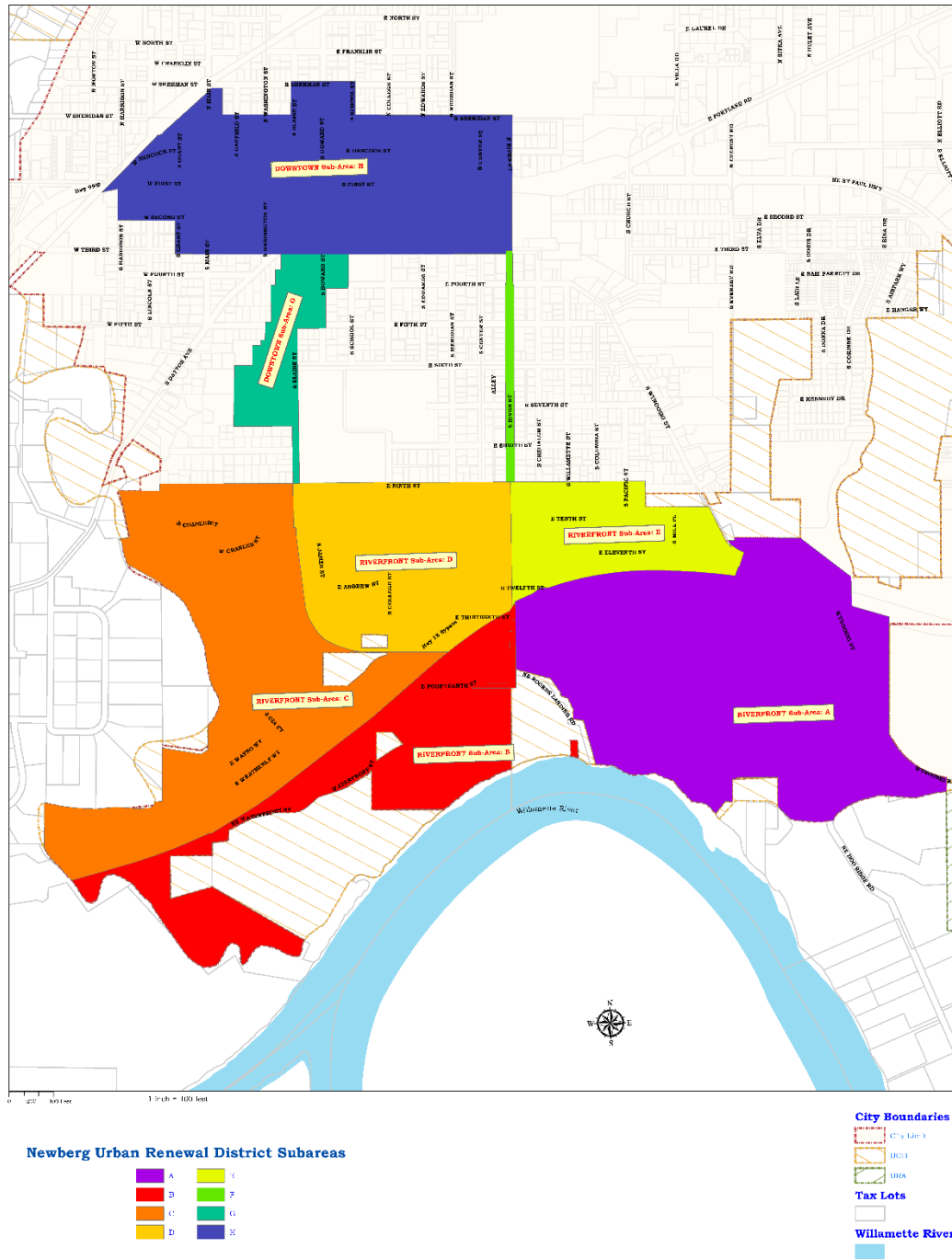


Source: Tiberius Solutions and City of Newberg

Note: The legal description and legal map included in Section XIV of the Newberg Urban Renewal Plan are the legal boundary. If there is any difference between the legal map and this map, the legal map takes precedence. The area acreage is approximately 540 acres.

Figure 2 - Urban Renewal Boundary with Sub-Areas

Newberg Urban Renewal District Subareas



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:

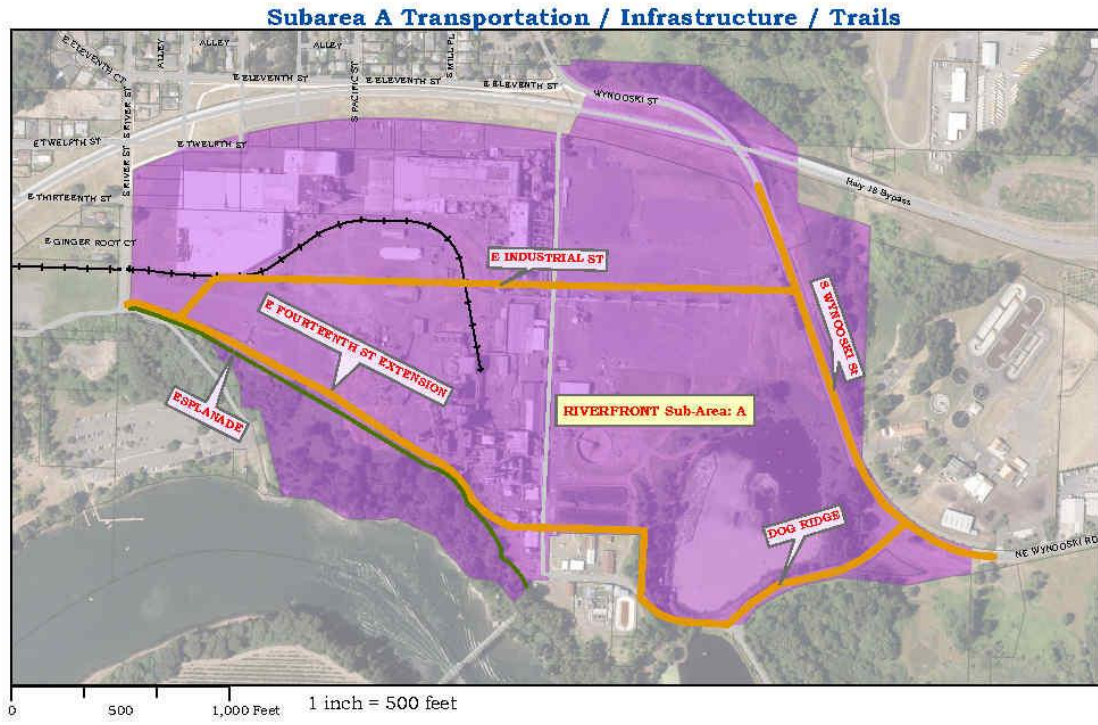
1. Public Transportation and Infrastructure

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

2. Riverfront Trails

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

Figure 3 – Sub-Area A Transportation, and Infrastructure and Trails



Source: City of Newberg

B. Sub-Area B Riverfront:

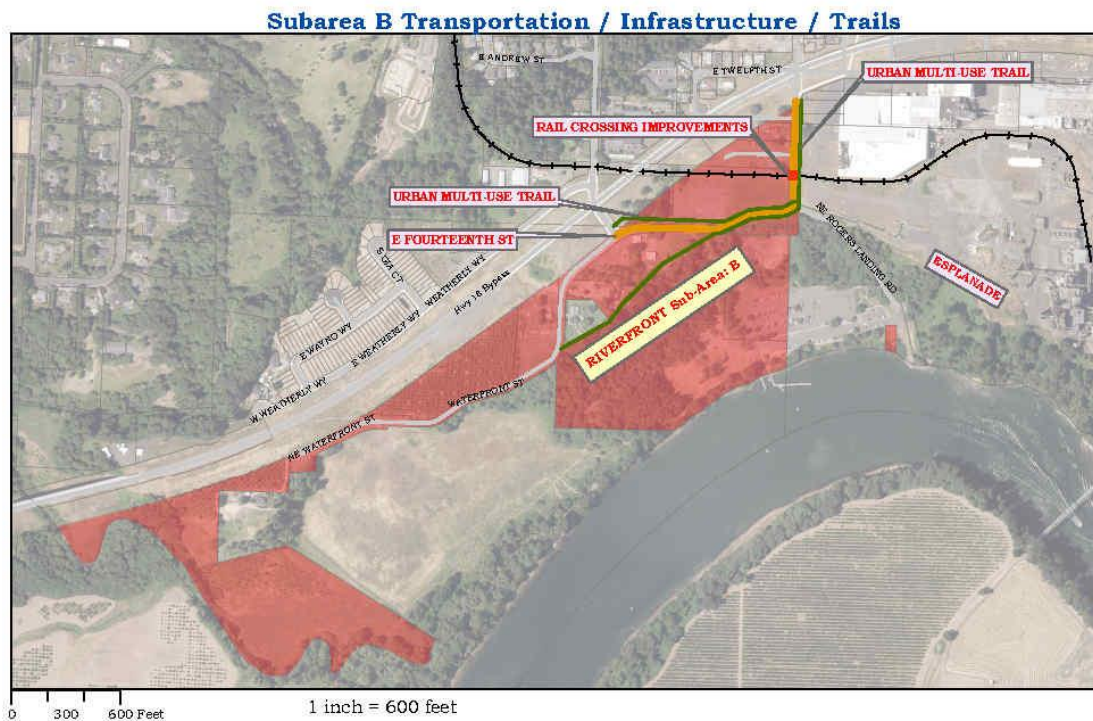
1. Public Transportation and Infrastructure

- a) S River Street Improvements – Bypass to Rogers Landing Road. Includes street, curb, sidewalk, stormwater, 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, stormwater, water. This is currently a County Road. Improvements to the 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 within URA only.

Figure 4 – Sub-Area B Transportation and Infrastructure



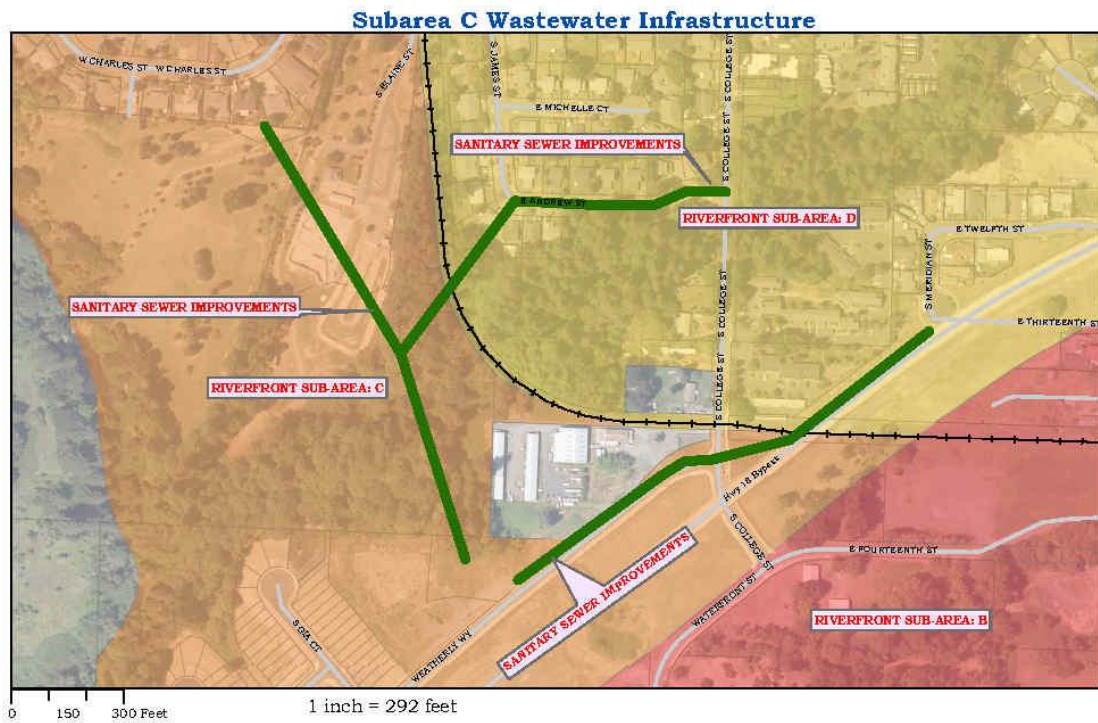
Source: City of Newberg

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 5 - Sub-Area C - Utilities Projects



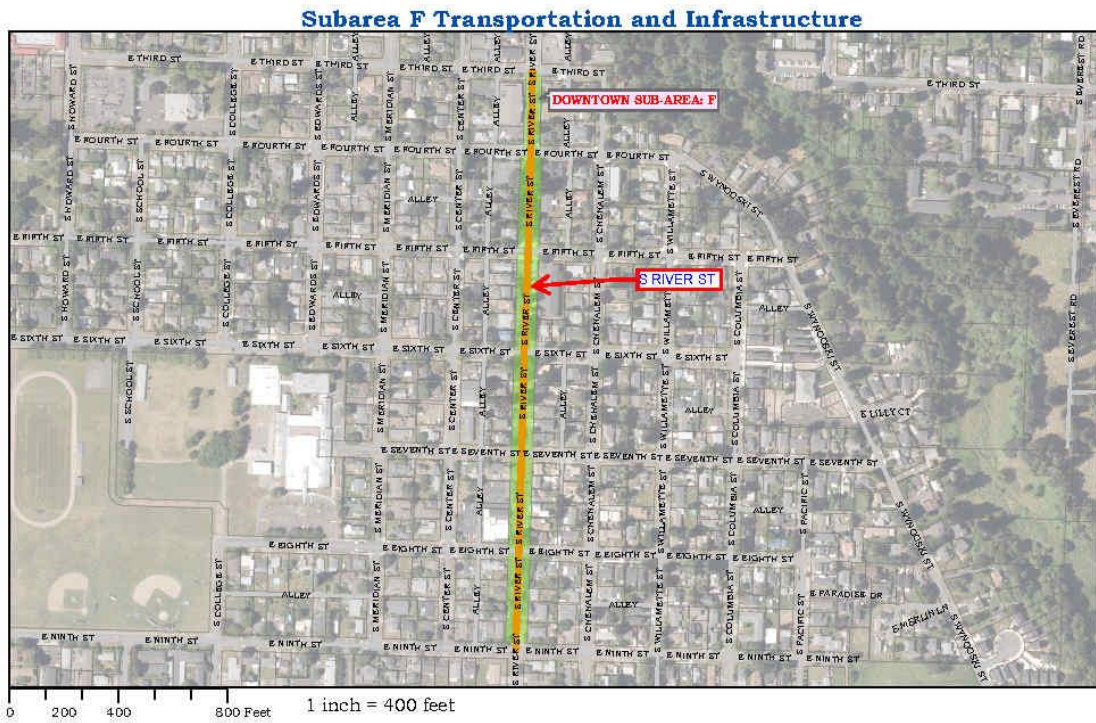
Source: City of Newberg

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 8 – Sub-Area F Transportation and Infrastructure



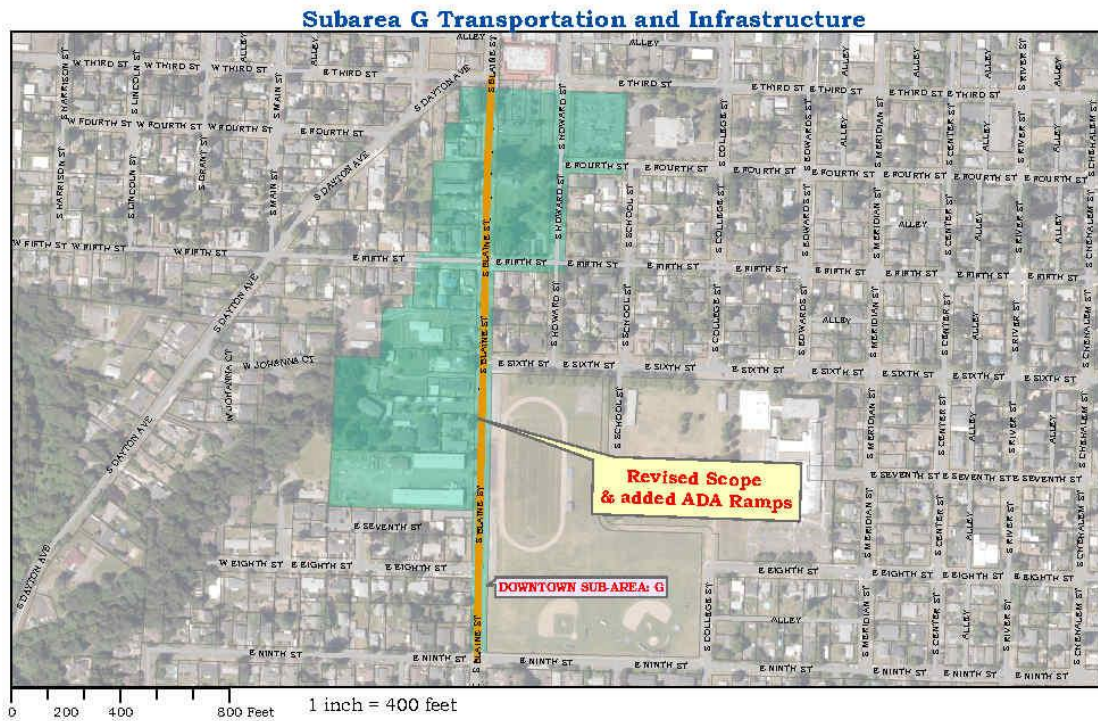
Source: City of Newberg

G. Sub-Area G: Downtown

1. Public Transportation and Infrastructure

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

Figure 9 – Sub-Area G Transportation and Infrastructure



Source: City of Newberg

H. Sub-Area H: Downtown

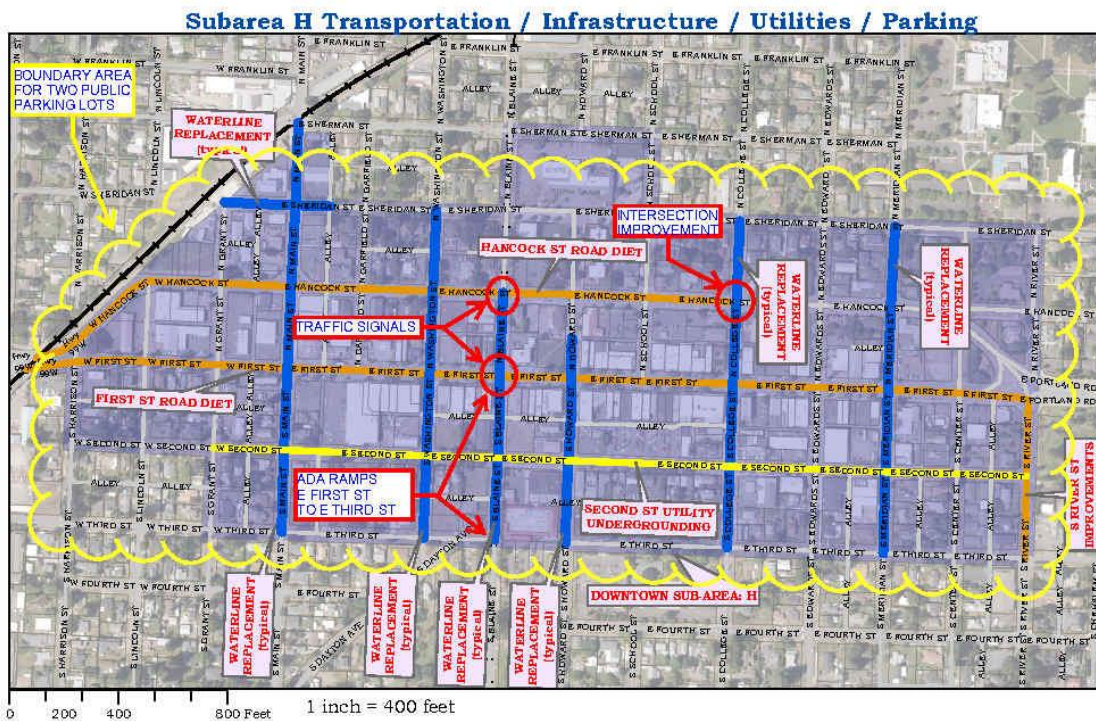
1. Public Transportation and Infrastructure

- 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) ADA Curb Ramps S Blaine Street, E First Street to E Third Street.
- h) First Street Road Diet. Includes street, curb, sidewalk, water line replacement, wastewater and stormwater.
- i) Hancock Street Road Diet (College to Garfield). Includes water line.
- j) Howard Street - E Third to E First - water line replacement.
- k) Sheridan Street - RR Tracks to ½ block east of N Main - water line replacement.
- l) S River Street improvements – E First Street to E Third Street. Includes street, curb, sidewalk, and wastewater and stormwater.
- m) N Blaine Street/E Hancock Signal
- n) N Blaine Street/E First Street Signal.
- o) Parking - Surface parking lots 1 and 2.

2. Undergrounding Utilities

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

Figure 10 – Sub-Area H 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, and adoption by the City Council by non-emergency ordinance after a hearing.

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

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.

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 2053, 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 2053, 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 2053. The Agency may issue refunding indebtedness that matures after FYE 2053, 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 2053. 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.

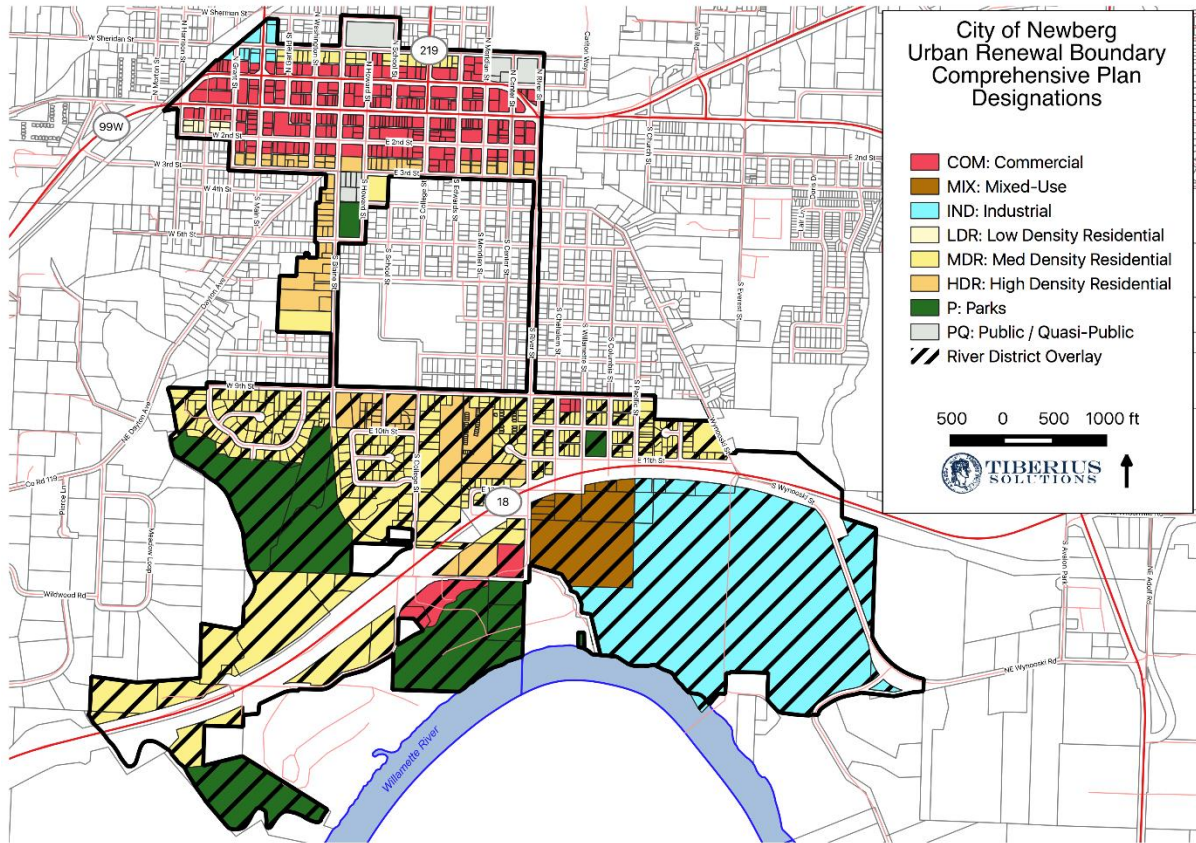
XI. VALIDITY

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

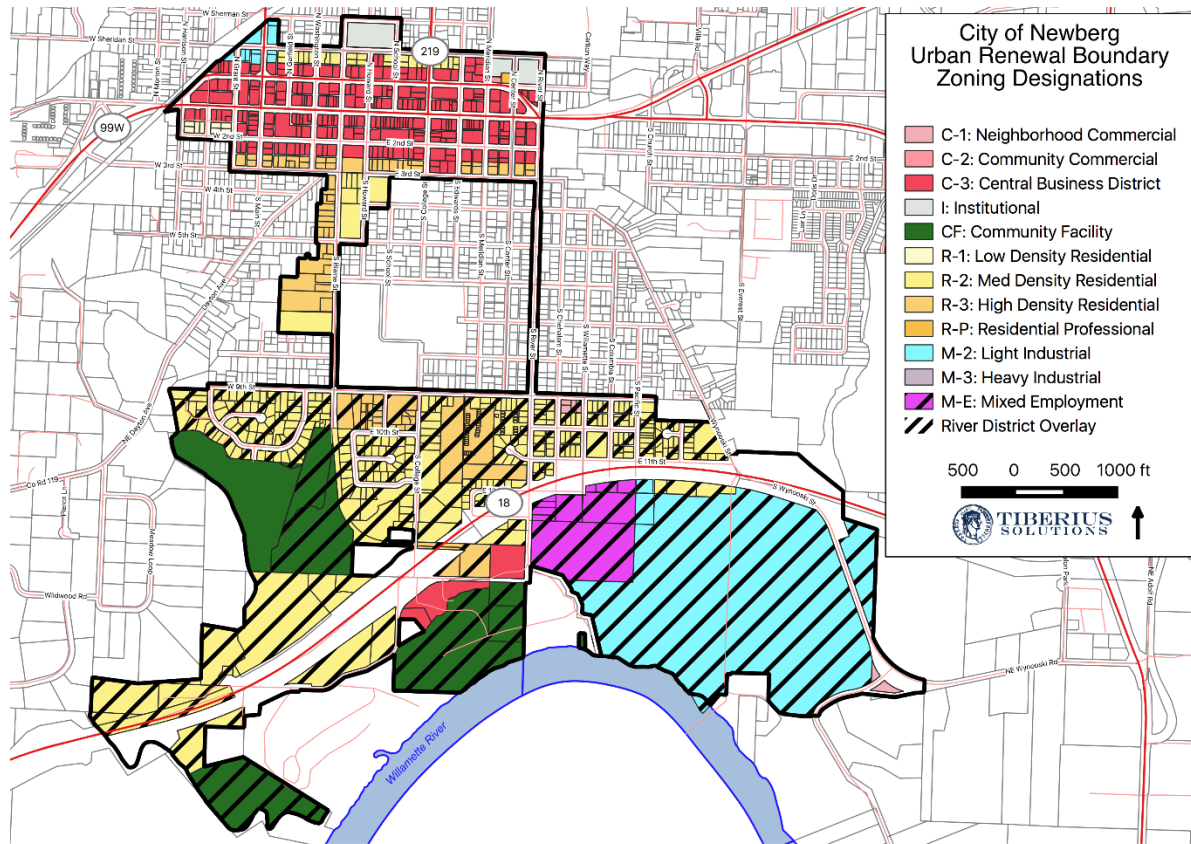
The Agency shall file an Annual Report in compliance with ORS 457.460.

Figure 11 - Comprehensive Plan Designations



Source: Tiberius Solutions and City of Newberg

Figure 12 Zoning Designations



Source: Tiberius Solutions and City of Newberg

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* (Municipal 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.

Comprehensive Plan designations for all land in the Area are shown in Figure 11. All proposed land uses conform to Figure 11. Maximum densities and building requirements for all land in the Area are contained in the Newberg Municipal Code.

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 planning 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.

A. CITIZEN INVOLVEMENT

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

Finding: The 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. An additional three meetings were held to review the revision of the Plan to remove unincorporated properties. 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).

When the City Council made the determination to remove unincorporated properties, three additional CAC meetings were held in addition to open public meetings with the Agency, Planning Commission, Yamhill County Commission and City Council. Staff provided a City Club presentation in December 2021.

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 Systems Plan*, and *the Newberg Economic Development Strategy*.

E. AIR, WATER, AND LAND RESOURCE QUALITY

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

POLICIES:

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.

F. AREAS SUBJECT TO NATURAL HAZARDS

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.

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

GOALS:

1. To ensure that adequate land shall be retained in permanent open space use and that natural, scenic and historic resources are protected.
2. To provide adequate recreational resources and opportunities for the citizens of the community and visitors.
3. To protect, conserve, enhance and maintain the Willamette River Greenway.

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.

H. THE ECONOMY

GOAL: To develop a diverse and stable economic base.

POLICIES:

1. General Policies

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

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.

I. HOUSING

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

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.

ad. The City shall permit duplex dwellings on any lot where single-family dwellings are permitted to provide additional housing options in compliance with OAR Division 660-046.

ae. The City shall permit middle housing including triplexes, quadplexes, townhouses and cottage clusters in residential areas in compliance with OAR Division 660-046.

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 and residential areas within the Riverfront District as part of Middle Housing and mixed use developments, and in the Downtown area for mixed use development.

J. URBAN DESIGN

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.

K. TRANSPORTATION

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.

L. PUBLIC FACILITIES AND SERVICES

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

POLICIES:

1. All Facilities & Services Policies

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

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

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.

M. ENERGY

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

POLICIES:

1. Planning Policies

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

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

Plan Details

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.

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, NE Wynooksi Road, NE Dog Ridge Road, 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.

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 2022 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 a stable and healthful residential environment together with the full range of urban services. The R-1 zone is intended for low density urban residential uses at an average overall density of 4.4 units per gross buildable acre, and/or middle housing densities consistent with applicable minimum lot sizes, in the district.

2. Typical housing types will include single-family dwellings, duplex dwellings, triplex dwellings, quadplex dwellings, townhouse dwellings, cottage cluster projects 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, and/or middle housing densities consistent with applicable minimum lot sizes, in the district.

2. Typical housing types will include single-family dwellings on small lots, duplex dwellings, triplex dwellings, quadplex dwellings, townhouse dwellings, cottage cluster projects, 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 dwellings of different types and styles at an average overall density of 16.5 units per gross buildable acre, and/or middle housing densities consistent with applicable minimum lot sizes, in the district.

2. Typical housing types will include duplex dwellings, triplex dwellings, quadplex dwellings, townhouse dwellings, cottage cluster projects, 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.

M-3 Heavy Industrial District

The M-3 heavy industrial district is intended to create, preserve and enhance areas containing manufacturing or related establishments which are potentially incompatible with most other establishments and are typically appropriate to areas which are most distant from residential areas, and which have extensive rail or shipping facilities. The M-3 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.

LU Limited Use Overlay Subdistrict

The limited use overlay subdistrict identifies an area where special use restrictions or standards apply. These restrictions or standards are defined in the ordinance creating the LU subdistrict and may include prohibiting uses otherwise allowed in the underlying zone, requiring conditional use permits for certain uses that are otherwise permitted outright, or creating special standards, such as special setbacks or height restrictions. The limited use overlay subdistrict may be applied within any zoning district.

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.

Conclusion: Based on the above-findings, the request conforms with goals and policies within the Newberg Comprehensive Plan and Development Code.

XIV. LEGAL DESCRIPTION

DESCRIPTION OF THE URBAN RENEWAL AREA OF THE CITY OF NEWBERG

Beginning at the southwest corner of Lot 10 Block 1 of Deskin's Fourth Addition To Newberg, Oregon, a duly recorded subdivision in Yamhill County, Oregon, said point being the intersection of the east line of the 60-foot right-of-way of N. Meridian Street and north line of the 60-foot right-of-way of E. Sheridan Street;

- U1001. THENCE Easterly along said north right-of-way of E. Sheridan Street, 520 feet more or less, to the east line of the 60-foot right-of-way of N. River Street.
- U1002. THENCE Southerly along said east right-of-way, 300 feet more or less, to the north line of the 60-foot right-of-way of E. Hancock Street, said point also being the southwest corner of Woodward Place a duly recorded subdivision in Yamhill County, Oregon;
- U1003. THENCE Southerly 60 feet more or less, to the intersection of the south right-of-way line of E. Hancock Street and east right-of-way line of S. River Street; THENCE Southerly along said east right-of-way, 95 feet more or less, to an angle point; THENCE Southeasterly continuing along said east right-of-way, 16-feet more or less, to an angle point; THENCE Southerly continuing along said east right-of-way, 50 feet more or less, to the north right-of-way line of Highway 99W/E 1st Street; THENCE Southerly across the Highway 99W/E 1st Street right-of-way, 177 feet more or less, to a point on the south right-of-way of Highway 99W, said point being 10 feet east of the east line of the 60-foot right-of-way of S. River Street;
- U1004. THENCE Southerly, leaving said south right-of-way, 10-foot easterly and parallel to said east 60-foot right-of-way of S. River Street, 856 feet more or less, to a point on the south line of the 60-foot right-of-way of East 4th Street, said point also being on the east line of the 80-foot right-of-way line of S. River Street;
- U1005. THENCE Southerly, along the said east right-of-way of S. River Street, 1,761 feet more or less, to the north line of the 60-foot right-of-way of East 9th Street;
- U1006. THENCE Easterly, along said north right-of-way, 1,180 feet more or less, to the southeast corner of Lot 14, Block 50, of Edwards Addition, a duly recorded subdivision in Yamhill County, Oregon, said point also being the intersection of said north right-of-way line and extension of the east line of the plat of City Park Addition, a duly recorded subdivision in Yamhill County, Oregon;
- U1007. THENCE Southerly, along said east line of the plat of City Park Addition and its extension thereof, 234 feet more or less, to the southwest corner of that tract of land described in Book 99 Page 1198, Yamhill County Deed Records;
- U1008. THENCE Easterly, along the south line of said tract, 567 feet more or less, to the center line Wynooski Street;
- U1009. THENCE Southeasterly, along the center line of said Wynooski Street, 368 feet more or less, to a point on the north right-of-way line of the Highway 99 Newberg-Dundee Bypass;
- U1010. THENCE Easterly, along said north right-of-way line, 42 feet more or less, to and angle point and the west line of the Richard Everest Donation Land Claim;

- U1011. THENCE Northerly, along said north right-of-way line and said DLC line, 26 feet more or less, to an angle point and the westerly extension of the south line of that tract of land described in Instrument No. 2003-23925, Yamhill County Deed Records;
- U1012. THENCE Easterly, along said north right-of-way line and the south line of said tract, 629 feet more or less, to the southeast corner of said tract;
- U1013. THENCE Southeasterly, along said north right-of-way and the south line of Tract A, Highland at Hess Creek Phase 4, a duly recorded subdivision in Yamhill County, Oregon, 580 feet more or less, to an angle point,;
- U1014. THENCE Southerly, departing from said south line, 264 feet more or less, to the intersection point of the south right-of-way of the Newberg-Dundee Bypass and the east right-of-way line of NE Wynooski Road;
- U1015. THENCE Southeasterly, along said south right-of-way line, 351 feet more or less, to the northerly extension of the west line of the tract of land described in Instrument No. 2007-21167, Yamhill County Deed Records;
- U1016. THENCE Southerly, along said west line and its northerly extension, 1,055 feet more or less, to the northerly right-of-way of NE Wynooski Road;
- U1020. THENCE Southeasterly, along said northerly right-of-way, 679 feet more or less, to the northerly extension of the east line of Lot 27 of Wynooski Subdivision, a duly recorded subdivision in Yamhill County, Oregon;
- U1021. THENCE Southerly, along the extension of said east line, 121 feet more or less, to the south right-of-way of NE Wynooski Road, said point also being on the north line of said Lot 27;
- U1022. THENCE Westerly, along said south right-of-way and continuing along the north line of said Lot 27, 290 feet more or less, to an angle point on said north line;
- U1023. THENCE Westerly, continuing along said north line, 325 feet more or less, to the south right-of-way of NE Dog Ridge Road;
- U1024. THENCE Southwesterly, along said south right-of-way, 530 feet more or less, to the point of intersection of the easterly extension of the south right-of-way of the vacated County Road 47;
- U1025. THENCE Westerly, along said easterly extension of and continuing along the southerly and easterly right-of-way of the vacated County Road 47, 1,375 feet more or less, to the old Wynooski Street Bridge on the Yamhill County side of the Willamette River;
- U1026. THENCE Westerly, along the Yamhill County side of the Willamette River, 3,960 feet more or less, to its confluence with the center of Chehalem Creek;
- U1027. THENCE Northwesterly, along the center of Chehalem creek, 4,292 feet more or less, to the point of intersection with the southerly extension of the east line of Lot 11 of Glen Hollow Estates, a duly recorded subdivision in Yamhill County, Oregon;
- U1028. THENCE Northerly, along said southerly extension and east line of said Lot 11, 396 feet more or less, to the southwest corner of Lot 14 of Hidden Meadows, a duly recorded subdivision in Yamhill County, Oregon;

- U1029. THENCE Easterly, along the south line of Hidden Meadows, 452 feet more or less, to an angle point; THENCE Easterly, along said south line, 616 feet more or less, to the southeast corner of Lot 15 of said Hidden Meadows;
- U1030. THENCE Northerly, along the east line of said Hidden Meadows subdivision, 534 feet more or less, to the Southwest corner of that tract of land described in Book 125, Page 0481, Yamhill County Deed Records;
- U1031. THENCE Easterly, along the south line of said tract, 351 feet more or less, to an angle point; THENCE Northeasterly, along said south line, 73 feet more or less, to the east line of said tract;
- U1032. THENCE Northerly, along said east line, 186 feet more or less, to the intersection with the center of Chehalem Creek;
- U1033. THENCE Northerly, departing from said east line, along the center of Chehalem Creek, 2,020 feet more or less, to a point being southwesterly 83 feet more or less from the southwest corner of Partition Plat 97-53, a duly recorded partition plat in Yamhill County, Oregon;
- U1034. THENCE Northeasterly, leaving the said center of Chehalem Creek, 83 feet more or less, to the southwest corner of said Partition Plat;
- U1035. THENCE Northerly, along the west line of said Partition Plat, 295 feet more or less, to an angle point; THENCE Northwesterly, along said west line, 123 feet more or less, to an angle point; THENCE Northeasterly, along said west line, 18 feet more or less, to the north line of said Partition Plat;
- U1036. THENCE Easterly, along said north line and the extension thereof, 369 feet more or less, to the west line of the 60-foot right-of-way of Charles Street;
- U1037. THENCE Northerly, along said west right-of-way, 62 feet more or less, to the north line of the 60-foot right-of-way of W. 9th Street;
- U1038. THENCE Easterly, along said north right-of-way, 1,205 feet more or less, to the west line of the 60-foot right-of-way of S Blaine Street;
- U1039. THENCE Northerly, along said west right-of-way, 517 feet more or less, to the northeast corner of the tract of land described in Instrument No. 2002-14801, Yamhill County Deed Records;
- U1040. THENCE Westerly, along the north line of said tract and the northerly extension thereof, 528 feet more or less, to the northwest corner of the tract of land described in Instrument No. 2014-14033, said point also being on the east line of the tract of land described in Instrument No. 1997-15269, Yamhill County Deed Records;
- U1041. THENCE Northerly, along said east line and the northerly extension of, 539 feet more or less, to the most westerly northwest corner of the tract of land described in Instrument No. 2019-16593, Yamhill County Deed Records;
- U1042. THENCE Easterly, along the north line of said tract, 164 feet more or less, to an angle point on said north line;
- U1043. THENCE Northerly, along the west line of said tract, 37 feet more or less, to the most northerly northwest corner of said tract; THENCE Easterly, along the north line of said tract, 1 foot more or less, to the southwest corner of the tract of land described in Instrument No. 2002-18241, Yamhill County Deed

- Records; THENCE Northerly, along the west line of said tract, 147 feet more or less, to the most southerly northwest corner of said tract;
- U1044. THENCE Easterly, along the north line of said tract, 75 feet more or less, to an angle point on said north line;
- U1045. THENCE Northerly, along the west line of said tract, 45 feet more or less, to the most northerly northwest corner of said tract, said point falling on the south line of that tract of land described in Instrument No. 2018-16315, Yamhill County Deed Records;
- U1046. THENCE Easterly, along the south line of said tract, 36 feet more or less, to the southeast corner of said tract, said point is also on the west line of that tract of land described in Instrument No. 2006-09500, Yamhill County Deed Records;
- U1047. THENCE Southerly, along said west line, 45 feet more or less, to the southwest corner of said Instrument No. 2006-09500;
- U1048. THENCE Easterly, along the south line of said tract, 84 feet more or less, to the southeast corner of said tract;
- U1049. THENCE Northerly, along the east line of said tract, 150 feet more or less, to the south line of the 60-foot right-of-way of E. 5th Street;
- U1050. THENCE Westerly, along said south right-of-way, 26 feet more or less, to the intersection point of said south right-of-way and the southerly extension of the west line of the tract described in Instrument No. 2003-23268, Yamhill County Deed Records;
- U1051. THENCE Northerly, along the southerly extension of said west line and its northerly extension thereof, 391 feet more or less to the south line of the tract described in Instrument No. 2017-06795, Yamhill County Deed Records;
- U1052. THENCE Easterly, along said south line, 41 feet more or less, to the southeast corner of said tract, said point also being the southwest corner of Partition Plat 91-51, a duly recorded partition plat, in Yamhill County, Oregon;
- U1053. THENCE Northerly, along the east line of said Instrument No. 2017-06795, 141 feet more or less, to the southwest corner of that tract of land described in Instrument No. 2019-15590, Yamhill County Deed Records;
- U1054. THENCE Easterly, along the south line of said Instrument No. 2019-15590, 50 feet more or less, to the southeast corner of said tract;
- U1055. THENCE Northerly, along the east line of said tract, 140 feet more or less, to the south line of the 60-foot right-of-way of E. 3rd Street;
- U1056. THENCE Westerly, along said south right-of-way, 958 feet more or less, to the west line of the 60-foot right-of-way of S. Grant Street;
- U1057. THENCE Northerly, along said west right-of-way, 300 feet more or less, to the south line of the 60-foot right-of-way line of W. 2nd Street;
- U1058. THENCE Westerly, along said south right-of-way and the westerly extension of, 520 feet more or less, to the west line of the 60-foot right-of-way of S. Harrison Street;

- U1059. THENCE Northerly, along said west right-of-way, 282 feet more or less, to the northeast corner of that tract of land described in Instrument No. 2004-05850, Yamhill County Deed Records;
- U1060. THENCE Southwesterly, along the north line of said Instrument No. 2004-05850 and continuing along the north line of the tract described in Instrument No. 2008-03366, Yamhill County Deed Records, 147 feet more or less, to the easterly right-of-way of the Southern Pacific Railroad;
- U1061. THENCE Northeasterly, along said easterly right-of-way, 724 feet more or less, to an angle point; THENCE Easterly, along said easterly right-of-way, 20 feet more or less, to an angle point; THENCE Northeasterly, along said easterly right-of-way, 628 feet more or less, to the south line of the 60-foot right-of-way E. Sherman Street;
- U1062. THENCE Easterly, along said south right-of-way, 107 feet more or less, to the east line of the 14 foot wide alley, said point being the northwest corner of Lot 5, Block 3 of Deskins Addition to Newberg, a duly recorded subdivision in Yamhill County, Oregon;
- U1063. THENCE Southerly, along said east line, 240 feet more or less, to the north line of the 60-foot right-of-way line of E. Sheridan Street;
- U1064. THENCE Easterly, along said north right-of-way, 613 feet more or less, to the west line of the 60-foot right-of-way line of N. Blaine Street;
- U1065. THENCE Northerly, along said west right-of-way, 300 feet more or less, to the north line of the 60-foot right-of-way of E. Sherman Street;
- U1066. THENCE Easterly, along said north right-of-way, 580 feet more or less, to the east line of the 60-foot right-of-way N. School Street;
- U1067. THENCE Southerly, along said east right-of-way, 300 feet more or less, to the north line of the 60-foot right-of-way of E. Sheridan Street;
- U1068. THENCE Easterly, along said north right-of-way, 905 feet more or less, to the east line of the 60-foot right-of-way line of N. Meridian Street and the point of beginning.

Excepting the following described areas:

Exception 1 - Beginning at a point on the south line of the 60-foot right-of-way of E. 3rd Street, said point being 10 feet west of the west line of the 60-foot right-of-way of S. River Street;

- U2101. THENCE Southerly, parallel to and 10-feet west of the said west right of way of S. River Street, 300 feet more or less, to the south line of the 60-foot right-of-way line of E. 4th Street, said point also being the west line of the 80-foot right-of-way for S. River Street;
- U2102. THENCE Southerly, along said west right-of-way, 1,761 feet more or less, to the north line of the 60-foot right-of-way line of E. 9th Street;
- U2103. THENCE Westerly, along said north right-of-way line, 1,865 feet more or less, to the east line of the 60-foot right-of-way line of S. Blaine Street;
- U2104. THENCE Northerly, along said east right-of-way line, 1,399 feet more or less, to the south line of the 60-foot right-of-way line of E. 5th Street;

- U2105. THENCE Easterly, along said south right-of-way line, 260 feet more or less, to the east line of the 60-foot right-of-way line of S. Howard Street;
- U2106. THENCE Northerly, along said east right-of-way, 360 feet more or less, to the south line of the 60-foot right-of-way of E. 4th Street;
- U2107. THENCE Easterly, along said south right-of-way line, 200 feet more or less, to the west line of the 60-foot right-of-way of S. School Street;
- U2108. THENCE Northerly, 60-feet more or less, to the north right of way line of E. 4th Street, said point being the southwest corner of the tract of land described by deed in Instrument No. 1993-13456, Yamhill County Deed Records; THENCE Northerly, along the west line of said tract of land, 240 feet more or less, to the south line of the 60-foot right of way of E. 3rd Street;
- U2109. THENCE Easterly, along said south right-of-way line, 1,414 feet more or less, to the Point of Beginning.

Exception 2.a – A portion of that tract of land described by deed in instrument 202016369, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the northeast corner of said tract of land described in Instrument Number 202016369;

- U2201. THENCE Westerly, along the northerly line of said tract, 373 feet more or less, to an angle point;
- U2202. THENCE Southerly, continuing along said northerly line, 14 feet more or less, to an angle point;
- U2203. THENCE Westerly, continuing along said northerly line, 40 feet more or less, to the west line of said tract;
- U2204. THENCE Southerly, along said west line, 203 feet more or less, to and angle point, said point also being on the southerly right-of-way line of vacated County Road 47;
- U2205. THENCE Easterly, along said southerly right-of-way, 528 feet more or less, to the east line of said tract;
- U2206. THENCE Northerly, along said east line, 115 feet more or less, to an angle point; THENCE Northerly, continuing along said east line, 260 feet more or less, to the Point of Beginning.

Exception 2.b – A portion of that tract of land described by deed in Instrument Number 202016369, Yamhill County Deed Records being more particularly described as follows:

Commencing at the northeast corner of said tract of land described in Instrument Number 202016369;

- U2201. THENCE Westerly, along the northerly line of said tract, 373 feet more or less, to an angle point;
- U2202. THENCE Southerly, continuing along said northerly line, 14 feet more or less, to an angle point;
- U2203. THENCE Westerly, continuing along said northerly line, 40 feet more or less, to the west line of said tract;

U2204. THENCE Southerly, along said west line, 203 feet more or less, to and angle point, said point also being on the southerly right-of-way line of vacated County Road 47;

U2210. THENCE Westerly, continuing along said tract and said southerly right-of-way line, 11 feet more or less, to the Point of Beginning;

U2211. THENCE Westerly, continuing along said tract, 55 feet more or less, to the west most northwest corner of said tract;

U2212. THENCE Southwesterly, along the west line of said tract, 132 feet more or less, to the southerly line of said tract;

U2213. THENCE Southeasterly, along said southerly line, 71 feet more or less, to the easterly right-of-way line of vacated County Road 47;

U2214. THENCE Northeasterly, along said easterly right-of-way, 193 feet more or less, to the Point of Beginning.

Exception 3 – That tract of land described by deed in Instrument Number 202016370, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the point of intersection of the easterly right-of-way of River Street and the northerly right-of-way of Rogers Landing;

U2301. THENCE Southeasterly, along the northerly right-of-way of Rogers Landing, 1,285 feet more or less, to the Yamhill County side of the Willamette River;

U2302. THENCE Northwesterly, along the Yamhill County side of the Willamette River, 177 feet more or less, to the east line of that tract of land described as a portion of Parcel 13 in Instrument Number 202016370, Yamhill County Deed Records;

U2303. THENCE Northerly, along said east line, 200 feet more or less, to the north line of said tract;

U2304. THENCE Westerly, along said north line, 60 feet more or less, to the west line of said tract;

U2305. THENCE Southerly, along said west line, 190 feet more or less, to the Yamhill County side of the Willamette River;

U2306. THENCE Westerly, along the Yamhill County side of the Willamette River, 564 feet more or less, to the southeast corner of that tract of land described in Instrument Number 202002291, Yamhill County Deed Records;

U2307. THENCE Northerly, along the east line of said tract and the northerly extension of, 727 feet more or less, to the southerly right-of-way of 14th Street;

U2308. THENCE Easterly, along said southerly right-of-way, 45 feet more or less, to the easterly right-of-way of River Street;

U2309. THENCE Northerly, along said easterly right-of-way, 170 feet more or less, to the Point of Beginning.

Exception 4 – That tract of land described by deed in Instrument Number 2021-00404, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the northwest most corner of said tract, said point being on the east right-of-way line of Waterfront Street (County Road 65);

- U2401. THENCE Easterly, along the North line of said tract, 148 feet more or less, to an angle point;
- U2402. THENCE Southeasterly, along the Northeasterly line of said tract, 151 feet more or less, to the southerly line of said tract;
- U2403. THENCE Southwesterly, along said southerly line, 293 feet more or less, to the easterly right-of-way line of Waterfront Street (County Road 65);
- U2404. THENCE Northerly, along said easterly right-of-way, 265 feet more or less, to the Point of Beginning.

Exception 5 – That tract of land described by deed in Instrument Number 2019-02753 and a portion of that tract of land described in that instrument recorded as Film Volume 199 Page 1650, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the northeast corner of that tract of land described in that instrument recorded as 2019-02753, said point falling on the west line of said tract described in that instrument recorded as Film Volume 199 Page 1650, Yamhill County Deed Records;

- U2501. THENCE Northerly, along said westerly line, 115 feet more or less, to the southerly right-of-way of the Highway 99 Newberg-Dundee Bypass;
- U2502. THENCE Easterly, along said southerly right-of-way, 147 feet more or less, to an angle point;
- U2503. THENCE Northerly, continuing along said southerly right-of-way, 95 feet more or less, to an angle point;
- U2504. THENCE Northeasterly, continuing along said southerly right-of-way, 413 feet more or less, to an angle point;
- U2505. THENCE Northerly, continuing along said southerly right-of-way, 18 feet more or less, to the southerly right-of-way of Waterfront Street (County Road 65);
- U2506. THENCE Easterly, along said southerly right-of-way, 1,024 feet more or less, to the westerly line of that tract of land described in Instrument Number 202002291, Yamhill County Deed Records;
- U2507. THENCE Southerly, along said westerly line, 359 feet more or less, to the southwest corner of said tract;
- U2508. THENCE Easterly, along the southerly line of said tract, 650 feet more or less, to the Yamhill County side of the Willamette River;
- U2509. THENCE Southwesterly, along the Yamhill County side of the Willamette River, 1,115 feet more or less, to its confluence with the center of Chehalem Creek;

U2510. THENCE Northwesterly, along the center of Chehalem Creek, 722 feet more or less, to the southwesterly line of that tract of land described in that instrument recorded as Film Volume 199 Page 1650, Yamhill County Deed Records;

U2511. THENCE Northwesterly, along said southwesterly line, 963 feet more or less, to the southeast corner of said tract of land conveyed by Instrument Number 2019-02753;

U2512. THENCE Southwesterly, along the southerly line of said tract, 395 feet more or less, to the southwest corner of said tract;

U2513. THENCE Northerly, along the westerly line of said tract, 393 feet more or less, to the northwest corner of said tract;

U2514. THENCE Easterly, along the northerly line of said tract, 380 feet more or less, to the westerly line of that tract of land described in that instrument recorded as Film Volume 199 Page 1650, Yamhill County Deed Records and the Point of Beginning.

Exception 6 – A portion of that tract of land described by deed in that instrument recorded as Film Volume 103, Page 739, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the northwest corner of said tract of land, said point being on the south right-of-way line of the Spaulding Railroad right-of-way;

U2601. THENCE Easterly, along said south right-of-way, 581 feet more or less, to the west right-of-way line of S. College Street;

U2602. THENCE Southerly, along said west right-of-way, 28 feet more or less, to the northwesterly right-of-way of the Highway 99 Newberg-Dundee Bypass;

U2603. THENCE Southwesterly, along said northwesterly right-of-way, 462 feet more or less, to the south line of said tract;

U2604. THENCE Westerly, along said south line, 224 feet more or less, to the westerly line of said tract;

U2605. THENCE Northerly, along said westerly line, 293 feet more or less, to the Point of Beginning.

Exception 7 – A tract of land described by deed in that instrument recorded as Film Volume 208, Page 1025, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the southeast corner of said tract, said point also being the intersection point of the westerly right-of-way line of S. College Street and the northerly right-of-way line of the Spaulding Railroad;

U2701. THENCE Westerly, along said northerly right-of-way, 239 feet more or less, to the southwest corner of said tract;

U2702. THENCE Northerly, along the west line of said tract, 124 feet more or less, to the northwest corner of said tract;

U2703. THENCE Easterly, along the northerly line of said tract, 144 feet more or less, to an angle point;

U2704. THENCE Southerly, continuing along said northerly line, 4 feet more or less, to an angle point;

U2705. THENCE Easterly, continuing along said northerly line, 95 feet more or less, to the westerly right-of-way of S. College Street;

U2706. THENCE Southerly, along said westerly right-of-way, 115 feet more or less, to the Point of Beginning.

Contains a net total of 540 acres more or less.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

DIGITALLY SIGNED

OREGON
JANUARY 18, 1994
ANTHONY R. WELLER
2649

RENEWS: 6/30/22

**Exhibit “B” to Ordinance No. 2022-2896
– File GEN19-0017
Report Accompanying the Newberg Urban Renewal Plan**

Report Accompanying the Newberg Urban Renewal Plan

April 18, 2022

This document remains draft until adoption by the City of Newberg City Council.



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The Newberg Urban Renewal Plan adopted by the City of Newberg

Date

Ordinance No. 2022-

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 | 5 |
| III. | THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS | 18 |
| IV. | FINANCIAL ANALYSIS OF THE PLAN | 19 |
| V. | THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED | 22 |
| VI. | THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT | 28 |
| VII. | REVENUE SHARING..... | 33 |
| VIII. | IMPACT OF THE TAX INCREMENT FINANCING | 33 |
| IX. | COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA..... | 37 |
| X. | EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES | 38 |
| XI. | REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN..... | 57 |
| XII. | RELOCATION REPORT..... | 57 |

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))

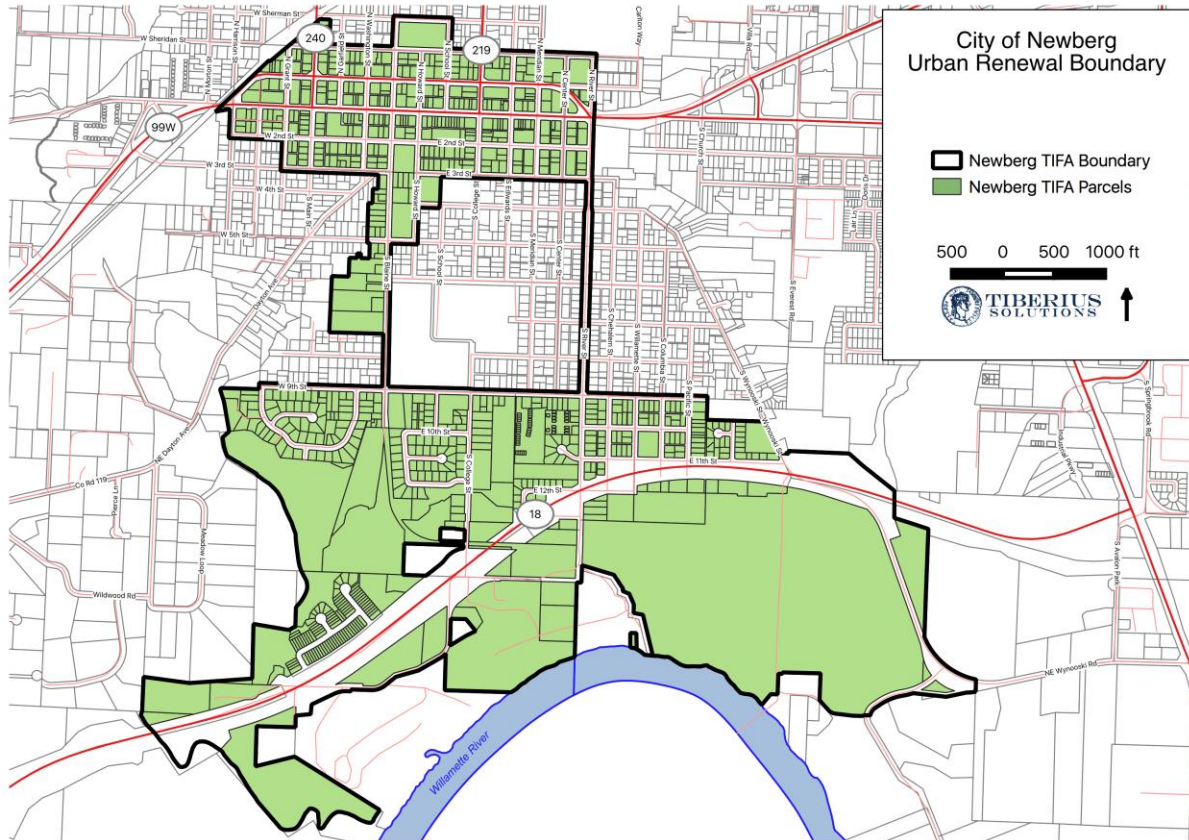
The relationship of the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

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

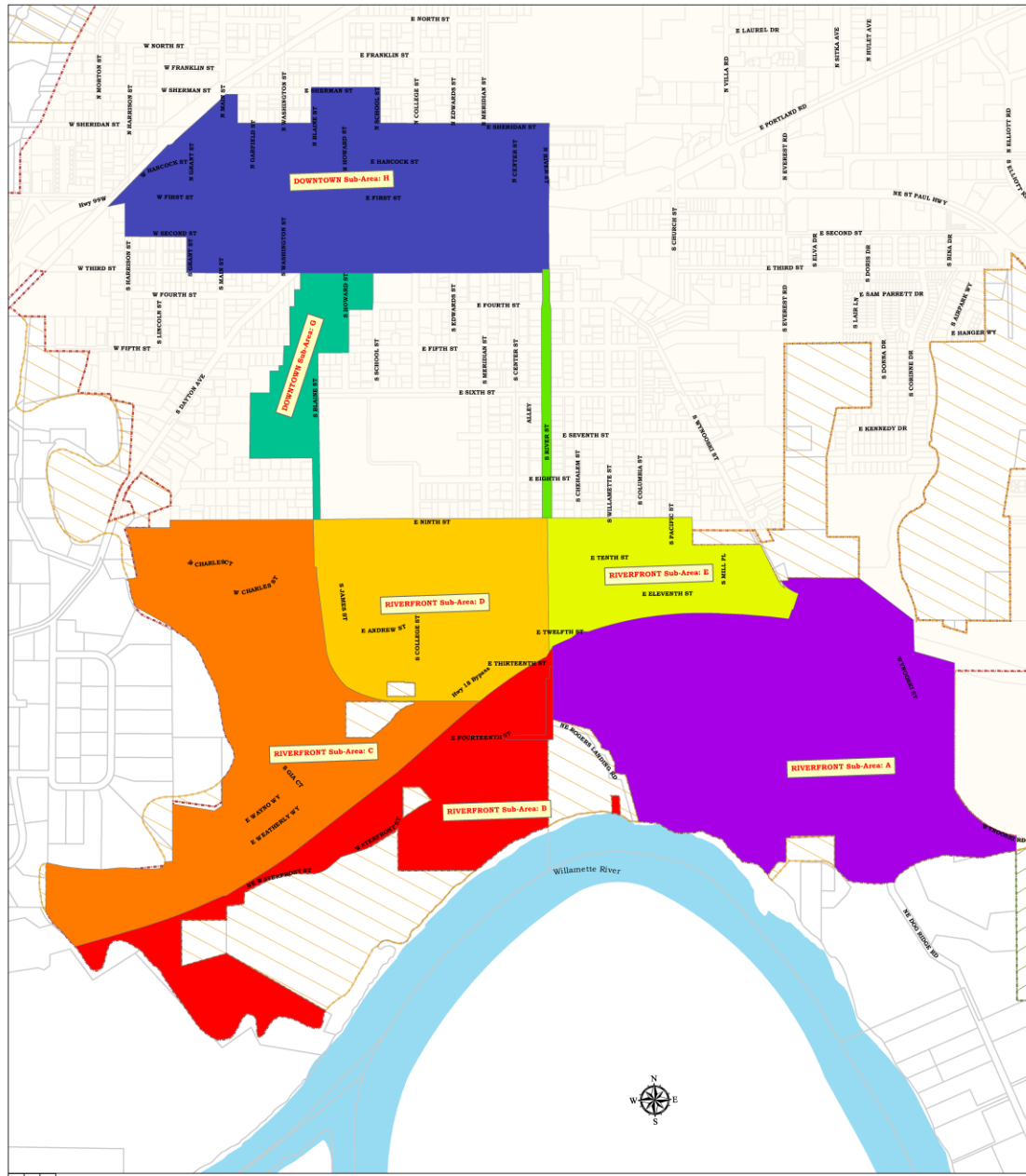


Source: Tiberius Solutions and City of Newberg

Note: The legal description and legal map included in Section XIV of the Newberg Urban Renewal Plan are the legal boundary. If there is any difference between the legal map and this map, the legal map takes precedence. The area acreage is approximately 540 acres.

Figure 2 - Urban Renewal Boundary with Sub-Areas

Newberg Urban Renewal District Subareas



Newberg Urban Renewal District Subareas

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

City Boundaries

- City Limit
- UGB
- URA
- Tax Lots
- Willamette River

Source: City of Newberg

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, stormwater, 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, stormwater, water, wastewater. New street to meet City of Newberg standards.
- c) NE Wynooski Road from Bypass to NE Dog Ridge Road. Includes street, curb, sidewalk, and a stormwater project. This is currently a County Road. Improvements to existing road to meet City of Newberg standards.
- d) NE Dog Ridge Road - E Fourteenth Street Extension to Wynooski Road. Includes street, curb, sidewalk, and a stormwater project. This is currently a County Road. Improvements to the existing road to meet City of Newberg standards.

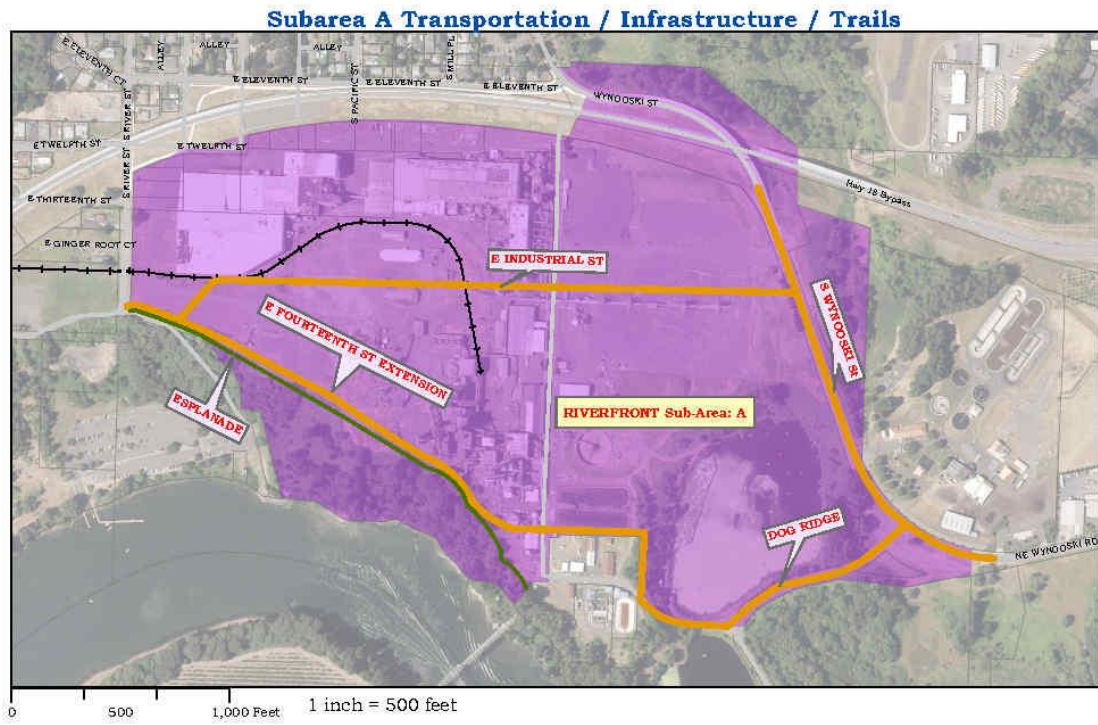
2. Riverfront Trails

- 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 Road these streets do not currently exist. Public stormwater, 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 3 – 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, stormwater, 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, stormwater, water. This is currently a County Road. Improvements to the existing road to meet City of Newberg standards.

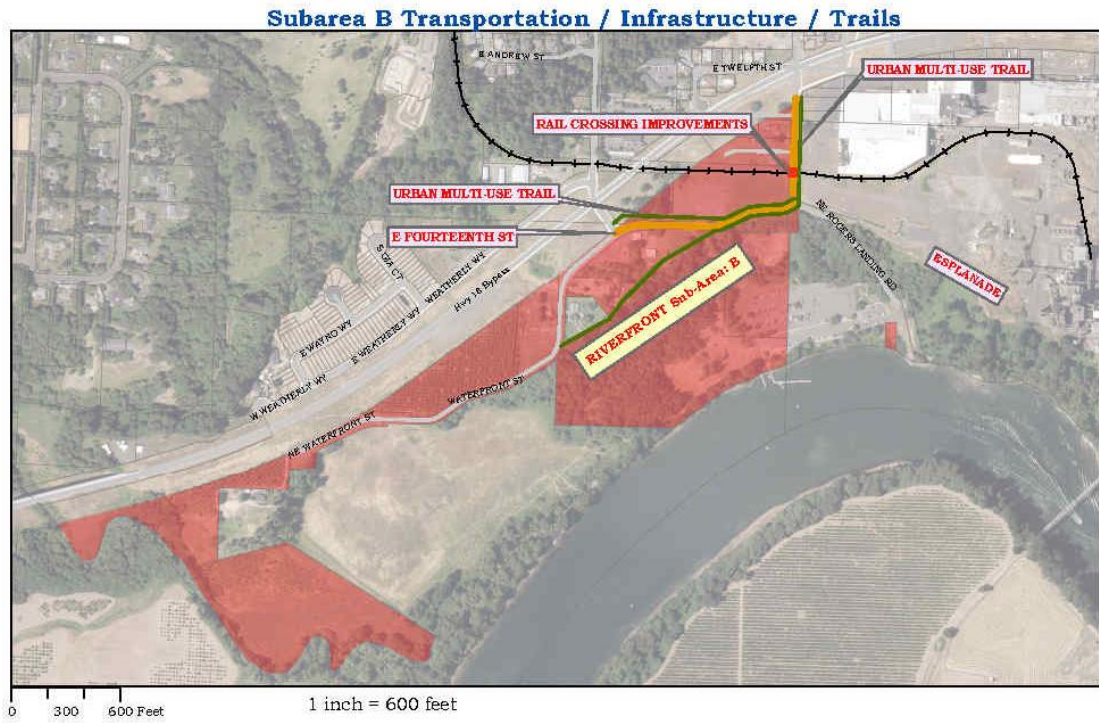
2. Riverfront Trails

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

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 stormwater, water and wastewater improvements are limited or non-existent in this area.

Figure 4 – Sub-Area B Transportation and Infrastructure



Source: City of Newberg

C. Sub-Area C Riverfront

1. Wastewater

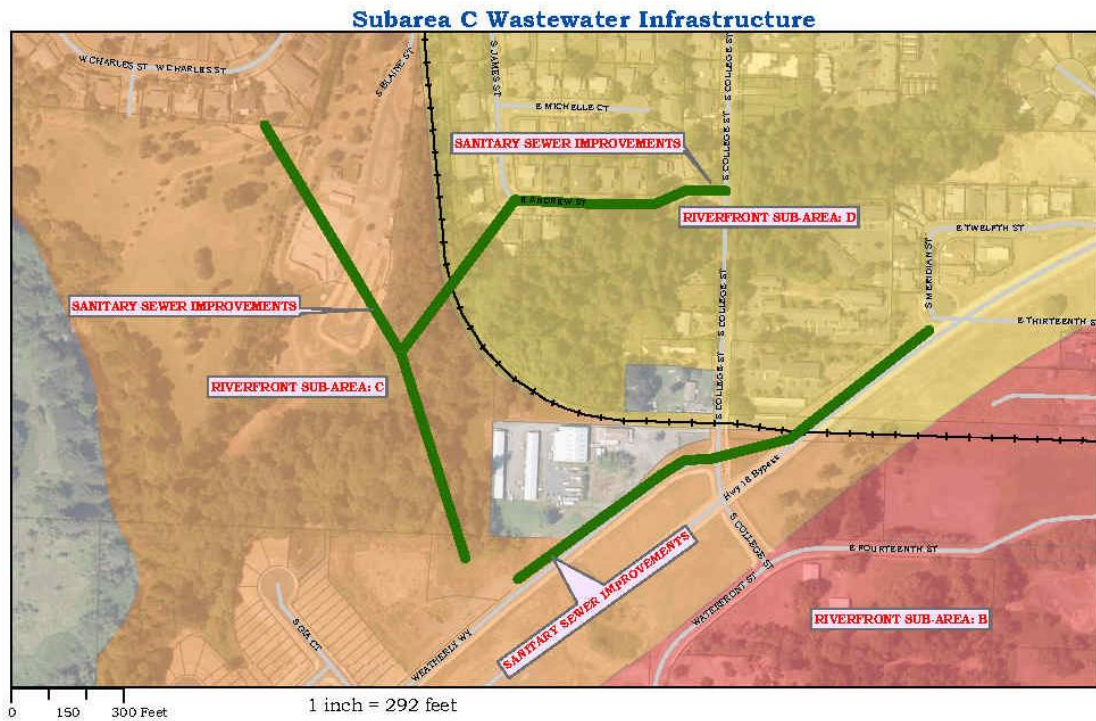
- a) Riverfront Lift Station. This project includes the following mainline projects from the Wastewater Master Plan to address the lack of wastewater infrastructure in this area.
 - i) Force Main B1
 - ii) Gravity Main B4

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 5 - Sub-Area C - Wastewater Projects



Source: City of Newberg

D. Sub-Area D Riverfront:

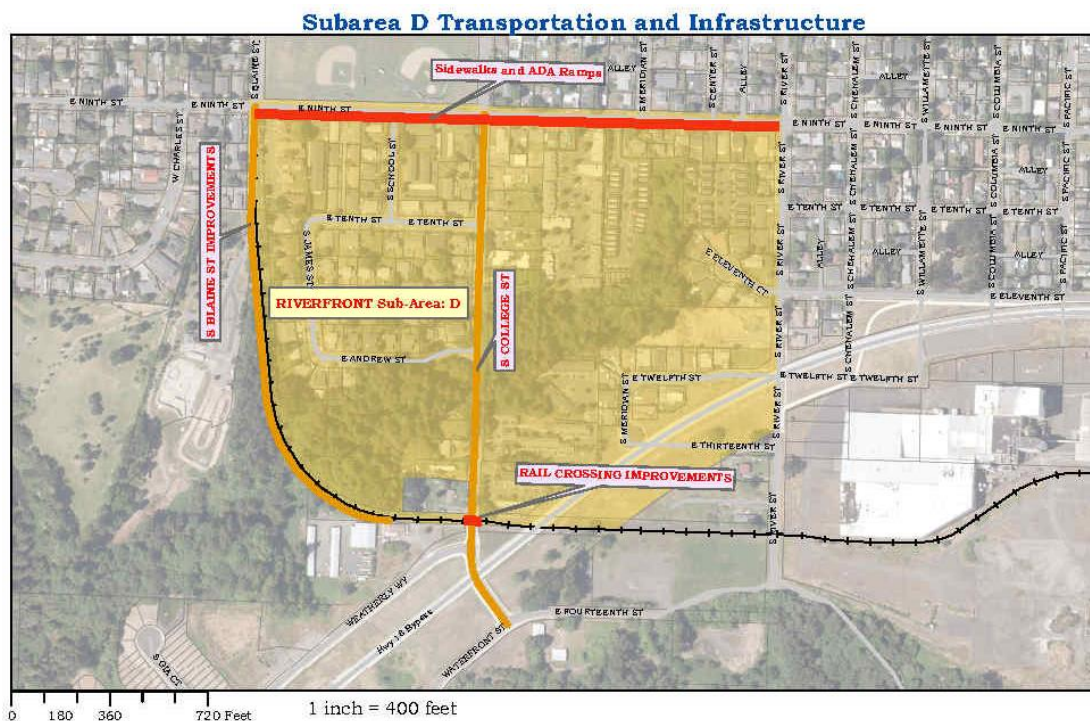
1. Public Transportation and Infrastructure

- a) S Blaine Extension - E Ninth Street to S College Street. Area within URA only. Includes street, curb, sidewalk, stormwater. New street to meet City of Newberg standards. Alignment to be generally adjacent to the existing railroad track.
- b) S College Street – E Ninth Street to E Fourteenth Street. Includes street, curb, sidewalk, stormwater. This is currently a County Road. Improvements to the 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.
- d) E Ninth Street Sidewalks - S Blaine Street to S River Street.
- e) ADA Curb Ramps - E Ninth Street, S Blaine Street to S River Street.

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 stormwater, water and wastewater infrastructure.

Figure 6 – Sub-Area D Transportation and Infrastructure



Source: City of Newberg

E. Sub-Area E Riverfront:

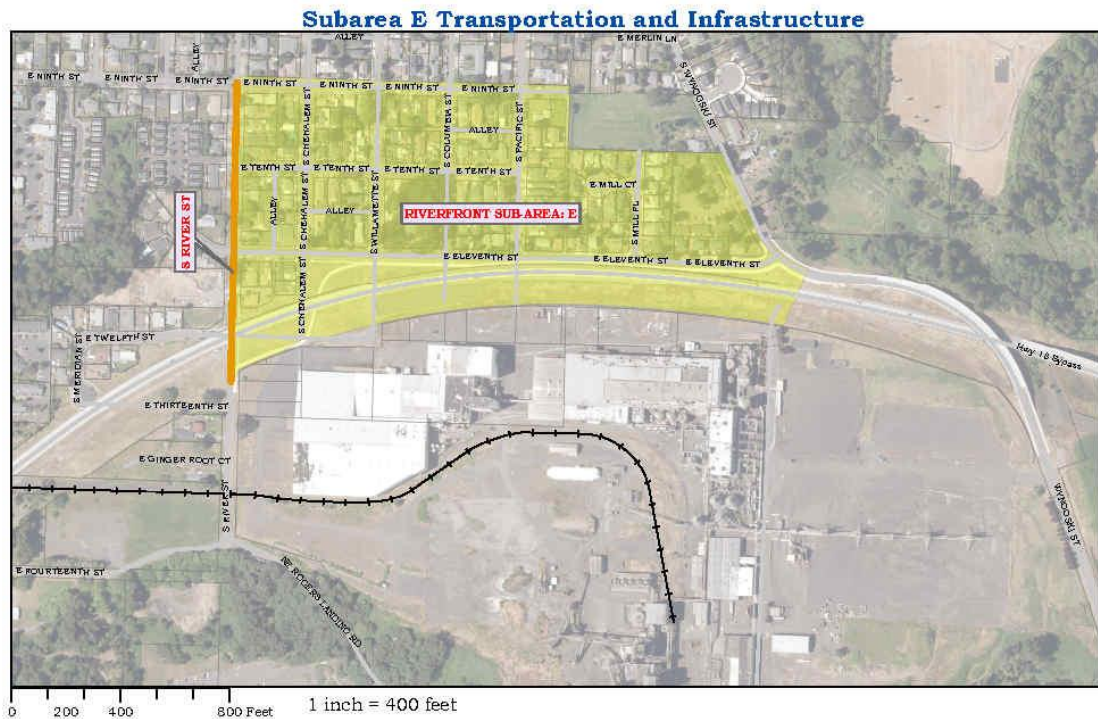
1. Public Transportation and Infrastructure

- a) S River Street improvements - E Ninth Street to Bypass. Includes street, curb, sidewalk, stormwater 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 stormwater, 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 7 – Sub-Area E Transportation and Infrastructure



Source: City of Newberg

F. Sub-Area F Downtown

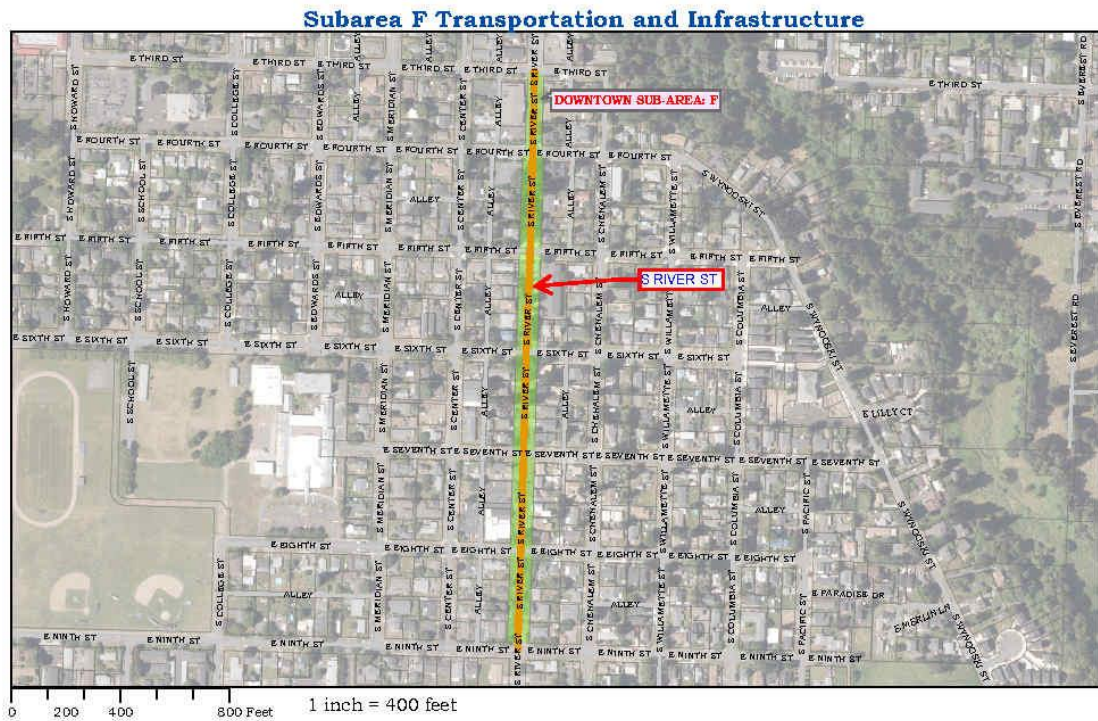
1. Public Transportation and Infrastructure

- a) S River Street improvements - E Third Street to E Ninth Street. Includes street, curb, sidewalk, stormwater, 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 8 – Sub-Area F Transportation and Infrastructure



Source: City of Newberg

G. Sub-Area G: Downtown

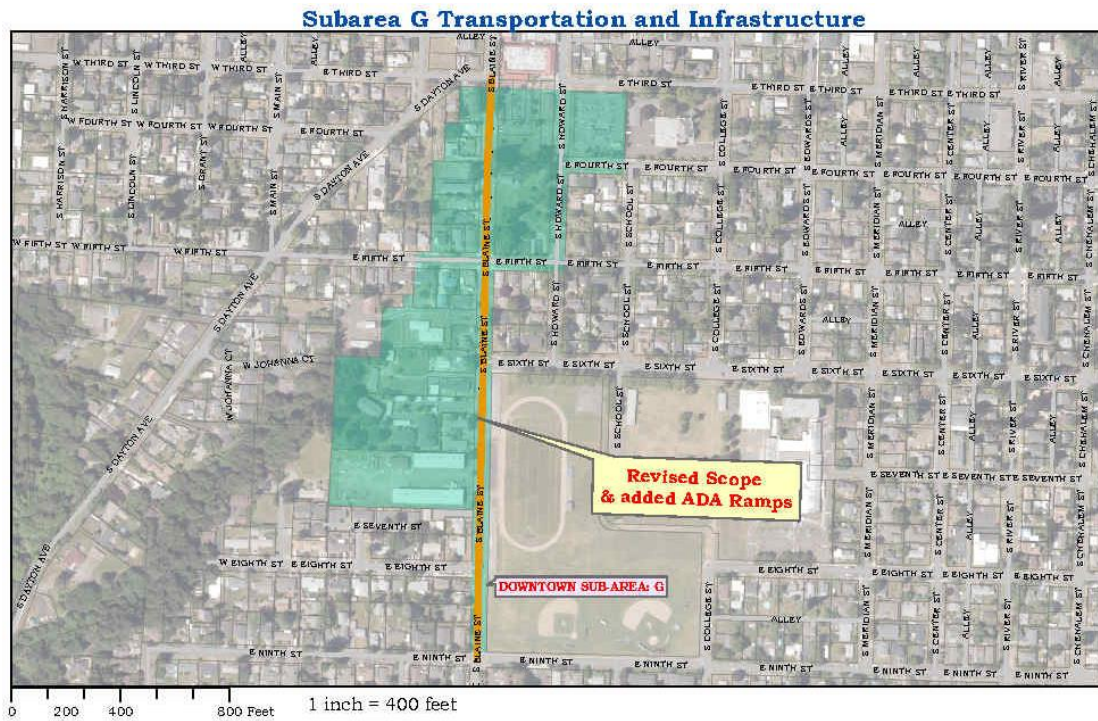
1. Public Transportation and Infrastructure

- a) S Blaine Street – E Third Street to E Ninth Street. The entire project includes street, curb, ADA curb ramps, sidewalk, water and stormwater.

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 9– 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.
- g) ADA Curb Ramps S Blaine Street, E First Street to E Third 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.

East/West Streets

- h) First Street Road Diet. Includes street, curb, sidewalk, water line replacement, wastewater and stormwater.
- i) Hancock Street Road Diet (College to Garfield) includes water line.

EXISTING CONDITIONS:

East/West Streets

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 First Street and Hancock 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.

North/South and East/West Streets

- j) Howard Street - E Third to E First - water line replacement.
- k) Sheridan Street - RR Tracks to ½ block east of N Main - water line replacement.
- l) 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.

Traffic Signals

- m) N Blaine Street/E Hancock Signal.
- n) 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.

Parking

- o) 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.

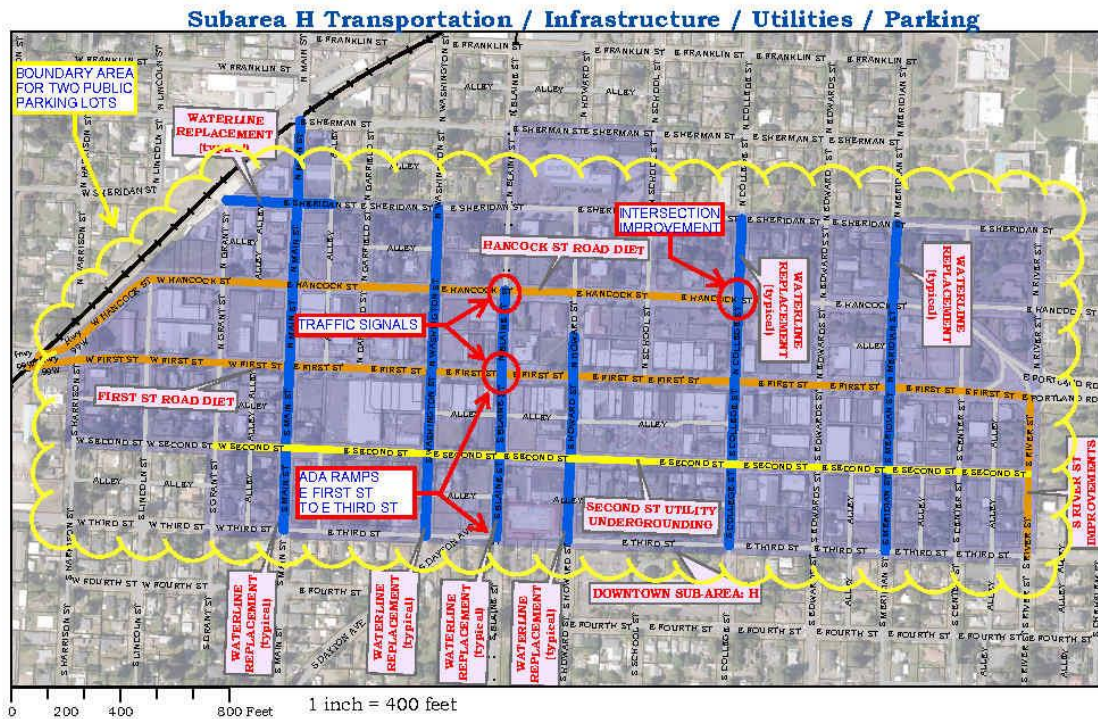
2. Undergrounding Utilities

- 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 10 – 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 2022 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.

The Year of Expenditure Project Costs include interest earnings which count as program income and give additional capacity to spend revenues on projects but do not count against maximum indebtedness.

Table 2 - Estimated Cost of Each Project in Constant FYE 2022 as Compared to Year of Expenditure Costs

| Project Title | Constant FYE 2022 | Year of Expenditure Project Cost |
|----------------------------|---------------------|----------------------------------|
| Sub-Area A Riverfront | (15,211,506) | (21,232,429) |
| Sub-Area B Riverfront | (3,928,471) | (4,660,028) |
| Sub-Area C Riverfront | (175,280) | (190,917) |
| Sub-Area D Riverfront | (7,013,278) | (11,801,345) |
| Sub-Area E Riverfront | (1,834,485) | (3,515,057) |
| Sub-Area F Downtown | (6,493,322) | (14,003,498) |
| Sub-Area G: Downtown | (2,884,795) | (5,432,409) |
| Sub-Area H: Downtown | (25,095,566) | (54,940,305) |
| Financing Fees | (583,026) | (888,000) |
| Administration | (5,730,000) | (9,674,882) |
| Total Expenditures: | (68,949,729) | (126,338,870) |

Source: City of Newberg and Tiberius Solutions

III. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2053 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 2024 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 increases are incorporating the potential future increases that could be made by the Newberg City Council as allowed in Measure 36-191 passed in November 2017.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2024. 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 11 shows expected TIF revenues over time and the projected tax revenues after termination of the Area.

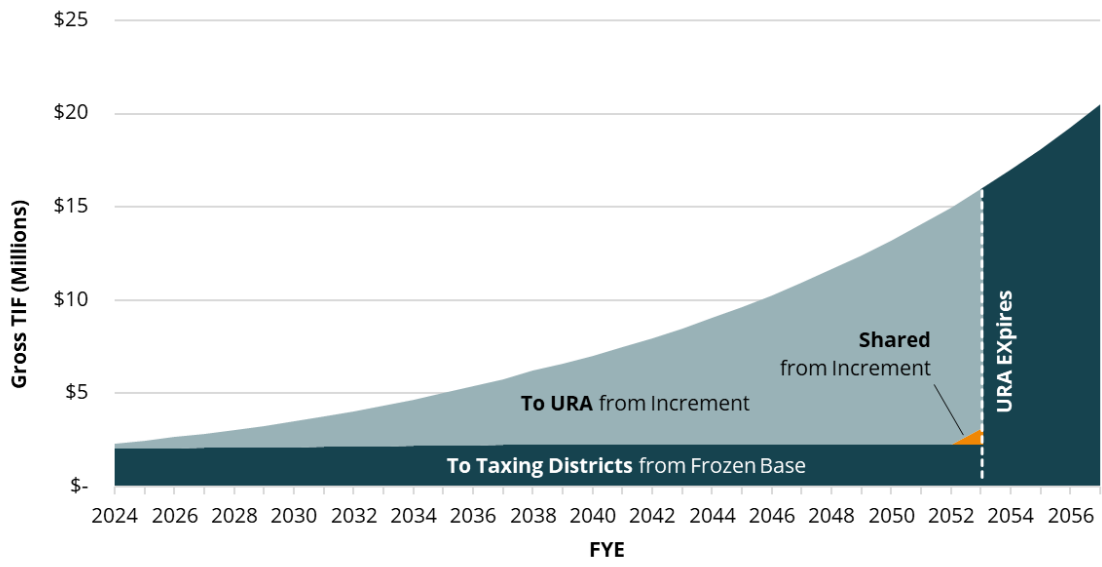
¹ TIF is also used to signify tax increment revenues

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 | |
| 2024 | 175,071,880 | 154,353,749 | 20,718,131 | 13.2300 | 274,100 | (13,705) | 260,395 | 0 | 260,395 |
| 2025 | 186,451,552 | 154,353,749 | 32,097,803 | 13.3169 | 427,444 | (21,372) | 406,072 | 3,906 | 409,978 |
| 2026 | 198,570,903 | 154,353,749 | 44,217,154 | 13.4065 | 592,796 | (29,640) | 563,156 | 6,091 | 569,248 |
| 2027 | 211,478,011 | 154,353,749 | 57,124,262 | 13.4987 | 771,104 | (38,555) | 732,549 | 8,447 | 740,997 |
| 2028 | 225,224,082 | 154,353,749 | 70,870,333 | 13.5937 | 963,392 | (48,170) | 915,223 | 10,988 | 926,211 |
| 2029 | 239,863,647 | 154,353,749 | 85,509,898 | 13.6916 | 1,170,767 | (58,538) | 1,112,228 | 13,728 | 1,125,957 |
| 2030 | 255,454,784 | 154,353,749 | 101,101,035 | 13.7924 | 1,394,425 | (69,721) | 1,324,704 | 16,683 | 1,341,387 |
| 2031 | 272,059,345 | 154,353,749 | 117,705,596 | 13.8962 | 1,635,662 | (81,783) | 1,553,879 | 19,871 | 1,573,749 |
| 2032 | 289,743,202 | 154,353,749 | 135,389,453 | 14.0031 | 1,895,878 | (94,794) | 1,801,084 | 23,308 | 1,824,392 |
| 2033 | 308,576,510 | 154,353,749 | 154,222,761 | 14.1133 | 2,176,590 | (108,830) | 2,067,761 | 27,016 | 2,094,777 |
| 2034 | 328,633,983 | 154,353,749 | 174,280,234 | 14.2267 | 2,479,439 | (123,972) | 2,355,467 | 31,016 | 2,386,483 |
| 2035 | 349,995,192 | 154,353,749 | 195,641,443 | 14.3436 | 2,806,200 | (140,310) | 2,665,890 | 35,332 | 2,701,222 |
| 2036 | 372,744,879 | 154,353,749 | 218,391,130 | 14.4639 | 3,158,797 | (157,940) | 3,000,857 | 39,988 | 3,040,846 |
| 2037 | 396,973,297 | 154,353,749 | 242,619,548 | 14.5879 | 3,539,312 | (176,966) | 3,362,347 | 45,013 | 3,407,360 |
| 2038 | 422,776,561 | 154,353,749 | 268,422,812 | 14.7144 | 3,949,681 | (197,484) | 3,752,197 | 50,435 | 3,802,632 |
| 2039 | 450,257,038 | 154,353,749 | 295,903,289 | 14.7144 | 4,354,039 | (217,702) | 4,136,337 | 56,283 | 4,192,620 |
| 2040 | 479,523,745 | 154,353,749 | 325,169,996 | 14.7144 | 4,784,681 | (239,234) | 4,545,447 | 62,045 | 4,607,492 |
| 2041 | 510,692,788 | 154,353,749 | 356,339,039 | 14.7144 | 5,243,315 | (262,166) | 4,981,149 | 68,182 | 5,049,331 |
| 2042 | 543,887,820 | 154,353,749 | 389,534,071 | 14.7144 | 5,731,760 | (286,588) | 5,445,172 | 74,717 | 5,519,889 |
| 2043 | 579,240,529 | 154,353,749 | 424,886,780 | 14.7144 | 6,251,954 | (312,598) | 5,939,356 | 81,678 | 6,021,034 |
| 2044 | 616,891,163 | 154,353,749 | 462,537,414 | 14.7144 | 6,805,961 | (340,298) | 6,465,663 | 89,090 | 6,554,753 |
| 2045 | 656,989,088 | 154,353,749 | 502,635,339 | 14.7144 | 7,395,977 | (369,799) | 7,026,179 | 96,985 | 7,123,164 |
| 2046 | 699,693,379 | 154,353,749 | 545,339,630 | 14.7144 | 8,024,345 | (401,217) | 7,623,128 | 105,393 | 7,728,521 |
| 2047 | 745,173,449 | 154,353,749 | 590,819,700 | 14.7144 | 8,693,557 | (434,678) | 8,258,880 | 114,347 | 8,373,226 |
| 2048 | 793,609,723 | 154,353,749 | 639,255,974 | 14.7144 | 9,406,268 | (470,313) | 8,935,955 | 123,883 | 9,059,838 |
| 2049 | 845,194,355 | 154,353,749 | 690,840,606 | 14.7144 | 10,165,305 | (508,265) | 9,657,040 | 134,039 | 9,791,079 |
| 2050 | 900,131,988 | 154,353,749 | 745,778,239 | 14.7144 | 10,973,679 | (548,684) | 10,424,995 | 144,856 | 10,569,851 |
| 2051 | 958,640,567 | 154,353,749 | 804,286,818 | 14.7144 | 11,834,598 | (591,730) | 11,242,868 | 156,375 | 11,399,243 |
| 2052 | 1,020,952,203 | 154,353,749 | 866,598,454 | 14.7144 | 12,751,476 | (637,574) | 12,113,902 | 168,643 | 12,282,546 |
| 2053 | 1,087,314,096 | 154,353,749 | 874,861,633 | 14.7144 | 12,873,064 | (643,653) | 12,229,411 | 181,709 | 12,411,119 |
| TOTAL: | | | | | \$152,525,570 | \$(7,626,278) | \$144,899,291 | \$1,990,048 | \$146,889,339 |

Source: Tiberius Solutions

Figure 11 - 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 2022 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 - Programs and Costs in Year of Expenditure Dollars, Page 2

| | FYE 2031 | FYE 2032 | FYE 2033 | FYE 2034 | FYE 2035 | FYE 2036 | FYE 2037 |
|------------------------------|------------------|--------------------|--------------------|---------------------|------------------|--------------------|--------------------|
| Resources | | | | | | | |
| Beginning Balance | 904,154 | 1,488,256 | 666,602 | 39,029 | 137,901 | 331,891 | |
| Interest Earnings | 4,521 | 7,441 | 3,333 | 195 | 690 | 1,659 | |
| Transfer from TIF Fund | 827,493 | 1,078,136 | 1,348,521 | 797,680 | 1,112,419 | 1,452,042 | |
| Bond/Loan Proceeds | - | - | - | 10,500,000 | - | - | |
| Total Resources | 1,736,168 | 2,573,834 | 2,018,456 | 11,336,904 | 1,251,010 | 1,785,592 | |
| Expenditures (YOE \$) | | | | | | | |
| Sub-Area A Riverfront | | | | (10,585,352) | (640,104) | | |
| Sub-Area B Riverfront | | | (1,335,630) | | | | |
| Sub-Area C Riverfront | | | | | | | |
| Sub-Area D Riverfront | | | | | | | |
| Sub-Area E Riverfront | | | | | | | |
| Sub-Area F Downtown | | | | | | | |
| Sub-Area G: Downtown | | | | | | | |
| Sub-Area H: Downtown | | (1,651,891) | (380,799) | (132,768) | | (1,342,408) | (1,342,408) |
| Financing Fees | | | | (210,000) | | | |
| Administration | (247,912) | (255,341) | (262,998) | (270,883) | (279,015) | (287,394) | |
| Total Expenditures | (247,912) | (1,907,232) | (1,979,427) | (11,199,003) | (919,119) | (1,629,802) | (1,629,802) |
| Ending Balance | 1,488,256 | 666,602 | 39,029 | 137,901 | 331,891 | 155,790 | |

, 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 2053, 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 \$125,800,000 (One Hundred Twenty-Five Million Eight Hundred Thousand dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$125,800,000 is \$146,889,339 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 | \$ | 146,889,339 |
| Maximum Indebtedness | \$ | 125,800,000 |
| Capacity (2022\$) - Including Financing Fees | \$ | 68,949,729 |
| Years 1-5 | | 3,972,876 |
| Years 6-10 | | 8,581,748 |

| | |
|-------------|------------|
| Years 11-15 | 11,671,788 |
| Years 16-20 | 13,896,277 |
| Years 21-25 | 13,480,747 |
| Years 26-30 | 17,346,293 |

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 2053. 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 | \$ 3,400,000 | \$ 5,900,000 | \$ 10,500,000 |
| Interest Rate | 5.00% | 5.00% | 5.00% |
| Loan Term | 20 | 20 | 20 |
| Loan Year | 2025 | 2029 | 2034 |
| Interest Payment Start | 2025 | 2029 | 2034 |
| Principal Payment Start | 2025 | 2029 | 2034 |
| Annual Payment | (\$272,825) | (\$473,431) | (\$842,547) |

| Loan | Loan D | Loan E |
|-------------------------|---------------|---------------|
| Principal Amount | \$ 12,500,000 | \$ 12,100,000 |
| Interest Rate | 5.00% | 5.00% |
| Loan Term | 15 | 10 |
| Loan Year | 2039 | 2044 |
| Interest Payment Start | 2039 | 2044 |
| Principal Payment Start | 2039 | 2044 |
| Annual Payment | (\$1,204,279) | (\$1,567,005) |

Source: Tiberius Solutions

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

| | Total | FYE 2024 | FYE 2025 | FYE 2026 | FYE 2027 | FYE 2028 | FYE 2029 | FYE 2030 |
|---------------------------------------|------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|----------------------|
| Resources | | | | | | | | |
| TIF: Current Year | 144,899,291 | 260,395 | 406,072 | 563,156 | 732,549 | 915,223 | 1,112,228 | 1,324,704 |
| TIF: Prior Years | 1,990,048 | - | 3,906 | 6,091 | 8,447 | 10,988 | 13,728 | 16,683 |
| Total Resources | 146,889,339 | 260,395 | 409,978 | 569,248 | 740,997 | 926,211 | 1,125,957 | 1,341,387 |
| Expenditures | | | | | | | | |
| Debt Service | | | | | | | | |
| Scheduled Payments | | | | | | | | |
| Loan A | (5,456,496) | - | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) |
| Loan B | (9,468,625) | - | - | - | - | - | (473,431) | (473,431) |
| Loan C | (16,850,943) | - | - | - | - | - | - | - |
| Loan D | (18,064,179) | - | - | - | - | - | - | - |
| Loan E | (15,670,054) | - | - | - | - | - | - | - |
| Total Debt Service, Scheduled Only | (65,510,297) | - | (272,825) | (272,825) | (272,825) | (272,825) | (746,256) | (746,256) |
| Total Debt Service | (65,510,297) | - | (272,825) | (272,825) | (272,825) | (272,825) | (746,256) | (746,256) |
| Debt Service Coverage Ratio | | | 1.50 | 2.09 | 2.72 | 3.39 | 1.51 | 1.80 |
| Transfer to URA Projects Fund | (\$81,379,043) | (\$260,395) | (\$137,153) | (\$296,423) | (\$468,172) | (\$653,386) | (\$379,701) | (\$595,131) |
| Total Expenditures | (\$146,889,339) | (\$260,395) | (\$409,978) | (\$569,248) | (\$740,997) | (\$926,211) | (\$1,125,957) | (\$1,341,387) |

Source: Tiberius Solutions

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

| | FYE 2031 | FYE 2032 | FYE 2033 | FYE 2034 | FYE 2035 | FYE 2036 | FYE 2037 | FYE 2038 |
|-------------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Resources | | | | | | | | |
| TIF: Current Year | 1,553,879 | 1,801,084 | 2,067,761 | 2,355,467 | 2,665,890 | 3,000,857 | 3,362,347 | 3,752,197 |
| TIF: Prior Years | 19,871 | 23,308 | 27,016 | 31,016 | 35,332 | 39,988 | 45,013 | 50,435 |
| Total Resources | 1,573,749 | 1,824,392 | 2,094,777 | 2,386,483 | 2,701,222 | 3,040,846 | 3,407,360 | 3,802,632 |
| Expenditures | | | | | | | | |
| Debt Service | | | | | | | | |
| Scheduled Payments | | | | | | | | |
| Loan A | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) |
| Loan B | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) |
| Loan C | - | - | - | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) |
| Loan D | - | - | - | - | - | - | - | - |
| Loan E | - | - | - | - | - | - | - | - |
| Total Debt Service, Scheduled Only | (746,256) | (746,256) | (746,256) | (1,588,803) | (1,588,803) | (1,588,803) | (1,588,803) | (1,588,803) |
| Total Debt Service | (746,256) | (746,256) | (746,256) | (1,588,803) | (1,588,803) | (1,588,803) | (1,588,803) | (1,588,803) |
| Debt Service Coverage Ratio | 2.11 | 2.44 | 2.81 | 1.50 | 1.70 | 1.91 | 2.14 | 2.39 |
| Transfer to URA Projects Fund | (\$827,493) | (\$1,078,136) | (\$1,348,521) | (\$797,680) | (\$1,112,419) | (\$1,452,042) | (\$1,818,556) | (\$2,213,829) |
| Total Expenditures | (\$1,573,749) | (\$1,824,392) | (\$2,094,777) | (\$2,386,483) | (\$2,701,222) | (\$3,040,846) | (\$3,407,360) | (\$3,802,632) |

Source: Tiberius Solutions

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

| | FYE 2039 | FYE 2040 | FYE 2041 | FYE 2042 | FYE 2043 | FYE 2044 | FYE 2045 | FYE 2046 |
|---------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Resources | | | | | | | | |
| TIF: Current Year | 4,136,337 | 4,545,447 | 4,981,149 | 5,445,172 | 5,939,356 | 6,465,663 | 7,026,179 | 7,623,128 |
| TIF: Prior Years | 56,283 | 62,045 | 68,182 | 74,717 | 81,678 | 89,090 | 96,985 | 105,393 |
| Total Resources | 4,192,620 | 4,607,492 | 5,049,331 | 5,519,889 | 6,021,034 | 6,554,753 | 7,123,164 | 7,728,521 |
| Expenditures | | | | | | | | |
| Debt Service | | | | | | | | |
| Scheduled Payments | | | | | | | | |
| Loan A | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | - | - |
| Loan B | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) |
| Loan C | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) |
| Loan D | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) |
| Loan E | - | - | - | - | - | (1,567,005) | (1,567,005) | (1,567,005) |
| Total Debt Service, Scheduled Only | (2,793,082) | (2,793,082) | (2,793,082) | (2,793,082) | (2,793,082) | (4,360,087) | (4,087,262) | (4,087,262) |
| Total Debt Service | (2,793,082) | (2,793,082) | (2,793,082) | (2,793,082) | (2,793,082) | (4,360,087) | (4,087,262) | (4,087,262) |
| Debt Service Coverage Ratio | 1.50 | 1.65 | 1.81 | 1.98 | 2.16 | 1.50 | 1.74 | 1.89 |
| Transfer to URA Projects Fund | (\$1,399,539) | (\$1,814,411) | (\$2,256,249) | (\$2,726,808) | (\$3,227,952) | (\$2,194,666) | (\$3,035,901) | (\$3,641,258) |
| Total Expenditures | (\$4,192,620) | (\$4,607,492) | (\$5,049,331) | (\$5,519,889) | (\$6,021,034) | (\$6,554,753) | (\$7,123,164) | (\$7,728,521) |

Source: Tiberius Solutions

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

| | FYE 2047 | FYE 2048 | FYE 2049 | FYE 2050 | FYE 2051 | FYE 2052 | FYE 2053 |
|---------------------------------------|----------------------|----------------------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Resources | | | | | | | |
| TIF: Current Year | 8,258,880 | 8,935,955 | 9,657,040 | 10,424,995 | 11,242,868 | 12,113,902 | 12,229,411 |
| TIF: Prior Years | 114,347 | 123,883 | 134,039 | 144,856 | 156,375 | 168,643 | 181,709 |
| Total Resources | 8,373,226 | 9,059,838 | 9,791,079 | 10,569,851 | 11,399,243 | 12,282,546 | 12,411,119 |
| Expenditures | | | | | | | |
| Debt Service | | | | | | | |
| Scheduled Payments | | | | | | | |
| Loan A | - | - | - | - | - | - | - |
| Loan B | (473,431) | (473,431) | - | - | - | - | - |
| Loan C | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) |
| Loan D | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,278) |
| Loan E | (1,567,005) | (1,567,005) | (1,567,005) | (1,567,005) | (1,567,005) | (1,567,005) | (1,567,005) |
| Total Debt Service, Scheduled Only | (4,087,262) | (4,087,262) | (3,613,831) | (3,613,831) | (3,613,831) | (3,613,831) | (3,613,831) |
| Total Debt Service | (4,087,262) | (4,087,262) | (3,613,831) | (3,613,831) | (3,613,831) | (3,613,831) | (3,613,831) |
| Debt Service Coverage Ratio | 2.05 | 2.22 | 2.71 | 2.92 | 3.15 | 3.40 | 3.43 |
| Transfer to URA Projects Fund | (\$4,285,964) | (\$4,972,576) | (\$6,177,248) | (\$6,956,020) | (\$7,785,412) | (\$8,668,714) | (\$8,797,289) |
| Total Expenditures | (\$8,373,226) | (\$9,059,838) | (\$9,791,079) | (\$10,569,851) | (\$11,399,243) | (\$12,282,546) | (\$12,411,119) |

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 2053, a 30-year program.

The amount of money available for projects in 2022 constant dollars for the Area is \$68,949,729. See Table 2 for the individual project analysis. This \$68,949,729 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 - Programs and Costs in Year of Expenditure Dollars, Page 2

| | FYE 2031 | FYE 2032 | FYE 2033 | FYE 2034 | FYE 2035 | FYE 2036 | FYE 2037 |
|------------------------------|------------------|--------------------|--------------------|---------------------|------------------|--------------------|--------------------|
| Resources | | | | | | | |
| Beginning Balance | 904,154 | 1,488,256 | 666,602 | 39,029 | 137,901 | 331,891 | 155,790 |
| Interest Earnings | 4,521 | 7,441 | 3,333 | 195 | 690 | 1,659 | |
| Transfer from TIF Fund | 827,493 | 1,078,136 | 1,348,521 | 797,680 | 1,112,419 | 1,452,042 | 1,818,256 |
| Bond/Loan Proceeds | - | - | - | 10,500,000 | - | - | |
| Total Resources | 1,736,168 | 2,573,834 | 2,018,456 | 11,336,904 | 1,251,010 | 1,785,592 | 1,975,046 |
| Expenditures (YOE \$) | | | | | | | |
| Sub-Area A Riverfront | | | | (10,585,352) | (640,104) | | |
| Sub-Area B Riverfront | | | (1,335,630) | | | | |
| Sub-Area C Riverfront | | | | | | | |
| Sub-Area D Riverfront | | | | | | | |
| Sub-Area E Riverfront | | | | | | | |
| Sub-Area F Downtown | | | | | | | |
| Sub-Area G: Downtown | | | | | | | |
| Sub-Area H: Downtown | | (1,651,891) | (380,799) | (132,768) | | (1,342,408) | (1,374,000) |
| Financing Fees | | | | (210,000) | | | |
| Administration | (247,912) | (255,341) | (262,998) | (270,883) | (279,015) | (287,394) | (296,000) |
| Total Expenditures | (247,912) | (1,907,232) | (1,979,427) | (11,199,003) | (919,119) | (1,629,802) | (1,670,000) |
| Ending Balance | 1,488,256 | 666,602 | 39,029 | 137,901 | 331,891 | 155,790 | 304,000 |

, Table 12 and Table 13 show the \$68,949,729 of 2022 constant dollars for projects inflated over the life of the Area including administrative expenses. All costs shown in Table 10, Table 11 - Programs and Costs in Year of Expenditure Dollars, Page 2

| | FYE 2031 | FYE 2032 | FYE 2033 | FYE 2034 | FYE 2035 | FYE 2036 | FYE 2037 |
|------------------------|----------|-----------|-----------|----------|-----------|-----------|-----------|
| Resources | | | | | | | |
| Beginning Balance | 904,154 | 1,488,256 | 666,602 | 39,029 | 137,901 | 331,891 | 155,790 |
| Interest Earnings | 4,521 | 7,441 | 3,333 | 195 | 690 | 1,659 | |
| Transfer from TIF Fund | 827,493 | 1,078,136 | 1,348,521 | 797,680 | 1,112,419 | 1,452,042 | 1,818,256 |

| | | | | | | | |
|------------------------------|-----------|-------------|-------------|--------------|-----------|-------------|-------------|
| Bond/Loan Proceeds | - | - | - | 10,500,000 | - | - | - |
| Total Resources | 1,736,168 | 2,573,834 | 2,018,456 | 11,336,904 | 1,251,010 | 1,785,592 | 1,975,000 |
| Expenditures (YOE \$) | | | | | | | |
| Sub-Area A Riverfront | | | | (10,585,352) | (640,104) | | |
| Sub-Area B Riverfront | | | (1,335,630) | | | | |
| Sub-Area C Riverfront | | | | | | | |
| Sub-Area D Riverfront | | | | | | | |
| Sub-Area E Riverfront | | | | | | | |
| Sub-Area F Downtown | | | | | | | |
| Sub-Area G: Downtown | | | | | | | |
| Sub-Area H: Downtown | | (1,651,891) | (380,799) | (132,768) | | (1,342,408) | (1,374,000) |
| Financing Fees | | | | (210,000) | | | |
| Administration | (247,912) | (255,341) | (262,998) | (270,883) | (279,015) | (287,394) | (296,000) |
| Total Expenditures | (247,912) | (1,907,232) | (1,979,427) | (11,199,003) | (919,119) | (1,629,802) | (1,670,000) |
| Ending Balance | 1,488,256 | 666,602 | 39,029 | 137,901 | 331,891 | 155,790 | 304,000 |

, 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 \$146,889,339.

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 2024 | FYE 2025 | FYE 2026 | FYE 2027 | FYE 2028 | FYE 2029 | FYE 2030 |
|------------------------------|----------------------|------------------|--------------------|------------------|------------------|------------------|--------------------|------------------|
| Resources | | | | | | | | |
| Beginning Balance | | - | 49,073 | 85,806 | 168,813 | 417,562 | 846,157 | 546,980 |
| Interest Earnings | 559,827 | - | 245 | 429 | 844 | 2,088 | 4,231 | 2,735 |
| Transfer from TIF Fund | 81,379,043 | 260,395 | 137,153 | 296,423 | 468,172 | 653,386 | 379,701 | 595,131 |
| Bond/Loan Proceeds | 44,400,000 | - | 3,400,000 | - | - | - | 5,900,000 | - |
| Total Resources | 126,338,870 | 260,395 | 3,586,471 | 382,658 | 637,829 | 1,073,036 | 7,130,088 | 1,144,846 |
| Expenditures (YOE \$) | | | | | | | | |
| Sub-Area A Riverfront | (21,232,429) | | | | | | (6,231,427) | |
| Sub-Area B Riverfront | (4,660,028) | | (3,054,495) | | | | | |
| Sub-Area C Riverfront | (190,917) | (20,360) | (170,557) | | | | | |
| Sub-Area D Riverfront | (11,801,345) | | | | | | | |
| Sub-Area E Riverfront | (3,515,057) | | | | | | | |
| Sub-Area F Downtown | (14,003,498) | | | | | | | |
| Sub-Area G: Downtown | (5,432,409) | | | | | | | |
| Sub-Area H: Downtown | (54,940,305) | | | | | | | |
| Financing Fees | (888,000) | | (68,000) | | | | (118,000) | |
| Administration | (9,674,882) | (190,962) | (207,613) | (213,845) | (220,267) | (226,879) | (233,681) | (240,692) |
| Total Expenditures | (126,338,870) | (211,322) | (3,500,665) | (213,845) | (220,267) | (226,879) | (6,583,108) | (240,692) |
| Ending Balance | | 49,073 | 85,806 | 168,813 | 417,562 | 846,157 | 546,980 | 904,154 |

Source: Tiberius Solutions

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

| | FYE 2031 | FYE 2032 | FYE 2033 | FYE 2034 | FYE 2035 | FYE 2036 | FYE 2037 | FYE 2038 |
|------------------------------|------------------|--------------------|--------------------|---------------------|------------------|--------------------|--------------------|--------------------|
| Resources | | | | | | | | |
| Beginning Balance | 904,154 | 1,488,256 | 666,602 | 39,029 | 137,901 | 331,891 | 155,790 | 304,909 |
| Interest Earnings | 4,521 | 7,441 | 3,333 | 195 | 690 | 1,659 | 779 | 1,525 |
| Transfer from TIF Fund | 827,493 | 1,078,136 | 1,348,521 | 797,680 | 1,112,419 | 1,452,042 | 1,818,556 | 2,213,829 |
| Bond/Loan Proceeds | - | - | - | 10,500,000 | - | - | - | - |
| Total Resources | 1,736,168 | 2,573,834 | 2,018,456 | 11,336,904 | 1,251,010 | 1,785,592 | 1,975,126 | 2,520,262 |
| Expenditures (YOE \$) | | | | | | | | |
| Sub-Area A Riverfront | | | | (10,585,352) | (640,104) | | | |
| Sub-Area B Riverfront | | | (1,335,630) | | | | | (269,903) |
| Sub-Area C Riverfront | | | | | | | | |
| Sub-Area D Riverfront | | | | | | | | (799,056) |
| Sub-Area E Riverfront | | | | | | | | |
| Sub-Area F Downtown | | | | | | | | |
| Sub-Area G: Downtown | | | | | | | | |
| Sub-Area H: Downtown | | (1,651,891) | (380,799) | (132,768) | | (1,342,408) | (1,374,197) | (297,118) |
| Financing Fees | | | | (210,000) | | | | |
| Administration | (247,912) | (255,341) | (262,998) | (270,883) | (279,015) | (287,394) | (296,020) | (304,893) |
| Total Expenditures | (247,912) | (1,907,232) | (1,979,427) | (11,199,003) | (919,119) | (1,629,802) | (1,670,217) | (1,670,970) |
| Ending Balance | 1,488,256 | 666,602 | 39,029 | 137,901 | 331,891 | 155,790 | 304,909 | 849,292 |

Source: Tiberius Solutions

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

| | FYE 2039 | FYE 2040 | FYE 2041 | FYE 2042 | FYE 2043 | FYE 2044 | FYE 2045 | FYE 2046 |
|------------------------------|---------------------|------------------|--------------------|--------------------|--------------------|---------------------|------------------|------------------|
| Resources | | | | | | | | |
| Beginning Balance | 849,292 | 1,239,927 | 2,575,076 | 989,233 | 16,919 | 1,038,837 | 3,406,327 | 6,084,276 |
| Interest Earnings | 4,246 | 6,200 | 12,875 | 4,946 | 85 | 5,194 | 17,032 | 30,421 |
| Transfer from TIF Fund | 1,399,539 | 1,814,411 | 2,256,249 | 2,726,808 | 3,227,952 | 2,194,666 | 3,035,901 | 3,641,258 |
| Bond/Loan Proceeds | 12,500,000 | - | - | - | - | 12,100,000 | - | - |
| Total Resources | 14,753,077 | 3,060,537 | 4,844,201 | 3,720,986 | 3,244,956 | 15,338,697 | 6,459,260 | 9,755,956 |
| Expenditures (YOE \$) | | | | | | | | |
| Sub-Area A Riverfront | (3,775,546) | | | | | | | |
| Sub-Area B Riverfront | | | | | | | | |
| Sub-Area C Riverfront | | | | | | | | |
| Sub-Area D Riverfront | (9,173,572) | (162,005) | | | | (1,666,712) | | |
| Sub-Area E Riverfront | | | | | | (3,515,057) | | |
| Sub-Area F Downtown | | | | | | | | |
| Sub-Area G: Downtown | | | | (1,562,224) | | (3,870,185) | | |
| Sub-Area H: Downtown | | | (3,521,803) | (1,798,684) | (1,852,662) | (2,274,357) | | |
| Financing Fees | (250,000) | | | | | (242,000) | | |
| Administration | (314,032) | (323,456) | (333,165) | (343,159) | (353,457) | (364,059) | (374,984) | (386,232) |
| Total Expenditures | (13,513,150) | (485,461) | (3,854,968) | (3,704,067) | (2,206,119) | (11,932,370) | (374,984) | (386,232) |
| Ending Balance | 1,239,927 | 2,575,076 | 989,233 | 16,919 | 1,038,837 | 3,406,327 | 6,084,276 | 9,369,724 |

Source: Tiberius Solutions

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

| | FYE 2047 | FYE 2048 | FYE 2049 | FYE 2050 | FYE 2051 | FYE 2052 | FYE 2053 |
|------------------------------|------------|--------------|-------------|------------|------------|------------|--------------|
| Resources | | | | | | | |
| Beginning Balance | 9,369,724 | 13,304,715 | 3,930,562 | 5,105,688 | 11,629,656 | 19,001,916 | 27,280,200 |
| Interest Earnings | 46,849 | 66,524 | 19,653 | 25,528 | 58,148 | 95,010 | 136,401 |
| Transfer from TIF Fund | 4,285,964 | 4,972,576 | 6,177,248 | 6,956,020 | 7,785,412 | 8,668,714 | 8,797,289 |
| Bond/Loan Proceeds | - | - | | | | | |
| Total Resources | 13,702,537 | 18,343,814 | 10,127,463 | 12,087,236 | 19,473,216 | 27,765,640 | 36,213,890 |
| 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 | | (14,003,498) | | | | | |
| Sub-Area G: Downtown | | | | | | | |
| Sub-Area H: Downtown | | | (4,599,728) | | | | (35,713,890) |
| Financing Fees | | | | | | | |
| Administration | (397,822) | (409,754) | (422,047) | (457,580) | (471,300) | (485,440) | (500,000) |
| Total Expenditures | (397,822) | (14,413,252) | (5,021,775) | (457,580) | (471,300) | (485,440) | (36,213,890) |
| Ending Balance | 13,304,715 | 3,930,562 | 5,105,688 | 11,629,656 | 19,001,916 | 27,280,200 | - |

Source: Tiberius Solutions

VI. REVENUE SHARING

Revenue sharing targets are projected to be reached in the final year of the Plan as the threshold set in ORS 457 (annual tax increment revenues in excess of 10 percent of the maximum indebtedness) is met that year.

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 (\$12,580,000). 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 (\$15,725,000). 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 2053 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 |
|--------------|---------------------|----------------------------------|-----------------------------|---------------------|-------------------------------|----------------------------|-----------------------------|
| 2024 | (50,731) | (884) | (697) | (57,044) | (30,019) | (17,864) | (157,239) |
| 2025 | (79,351) | (1,382) | (1,090) | (91,904) | (46,955) | (27,942) | (248,624) |
| 2026 | (109,442) | (1,906) | (1,503) | (130,557) | (64,761) | (38,537) | (346,707) |
| 2027 | (141,489) | (2,465) | (1,943) | (173,850) | (83,724) | (49,822) | (453,293) |
| 2028 | (175,618) | (3,059) | (2,412) | (222,259) | (103,920) | (61,839) | (569,108) |
| 2029 | (211,966) | (3,692) | (2,911) | (276,308) | (125,428) | (74,638) | (694,944) |
| 2030 | (250,676) | (4,367) | (3,443) | (336,571) | (148,334) | (88,269) | (831,661) |
| 2031 | (291,903) | (5,085) | (4,009) | (403,682) | (172,729) | (102,786) | (980,193) |
| 2032 | (335,808) | (5,850) | (4,612) | (478,332) | (198,710) | (118,246) | (1,141,558) |
| 2033 | (382,568) | (6,664) | (5,254) | (561,286) | (226,379) | (134,711) | (1,316,862) |
| 2034 | (432,366) | (7,532) | (5,938) | (653,378) | (255,847) | (152,247) | (1,507,308) |
| 2035 | (485,402) | (8,456) | (6,667) | (755,529) | (287,230) | (170,922) | (1,714,204) |
| 2036 | (541,884) | (9,440) | (7,442) | (868,748) | (320,652) | (190,810) | (1,938,976) |
| 2037 | (602,038) | (10,487) | (8,269) | (994,141) | (356,247) | (211,992) | (2,183,174) |
| 2038 | (666,101) | (11,603) | (9,148) | (1,132,618) | (394,156) | (234,550) | (2,448,178) |
| 2039 | (734,415) | (12,794) | (10,087) | (1,248,777) | (434,580) | (258,605) | (2,699,257) |
| 2040 | (807,088) | (14,059) | (11,085) | (1,372,347) | (477,583) | (284,195) | (2,966,357) |
| 2041 | (884,484) | (15,408) | (12,148) | (1,503,949) | (523,381) | (311,448) | (3,250,817) |
| 2042 | (966,911) | (16,844) | (13,280) | (1,644,105) | (572,156) | (340,473) | (3,553,768) |
| 2043 | (1,054,696) | (18,373) | (14,485) | (1,793,371) | (624,102) | (371,384) | (3,876,411) |
| 2044 | (1,148,187) | (20,001) | (15,769) | (1,952,340) | (679,423) | (404,304) | (4,220,025) |
| 2045 | (1,247,754) | (21,736) | (17,137) | (2,121,642) | (738,341) | (439,364) | (4,585,975) |
| 2046 | (1,353,794) | (23,583) | (18,593) | (2,301,948) | (801,089) | (476,703) | (4,975,711) |
| 2047 | (1,466,726) | (25,550) | (20,144) | (2,493,975) | (867,915) | (516,470) | (5,390,780) |
| 2048 | (1,586,999) | (27,645) | (21,796) | (2,698,483) | (939,084) | (558,821) | (5,832,828) |
| 2049 | (1,715,089) | (29,877) | (23,555) | (2,916,284) | (1,014,880) | (603,924) | (6,303,609) |
| 2050 | (1,851,505) | (32,253) | (25,429) | (3,148,242) | (1,095,603) | (651,960) | (6,804,992) |
| 2051 | (1,996,789) | (34,784) | (27,424) | (3,395,277) | (1,181,572) | (703,118) | (7,338,964) |
| 2052 | (2,151,516) | (37,479) | (29,549) | (3,658,370) | (1,273,130) | (757,601) | (7,907,644) |
| 2053 | (2,174,038) | (37,872) | (29,859) | (3,696,665) | (1,286,457) | (765,531) | (7,990,421) |
| Total | (25,897,333) | (451,131) | (355,680) | (43,081,980) | (15,324,389) | (9,119,076) | (94,229,588) |

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 |
|---------------|---------------------|-------------------------|----------------------------|---------------------|----------------------------------------|
| 2024 | (91,751) | (5,840) | (5,566) | (103,157) | (260,395) |
| 2025 | (143,513) | (9,134) | (8,706) | (161,354) | (409,978) |
| 2026 | (197,935) | (12,598) | (12,008) | (222,540) | (569,248) |
| 2027 | (255,893) | (16,287) | (15,524) | (287,704) | (740,997) |
| 2028 | (317,619) | (20,216) | (19,269) | (357,103) | (926,211) |
| 2029 | (383,356) | (24,400) | (23,257) | (431,013) | (1,125,957) |
| 2030 | (453,367) | (28,856) | (27,504) | (509,726) | (1,341,387) |
| 2031 | (527,927) | (33,601) | (32,027) | (593,556) | (1,573,749) |
| 2032 | (607,334) | (38,655) | (36,844) | (682,834) | (1,824,392) |
| 2033 | (691,902) | (44,038) | (41,975) | (777,915) | (2,094,777) |
| 2034 | (781,966) | (49,770) | (47,439) | (879,176) | (2,386,483) |
| 2035 | (877,885) | (55,875) | (53,258) | (987,018) | (2,701,222) |
| 2036 | (980,037) | (62,377) | (59,455) | (1,101,869) | (3,040,846) |
| 2037 | (1,088,829) | (69,301) | (66,055) | (1,224,186) | (3,407,360) |
| 2038 | (1,204,694) | (76,676) | (73,084) | (1,354,454) | (3,802,632) |
| 2039 | (1,328,244) | (84,540) | (80,579) | (1,493,363) | (4,192,620) |
| 2040 | (1,459,678) | (92,905) | (88,553) | (1,641,136) | (4,607,492) |
| 2041 | (1,599,655) | (101,814) | (97,044) | (1,798,514) | (5,049,331) |
| 2042 | (1,748,730) | (111,303) | (106,088) | (1,966,121) | (5,519,889) |
| 2043 | (1,907,496) | (121,408) | (115,720) | (2,144,623) | (6,021,034) |
| 2044 | (2,076,580) | (132,170) | (125,978) | (2,334,728) | (6,554,753) |
| 2045 | (2,256,656) | (143,631) | (136,902) | (2,537,189) | (7,123,164) |
| 2046 | (2,448,436) | (155,837) | (148,537) | (2,752,810) | (7,728,521) |
| 2047 | (2,652,683) | (168,837) | (160,927) | (2,982,447) | (8,373,226) |
| 2048 | (2,870,205) | (182,682) | (174,123) | (3,227,010) | (9,059,838) |
| 2049 | (3,101,866) | (197,427) | (188,177) | (3,487,470) | (9,791,079) |
| 2050 | (3,348,585) | (213,130) | (203,145) | (3,764,859) | (10,569,851) |
| 2051 | (3,611,341) | (229,853) | (219,085) | (4,060,279) | (11,399,243) |
| 2052 | (3,891,176) | (247,664) | (236,062) | (4,374,901) | (12,282,546) |
| 2053 | (3,931,908) | (250,257) | (238,533) | (4,420,698) | (12,411,119) |
| TOTAL: | (46,837,247) | (2,981,082) | (2,841,422) | (52,659,751) | (146,889,339) |

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 2054.

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 2054

| Taxing District | Permanent Tax Rate | From Frozen Base | From Excess Value | Total |
|------------------------------------|--------------------|------------------|-------------------|-------------------|
| General Government | | | | |
| Yamhill County | 2.5775 | 397,847 | 2,586,871 | 2,984,718 |
| Yamhill County Extension Service | 0.0449 | 6,930 | 45,063 | 51,993 |
| Yamhill County Soil & Water | 0.0354 | 5,464 | 35,529 | 40,993 |
| City of Newberg | 4.3827 | 676,486 | 4,398,634 | 5,075,120 |
| Tualatin Valley Fire & Rescue | 1.5252 | 235,420 | 1,530,745 | 1,766,165 |
| Chehalem Park & Recreation | 0.9076 | 140,091 | 910,900 | 1,050,991 |
| Subtotal General Government | 9.4733 | 1,462,238 | 9,507,742 | 10,969,980 |
| Education | | | | |
| Newberg SD 29J | 4.6616 | 719,535 | 4,678,548 | 5,398,083 |
| Willamette Regional ESD | 0.2967 | 45,797 | 297,779 | 343,576 |
| Portland Community College | 0.2828 | 43,651 | 283,828 | 327,479 |
| Subtotal Education | 5.2411 | 808,983 | 5,260,155 | 6,069,138 |
| TOTAL: | 14.7144 | 2,271,221 | 14,767,897 | 17,039,118 |

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 2022 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$154,353,749. 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 area is 7.22%, below the 25% threshold.

The Area contains approximately 540 acres, including public rights-of-way. The City of Newberg contains 4,015.84² acres. This puts 13.44 % 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 | 540 | \$154,353,749 |
| City of Newberg | 4,015.84 | \$2,137,960,474 |
| % of City | 13.44% | 7.22% |

Source: Compiled by Elaine Howard Consulting, LLC with data from Tiberius Solutions, City of Newberg, and Yamhill County Department of Assessment and Taxation (FYE 2022)

² Doug Rux e mail 01/14/2022

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 540 total acres in size, which is composed of 842 individual parcels encompassing 392.19 acres, and an additional 147.81 acres in public rights-of-way. An analysis of FYE 2022 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 (38.54%). This was followed by Residential uses (18.95%). Detailed land use designations in the Area can be seen in Table 18. The data set being used in this analysis is the FYE 2022 Yamhill County Assessor’s data and includes all parcels in the Area. This data does not reflect the change in land use for the properties which have been recently annexed (for example tract or forest designations).

Table 18 - Land Use in the Area

| Land Use | Parcels | Acreage | Percent of Acreage |
|---------------|------------|---------------|--------------------|
| Industrial | 21 | 151.14 | 38.54% |
| Residential | 528 | 74.32 | 18.95% |
| Exempt | 60 | 67.54 | 17.22% |
| Farm | 192 | 30.76 | 7.84% |
| Commercial | 4 | 23.24 | 5.92% |
| Tract | 10 | 18.69 | 4.76% |
| Multi-Family | 20 | 16.43 | 4.19% |
| Forest | 6 | 5.87 | 1.50% |
| Miscellaneous | 1 | 4.21 | 1.07% |
| TOTAL: | 842 | 392.19 | 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 2022)

2. Comprehensive Plan Designations

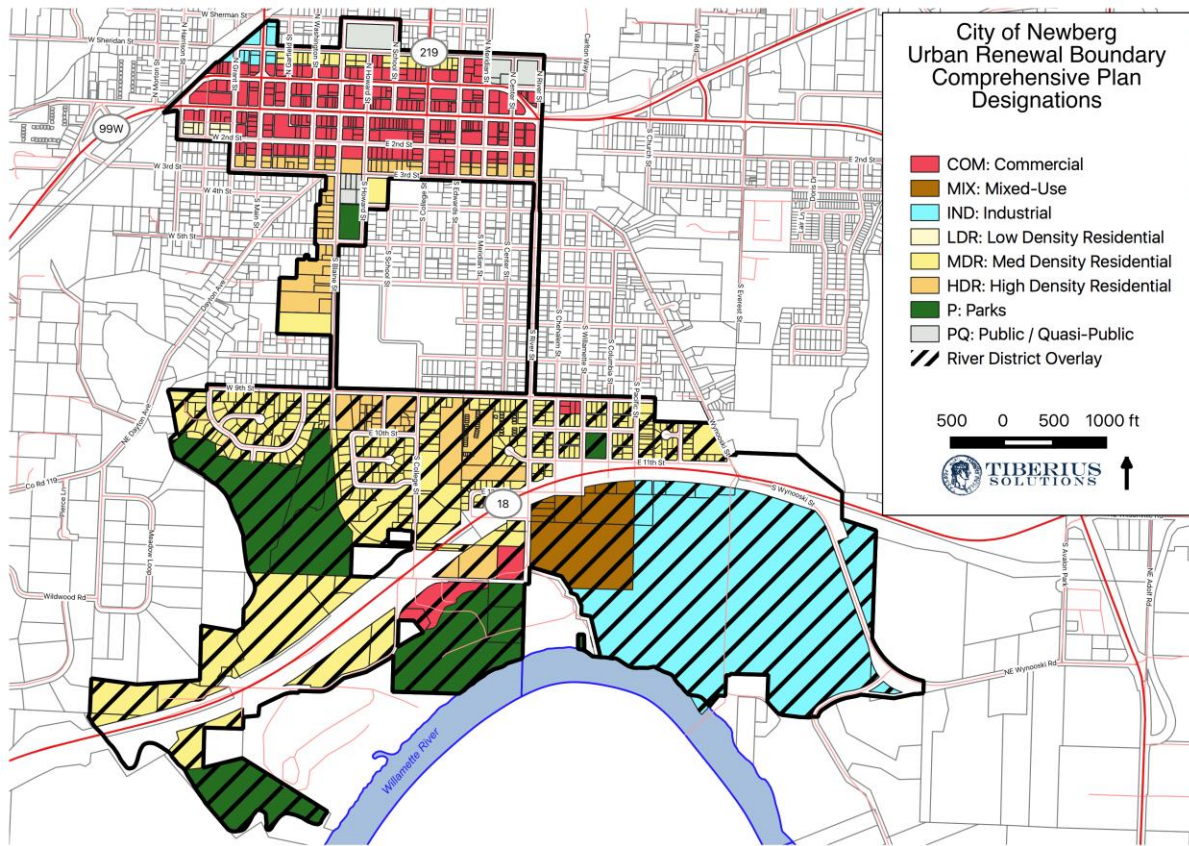
Comprehensive plan designations in the Area can be seen in Table 19 – Comprehensive Plan Designations in the Area. The most prevalent comprehensive plan designation by acreage in the Area is Industrial/Riverfront District overlay (30.41%). The second most prevalent comprehensive plan designation in the Area is Medium Density Residential/Riverfront District overlay (24.37%). RD in the following tables is the Riverfront District overlay. Some of these comprehensive plan designations have not been updated since recent annexations, but are current with the FYE 2022 assessor’s data, the data set being used in this analysis.

Table 19 – Comprehensive Plan Designations in the Area

| Comprehensive Plan | Parcels | Acreage | Percent of Acreage |
|-------------------------------|------------|---------------|--------------------|
| Industrial/RD | 6 | 119.26 | 30.41% |
| Medium Density Residential/RD | 395 | 95.56 | 24.37% |
| Parks/RD | 9 | 74.45 | 18.98% |
| Commercial | 247 | 39.25 | 10.01% |
| High Density Residential/RD | 58 | 21.53 | 5.49% |
| High Density Residential | 57 | 14.67 | 3.74% |
| Mixed Use/RD | 11 | 8.68 | 2.21% |
| Medium Density Residential | 28 | 7.25 | 1.85% |
| Public/Quasi Public | 11 | 6.14 | 1.57% |
| Industrial | 10 | 1.89 | 0.48% |
| Parks | 1 | 1.56 | 0.40% |
| Low Density Residential | 8 | 1.04 | 0.26% |
| Commercial/RD | 1 | 0.90 | 0.23% |
| TOTAL: | 842 | 392.19 | 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 2022)

Figure 12 - Newberg Urban Renewal Area Comprehensive Plan Designations



Source: Tiberius Solutions and City of Newberg

3. Zoning Designations

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

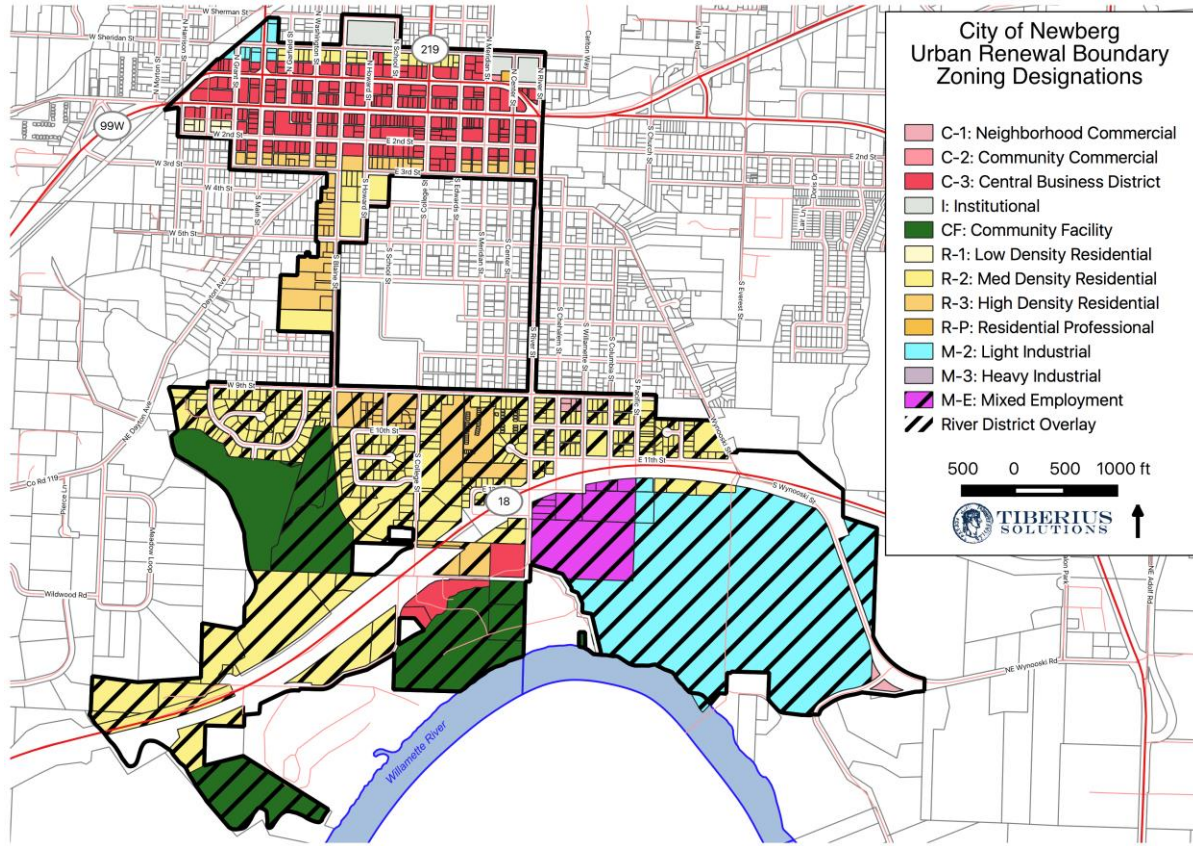
The most prevalent zone designation is Light Industrial/Riverfront District Overlay (31.06%). The second most prevalent zone designation is Medium Density Residential/Riverfront District Overlay (29.50%) Some of these zoning designations have not been updated since recent annexations, but are current with the FYE 2022 assessor’s data, the data set being used in this analysis.

Table 20 - Zoning Designations in the Area

| Zoning | Parcels | Acreage | Percent of Acreage |
|------------------------------------------------------|------------|---------------|--------------------|
| M-2/RD Ligh Industrial Riverfront District | 4 | 121.83 | 31.06% |
| R-2 Medium Density Residential Riverfront District | 398 | 115.71 | 29.50% |
| CF/RD Community Facility Riverfront District | 9 | 46.14 | 11.77% |
| C-3 Central Business District | 242 | 38.44 | 9.80% |
| R-3/RD High Density Residential Riverfront District | 58 | 16.68 | 4.25% |
| CF Community Facility | 1 | 16.14 | 4.11% |
| R-3 High Density Residential | 57 | 14.67 | 3.74% |
| R-2 Medium Density Residential | 35 | 10.21 | 2.60% |
| I Institutional | 3 | 4.39 | 1.12% |
| M-E/RD Mixed Employment Riverfront District | 10 | 3.87 | 0.99% |
| M-2 Light Industrial District | 10 | 1.89 | 0.48% |
| R-1 Low Density Residential | 8 | 1.04 | 0.26% |
| C-1/RD Neighborhood Commercial - Riverfront District | 4 | 0.58 | 0.15% |
| C-3/LU Central Business District - Limited Use | 1 | 0.23 | 0.06% |
| R-P Residential Professional | 1 | 0.23 | 0.06% |
| C-2 Community Commercial | 1 | 0.13 | 0.03% |
| TOTAL: | 842 | 392.19 | 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 13 - Newberg Urban Renewal Area Zoning Designations



Source: Tiberius Solutions and City of Newberg

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 Wyooski 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 | |
| Wyooski Street - Bypass to NE Dog Ridge Road | 24 | S45 |
| NE Dog Ridge Road -E Fourteenth Street Extension to Wyooski 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, E Third to E Ninth) | |
| 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

1. 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)

2. 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)

3. 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)

4. 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 2022 including all real, personal, manufactured, and utility properties, is estimated to be \$154,353,749.

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 508 parcels representing 85.71 % 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 136 of the 782 non-exempt parcels in the Area, totaling 6.06% of the acreage have I:L ratios of over 2.0 or more as determined by an analysis of the real market values from the Yamhill County Assessor data for FYE 2021-2022. In summary, the area is underdeveloped and not contributing significantly to the tax base in Newberg. There are 60 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 | 60 | 67.54 | 17.22% |
| No Improvement Value | 143 | 48.06 | 12.25% |
| 0.01-0.50 | 118 | 156.82 | 39.99% |
| 0.51-1.00 | 247 | 73.39 | 18.71% |
| 1.01-1.50 | 109 | 18.59 | 4.74% |
| 1.51-2.00 | 29 | 8.11 | 2.07% |
| 2.01-2.50 | 18 | 2.82 | 0.72% |
| 2.51-3.00 | 12 | 1.54 | 0.39% |
| 3.01-4.00 | 20 | 5.19 | 1.32% |
| > 4.00 | 86 | 10.14 | 2.59% |
| TOTAL: | 842 | 392.19 | 100.00% |

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, wastewater 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, 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.

**Exhibit “C” to Ordinance No. 2022-2896
Findings – File GEN19-0017**

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.

A. CITIZEN INVOLVEMENT

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

Finding: The preparation of the Plan was guided by a Citizens Advisory Committee (CAC). The Committee held seventeen 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, City Club (3), and Friendsview.

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 Systems Plan*, and *the Newberg Economic Development Strategy*.

7. AIR, WATER, AND LAND RESOURCE QUALITY

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.

8. AREAS SUBJECT TO NATURAL HAZARDS

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.

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

GOALS:

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

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

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

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.

10. THE ECONOMY

GOAL: To develop a diverse and stable economic base.

POLICIES:

1. General Policies

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

- 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.

11. HOUSING

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

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.

12. URBAN DESIGN

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.

13. TRANSPORTATION

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.

14. PUBLIC FACILITIES AND SERVICES

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

POLICIES:

1. All Facilities & Services Policies

- a. The provision of public facilities and services shall be used as tools to implement the land use plan and encourage an orderly and efficient development pattern.
- b. The extension of publicly-owned facilities and services into currently undeveloped areas shall occur only in accordance with the Water Master Plan, Wastewater Master Plan, Stormwater Master Plan and Newberg Design and Construction Standards.
- 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.

15. ENERGY

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

POLICIES:

1. Planning Policies

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

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.

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*

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*

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

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:

- Update the City’s stormwater system’s hydrologic and hydraulic models to evaluate system capacity.
- Develop an integrated stormwater system capital improvement program to address storm system capacity needs and water quality.
- Evaluate stream channel conditions with respect to erosion and impacts from future development.
- Continue to comply with water quality regulations.
- Review the City’s stormwater management program and make recommendations on activities and staffing where applicable.
- Identify implementation priorities and impacts to the program budget.
- 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

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, duplex 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 dwellings, 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 duplex dwellings, 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.

M-3 Heavy Industrial District. The M-3 heavy industrial district is intended to create, preserve and enhance areas containing manufacturing or related establishments which are potentially incompatible with most other establishments and are typically appropriate to areas which are most distant from residential areas, and which have extensive rail or shipping facilities. The M-3 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.

LU Limited Use Overlay Subdistrict. The limited use overlay subdistrict identifies an area where special use restrictions or standards apply. These restrictions or standards are defined in the ordinance creating the LU subdistrict and may include prohibiting uses otherwise allowed in the underlying zone, requiring conditional use permits for certain uses that are otherwise permitted outright, or creating special standards, such as special setbacks or height restrictions. The limited use overlay subdistrict may be applied within any zoning district.

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.

Conclusion: Based on the above-mentioned findings, the request conforms with goals and policies within the Newberg Comprehensive Plan and Development Code.

**Exhibit “D” to Ordinance No. 2022-2896
NEWBERG PLANNING COMMISSION RECOMMENDATION –
FILE GEN19-0017**

 **City of Newberg** *PLANNING COMMISSION RESOLUTION 2022-378*

**A RESOLUTION DETERMINING THE NEWBERG URBAN RENEWAL PLAN
AND ACCOMPANYING REPORT IS IN CONFORMANCE WITH THE NEWBERG
COMPREHENSIVE PLAN**

RECITALS

1. The Newberg City Council accepted the Newberg Urban Renewal Feasibility Study on July 20, 2020, by Resolution No. 2020-3685.
2. The Newberg City Council formed the Newberg Urban Renewal Agency and declared blight conditions exist by Ordinance No. 2020-2865 on August 17, 2020.
3. The Ad Hoc Urban Renewal Citizens Advisory Committee recommended 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 on January 25, 2022.
4. The Newberg Urban Renewal Agency referred the Newberg Urban Renewal Plan and Report to Taxing Districts via Resolution No. 2022-04 on February 7, 2022.
5. After proper notice, the Newberg Planning Commission opened a legislative hearing on March 10, 2022, to consider the Urban Renewal Plan's conformance to the Newberg Comprehensive Plan.
6. The Newberg Planning Commission finds that the Newberg Urban Renewal Plan meets the applicable criteria from ORS 457.089(1), and the goals and policies of the Newberg Comprehensive Plan as shown in Exhibits "A", "B", and "C".

The Newberg Planning Commission hereby resolves as follows:

1. The Planning Commission finds, based upon the information provided in the staff report and the provided Exhibits "A" and "B" that the Newberg Urban Renewal Plan conforms with the Newberg Comprehensive Plan.
2. This recommendation is based on the staff report, Exhibit "A" Newberg Urban Renewal Plan, Exhibit "B" Urban Renewal Report, and Exhibit "C" Findings and by this reference are incorporated.
3. The Planning Commission recommends the Newberg City Council adopt the Newberg

Urban Renewal Plan.

Adopted by the Newberg Planning Commission this 10th day of March 2022.



Planning Commission Chair

ATTEST:



Planning Commission Secretary

List of Exhibits:

- Exhibit "A": Newberg Urban Renewal Plan
- Exhibit "B": Newberg Urban Renewal Report
- Exhibit "C": Findings

**Exhibit “A” to Planning Commission Resolution 2022-378
Newberg Urban Renewal Plan**

Newberg Urban Renewal Plan

This document remains draft until adoption by the City of Newberg City Council.



Newberg Urban Renewal Plan

Adopted by the City of Newberg

DATE

Ordinance No. 2022 -

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.

LIST OF PARTICIPANTS

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City Council

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Julia Martinez Plancarte, 2

Denise Bacon, 3

Vacant, 4

Mike McBride, 5

Stephanie Findley, 6

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Ad Hoc Urban Renewal Citizens Advisory Committee

John Bridges, Chair

Francisco Stoller, Vice Chair

Philip Higgins, , Chehalem Valley Chamber of
Commerce

Don Clements, Superintendent, Chehalem Park
and Recreation District

Stephanie Findley, Newberg City Council

Luke Neff, Director of Instructional Technology , ,
Newberg School District,

Molly Olson, Infrastructure Chair, Newberg
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Sam Beresky, Darren Cools

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TABLE OF CONTENTS

| | | |
|-------|-------------------------------------------|----|
| I. | DEFINITIONS | 1 |
| II. | INTRODUCTION | 3 |
| III. | MAXIMUM INDEBTEDNESS..... | 7 |
| IV. | PLAN GOALS..... | 8 |
| V. | URBAN RENEWAL PROJECT CATEGORIES | 10 |
| VI. | URBAN RENEWAL PROJECTS..... | 13 |
| VII. | AMENDMENTS TO PLAN | 23 |
| VIII. | PROPERTY ACQUISITION AND DISPOSITION..... | 24 |
| IX. | RELOCATION METHODS..... | 25 |
| X. | TAX INCREMENT FINANCING OF PLAN | 26 |
| XI. | VALIDITY | 27 |
| XII. | ANNUAL REPORT | 27 |
| XIII. | RELATIONSHIP TO LOCAL OBJECTIVES | 30 |
| XIV. | LEGAL DESCRIPTION..... | 50 |

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*, and *Stormwater 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*, *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 an Ad Hoc Urban Renewal 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 seventeen times and at their last meeting on January 25, 2022 unanimously approved the projects in the Plan and unanimously recommended 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.

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 all property owners in the City of Newberg and mailed to all property owners outside the city limits but within the urban renewal area.

The Yamhill County Board of Commissioners approved the Plan with a condition that it be presented to the electorate for a vote. Approval of the Plan was required by Yamhill County as there were unincorporated properties within the boundary area. At the August 2, 2021 City Council meeting, the City Council voted to approve the Plan and adopted Resolution No. 2021-3762 to place the item on the November 2021 ballot. At the August 16, 2021 meeting, the City Council rescinded that action and directed staff to consider alternatives.

Staff subsequently prepared information on other options for the Newberg Urban Renewal Plan. Staff was given guidance to revise the Newberg Urban Renewal Plan to exclude from the proposed urban renewal district lands not annexed into the Newberg city limits. This approach does not require Yamhill County to approve the Newberg Urban Renewal Plan. This approach included proceeding with the annexation of five properties south of NE Fourteenth Street and east/west of NE Waterfront Street to bring them into the city limits, which became effective on November 17, 2021. Additionally,

staff proceeded with the applications submitted by the Oregon Department of Transportation and Newberg OR, LLC (mill site) for annexation. The Oregon Department of Transportation and Newberg OR, LLC annexations were approved on December 20, 2021. These annexations became effective on January 19, 2022.

The City also has completed its acquisition of property from WestRock for future expansion of the Water Treatment Plant. Staff will prepare an annexation packet for the area within the Urban Growth Boundary and the proposed urban renewal district. This annexation will not be competed for inclusion in the proposed urban renewal district and will require a future amendment to the proposed Newberg Urban Renewal Plan.

Alternatives were presented to City Council who directed staff to finish annexations that were underway or contemplated and prepare an urban renewal plan that did not include any unincorporated properties.

The Plan boundary was revised to remove any remaining unincorporated properties. All data pertaining to the boundary including the financial analysis was revised and presented to the CAC in three additional meetings in November of 2021 and January of 2022. This Plan incorporates those revisions.

The Plan was presented to the Agency on February 7, 2022 and the consult and confer process began on February 10, 2022. Additional opportunities for public input were at the Planning Commission meeting on March 10, 2022 and the City Council hearing on April 4, 2022. The City Council public hearing was noticed to all property owners in the City of Newberg.

The Newberg Urban Renewal Plan Area (Area), shown in Figure 1, consists of approximately 540 total acres: 392.19 acres of land in tax lots and 147.81 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 \$125,800,000 (One Hundred Twenty Five Million Eight 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 \$125,800,000 (One Hundred Twenty-Five Million, Eight 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

- 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.

- Complete ADA Spot Improvement Program projects for Primary Critical Routes to improve walkability in accordance with the Newberg Transportation System Plan

- Complete bicycle lanes and lane treatments along planned routes established by the Newberg Transportation System Plan

Goal 4. Complete Downtown Improvement Plan.

- Implement First Street improvement projects
- Implement West End/Mill District Project
- Implement Second Street Mixed-use District Projects
- Implement Catalyst Development Projects

Goal 5. Improve Infrastructure.

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

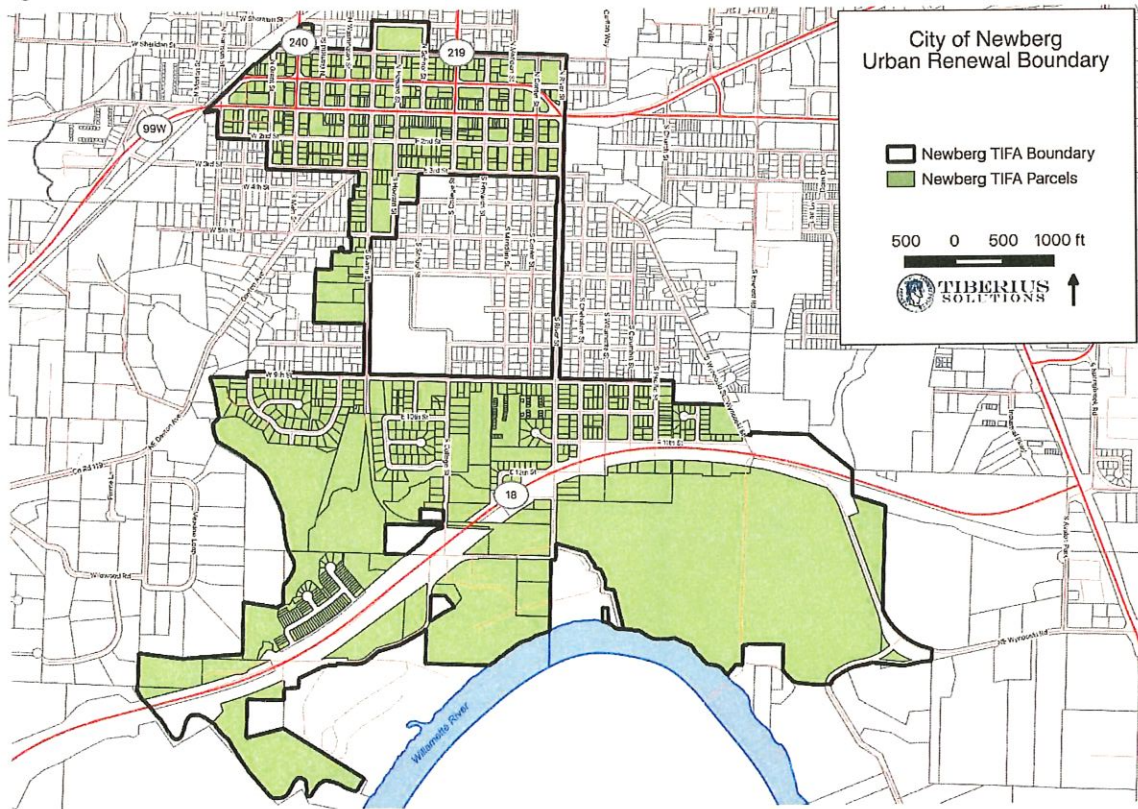
| Project Category | Goals |
|------------------------|-------------|
| Transportation | A,B,C,D |
| Infrastructure | A,B,C,D |
| Riverfront Trails | A,B,C |
| Utility Undergrounding | A,B,C,D |
| Acquisition | A |
| Administration | A,B,C, D, E |

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

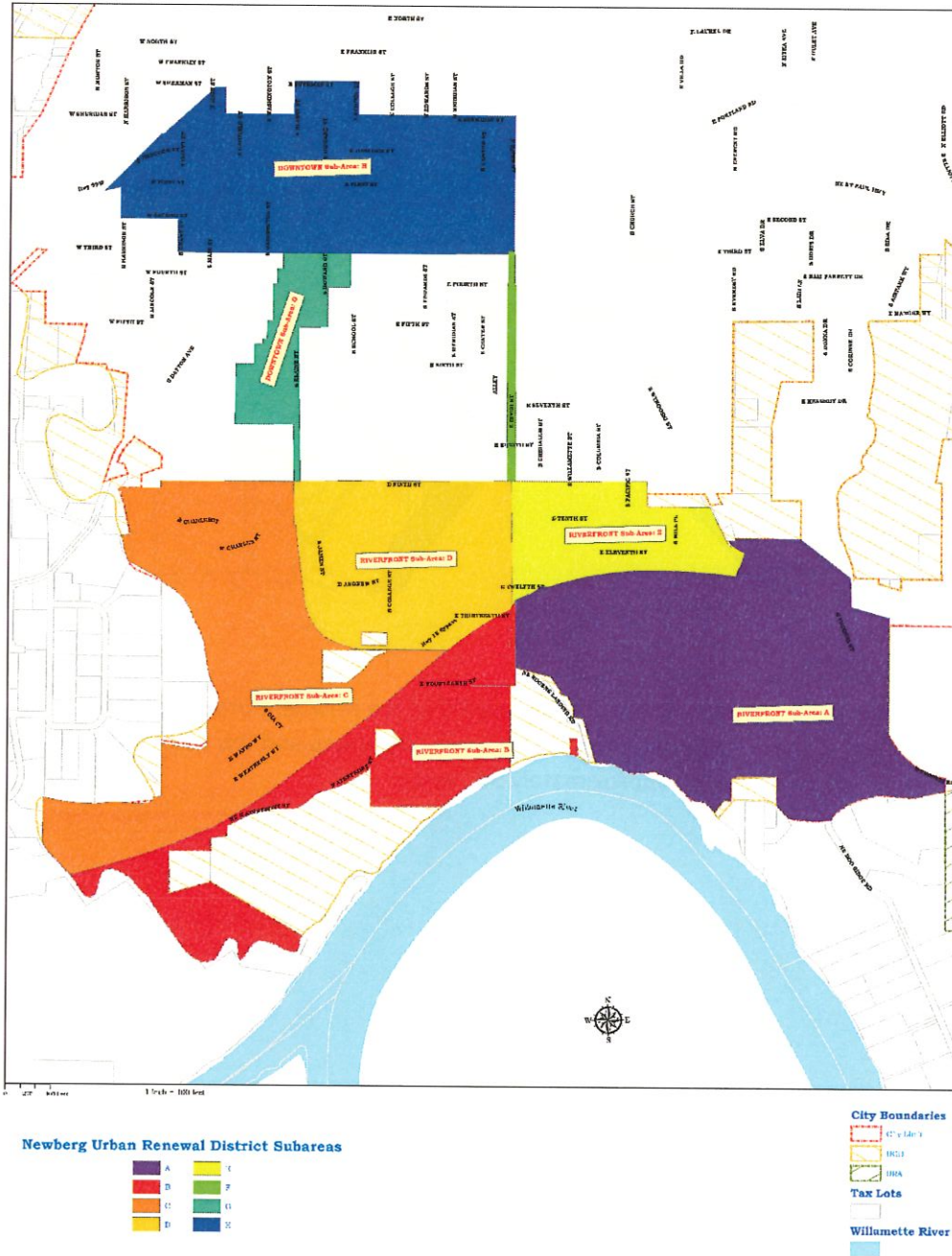


Source: Tiberius Solutions and City of Newberg

Note: The legal description and legal map included in Section XIV of the Newberg Urban Renewal Plan are the legal boundary. If there is any difference between the legal map and this map, the legal map takes precedence. The area acreage is approximately 540 acres.

Figure 2 - Urban Renewal Boundary with Sub-Areas

Newberg Urban Renewal District Subareas



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:

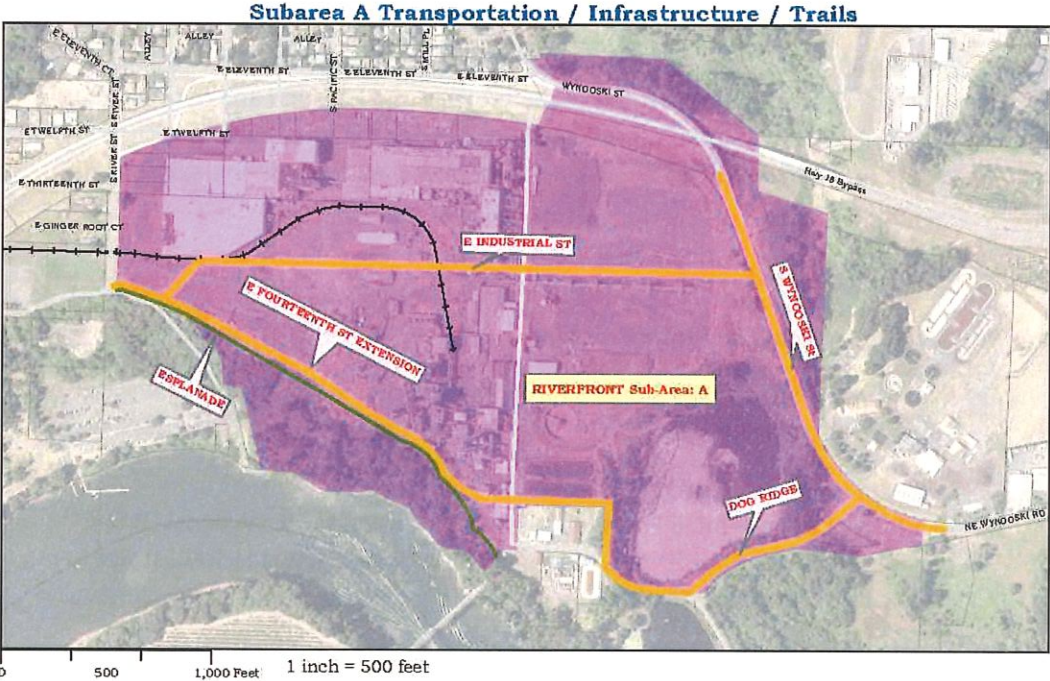
1. Public Transportation and Infrastructure

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

2. Riverfront Trails

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

Figure 3 – Sub-Area A Transportation, and Infrastructure and Trails



Source: City of Newberg

B. Sub-Area B Riverfront:

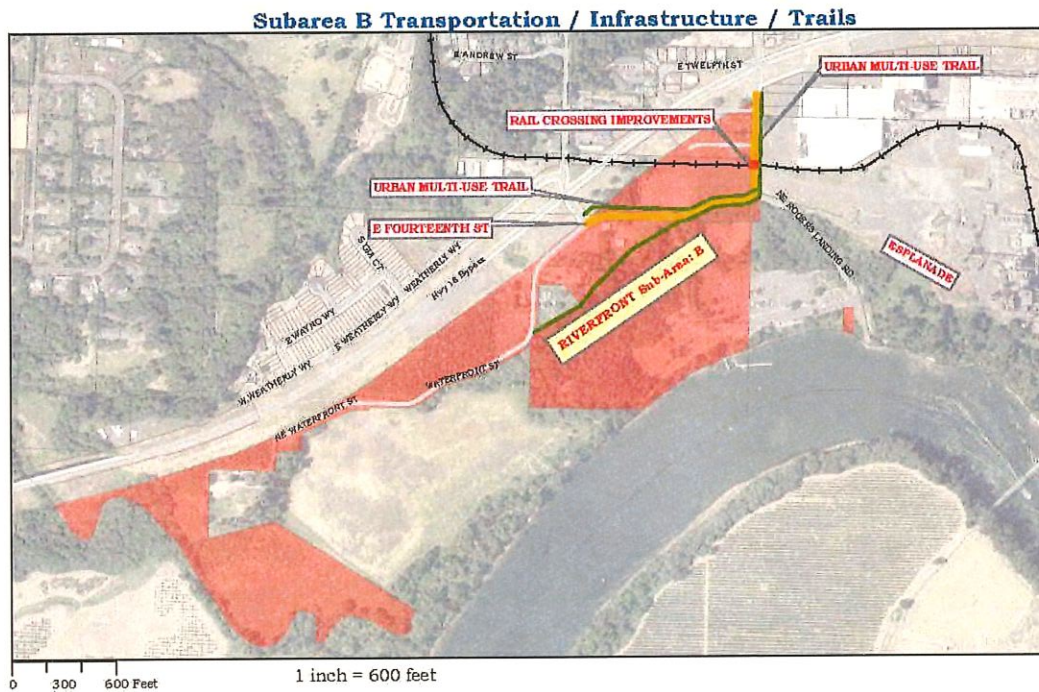
1. Public Transportation and Infrastructure

- a) S River Street Improvements – Bypass to Rogers Landing Road. Includes street, curb, sidewalk, stormwater, 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, stormwater, water. This is currently a County -Road. Improvements to the 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 within URA only.

Figure 4 – Sub-Area B Transportation and Infrastructure



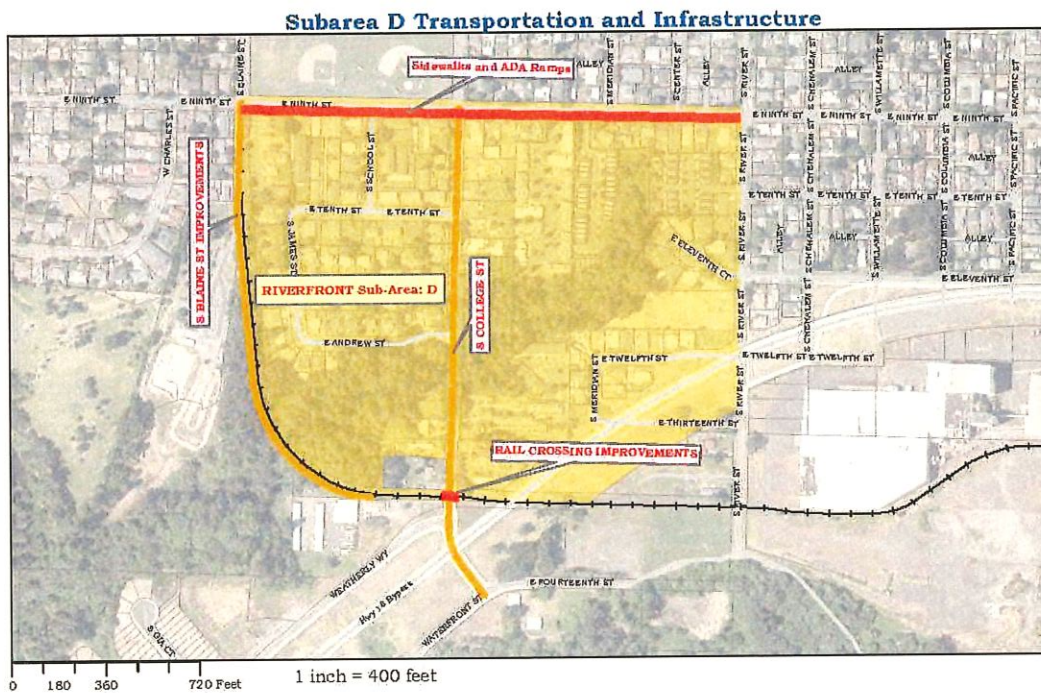
Source: City of Newberg

D. Sub-Area D Riverfront:

1. Public Transportation and Infrastructure

- a) S Blaine Extension - E Ninth Street to S College Street - area within URA only. Includes street, curb, sidewalk, stormwater. New street to meet City of Newberg standards. Alignment to be generally adjacent to the existing railroad track.
- b) S College Street – E Ninth Street to E Fourteenth Street. Includes street, curb, sidewalk, stormwater. This is currently a County Road. Improvements to the 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.
- d) E Ninth Street Sidewalks - S Blaine Street to S River Street.
- e) ADA Curb Ramps - E Ninth Street, S Blaine Street to S River Street.

Figure 6 – Sub-Area D Transportation and Infrastructure



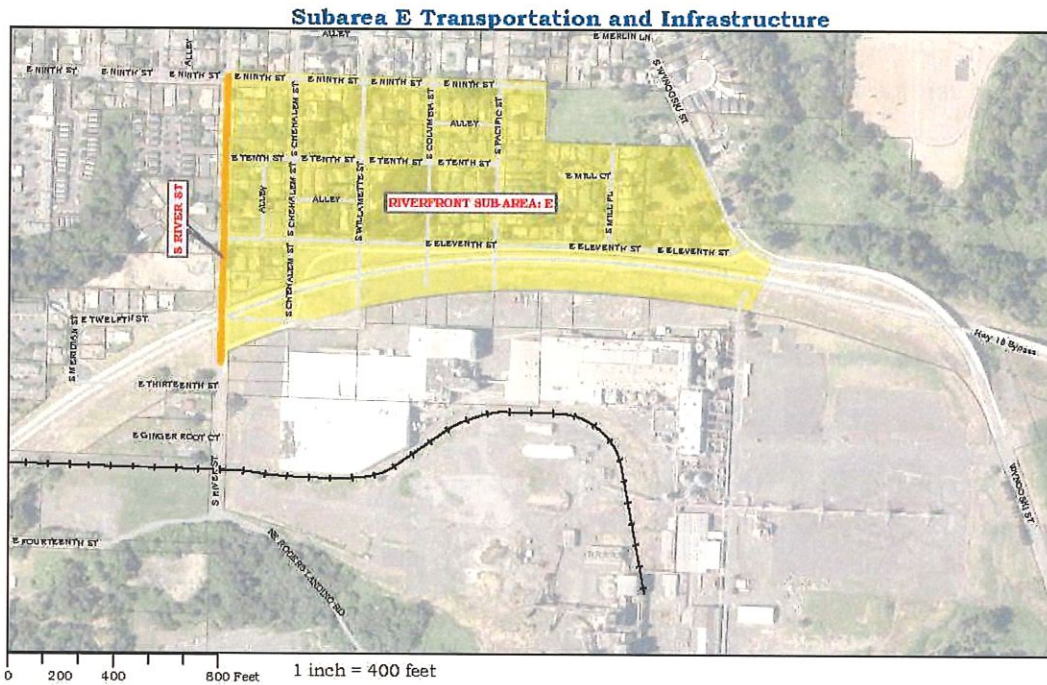
Source: City of Newberg

E. Sub-Area E Riverfront:

1. Public Transportation and Infrastructure

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

Figure 7 – Sub-Area E Transportation and Infrastructure



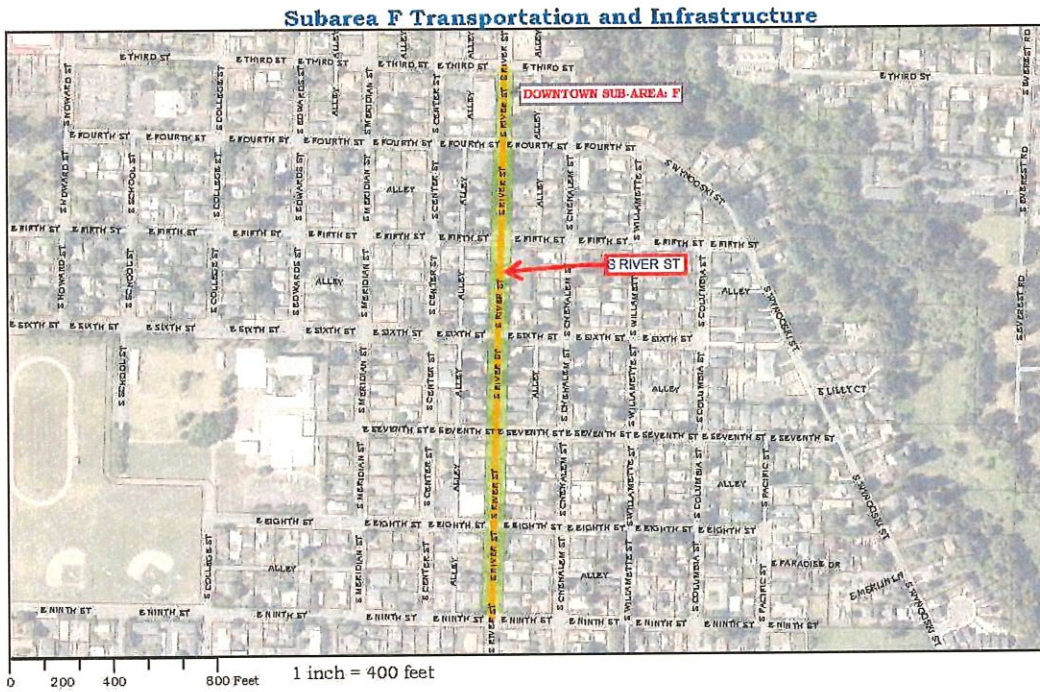
Source: City of Newberg

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 8 – Sub-Area F Transportation and Infrastructure



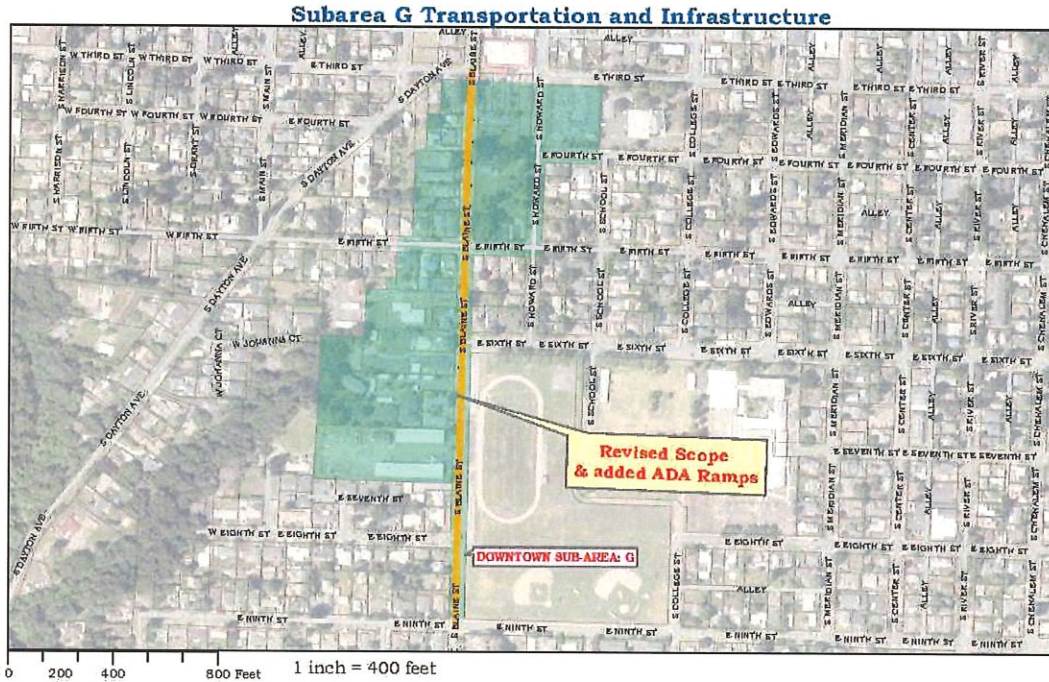
Source: City of Newberg

G. Sub-Area G: Downtown

1. Public Transportation and Infrastructure

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

Figure 9 – Sub-Area G Transportation and Infrastructure



Source: City of Newberg

H. Sub-Area H: Downtown

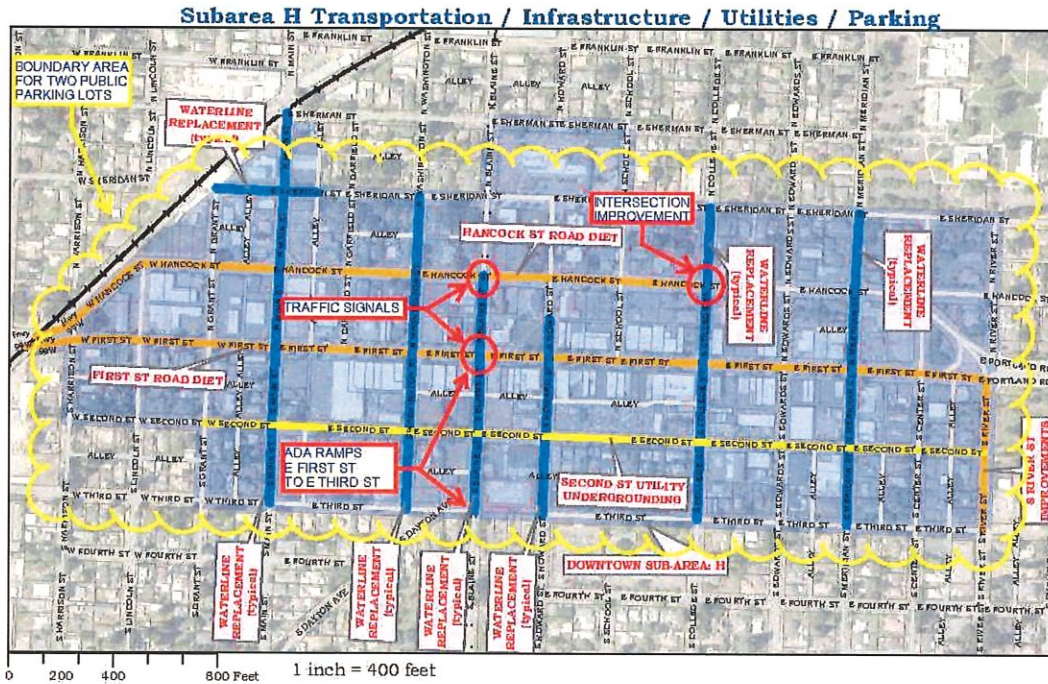
1. Public Transportation and Infrastructure

- 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) ADA Curb Ramps S Blaine Street, E First Street to E Third Street.
- h) First Street Road Diet. Includes street, curb, sidewalk, water line replacement, wastewater and stormwater.
- i) Hancock Street Road Diet (College to Garfield). Includes water line.
- j) Howard Street - E Third to E First - water line replacement.
- k) Sheridan Street - RR Tracks to ½ block east of N Main - water line replacement.
- l) S River Street improvements – E First Street to E Third Street. Includes street, curb, sidewalk, and wastewater and stormwater.
- m) N Blaine Street/E Hancock Signal
- n) N Blaine Street/E First Street Signal.
- o) Parking - Surface parking lots 1 and 2.

2. Undergrounding Utilities

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

Figure 10 – Sub-Area H 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.

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

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.

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 2053, 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 2053, 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 2053. The Agency may issue refunding indebtedness that matures after FYE 2053, 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 2053. 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.

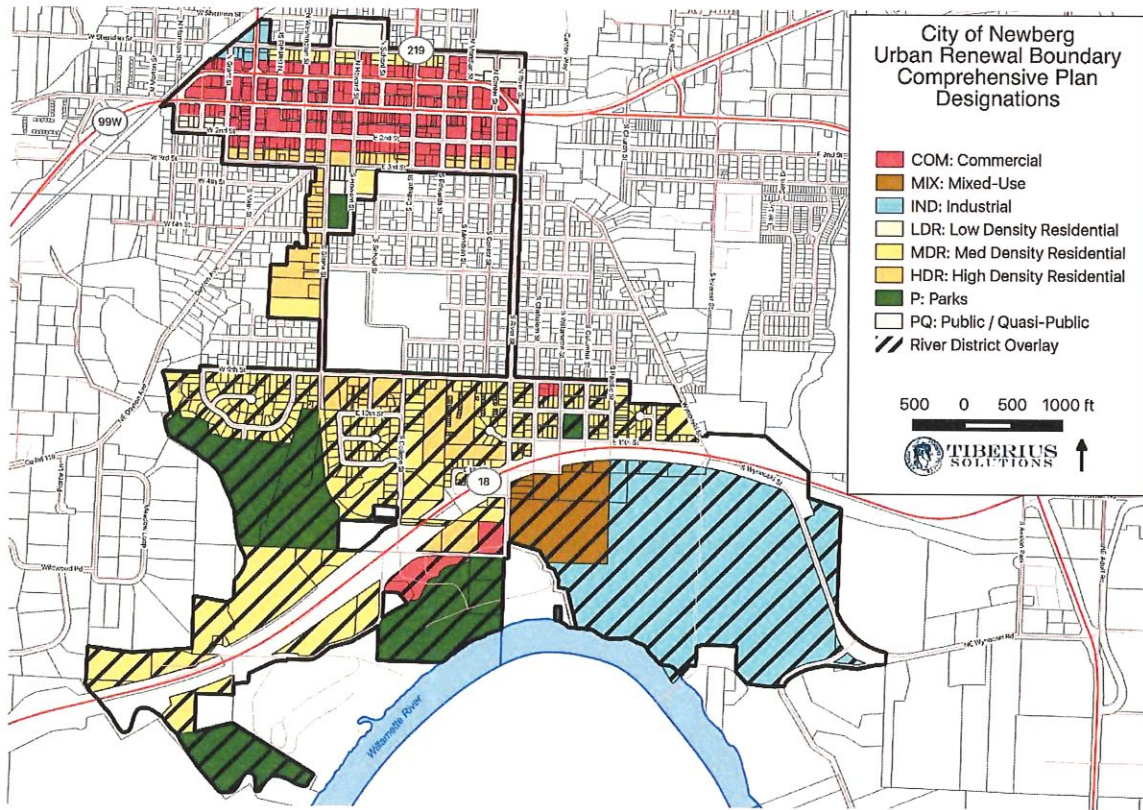
XI. VALIDITY

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

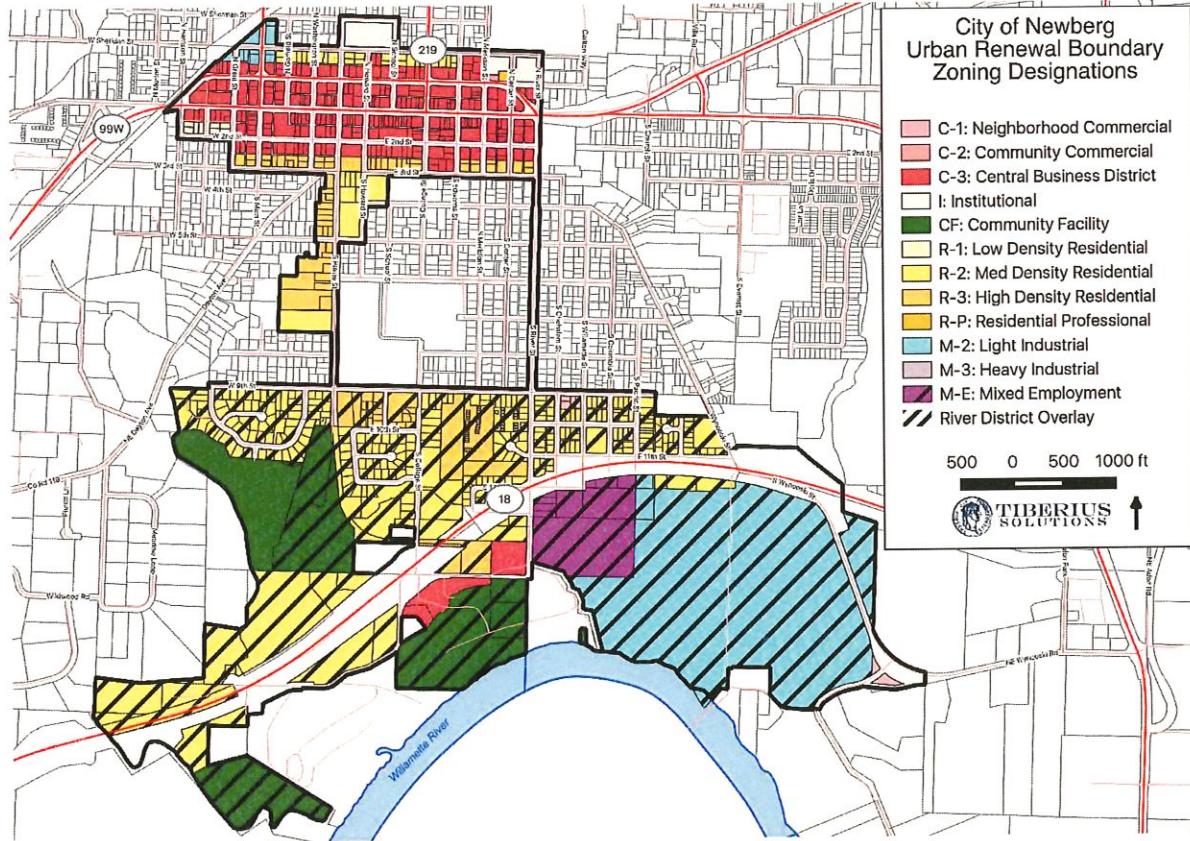
The Agency shall file an Annual Report in compliance with ORS 457.460.

Figure 11 - Comprehensive Plan Designations



Source: Tiberius Solutions and City of Newberg

Figure 12 Zoning Designations



Source: Tiberius Solutions and City of Newberg

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* (Municipal 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.

Comprehensive Plan designations for all land in the Area are shown in Figure 11. All proposed land uses conform to Figure 11. Maximum densities and building requirements for all land in the Area are contained in the Newberg Municipal Code.

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 planning 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.

A. CITIZEN INVOLVEMENT

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

Finding: The 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. An additional three meetings were held to review the revision of the Plan to remove unincorporated properties. 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).

When the City Council made the determination to remove unincorporated properties, three additional CAC meetings were held in addition to open public meetings with the Agency, Planning Commission, Yamhill County Commission and City Council. Staff provided a City Club presentation in December 2021.

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 Systems Plan*, and *the Newberg Economic Development Strategy*.

E. AIR, WATER, AND LAND RESOURCE QUALITY

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

POLICIES:

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.

F. AREAS SUBJECT TO NATURAL HAZARDS

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.

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

GOALS:

1. To ensure that adequate land shall be retained in permanent open space use and that natural, scenic and historic resources are protected.
2. To provide adequate recreational resources and opportunities for the citizens of the community and visitors.
3. To protect, conserve, enhance and maintain the Willamette River Greenway.

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.

H. THE ECONOMY

GOAL: To develop a diverse and stable economic base.

POLICIES:

1. General Policies

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

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.

I. HOUSING

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

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.

ad. The City shall permit duplex dwellings on any lot where single-family dwellings are permitted to provide additional housing options in compliance with OAR Division 660-046.

ae. The City shall permit middle housing including triplexes, quadplexes, townhouses and cottage clusters in residential areas in compliance with OAR Division 660-046.

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 and residential areas within the Riverfront District as part of Middle Housing and mixed use developments, and in the Downtown area for mixed use development.

J. URBAN DESIGN

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.

K. TRANSPORTATION

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.

L. PUBLIC FACILITIES AND SERVICES

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

POLICIES:

1. All Facilities & Services Policies

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

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

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.

M. ENERGY

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

POLICIES:

1. Planning Policies

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

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

Plan Details

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.

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, NE Wynooksi Road, NE Dog Ridge Road, 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.

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 2022 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 a stable and healthful residential environment together with the full range of urban services. The R-1 zone is intended for low density urban residential uses at an average overall density of 4.4 units per gross buildable acre, and/or middle housing densities consistent with applicable minimum lot sizes, in the district.

2. Typical housing types will include single-family dwellings, duplex dwellings, triplex dwellings, quadplex dwellings, townhouse dwellings, cottage cluster projects 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, and/or middle housing densities consistent with applicable minimum lot sizes, in the district.

2. Typical housing types will include single-family dwellings on small lots, duplex dwellings, triplex dwellings, quadplex dwellings, townhouse dwellings, cottage cluster projects, 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 dwellings of different types and styles at an average overall density of 16.5 units per gross buildable acre, and/or middle housing densities consistent with applicable minimum lot sizes, in the district.

2. Typical housing types will include duplex dwellings, triplex dwellings, quadplex dwellings, townhouse dwellings, cottage cluster projects, 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.

M-3 Heavy Industrial District

The M-3 heavy industrial district is intended to create, preserve and enhance areas containing manufacturing or related establishments which are potentially incompatible with most other establishments and are typically appropriate to areas which are most distant from residential areas, and which have extensive rail or shipping facilities. The M-3 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.

LU Limited Use Overlay Subdistrict

The limited use overlay subdistrict identifies an area where special use restrictions or standards apply. These restrictions or standards are defined in the ordinance creating the LU subdistrict and may include prohibiting uses otherwise allowed in the underlying zone, requiring conditional use permits for certain uses that are otherwise permitted outright, or creating special standards, such as special setbacks or height restrictions. The limited use overlay subdistrict may be applied within any zoning district.

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.

Conclusion: Based on the above-findings, the request conforms with goals and policies within the Newberg Comprehensive Plan and Development Code.

XIV. LEGAL DESCRIPTION

DESCRIPTION OF THE URBAN RENEWAL AREA OF THE CITY OF NEWBERG

Beginning at the southwest corner of Lot 10 Block 1 of Deskin's Fourth Addition To Newberg, Oregon, a duly recorded subdivision in Yamhill County, Oregon, said point being the intersection of the east line of the 60-foot right-of-way of N. Meridian Street and north line of the 60-foot right-of-way of E. Sheridan Street;

- U1001. THENCE Easterly along said north right-of-way of E. Sheridan Street, 520 feet more or less, to the east line of the 60-foot right-of-way of N. River Street.
- U1002. THENCE Southerly along said east right-of-way, 300 feet more or less, to the north line of the 60-foot right-of-way of E. Hancock Street, said point also being the southwest corner of Woodward Place a duly recorded subdivision in Yamhill County, Oregon;
- U1003. THENCE Southerly 60 feet more or less, to the intersection of the south right-of-way line of E. Hancock Street and east right-of-way line of S. River Street; THENCE Southerly along said east right-of-way, 95 feet more or less, to an angle point; THENCE Southeasterly continuing along said east right-of-way, 16-feet more or less, to an angle point; THENCE Southerly continuing along said east right-of-way, 50 feet more or less, to the north right-of-way line of Highway 99W/E 1st Street; THENCE Southerly across the Highway 99W/E 1st Street right-of-way, 177 feet more or less, to a point on the south right-of-way of Highway 99W, said point being 10 feet east of the east line of the 60-foot right-of-way of S. River Street;
- U1004. THENCE Southerly, leaving said south right-of-way, 10-foot easterly and parallel to said east 60-foot right-of-way of S. River Street, 856 feet more or less, to a point on the south line of the 60-foot right-of-way of East 4th Street, said point also being on the east line of the 80-foot right-of-way line of S. River Street;
- U1005. THENCE Southerly, along the said east right-of-way of S. River Street, 1,761 feet more or less, to the north line of the 60-foot right-of-way of East 9th Street;
- U1006. THENCE Easterly, along said north right-of-way, 1,180 feet more or less, to the southeast corner of Lot 14, Block 50, of Edwards Addition, a duly recorded subdivision in Yamhill County, Oregon, said point also being the intersection of said north right-of-way line and extension of the east line of the plat of City Park Addition, a duly recorded subdivision in Yamhill County, Oregon;
- U1007. THENCE Southerly, along said east line of the plat of City Park Addition and its extension thereof, 234 feet more or less, to the southwest corner of that tract of land described in Book 99 Page 1198, Yamhill County Deed Records;
- U1008. THENCE Easterly, along the south line of said tract, 567 feet more or less, to the center line Wyooski Street;
- U1009. THENCE Southeasterly, along the center line of said Wyooski Street, 368 feet more or less, to a point on the north right-of-way line of the Highway 99 Newberg-Dundee Bypass;
- U1010. THENCE Easterly, along said north right-of-way line, 42 feet more or less, to and angle point and the west line of the Richard Everest Donation Land Claim;

- U1011. THENCE Northerly, along said north right-of-way line and said DLC line, 26 feet more or less, to an angle point and the westerly extension of the south line of that tract of land described in Instrument No. 2003-23925, Yamhill County Deed Records;
- U1012. THENCE Easterly, along said north right-of-way line and the south line of said tract, 629 feet more or less, to the southeast corner of said tract;
- U1013. THENCE Southeasterly, along said north right-of-way and the south line of Tract A, Highland at Hess Creek Phase 4, a duly recorded subdivision in Yamhill County, Oregon, 580 feet more or less, to an angle point,;
- U1014. THENCE Southerly, departing from said south line, 264 feet more or less, to the intersection point of the south right-of-way of the Newberg-Dundee Bypass and the east right-of-way line of NE Wynooski Road;
- U1015. THENCE Southeasterly, along said south right-of-way line, 351 feet more or less, to the northerly extension of the west line of the tract of land described in Instrument No. 2007-21167, Yamhill County Deed Records;
- U1016. THENCE Southerly, along said west line and its northerly extension, 1,055 feet more or less, to the northerly right-of-way of NE Wynooski Road;
- U1020. THENCE Southeasterly, along said northerly right-of-way, 679 feet more or less, to the northerly extension of the east line of Lot 27 of Wynooski Subdivision, a duly recorded subdivision in Yamhill County, Oregon;
- U1021. THENCE Southerly, along the extension of said east line, 121 feet more or less, to the south right-of-way of NE Wynooski Road, said point also being on the north line of said Lot 27;
- U1022. THENCE Westerly, along said south right-of-way and continuing along the north line of said Lot 27, 290 feet more or less, to an angle point on said north line;
- U1023. THENCE Westerly, continuing along said north line, 325 feet more or less, to the south right-of-way of NE Dog Ridge Road;
- U1024. THENCE Southwesterly, along said south right-of-way, 530 feet more or less, to the point of intersection of the easterly extension of the south right-of-way of the vacated County Road 47;
- U1025. THENCE Westerly, along said easterly extension of and continuing along the southerly and easterly right-of-way of the vacated County Road 47, 1,375 feet more or less, to the old Wynooski Street Bridge on the Yamhill County side of the Willamette River;
- U1026. THENCE Westerly, along the Yamhill County side of the Willamette River, 3,960 feet more or less, to its confluence with the center of Chehalem Creek;
- U1027. THENCE Northwesterly, along the center of Chehalem creek, 4,292 feet more or less, to the point of intersection with the southerly extension of the east line of Lot 11 of Glen Hollow Estates, a duly recorded subdivision in Yamhill County, Oregon;
- U1028. THENCE Northerly, along said southerly extension and east line of said Lot 11, 396 feet more or less, to the southwest corner of Lot 14 of Hidden Meadows, a duly recorded subdivision in Yamhill County, Oregon;

- U1029. THENCE Easterly, along the south line of Hidden Meadows, 452 feet more or less, to an angle point; THENCE Easterly, along said south line, 616 feet more or less, to the southeast corner of Lot 15 of said Hidden Meadows;
- U1030. THENCE Northerly, along the east line of said Hidden Meadows subdivision, 534 feet more or less, to the Southwest corner of that tract of land described in Book 125, Page 0481, Yamhill County Deed Records;
- U1031. THENCE Easterly, along the south line of said tract, 351 feet more or less, to an angle point; THENCE Northeasterly, along said south line, 73 feet more or less, to the east line of said tract;
- U1032. THENCE Northerly, along said east line, 186 feet more or less, to the intersection with the center of Chehalem Creek;
- U1033. THENCE Northerly, departing from said east line, along the center of Chehalem Creek, 2,020 feet more or less, to a point being southwesterly 83 feet more or less from the southwest corner of Partition Plat 97-53, a duly recorded partition plat in Yamhill County, Oregon;
- U1034. THENCE Northeasterly, leaving the said center of Chehalem Creek, 83 feet more or less, to the southwest corner of said Partition Plat;
- U1035. THENCE Northerly, along the west line of said Partition Plat, 295 feet more or less, to an angle point; THENCE Northwesterly, along said west line, 123 feet more or less, to an angle point; THENCE Northeasterly, along said west line, 18 feet more or less, to the north line of said Partition Plat;
- U1036. THENCE Easterly, along said north line and the extension thereof, 369 feet more or less, to the west line of the 60-foot right-of-way of Charles Street;
- U1037. THENCE Northerly, along said west right-of-way, 62 feet more or less, to the north line of the 60-foot right-of-way of W. 9th Street;
- U1038. THENCE Easterly, along said north right-of-way, 1,205 feet more or less, to the west line of the 60-foot right-of-way of S Blaine Street;
- U1039. THENCE Northerly, along said west right-of-way, 517 feet more or less, to the northeast corner of the tract of land described in Instrument No. 2002-14801, Yamhill County Deed Records;
- U1040. THENCE Westerly, along the north line of said tract and the northerly extension thereof, 528 feet more or less, to the northwest corner of the tract of land described in Instrument No. 2014-14033, said point also being on the east line of the tract of land described in Instrument No. 1997-15269, Yamhill County Deed Records;
- U1041. THENCE Northerly, along said east line and the northerly extension of, 539 feet more or less, to the most westerly northwest corner of the tract of land described in Instrument No. 2019-16593, Yamhill County Deed Records;
- U1042. THENCE Easterly, along the north line of said tract, 164 feet more or less, to an angle point on said north line;
- U1043. THENCE Northerly, along the west line of said tract, 37 feet more or less, to the most northerly northwest corner of said tract; THENCE Easterly, along the north line of said tract, 1 foot more or less, to the southwest corner of the tract of land described in Instrument No. 2002-18241, Yamhill County Deed

- Records; THENCE Northerly, along the west line of said tract, 147 feet more or less, to the most southerly northwest corner of said tract;
- U1044. THENCE Easterly, along the north line of said tract, 75 feet more or less, to an angle point on said north line;
- U1045. THENCE Northerly, along the west line of said tract, 45 feet more or less, to the most northerly northwest corner of said tract, said point falling on the south line of that tract of land described in Instrument No. 2018-16315, Yamhill County Deed Records;
- U1046. THENCE Easterly, along the south line of said tract, 36 feet more or less, to the southeast corner of said tract, said point is also on the west line of that tract of land described in Instrument No. 2006-09500, Yamhill County Deed Records;
- U1047. THENCE Southerly, along said west line, 45 feet more or less, to the southwest corner of said Instrument No. 2006-09500;
- U1048. THENCE Easterly, along the south line of said tract, 84 feet more or less, to the southeast corner of said tract;
- U1049. THENCE Northerly, along the east line of said tract, 150 feet more or less, to the south line of the 60-foot right-of-way of E. 5th Street;
- U1050. THENCE Westerly, along said south right-of-way, 26 feet more or less, to the intersection point of said south right-of-way and the southerly extension of the west line of the tract described in Instrument No. 2003-23268, Yamhill County Deed Records;
- U1051. THENCE Northerly, along the southerly extension of said west line and its northerly extension thereof, 391 feet more or less to the south line of the tract described in Instrument No. 2017-06795, Yamhill County Deed Records;
- U1052. THENCE Easterly, along said south line, 41 feet more or less, to the southeast corner of said tract, said point also being the southwest corner of Partition Plat 91-51, a duly recorded partition plat, in Yamhill County, Oregon;
- U1053. THENCE Northerly, along the east line of said Instrument No. 2017-06795, 141 feet more or less, to the southwest corner of that tract of land described in Instrument No. 2019-15590, Yamhill County Deed Records;
- U1054. THENCE Easterly, along the south line of said Instrument No. 2019-15590, 50 feet more or less, to the southeast corner of said tract;
- U1055. THENCE Northerly, along the east line of said tract, 140 feet more or less, to the south line of the 60-foot right-of-way of E. 3rd Street;
- U1056. THENCE Westerly, along said south right-of-way, 958 feet more or less, to the west line of the 60-foot right-of-way of S. Grant Street;
- U1057. THENCE Northerly, along said west right-of-way, 300 feet more or less, to the south line of the 60-foot right-of-way line of W. 2nd Street;
- U1058. THENCE Westerly, along said south right-of-way and the westerly extension of, 520 feet more or less, to the west line of the 60-foot right-of-way of S. Harrison Street;

- U1059. THENCE Northerly, along said west right-of-way, 282 feet more or less, to the northeast corner of that tract of land described in Instrument No. 2004-05850, Yamhill County Deed Records;
- U1060. THENCE Southwesterly, along the north line of said Instrument No. 2004-05850 and continuing along the north line of the tract described in Instrument No. 2008-03366, Yamhill County Deed Records, 147 feet more or less, to the easterly right-of-way of the Southern Pacific Railroad;
- U1061. THENCE Northeasterly, along said easterly right-of-way, 724 feet more or less, to an angle point; THENCE Easterly, along said easterly right-of-way, 20 feet more or less, to an angle point; THENCE Northeasterly, along said easterly right-of-way, 628 feet more or less, to the south line of the 60-foot right-of-way E. Sherman Street;
- U1062. THENCE Easterly, along said south right-of-way, 107 feet more or less, to the east line of the 14 foot wide alley, said point being the northwest corner of Lot 5, Block 3 of Deskins Addition to Newberg, a duly recorded subdivision in Yamhill County, Oregon;
- U1063. THENCE Southerly, along said east line, 240 feet more or less, to the north line of the 60-foot right-of-way line of E. Sheridan Street;
- U1064. THENCE Easterly, along said north right-of-way, 613 feet more or less, to the west line of the 60-foot right-of-way line of N. Blaine Street;
- U1065. THENCE Northerly, along said west right-of-way, 300 feet more or less, to the north line of the 60-foot right-of-way of E. Sherman Street;
- U1066. THENCE Easterly, along said north right-of-way, 580 feet more or less, to the east line of the 60-foot right-of-way N. School Street;
- U1067. THENCE Southerly, along said east right-of-way, 300 feet more or less, to the north line of the 60-foot right-of-way of E. Sheridan Street;
- U1068. THENCE Easterly, along said north right-of-way, 905 feet more or less, to the east line of the 60-foot right-of-way line of N. Meridian Street and the point of beginning.

Excepting the following described areas:

Exception 1 - Beginning at a point on the south line of the 60-foot right-of-way of E. 3rd Street, said point being 10 feet west of the west line of the 60-foot right-of-way of S. River Street;

- U2101. THENCE Southerly, parallel to and 10-feet west of the said west right of way of S. River Street, 300 feet more or less, to the south line of the 60-foot right-of-way line of E. 4th Street, said point also being the west line of the 80-foot right-of-way for S. River Street;
- U2102. THENCE Southerly, along said west right-of-way, 1,761 feet more or less, to the north line of the 60-foot right-of-way line of E. 9th Street;
- U2103. THENCE Westerly, along said north right-of-way line, 1,865 feet more or less, to the east line of the 60-foot right-of-way line of S. Blaine Street;
- U2104. THENCE Northerly, along said east right-of-way line, 1,399 feet more or less, to the south line of the 60-foot right-of-way line of E. 5th Street;

- U2105. THENCE Easterly, along said south right-of-way line, 260 feet more or less, to the east line of the 60-foot right-of-way line of S. Howard Street;
- U2106. THENCE Northerly, along said east right-of-way, 360 feet more or less, to the south line of the 60-foot right-of-way of E. 4th Street;
- U2107. THENCE Easterly, along said south right-of-way line, 200 feet more or less, to the west line of the 60-foot right-of-way of S. School Street;
- U2108. THENCE Northerly, 60-feet more or less, to the north right of way line of E. 4th Street, said point being the southwest corner of the tract of land described by deed in Instrument No. 1993-13456, Yamhill County Deed Records; THENCE Northerly, along the west line of said tract of land, 240 feet more or less, to the south line of the 60-foot right of way of E. 3rd Street;
- U2109. THENCE Easterly, along said south right-of-way line, 1,414 feet more or less, to the Point of Beginning.

Exception 2.a – A portion of that tract of land described by deed in instrument 202016369, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the northeast corner of said tract of land described in Instrument Number 202016369;

- U2201. THENCE Westerly, along the northerly line of said tract, 373 feet more or less, to an angle point;
- U2202. THENCE Southerly, continuing along said northerly line, 14 feet more or less, to an angle point;
- U2203. THENCE Westerly, continuing along said northerly line, 40 feet more or less, to the west line of said tract;
- U2204. THENCE Southerly, along said west line, 203 feet more or less, to and angle point, said point also being on the southerly right-of-way line of vacated County Road 47;
- U2205. THENCE Easterly, along said southerly right-of-way, 528 feet more or less, to the east line of said tract;
- U2206. THENCE Northerly, along said east line, 115 feet more or less, to an angle point; THENCE Northerly, continuing along said east line, 260 feet more or less, to the Point of Beginning.

Exception 2.b – A portion of that tract of land described by deed in Instrument Number 202016369, Yamhill County Deed Records being more particularly described as follows:

Commencing at the northeast corner of said tract of land described in Instrument Number 202016369;

- U2201. THENCE Westerly, along the northerly line of said tract, 373 feet more or less, to an angle point;
- U2202. THENCE Southerly, continuing along said northerly line, 14 feet more or less, to an angle point;
- U2203. THENCE Westerly, continuing along said northerly line, 40 feet more or less, to the west line of said tract;

- U2204. THENCE Southerly, along said west line, 203 feet more or less, to and angle point, said point also being on the southerly right-of-way line of vacated County Road 47;
- U2210. THENCE Westerly, continuing along said tract and said southerly right-of-way line, 11 feet more or less, to the Point of Beginning;
- U2211. THENCE Westerly, continuing along said tract, 55 feet more or less, to the west most northwest corner of said tract;
- U2212. THENCE Southwesterly, along the west line of said tract, 132 feet more or less, to the southerly line of said tract;
- U2213. THENCE Southeasterly, along said southerly line, 71 feet more or less, to the easterly right-of-way line of vacated County Road 47;
- U2214. THENCE Northeasterly, along said easterly right-of-way, 193 feet more or less, to the Point of Beginning.

Exception 3 – That tract of land described by deed in Instrument Number 202016370, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the point of intersection of the easterly right-of-way of River Street and the northerly right-of-way of Rogers Landing;

- U2301. THENCE Southeasterly, along the northerly right-of-way of Rogers Landing, 1,285 feet more or less, to the Yamhill County side of the Willamette River;
- U2302. THENCE Northwesterly, along the Yamhill County side of the Willamette River, 177 feet more or less, to the east line of that tract of land described as a portion of Parcel 13 in Instrument Number 202016370, Yamhill County Deed Records;
- U2303. THENCE Northerly, along said east line, 200 feet more or less, to the north line of said tract;
- U2304. THENCE Westerly, along said north line, 60 feet more or less, to the west line of said tract;
- U2305. THENCE Southerly, along said west line, 190 feet more or less, to the Yamhill County side of the Willamette River;
- U2306. THENCE Westerly, along the Yamhill County side of the Willamette River, 564 feet more or less, to the southeast corner of that tract of land described in Instrument Number 202002291, Yamhill County Deed Records;
- U2307. THENCE Northerly, along the east line of said tract and the northerly extension of, 727 feet more or less, to the southerly right-of-way of 14th Street;
- U2308. THENCE Easterly, along said southerly right-of-way, 45 feet more or less, to the easterly right-of-way of River Street;
- U2309. THENCE Northerly, along said easterly right-of-way, 170 feet more or less, to the Point of Beginning.

Exception 4 – That tract of land described by deed in Instrument Number 2021-00404, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the northwest most corner of said tract, said point being on the east right-of-way line of Waterfront Street (County Road 65);

- U2401. THENCE Easterly, along the North line of said tract, 148 feet more or less, to an angle point;
- U2402. THENCE Southeasterly, along the Northeasterly line of said tract, 151 feet more or less, to the southerly line of said tract;
- U2403. THENCE Southwesterly, along said southerly line, 293 feet more or less, to the easterly right-of-way line of Waterfront Street (County Road 65);
- U2404. THENCE Northerly, along said easterly right-of-way, 265 feet more or less, to the Point of Beginning.

Exception 5 – That tract of land described by deed in Instrument Number 2019-02753 and a portion of that tract of land described in that instrument recorded as Film Volume 199 Page 1650, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the northeast corner of that tract of land described in that instrument recorded as 2019-02753, said point falling on the west line of said tract described in that instrument recorded as Film Volume 199 Page 1650, Yamhill County Deed Records;

- U2501. THENCE Northerly, along said westerly line, 115 feet more or less, to the southerly right-of-way of the Highway 99 Newberg-Dundee Bypass;
- U2502. THENCE Easterly, along said southerly right-of-way, 147 feet more or less, to an angle point;
- U2503. THENCE Northerly, continuing along said southerly right-of-way, 95 feet more or less, to an angle point;
- U2504. THENCE Northeasterly, continuing along said southerly right-of-way, 413 feet more or less, to an angle point;
- U2505. THENCE Northerly, continuing along said southerly right-of-way, 18 feet more or less, to the southerly right-of-way of Waterfront Street (County Road 65);
- U2506. THENCE Easterly, along said southerly right-of-way, 1,024 feet more or less, to the westerly line of that tract of land described in Instrument Number 202002291, Yamhill County Deed Records;
- U2507. THENCE Southerly, along said westerly line, 359 feet more or less, to the southwest corner of said tract;
- U2508. THENCE Easterly, along the southerly line of said tract, 650 feet more or less, to the Yamhill County side of the Willamette River;
- U2509. THENCE Southwesterly, along the Yamhill County side of the Willamette River, 1,115 feet more or less, to its confluence with the center of Chehalem Creek;

- U2510. THENCE Northwesterly, along the center of Chehalem Creek, 722 feet more or less, to the southwesterly line of that tract of land described in that instrument recorded as Film Volume 199 Page 1650, Yamhill County Deed Records;
- U2511. THENCE Northwesterly, along said southwesterly line, 963 feet more or less, to the southeast corner of said tract of land conveyed by Instrument Number 2019-02753;
- U2512. THENCE Southwesterly, along the southerly line of said tract, 395 feet more or less, to the southwest corner of said tract;
- U2513. THENCE Northerly, along the westerly line of said tract, 393 feet more or less, to the northwest corner of said tract;
- U2514. THENCE Easterly, along the northerly line of said tract, 380 feet more or less, to the westerly line of that tract of land described in that instrument recorded as Film Volume 199 Page 1650, Yamhill County Deed Records and the Point of Beginning.

Exception 6 – A portion of that tract of land described by deed in that instrument recorded as Film Volume 103, Page 739, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the northwest corner of said tract of land, said point being on the south right-of-way line of the Spaulding Railroad right-of-way;

- U2601. THENCE Easterly, along said south right-of-way, 581 feet more or less, to the west right-of-way line of S. College Street;
- U2602. THENCE Southerly, along said west right-of-way, 28 feet more or less, to the northwesterly right-of-way of the Highway 99 Newberg-Dundee Bypass;
- U2603. THENCE Southwesterly, along said northwesterly right-of-way, 462 feet more or less, to the south line of said tract;
- U2604. THENCE Westerly, along said south line, 224 feet more or less, to the westerly line of said tract;
- U2605. THENCE Northerly, along said westerly line, 293 feet more or less, to the Point of Beginning.

Exception 7 – A tract of land described by deed in that instrument recorded as Film Volume 208, Page 1025, Yamhill County Deed Records and being more particularly described as follows:

Beginning at the southeast corner of said tract, said point also being the intersection point of the westerly right-of-way line of S. College Street and the northerly right-of-way line of the Spaulding Railroad;

- U2701. THENCE Westerly, along said northerly right-of-way, 239 feet more or less, to the southwest corner of said tract;
- U2702. THENCE Northerly, along the west line of said tract, 124 feet more or less, to the northwest corner of said tract;

- U2703. THENCE Easterly, along the northerly line of said tract, 144 feet more or less, to an angle point;
- U2704. THENCE Southerly, continuing along said northerly line, 4 feet more or less, to an angle point;
- U2705. THENCE Easterly, continuing along said northerly line, 95 feet more or less, to the westerly right-of-way of S. College Street;
- U2706. THENCE Southerly, along said westerly right-of-way, 115 feet more or less, to the Point of Beginning.

Contains a net total of 540 acres more or less.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

DIGITALLY SIGNED

OREGON
JANUARY 18, 1994
ANTHONY R. WELLER
2649

RENEWS: 6/30/22

**Exhibit “B” to Planning Commission Resolution 2022-378
Newberg Urban Renewal Report**

Report Accompanying the Newberg Urban Renewal Plan

This document remains draft until adoption by the City of Newberg City Council.



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The Newberg Urban Renewal Plan adopted by the City of Newberg

Date

Ordinance No. 2022-

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..... | 5 |
| III. | THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS | 18 |
| IV. | FINANCIAL ANALYSIS OF THE PLAN | 19 |
| V. | THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED | 22 |
| VI. | THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT..... | 28 |
| VII. | REVENUE SHARING..... | 33 |
| VIII. | IMPACT OF THE TAX INCREMENT FINANCING | 33 |
| IX. | COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA..... | 37 |
| X. | EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES | 38 |
| XI. | REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN..... | 57 |
| XII. | RELOCATION REPORT..... | 57 |

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 457.085(8))
- A relocation report. (ORS 457.087(9))

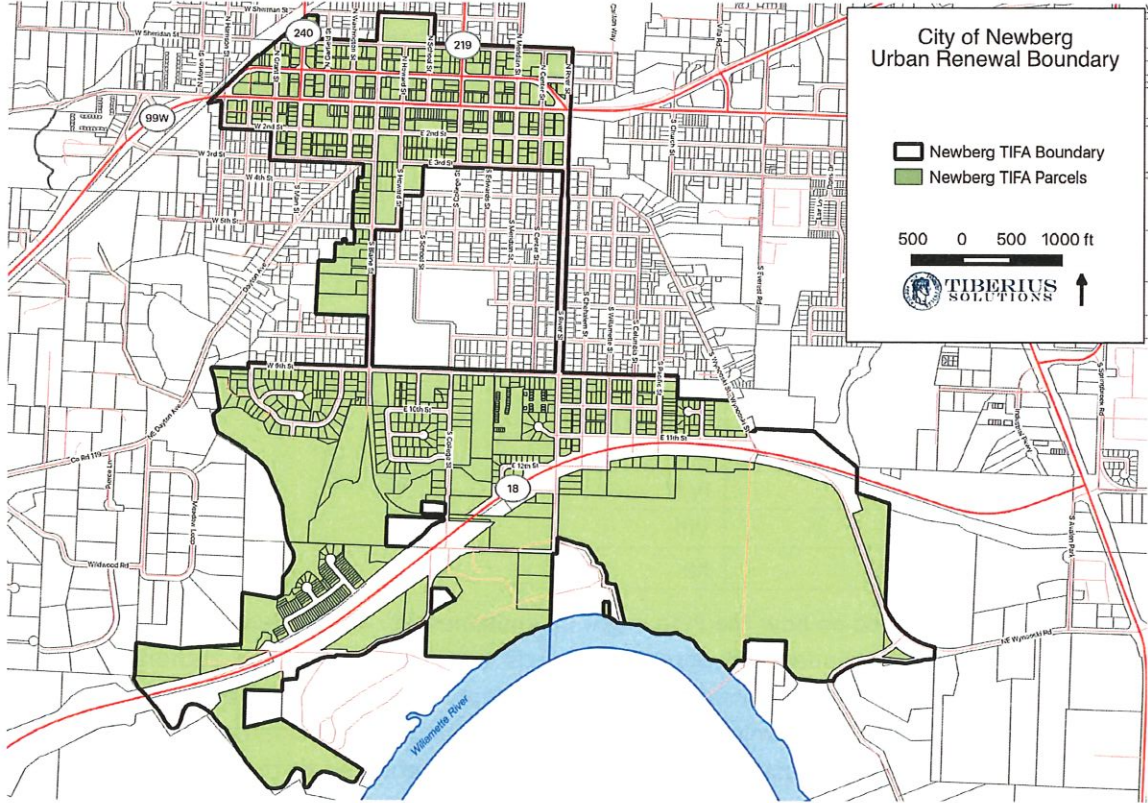
The relationship of the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

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

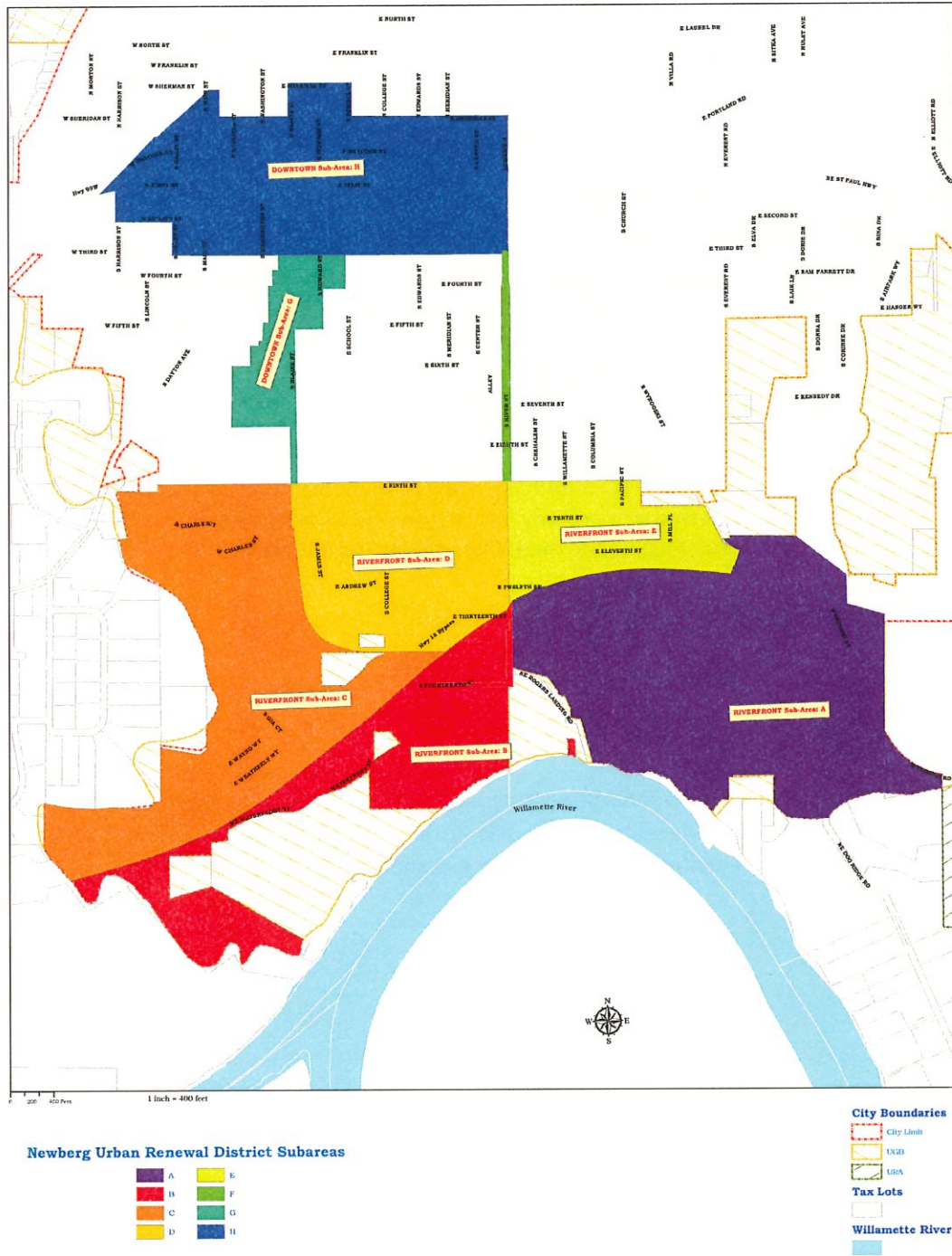


Source: Tiberius Solutions and City of Newberg

Note: The legal description and legal map included in Section XIV of the Newberg Urban Renewal Plan are the legal boundary. If there is any difference between the legal map and this map, the legal map takes precedence. The area acreage is approximately 540 acres.

Figure 2 - Urban Renewal Boundary with Sub-Areas

Newberg Urban Renewal District Subareas



Source: City of Newberg

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, stormwater, 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, stormwater, water, wastewater. New street to meet City of Newberg standards.
- c) NE Wynooski Road from Bypass to NE Dog Ridge Road. Includes street, curb, sidewalk, and a stormwater project. This is currently a County Road. Improvements to existing road to meet City of Newberg standards.
- d) NE Dog Ridge Road - E Fourteenth Street Extension to Wynooski Road. Includes street, curb, sidewalk, and a stormwater project. This is currently a County Road. Improvements to the existing road to meet City of Newberg standards.

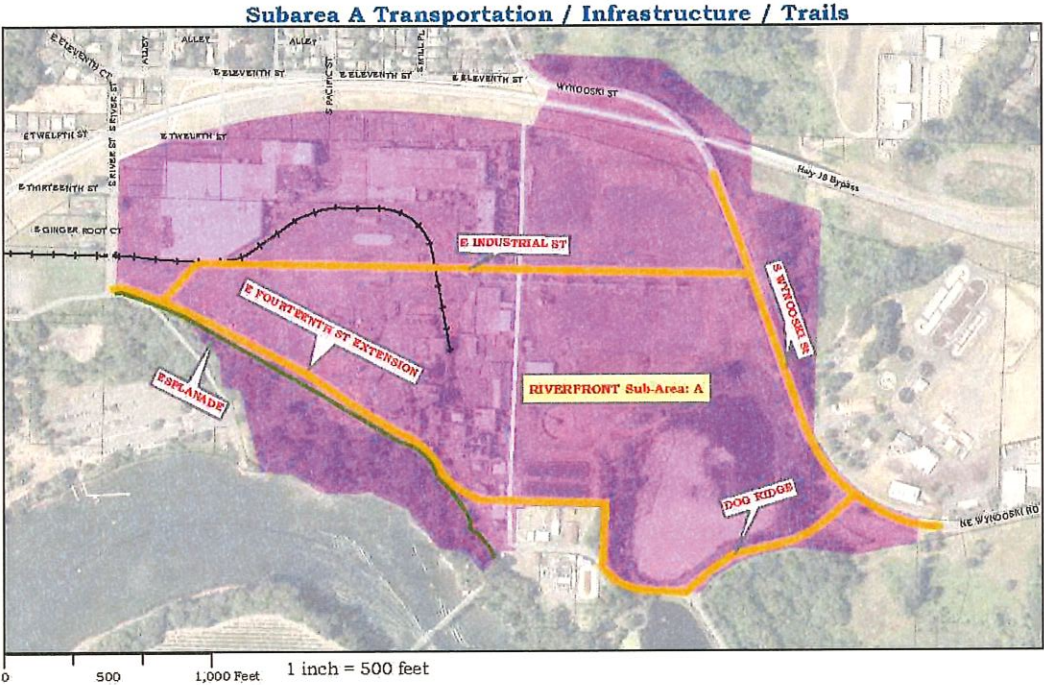
2. Riverfront Trails

- 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 Road these streets do not currently exist. Public stormwater, 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 3 – 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, stormwater, 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, stormwater, water. This is currently a County Road. Improvements to the existing road to meet City of Newberg standards.

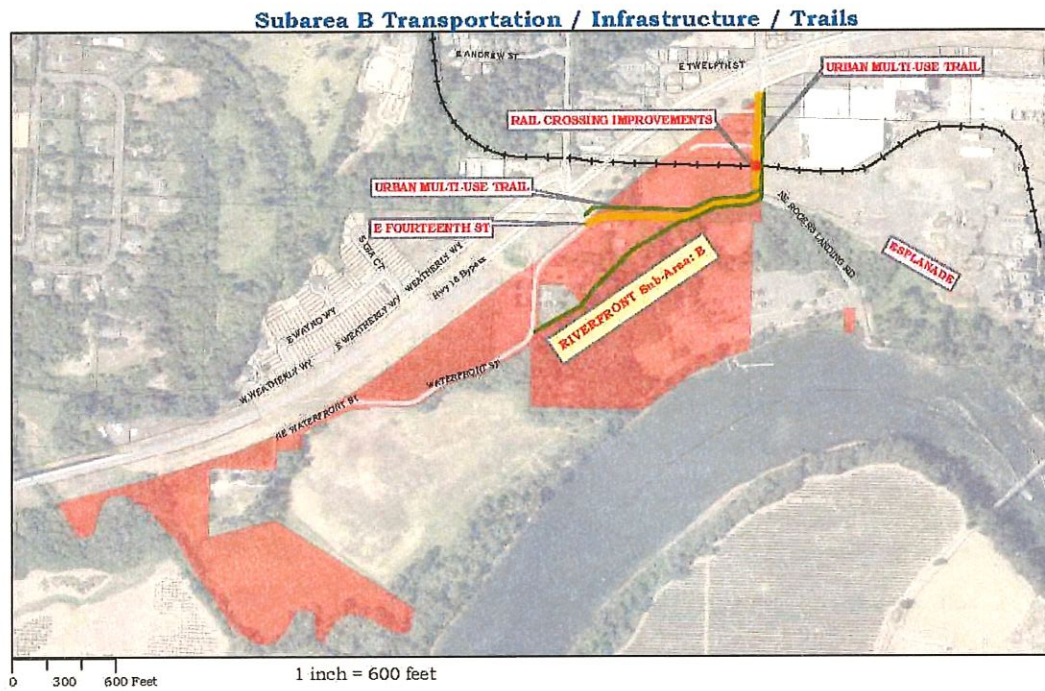
2. Riverfront Trails

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

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 stormwater, water and wastewater improvements are limited or non-existent in this area.

Figure 4 – Sub-Area B Transportation and Infrastructure



Source: City of Newberg

D. Sub-Area D Riverfront:

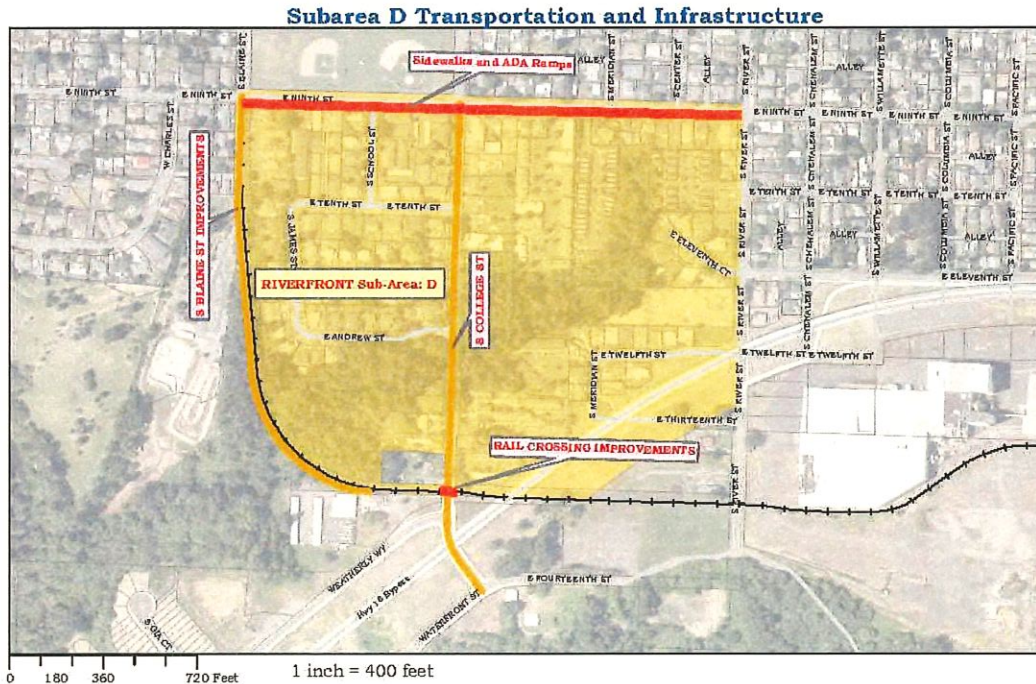
1. Public Transportation and Infrastructure

- a) S Blaine Extension - E Ninth Street to S College Street. Area within URA only. Includes street, curb, sidewalk, stormwater. New street to meet City of Newberg standards. Alignment to be generally adjacent to the existing railroad track.
- b) S College Street – E Ninth Street to E Fourteenth Street. Includes street, curb, sidewalk, stormwater. This is currently a County Road. Improvements to the 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.
- d) E Ninth Street Sidewalks - S Blaine Street to S River Street.
- e) ADA Curb Ramps - E Ninth Street, S Blaine Street to S River Street.

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 stormwater, water and wastewater infrastructure.

Figure 6 – Sub-Area D Transportation and Infrastructure



Source: City of Newberg

E. Sub-Area E Riverfront:

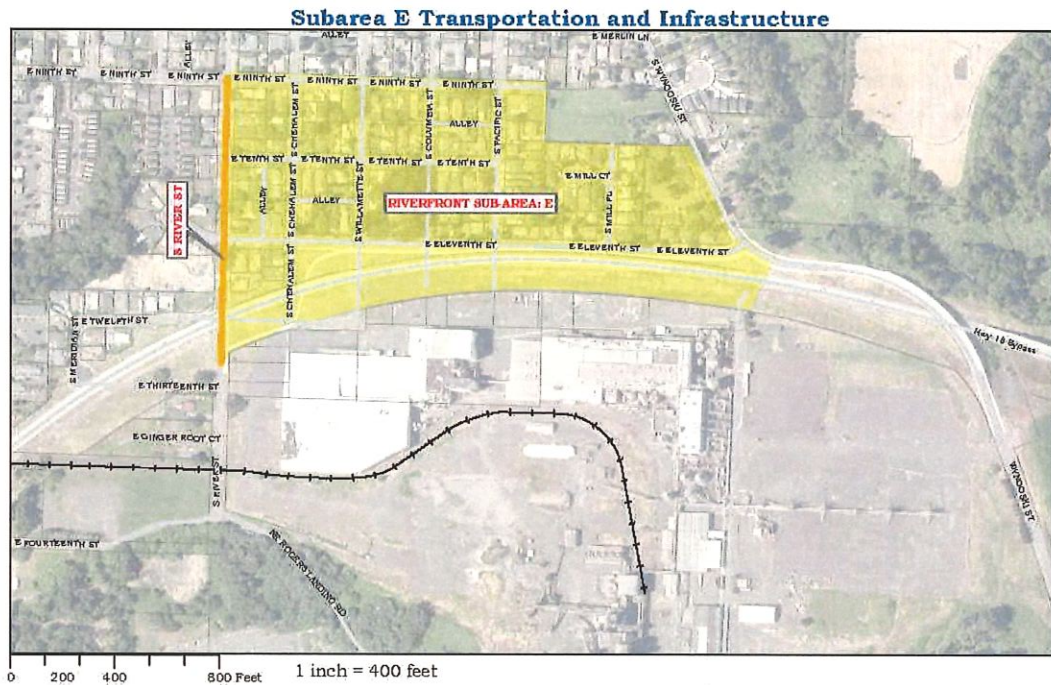
1. Public Transportation and Infrastructure

- a) S River Street improvements - E Ninth Street to Bypass. Includes street, curb, sidewalk, stormwater 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 stormwater, 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 7 – Sub-Area E Transportation and Infrastructure



Source: City of Newberg

F. Sub-Area F Downtown

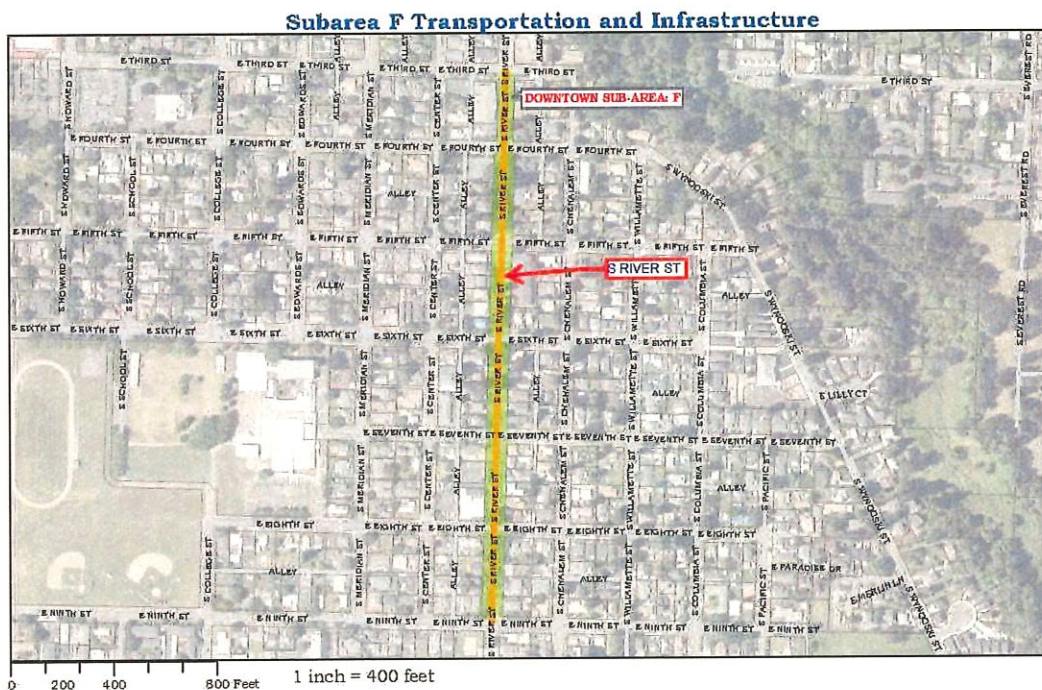
1. Public Transportation and Infrastructure

- a) S River Street improvements - E Third Street to E Ninth Street. Includes street, curb, sidewalk, stormwater, 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 8 – Sub-Area F 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.
- g) ADA Curb Ramps S Blaine Street, E First Street to E Third 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.

East/West Streets

- h) First Street Road Diet. Includes street, curb, sidewalk, water line replacement, wastewater and stormwater.
- i) Hancock Street Road Diet (College to Garfield) includes water line.

EXISTING CONDITIONS:

East/West Streets

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 First Street and Hancock 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.

North/South and East/West Streets

- j) Howard Street - E Third to E First - water line replacement.
- k) Sheridan Street - RR Tracks to ½ block east of N Main - water line replacement.
- l) 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.

Traffic Signals

- m) N Blaine Street/E Hancock Signal.
- n) 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.

Parking

- o) 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.

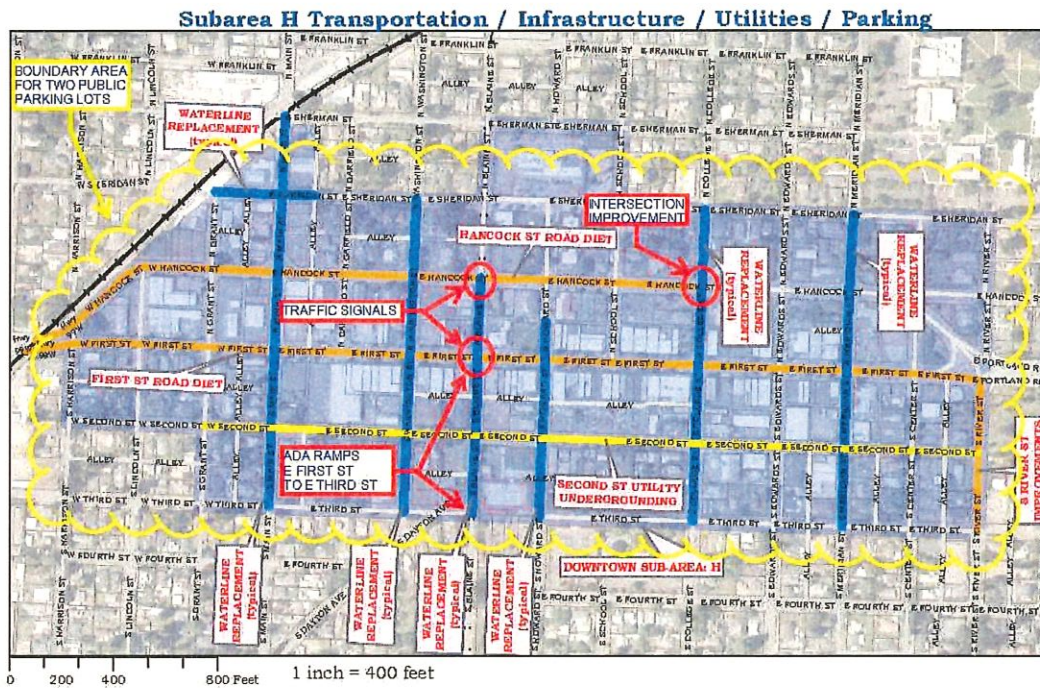
2. Undergrounding Utilities

- 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 10 – 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 2022 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.

The Year of Expenditure Project Costs include interest earnings which count as program income and give additional capacity to spend revenues on projects but do not count against maximum indebtedness.

Table 2 - Estimated Cost of Each Project in Constant FYE 2022 as Compared to Year of Expenditure Costs

| Project Title | Constant FYE 2022 | Year of Expenditure Project Cost |
|----------------------------|---------------------|----------------------------------|
| Sub-Area A Riverfront | (15,211,506) | (21,232,429) |
| Sub-Area B Riverfront | (3,928,471) | (4,660,028) |
| Sub-Area C Riverfront | (175,280) | (190,917) |
| Sub-Area D Riverfront | (7,013,278) | (11,801,345) |
| Sub-Area E Riverfront | (1,834,485) | (3,515,057) |
| Sub-Area F Downtown | (6,493,322) | (14,003,498) |
| Sub-Area G: Downtown | (2,884,795) | (5,432,409) |
| Sub-Area H: Downtown | (25,095,566) | (54,940,305) |
| Financing Fees | (583,026) | (888,000) |
| Administration | (5,730,000) | (9,674,882) |
| Total Expenditures: | (68,949,729) | (126,338,870) |

Source: City of Newberg and Tiberius Solutions

III. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2053 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 2024 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 increases are incorporating the potential future increases that could be made by the Newberg City Council as allowed in Measure 36-191 passed in November 2017.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2024. 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.

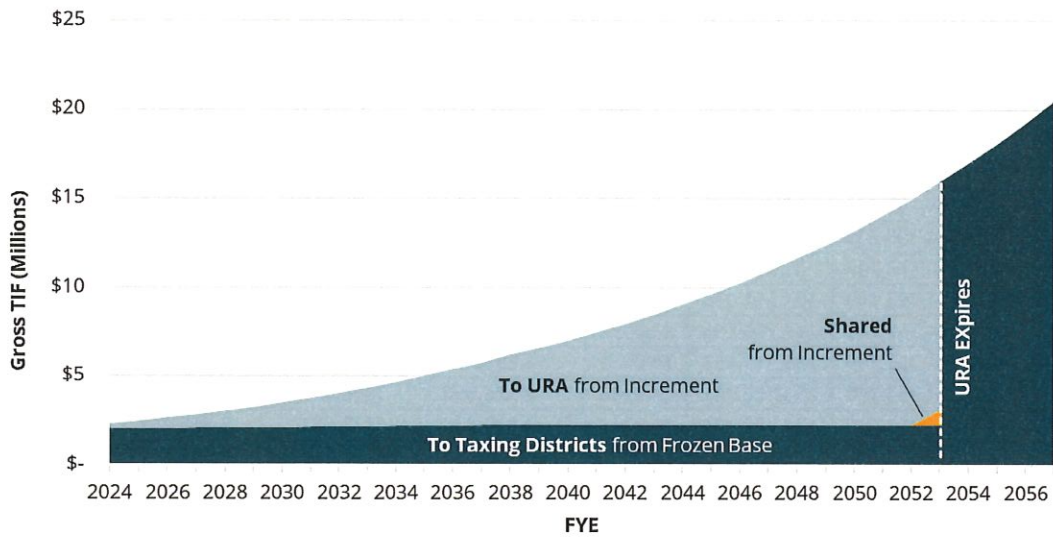
¹ TIF is also used to signify tax increment revenues

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 | |
| 2024 | 175,071,880 | 154,353,749 | 20,718,131 | 13.2300 | 274,100 | (13,705) | 260,395 | 0 | 260,395 |
| 2025 | 186,451,552 | 154,353,749 | 32,097,803 | 13.3169 | 427,444 | (21,372) | 406,072 | 3,906 | 409,978 |
| 2026 | 198,570,903 | 154,353,749 | 44,217,154 | 13.4065 | 592,796 | (29,640) | 563,156 | 6,091 | 569,248 |
| 2027 | 211,478,011 | 154,353,749 | 57,124,262 | 13.4987 | 771,104 | (38,555) | 732,549 | 8,447 | 740,997 |
| 2028 | 225,224,082 | 154,353,749 | 70,870,333 | 13.5937 | 963,392 | (48,170) | 915,223 | 10,988 | 926,211 |
| 2029 | 239,863,647 | 154,353,749 | 85,509,898 | 13.6916 | 1,170,767 | (58,538) | 1,112,228 | 13,728 | 1,125,957 |
| 2030 | 255,454,784 | 154,353,749 | 101,101,035 | 13.7924 | 1,394,425 | (69,721) | 1,324,704 | 16,683 | 1,341,387 |
| 2031 | 272,059,345 | 154,353,749 | 117,705,596 | 13.8962 | 1,635,662 | (81,783) | 1,553,879 | 19,871 | 1,573,749 |
| 2032 | 289,743,202 | 154,353,749 | 135,389,453 | 14.0031 | 1,895,878 | (94,794) | 1,801,084 | 23,308 | 1,824,392 |
| 2033 | 308,576,510 | 154,353,749 | 154,222,761 | 14.1133 | 2,176,590 | (108,830) | 2,067,761 | 27,016 | 2,094,777 |
| 2034 | 328,633,983 | 154,353,749 | 174,280,234 | 14.2267 | 2,479,439 | (123,972) | 2,355,467 | 31,016 | 2,386,483 |
| 2035 | 349,995,192 | 154,353,749 | 195,641,443 | 14.3436 | 2,806,200 | (140,310) | 2,665,890 | 35,332 | 2,701,222 |
| 2036 | 372,744,879 | 154,353,749 | 218,391,130 | 14.4639 | 3,158,797 | (157,940) | 3,000,857 | 39,988 | 3,040,846 |
| 2037 | 396,973,297 | 154,353,749 | 242,619,548 | 14.5879 | 3,539,312 | (176,966) | 3,362,347 | 45,013 | 3,407,360 |
| 2038 | 422,776,561 | 154,353,749 | 268,422,812 | 14.7144 | 3,949,681 | (197,484) | 3,752,197 | 50,435 | 3,802,632 |
| 2039 | 450,257,038 | 154,353,749 | 295,903,289 | 14.7144 | 4,354,039 | (217,702) | 4,136,337 | 56,283 | 4,192,620 |
| 2040 | 479,523,745 | 154,353,749 | 325,169,996 | 14.7144 | 4,784,681 | (239,234) | 4,545,447 | 62,045 | 4,607,492 |
| 2041 | 510,692,788 | 154,353,749 | 356,339,039 | 14.7144 | 5,243,315 | (262,166) | 4,981,149 | 68,182 | 5,049,331 |
| 2042 | 543,887,820 | 154,353,749 | 389,534,071 | 14.7144 | 5,731,760 | (286,588) | 5,445,172 | 74,717 | 5,519,889 |
| 2043 | 579,240,529 | 154,353,749 | 424,886,780 | 14.7144 | 6,251,954 | (312,598) | 5,939,356 | 81,678 | 6,021,034 |
| 2044 | 616,891,163 | 154,353,749 | 462,537,414 | 14.7144 | 6,805,961 | (340,298) | 6,465,663 | 89,090 | 6,554,753 |
| 2045 | 656,989,088 | 154,353,749 | 502,635,339 | 14.7144 | 7,395,977 | (369,799) | 7,026,179 | 96,985 | 7,123,164 |
| 2046 | 699,693,379 | 154,353,749 | 545,339,630 | 14.7144 | 8,024,345 | (401,217) | 7,623,128 | 105,393 | 7,728,521 |
| 2047 | 745,173,449 | 154,353,749 | 590,819,700 | 14.7144 | 8,693,557 | (434,678) | 8,258,880 | 114,347 | 8,373,226 |
| 2048 | 793,609,723 | 154,353,749 | 639,255,974 | 14.7144 | 9,406,268 | (470,313) | 8,935,955 | 123,883 | 9,059,838 |
| 2049 | 845,194,355 | 154,353,749 | 690,840,606 | 14.7144 | 10,165,305 | (508,265) | 9,657,040 | 134,039 | 9,791,079 |
| 2050 | 900,131,988 | 154,353,749 | 745,778,239 | 14.7144 | 10,973,679 | (548,684) | 10,424,995 | 144,856 | 10,569,851 |
| 2051 | 958,640,567 | 154,353,749 | 804,286,818 | 14.7144 | 11,834,598 | (591,730) | 11,242,868 | 156,375 | 11,399,243 |
| 2052 | 1,020,952,203 | 154,353,749 | 866,598,454 | 14.7144 | 12,751,476 | (637,574) | 12,113,902 | 168,643 | 12,282,546 |
| 2053 | 1,087,314,096 | 154,353,749 | 874,861,633 | 14.7144 | 12,873,064 | (643,653) | 12,229,411 | 181,709 | 12,411,119 |
| TOTAL: | | | | | \$152,525,570 | \$(7,626,278) | \$144,899,291 | \$1,990,048 | \$146,889,339 |

Source: Tibberus Solutions

Figure 11 - 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 2022 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 2053, 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 \$125,800,000 (One Hundred Twenty-Five Million Eight Hundred Thousand dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$125,800,000 is \$146,889,339 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 | \$ | 146,889,339 |
| Maximum Indebtedness | \$ | 125,800,000 |
| Capacity (2022\$) - Including Financing Fees | \$ | 68,949,729 |
| Years 1-5 | | 3,972,876 |
| Years 6-10 | | 8,581,748 |
| Years 11-15 | | 11,671,788 |
| Years 16-20 | | 13,896,277 |
| Years 21-25 | | 13,480,747 |
| Years 26-30 | | 17,346,293 |

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 2053. 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 | \$ 3,400,000 | \$ 5,900,000 | \$ 10,500,000 |
| Interest Rate | 5.00% | 5.00% | 5.00% |
| Loan Term | 20 | 20 | 20 |
| Loan Year | 2025 | 2029 | 2034 |
| Interest Payment Start | 2025 | 2029 | 2034 |
| Principal Payment Start | 2025 | 2029 | 2034 |
| Annual Payment | (\$272,825) | (\$473,431) | (\$842,547) |

| Loan | Loan D | Loan E |
|-------------------------|---------------|---------------|
| Principal Amount | \$ 12,500,000 | \$ 12,100,000 |
| Interest Rate | 5.00% | 5.00% |
| Loan Term | 15 | 10 |
| Loan Year | 2039 | 2044 |
| Interest Payment Start | 2039 | 2044 |
| Principal Payment Start | 2039 | 2044 |
| Annual Payment | (\$1,204,279) | (\$1,567,005) |

Source: Tiberius Solutions

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

| | Total | FYE 2024 | FYE 2025 | FYE 2026 | FYE 2027 | FYE 2028 | FYE 2029 | FYE 2030 |
|---------------------------------------|-----------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| Resources | | | | | | | | |
| TIF: Current Year | 144,899,291 | 260,395 | 406,072 | 563,156 | 732,549 | 915,223 | 1,112,228 | 1,324,704 |
| TIF: Prior Years | 1,990,048 | - | 3,906 | 6,091 | 8,447 | 10,988 | 13,728 | 16,683 |
| Total Resources | 146,889,339 | 260,395 | 409,978 | 569,248 | 740,997 | 926,211 | 1,125,957 | 1,341,387 |
| Expenditures | | | | | | | | |
| Debt Service | | | | | | | | |
| Scheduled Payments | | | | | | | | |
| Loan A | (5,456,496) | - | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) |
| Loan B | (9,468,625) | - | - | - | - | - | (473,431) | (473,431) |
| Loan C | (16,850,943) | - | - | - | - | - | - | - |
| Loan D | (18,064,179) | - | - | - | - | - | - | - |
| Loan E | (15,670,054) | - | - | - | - | - | - | - |
| Total Debt Service, Scheduled Only | (65,510,297) | - | (272,825) | (272,825) | (272,825) | (272,825) | (746,256) | (746,256) |
| Total Debt Service | (65,510,297) | - | (272,825) | (272,825) | (272,825) | (272,825) | (746,256) | (746,256) |
| Debt Service Coverage Ratio | | | 1.50 | 2.09 | 2.72 | 3.39 | 1.51 | 1.80 |
| Transfer to URA Projects Fund | (\$81,379,043) | (\$260,395) | (\$137,153) | (\$296,423) | (\$468,172) | (\$653,386) | (\$379,701) | (\$595,131) |
| Total Expenditures | (\$146,889,339) | (\$260,395) | (\$409,978) | (\$569,248) | (\$740,997) | (\$926,211) | (\$1,125,957) | (\$1,341,387) |

Source: Tiberius Solutions

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

| | FYE 2031 | FYE 2032 | FYE 2033 | FYE 2034 | FYE 2035 | FYE 2036 | FYE 2037 | FYE 2038 |
|------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Resources | | | | | | | | |
| TIF: Current Year | 1,553,879 | 1,801,084 | 2,067,761 | 2,355,467 | 2,665,890 | 3,000,857 | 3,362,347 | 3,752,197 |
| TIF: Prior Years | 19,871 | 23,308 | 27,016 | 31,016 | 35,332 | 39,988 | 45,013 | 50,435 |
| Total Resources | 1,573,749 | 1,824,392 | 2,094,777 | 2,386,483 | 2,701,222 | 3,040,846 | 3,407,360 | 3,802,632 |
| Expenditures | | | | | | | | |
| Debt Service | | | | | | | | |
| Scheduled Payments | | | | | | | | |
| Loan A | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) |
| Loan B | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) |
| Loan C | - | - | - | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) |
| Loan D | - | - | - | - | - | - | - | - |
| Loan E | - | - | - | - | - | - | - | - |
| Total Debt Service, Scheduled Only | (746,256) | (746,256) | (746,256) | (1,588,803) | (1,588,803) | (1,588,803) | (1,588,803) | (1,588,803) |
| Total Debt Service | (746,256) | (746,256) | (746,256) | (1,588,803) | (1,588,803) | (1,588,803) | (1,588,803) | (1,588,803) |
| Debt Service Coverage Ratio | 2.11 | 2.44 | 2.81 | 1.50 | 1.70 | 1.91 | 2.14 | 2.39 |
| Transfer to URA Projects Fund | (\$827,493) | (\$1,078,136) | (\$1,348,521) | (\$797,680) | (\$1,112,419) | (\$1,452,042) | (\$1,818,556) | (\$2,213,829) |
| Total Expenditures | (\$1,573,749) | (\$1,824,392) | (\$2,094,777) | (\$2,386,483) | (\$2,701,222) | (\$3,040,846) | (\$3,407,360) | (\$3,802,632) |

Source: Tiberius Solutions

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

| | FYE 2039 | FYE 2040 | FYE 2041 | FYE 2042 | FYE 2043 | FYE 2044 | FYE 2045 | FYE 2046 |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Resources | | | | | | | | |
| TIF: Current Year | 4,136,337 | 4,545,447 | 4,981,149 | 5,445,172 | 5,939,356 | 6,465,663 | 7,026,179 | 7,623,128 |
| TIF: Prior Years | 56,283 | 62,045 | 68,182 | 74,717 | 81,678 | 89,090 | 96,985 | 105,393 |
| Total Resources | 4,192,620 | 4,607,492 | 5,049,331 | 5,519,889 | 6,021,034 | 6,554,753 | 7,123,164 | 7,728,521 |
| Expenditures | | | | | | | | |
| Debt Service | | | | | | | | |
| Scheduled Payments | | | | | | | | |
| Loan A | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | (272,825) | - | - |
| Loan B | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) | (473,431) |
| Loan C | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) |
| Loan D | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) |
| Loan E | - | - | - | - | - | (1,567,005) | (1,567,005) | (1,567,005) |
| Total Debt Service, Scheduled Only | (2,793,082) | (2,793,082) | (2,793,082) | (2,793,082) | (2,793,082) | (4,360,087) | (4,087,262) | (4,087,262) |
| Total Debt Service | (2,793,082) | (2,793,082) | (2,793,082) | (2,793,082) | (2,793,082) | (4,360,087) | (4,087,262) | (4,087,262) |
| Debt Service Coverage Ratio | 1.50 | 1.65 | 1.81 | 1.98 | 2.16 | 1.50 | 1.74 | 1.89 |
| Transfer to URA Projects Fund | (\$1,399,539) | (\$1,814,411) | (\$2,256,249) | (\$2,726,808) | (\$3,227,952) | (\$2,194,666) | (\$3,035,901) | (\$3,641,258) |
| Total Expenditures | (\$4,192,620) | (\$4,607,492) | (\$5,049,331) | (\$5,519,889) | (\$6,021,034) | (\$6,554,753) | (\$7,123,164) | (\$7,728,521) |

Source: Tiberius Solutions

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

| | FYE 2047 | FYE 2048 | FYE 2049 | FYE 2050 | FYE 2051 | FYE 2052 | FYE 2053 |
|---------------------------------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|
| Resources | | | | | | | |
| TIF: Current Year | 8,258,880 | 8,935,955 | 9,657,040 | 10,424,995 | 11,242,868 | 12,113,902 | 12,229,411 |
| TIF: Prior Years | 114,347 | 123,883 | 134,039 | 144,856 | 156,375 | 168,643 | 181,709 |
| Total Resources | 8,373,226 | 9,059,838 | 9,791,079 | 10,569,851 | 11,399,243 | 12,282,546 | 12,411,119 |
| Expenditures | | | | | | | |
| Debt Service | | | | | | | |
| Scheduled Payments | | | | | | | |
| Loan A | - | - | - | - | - | - | - |
| Loan B | (473,431) | (473,431) | - | - | - | - | - |
| Loan C | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) | (842,547) |
| Loan D | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,279) | (1,204,278) |
| Loan E | (1,567,005) | (1,567,005) | (1,567,005) | (1,567,005) | (1,567,005) | (1,567,005) | (1,567,005) |
| Total Debt Service, Scheduled Only | (4,087,262) | (4,087,262) | (3,613,831) | (3,613,831) | (3,613,831) | (3,613,831) | (3,613,831) |
| Total Debt Service | (4,087,262) | (4,087,262) | (3,613,831) | (3,613,831) | (3,613,831) | (3,613,831) | (3,613,831) |
| Debt Service Coverage Ratio | 2.05 | 2.22 | 2.71 | 2.92 | 3.15 | 3.40 | 3.43 |
| Transfer to URA Projects Fund | (\$4,285,964) | (\$4,972,576) | (\$6,177,248) | (\$6,956,020) | (\$7,785,412) | (\$8,668,714) | (\$8,797,289) |
| Total Expenditures | (\$8,373,226) | (\$9,059,838) | (\$9,791,079) | (\$10,569,851) | (\$11,399,243) | (\$12,282,546) | (\$12,411,119) |

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 2053, a 30-year program.

The amount of money available for projects in 2022 constant dollars for the Area is \$68,949,729. See Table 2 for the individual project analysis. This \$68,949,729 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 \$68,949,729 of 2022 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 \$146,889,339.

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 2024 | FYE 2025 | FYE 2026 | FYE 2027 | FYE 2028 | FYE 2029 | FYE 2030 |
|------------------------------|---------------|-----------|-------------|-----------|-----------|-----------|-------------|-----------|
| Resources | | | | | | | | |
| Beginning Balance | | - | 49,073 | 85,806 | 168,813 | 417,562 | 846,157 | 546,980 |
| Interest Earnings | 559,827 | - | 245 | 429 | 844 | 2,088 | 4,231 | 2,735 |
| Transfer from TIF Fund | 81,379,043 | 260,395 | 137,153 | 296,423 | 468,172 | 653,386 | 379,701 | 595,131 |
| Bond/Loan Proceeds | 44,400,000 | - | 3,400,000 | - | - | - | 5,900,000 | - |
| Total Resources | 126,338,870 | 260,395 | 3,586,471 | 382,658 | 637,829 | 1,073,036 | 7,130,088 | 1,144,846 |
| Expenditures (YOE \$) | | | | | | | | |
| Sub-Area A Riverfront | (21,232,429) | | | | | | (6,231,427) | |
| Sub-Area B Riverfront | (4,660,028) | | (3,054,495) | | | | | |
| Sub-Area C Riverfront | (190,917) | (20,360) | (170,557) | | | | | |
| Sub-Area D Riverfront | (11,801,345) | | | | | | | |
| Sub-Area E Riverfront | (3,515,057) | | | | | | | |
| Sub-Area F Downtown | (14,003,498) | | | | | | | |
| Sub-Area G: Downtown | (5,432,409) | | | | | | | |
| Sub-Area H: Downtown | (54,940,305) | | | | | | | |
| Financing Fees | (888,000) | | (68,000) | | | | (118,000) | |
| Administration | (9,674,882) | (190,962) | (207,613) | (213,845) | (220,267) | (226,879) | (233,681) | (240,692) |
| Total Expenditures | (126,338,870) | (211,322) | (3,500,665) | (213,845) | (220,267) | (226,879) | (6,583,108) | (240,692) |
| Ending Balance | | 49,073 | 85,806 | 168,813 | 417,562 | 846,157 | 546,980 | 904,154 |

Source: Tibertus Solutions

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

| | FYE 2031 | FYE 2032 | FYE 2033 | FYE 2034 | FYE 2035 | FYE 2036 | FYE 2037 | FYE 2038 |
|------------------------------|-----------|-------------|-------------|--------------|-----------|-------------|-------------|-------------|
| Resources | | | | | | | | |
| Beginning Balance | 904,154 | 1,488,256 | 666,602 | 39,029 | 137,901 | 331,891 | 155,790 | 304,909 |
| Interest Earnings | 4,521 | 7,441 | 3,333 | 195 | 690 | 1,659 | 779 | 1,525 |
| Transfer from TIF Fund | 827,493 | 1,078,136 | 1,348,521 | 797,680 | 1,112,419 | 1,452,042 | 1,818,556 | 2,213,829 |
| Bond/Loan Proceeds | - | - | - | 10,500,000 | - | - | - | - |
| Total Resources | 1,736,168 | 2,573,834 | 2,018,456 | 11,336,904 | 1,251,010 | 1,785,592 | 1,975,126 | 2,520,262 |
| Expenditures (VOE \$) | | | | | | | | |
| Sub-Area A Riverfront | | | | (10,585,352) | (640,104) | | | (269,903) |
| Sub-Area B Riverfront | | | (1,335,630) | | | | | |
| Sub-Area C Riverfront | | | | | | | | |
| Sub-Area D Riverfront | | | | | | | | (799,056) |
| Sub-Area E Riverfront | | | | | | | | |
| Sub-Area F Downtown | | | | | | | | |
| Sub-Area G: Downtown | | | | | | | | |
| Sub-Area H: Downtown | | (1,651,891) | (380,799) | (132,768) | | (1,342,408) | (1,374,197) | (297,118) |
| Financing Fees | | | | (210,000) | | | | |
| Administration | (247,912) | (255,341) | (262,998) | (270,883) | (279,015) | (287,394) | (296,020) | (304,893) |
| Total Expenditures | (247,912) | (1,907,232) | (1,979,427) | (11,199,003) | (919,119) | (1,629,802) | (1,670,217) | (1,670,970) |
| Ending Balance | 1,488,256 | 666,602 | 39,029 | 137,901 | 331,891 | 155,790 | 304,909 | 849,292 |

Source: Tiberius Solutions

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

| | FYE 2039 | FYE 2040 | FYE 2041 | FYE 2042 | FYE 2043 | FYE 2044 | FYE 2045 | FYE 2046 |
|------------------------------|--------------|-----------|-------------|-------------|-------------|--------------|-----------|-----------|
| Resources | | | | | | | | |
| Beginning Balance | 849,292 | 1,239,927 | 2,575,076 | 989,233 | 16,919 | 1,038,837 | 3,406,327 | 6,084,276 |
| Interest Earnings | 4,246 | 6,200 | 12,875 | 4,946 | 85 | 5,194 | 17,032 | 30,421 |
| Transfer from TIF Fund | 1,399,539 | 1,814,411 | 2,256,249 | 2,726,808 | 3,227,952 | 2,194,666 | 3,035,901 | 3,641,258 |
| Bond/Loan Proceeds | 12,500,000 | - | - | - | - | 12,100,000 | - | - |
| Total Resources | 14,753,077 | 3,060,537 | 4,844,201 | 3,720,986 | 3,244,956 | 15,338,697 | 6,459,260 | 9,755,956 |
| Expenditures (YOE \$) | | | | | | | | |
| Sub-Area A Riverfront | (3,775,546) | | | | | | | |
| Sub-Area B Riverfront | | | | | | | | |
| Sub-Area C Riverfront | | | | | | | | |
| Sub-Area D Riverfront | (9,173,572) | (162,005) | | | | (1,666,712) | | |
| Sub-Area E Riverfront | | | | | | (3,515,057) | | |
| Sub-Area F Downtown | | | | | | | | |
| Sub-Area G: Downtown | | | | (1,562,224) | | (3,870,185) | | |
| Sub-Area H: Downtown | | | (3,521,803) | (1,798,684) | (1,852,662) | (2,274,357) | | |
| Financing Fees | (250,000) | | | | | (242,000) | | |
| Administration | (314,032) | (323,456) | (333,165) | (343,159) | (353,457) | (364,059) | (374,984) | (386,232) |
| Total Expenditures | (13,513,150) | (485,461) | (3,854,968) | (3,704,067) | (2,206,119) | (11,932,370) | (374,984) | (386,232) |
| Ending Balance | 1,239,927 | 2,575,076 | 989,233 | 16,919 | 1,038,837 | 3,406,327 | 6,084,276 | 9,369,724 |

Source: Tiberius Solutions

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

| | FYE 2047 | FYE 2048 | FYE 2049 | FYE 2050 | FYE 2051 | FYE 2052 | FYE 2053 |
|------------------------------|------------|--------------|-------------|------------|------------|------------|--------------|
| Resources | | | | | | | |
| Beginning Balance | 9,369,724 | 13,304,715 | 3,930,562 | 5,105,688 | 11,629,656 | 19,001,916 | 27,280,200 |
| Interest Earnings | 46,849 | 66,524 | 19,653 | 25,528 | 58,148 | 95,010 | 136,401 |
| Transfer from TIF Fund | 4,285,964 | 4,972,576 | 6,177,248 | 6,956,020 | 7,785,412 | 8,668,714 | 8,797,289 |
| Bond/Loan Proceeds | - | - | - | - | - | - | - |
| Total Resources | 13,702,537 | 18,343,814 | 10,127,463 | 12,087,236 | 19,473,216 | 27,765,640 | 36,213,890 |
| Expenditures (VOE \$) | | | | | | | |
| Sub-Area A Riverfront | | | | | | | |
| Sub-Area B Riverfront | | | | | | | |
| Sub-Area C Riverfront | | | | | | | |
| Sub-Area D Riverfront | | | | | | | |
| Sub-Area E Riverfront | | | | | | | |
| Sub-Area F Downtown | | | | | | | |
| Sub-Area G: Downtown | | (14,003,498) | | | | | |
| Sub-Area H: Downtown | | | (4,599,728) | | | | (35,713,890) |
| Financing Fees | | | | | | | |
| Administration | (397,822) | (409,754) | (422,047) | (457,580) | (471,300) | (485,440) | (500,000) |
| Total Expenditures | (397,822) | (14,413,252) | (5,021,775) | (457,580) | (471,300) | (485,440) | (36,213,890) |
| Ending Balance | 13,304,715 | 3,930,562 | 5,105,688 | 11,629,656 | 19,001,916 | 27,280,200 | - |

Source: Tibertius Solutions

VI. REVENUE SHARING

Revenue sharing targets are projected to be reached in the final year of the Plan as the threshold set in ORS 457 (annual tax increment revenues in excess of 10 percent of the maximum indebtedness) is met that year.

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 (\$12,580,000). 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 (\$15,725,000). 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 2053 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 |
|--------------|---------------------|----------------------------------|-----------------------------|---------------------|-------------------------------|----------------------------|-----------------------------|
| 2024 | (50,731) | (884) | (697) | (57,044) | (30,019) | (17,864) | (157,239) |
| 2025 | (79,351) | (1,382) | (1,090) | (91,904) | (46,955) | (27,942) | (248,624) |
| 2026 | (109,442) | (1,906) | (1,503) | (130,557) | (64,761) | (38,537) | (346,707) |
| 2027 | (141,489) | (2,465) | (1,943) | (173,850) | (83,724) | (49,822) | (453,293) |
| 2028 | (175,618) | (3,059) | (2,412) | (222,259) | (103,920) | (61,839) | (569,108) |
| 2029 | (211,966) | (3,692) | (2,911) | (276,308) | (125,428) | (74,638) | (694,944) |
| 2030 | (250,676) | (4,367) | (3,443) | (336,571) | (148,334) | (88,269) | (831,661) |
| 2031 | (291,903) | (5,085) | (4,009) | (403,682) | (172,729) | (102,786) | (980,193) |
| 2032 | (335,808) | (5,850) | (4,612) | (478,332) | (198,710) | (118,246) | (1,141,558) |
| 2033 | (382,568) | (6,664) | (5,254) | (561,286) | (226,379) | (134,711) | (1,316,862) |
| 2034 | (432,366) | (7,532) | (5,938) | (653,378) | (255,847) | (152,247) | (1,507,308) |
| 2035 | (485,402) | (8,456) | (6,667) | (755,529) | (287,230) | (170,922) | (1,714,204) |
| 2036 | (541,884) | (9,440) | (7,442) | (868,748) | (320,652) | (190,810) | (1,938,976) |
| 2037 | (602,038) | (10,487) | (8,269) | (994,141) | (356,247) | (211,992) | (2,183,174) |
| 2038 | (666,101) | (11,603) | (9,148) | (1,132,618) | (394,156) | (234,550) | (2,448,178) |
| 2039 | (734,415) | (12,794) | (10,087) | (1,248,777) | (434,580) | (258,605) | (2,699,257) |
| 2040 | (807,088) | (14,059) | (11,085) | (1,372,347) | (477,583) | (284,195) | (2,966,357) |
| 2041 | (884,484) | (15,408) | (12,148) | (1,503,949) | (523,381) | (311,448) | (3,250,817) |
| 2042 | (966,911) | (16,844) | (13,280) | (1,644,105) | (572,156) | (340,473) | (3,553,768) |
| 2043 | (1,054,696) | (18,373) | (14,485) | (1,793,371) | (624,102) | (371,384) | (3,876,411) |
| 2044 | (1,148,187) | (20,001) | (15,769) | (1,952,340) | (679,423) | (404,304) | (4,220,025) |
| 2045 | (1,247,754) | (21,736) | (17,137) | (2,121,642) | (738,341) | (439,364) | (4,585,975) |
| 2046 | (1,353,794) | (23,583) | (18,593) | (2,301,948) | (801,089) | (476,703) | (4,975,711) |
| 2047 | (1,466,726) | (25,550) | (20,144) | (2,493,975) | (867,915) | (516,470) | (5,390,780) |
| 2048 | (1,586,999) | (27,645) | (21,796) | (2,698,483) | (939,084) | (558,821) | (5,832,828) |
| 2049 | (1,715,089) | (29,877) | (23,555) | (2,916,284) | (1,014,880) | (603,924) | (6,303,609) |
| 2050 | (1,851,505) | (32,253) | (25,429) | (3,148,242) | (1,095,603) | (651,960) | (6,804,992) |
| 2051 | (1,996,789) | (34,784) | (27,424) | (3,395,277) | (1,181,572) | (703,118) | (7,338,964) |
| 2052 | (2,151,516) | (37,479) | (29,549) | (3,658,370) | (1,273,130) | (757,601) | (7,907,644) |
| 2053 | (2,174,038) | (37,872) | (29,859) | (3,696,665) | (1,286,457) | (765,531) | (7,990,421) |
| Total | (25,897,333) | (451,131) | (355,680) | (43,081,980) | (15,324,389) | (9,119,076) | (94,229,588) |

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 |
|---------------|---------------------|-------------------------|----------------------------|---------------------|----------------------------------------|
| 2024 | (91,751) | (5,840) | (5,566) | (103,157) | (260,395) |
| 2025 | (143,513) | (9,134) | (8,706) | (161,354) | (409,978) |
| 2026 | (197,935) | (12,598) | (12,008) | (222,540) | (569,248) |
| 2027 | (255,893) | (16,287) | (15,524) | (287,704) | (740,997) |
| 2028 | (317,619) | (20,216) | (19,269) | (357,103) | (926,211) |
| 2029 | (383,356) | (24,400) | (23,257) | (431,013) | (1,125,957) |
| 2030 | (453,367) | (28,856) | (27,504) | (509,726) | (1,341,387) |
| 2031 | (527,927) | (33,601) | (32,027) | (593,556) | (1,573,749) |
| 2032 | (607,334) | (38,655) | (36,844) | (682,834) | (1,824,392) |
| 2033 | (691,902) | (44,038) | (41,975) | (777,915) | (2,094,777) |
| 2034 | (781,966) | (49,770) | (47,439) | (879,176) | (2,386,483) |
| 2035 | (877,885) | (55,875) | (53,258) | (987,018) | (2,701,222) |
| 2036 | (980,037) | (62,377) | (59,455) | (1,101,869) | (3,040,846) |
| 2037 | (1,088,829) | (69,301) | (66,055) | (1,224,186) | (3,407,360) |
| 2038 | (1,204,694) | (76,676) | (73,084) | (1,354,454) | (3,802,632) |
| 2039 | (1,328,244) | (84,540) | (80,579) | (1,493,363) | (4,192,620) |
| 2040 | (1,459,678) | (92,905) | (88,553) | (1,641,136) | (4,607,492) |
| 2041 | (1,599,655) | (101,814) | (97,044) | (1,798,514) | (5,049,331) |
| 2042 | (1,748,730) | (111,303) | (106,088) | (1,966,121) | (5,519,889) |
| 2043 | (1,907,496) | (121,408) | (115,720) | (2,144,623) | (6,021,034) |
| 2044 | (2,076,580) | (132,170) | (125,978) | (2,334,728) | (6,554,753) |
| 2045 | (2,256,656) | (143,631) | (136,902) | (2,537,189) | (7,123,164) |
| 2046 | (2,448,436) | (155,837) | (148,537) | (2,752,810) | (7,728,521) |
| 2047 | (2,652,683) | (168,837) | (160,927) | (2,982,447) | (8,373,226) |
| 2048 | (2,870,205) | (182,682) | (174,123) | (3,227,010) | (9,059,838) |
| 2049 | (3,101,866) | (197,427) | (188,177) | (3,487,470) | (9,791,079) |
| 2050 | (3,348,585) | (213,130) | (203,145) | (3,764,859) | (10,569,851) |
| 2051 | (3,611,341) | (229,853) | (219,085) | (4,060,279) | (11,399,243) |
| 2052 | (3,891,176) | (247,664) | (236,062) | (4,374,901) | (12,282,546) |
| 2053 | (3,931,908) | (250,257) | (238,533) | (4,420,698) | (12,411,119) |
| TOTAL: | (46,837,247) | (2,981,082) | (2,841,422) | (52,659,751) | (146,889,339) |

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 2054.

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 2054

| Taxing District | Permanent Tax Rate | From Frozen Base | From Excess Value | Total |
|------------------------------------|--------------------|------------------|-------------------|-------------------|
| General Government | | | | |
| Yamhill County | 2.5775 | 397,847 | 2,586,871 | 2,984,718 |
| Yamhill County Extension Service | 0.0449 | 6,930 | 45,063 | 51,993 |
| Yamhill County Soil & Water | 0.0354 | 5,464 | 35,529 | 40,993 |
| City of Newberg | 4.3827 | 676,486 | 4,398,634 | 5,075,120 |
| Tualatin Valley Fire & Rescue | 1.5252 | 235,420 | 1,530,745 | 1,766,165 |
| Chehalem Park & Recreation | 0.9076 | 140,091 | 910,900 | 1,050,991 |
| Subtotal General Government | 9.4733 | 1,462,238 | 9,507,742 | 10,969,980 |
| Education | | | | |
| Newberg SD 29J | 4.6616 | 719,535 | 4,678,548 | 5,398,083 |
| Willamette Regional ESD | 0.2967 | 45,797 | 297,779 | 343,576 |
| Portland Community College | 0.2828 | 43,651 | 283,828 | 327,479 |
| Subtotal Education | 5.2411 | 808,983 | 5,260,155 | 6,069,138 |
| TOTAL: | 14.7144 | 2,271,221 | 14,767,897 | 17,039,118 |

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 2022 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$154,353,749. 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 7.22%, below the 25% threshold.

The Area contains approximately 540 acres, including public rights-of-way. The City of Newberg contains 4,015.84² acres. This puts 13.44 % 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 | 540 | \$154,353,749 |
| City of Newberg | 4,015.84 | \$2,137,960,474 |
| % of City | 13.44% | 7.22% |

Source: Compiled by Elaine Howard Consulting, LLC with data from Tiberius Solutions, City of Newberg, and Yamhill County Department of Assessment and Taxation (FYE 2022)

² Doug Rux e mail 01/14/2022

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 540 total acres in size, which is composed of 842 individual parcels encompassing 392.19 acres, and an additional 147.81 acres in public rights-of-way. An analysis of FYE 2022 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 (38.54%). This was followed by Residential uses (18.95%). Detailed land use designations in the Area can be seen in Table 18. The data set being used in this analysis is the FYE 2022 Yamhill County Assessor’s data and includes all parcels in the Area. This data does not reflect the change in land use for the properties which have been recently annexed (for example tract or forest designations).

Table 18 - Land Use in the Area

| Land Use | Parcels | Acreage | Percent of Acreage |
|---------------|------------|---------------|--------------------|
| Industrial | 21 | 151.14 | 38.54% |
| Residential | 528 | 74.32 | 18.95% |
| Exempt | 60 | 67.54 | 17.22% |
| Farm | 192 | 30.76 | 7.84% |
| Commercial | 4 | 23.24 | 5.92% |
| Tract | 10 | 18.69 | 4.76% |
| Multi-Family | 20 | 16.43 | 4.19% |
| Forest | 6 | 5.87 | 1.50% |
| Miscellaneous | 1 | 4.21 | 1.07% |
| TOTAL: | 842 | 392.19 | 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 2022)

2. Comprehensive Plan Designations

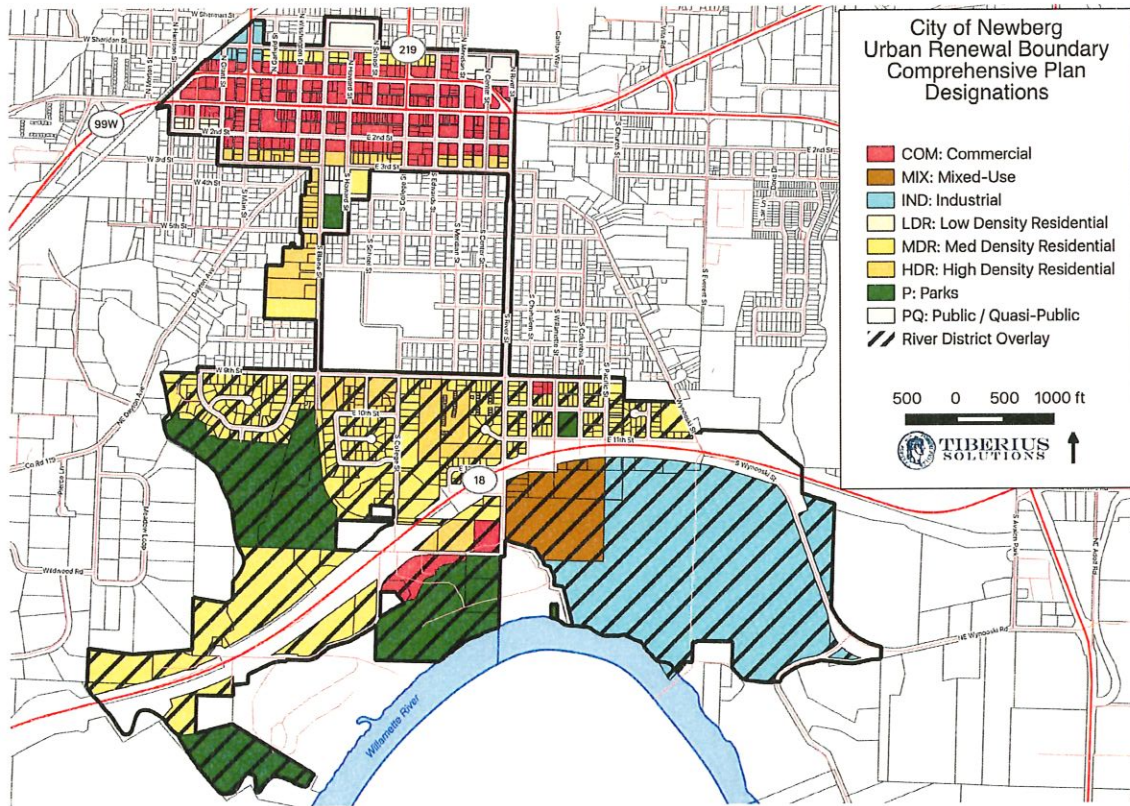
Comprehensive plan designations in the Area can be seen in Table 19 – Comprehensive Plan Designations in the Area. The most prevalent comprehensive plan designation by acreage in the Area is Industrial/Riverfront District overlay (30.41%). The second most prevalent comprehensive plan designation in the Area is Medium Density Residential/Riverfront District overlay (24.37%). RD in the following tables is the Riverfront District overlay. Some of these comprehensive plan designations have not been updated since recent annexations, but are current with the FYE 2022 assessor’s data, the data set being used in this analysis.

Table 19 – Comprehensive Plan Designations in the Area

| Comprehensive Plan | Parcels | Acreage | Percent of Acreage |
|-------------------------------|------------|---------------|--------------------|
| Industrial/RD | 6 | 119.26 | 30.41% |
| Medium Density Residential/RD | 395 | 95.56 | 24.37% |
| Parks/RD | 9 | 74.45 | 18.98% |
| Commercial | 247 | 39.25 | 10.01% |
| High Density Residential/RD | 58 | 21.53 | 5.49% |
| High Density Residential | 57 | 14.67 | 3.74% |
| Mixed Use/RD | 11 | 8.68 | 2.21% |
| Medium Density Residential | 28 | 7.25 | 1.85% |
| Public/Quasi Public | 11 | 6.14 | 1.57% |
| Industrial | 10 | 1.89 | 0.48% |
| Parks | 1 | 1.56 | 0.40% |
| Low Density Residential | 8 | 1.04 | 0.26% |
| Commercial/RD | 1 | 0.90 | 0.23% |
| TOTAL: | 842 | 392.19 | 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 2022)

Figure 12 - Newberg Urban Renewal Area Comprehensive Plan Designations



Source: Tiberius Solutions and City of Newberg

3. Zoning Designations

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

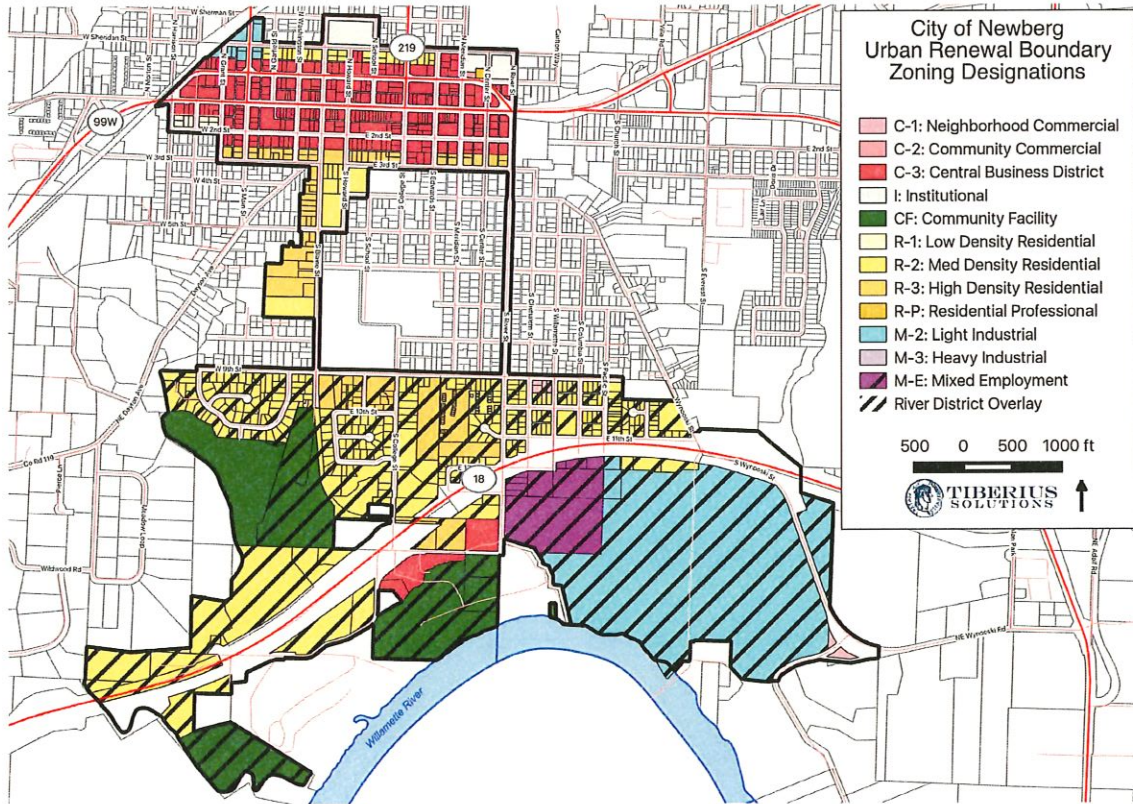
The most prevalent zone designation is Light Industrial/Riverfront District Overlay (31.06%). The second most prevalent zone designation is Medium Density Residential/Riverfront District Overlay (29.50%) Some of these zoning designations have not been updated since recent annexations, but are current with the FYE 2022 assessor’s data, the data set being used in this analysis.

Table 20 - Zoning Designations in the Area

| Zoning | Parcels | Acreage | Percent of Acreage |
|------------------------------------------------------|------------|---------------|--------------------|
| M-2/RD Ligh Industrial Riverfront District | 4 | 121.83 | 31.06% |
| R-2 Medium Density Residential Riverfront District | 398 | 115.71 | 29.50% |
| CF/RD Community Facility Riverfront District | 9 | 46.14 | 11.77% |
| C-3 Central Business District | 242 | 38.44 | 9.80% |
| R-3/RD High Density Residential Riverfront District | 58 | 16.68 | 4.25% |
| CF Community Facility | 1 | 16.14 | 4.11% |
| R-3 High Density Residential | 57 | 14.67 | 3.74% |
| R-2 Medium Density Residential | 35 | 10.21 | 2.60% |
| I Institutional | 3 | 4.39 | 1.12% |
| M-E/RD Mixed Employment Riverfront District | 10 | 3.87 | 0.99% |
| M-2 Light Industrial District | 10 | 1.89 | 0.48% |
| R-1 Low Density Residential | 8 | 1.04 | 0.26% |
| C-1/RD Neighborhood Commercial - Riverfront District | 4 | 0.58 | 0.15% |
| C-3/LU Central Business District - Limited Use | 1 | 0.23 | 0.06% |
| R-P Residential Professional | 1 | 0.23 | 0.06% |
| C-2 Community Commercial | 1 | 0.13 | 0.03% |
| TOTAL: | 842 | 392.19 | 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 13 - Newberg Urban Renewal Area Zoning Designations



Source: Tiberius Solutions and City of Newberg

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, E Third to E Ninth) | |
| 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

1. 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)

2. 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)

3. 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)

4. 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 2022 including all real, personal, manufactured, and utility properties, is estimated to be \$154,353,749.

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 508 parcels representing 85.71 % 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 136 of the 782 non-exempt parcels in the Area, totaling 6.06% of the acreage have I:L ratios of over 2.0 or more as determined by an analysis of the real market values from the Yamhill County Assessor data for FYE 2021-2022. In summary, the area is underdeveloped and not contributing significantly to the tax base in Newberg. There are 60 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 | 60 | 67.54 | 17.22% |
| No Improvement Value | 143 | 48.06 | 12.25% |
| 0.01-0.50 | 118 | 156.82 | 39.99% |
| 0.51-1.00 | 247 | 73.39 | 18.71% |
| 1.01-1.50 | 109 | 18.59 | 4.74% |
| 1.51-2.00 | 29 | 8.11 | 2.07% |
| 2.01-2.50 | 18 | 2.82 | 0.72% |
| 2.51-3.00 | 12 | 1.54 | 0.39% |
| 3.01-4.00 | 20 | 5.19 | 1.32% |
| > 4.00 | 86 | 10.14 | 2.59% |
| TOTAL: | 842 | 392.19 | 100.00% |

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, wastewater 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, 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.

**Exhibit “C” to Planning Commission Resolution 2022-378
Findings –File GEN19-0017
Newberg Urban Renewal Plan and Report**

I. *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.

A. CITIZEN INVOLVEMENT

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

Finding: The 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 Systems Plan*, and *the Newberg Economic Development Strategy*.

E. AIR, WATER, AND LAND RESOURCE QUALITY

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

POLICIES:

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.

F. AREAS SUBJECT TO NATURAL HAZARDS

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.

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

GOALS:

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

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

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

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.

H. THE ECONOMY

GOAL: To develop a diverse and stable economic base.

POLICIES:

1. General Policies

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

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.

I. HOUSING

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

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.

J. URBAN DESIGN

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.

K. TRANSPORTATION

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 Wyooski 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.

L. PUBLIC FACILITIES AND SERVICES

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

POLICIES:

1. All Facilities & Services Policies

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

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

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.

M. ENERGY

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

POLICIES:

1. Planning Policies

a. The City will encourage energy-efficient development patterns. Such patterns shall

include the mixture of compatible land uses and a compactness of urban development.

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.

II. *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.

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.

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

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.

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

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.

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

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.

Conclusion: Based on the above-mentioned findings, the request meets goals and policies within the Newberg Comprehensive Plan.

VI. Newberg Economic Development Strategy Updated 2019

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.

Conclusion: Based on the above-mentioned findings, the request conforms with the Newberg Economic Development Strategy.

VII. 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, duplex 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 dwellings, 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 duplex dwellings, 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.

M-3 Heavy Industrial District. The M-3 heavy industrial district is intended to create, preserve and enhance areas containing manufacturing or related establishments which are potentially incompatible with most other establishments and are typically appropriate to areas which are most distant from residential areas, and which have extensive rail or shipping facilities. The M-3 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.

LU Limited Use Overlay Subdistrict. The limited use overlay subdistrict identifies an area where special use restrictions or standards apply. These restrictions or standards are defined in the ordinance creating the LU subdistrict and may include prohibiting uses otherwise allowed in the underlying zone, requiring conditional use permits for certain uses that are otherwise permitted outright, or creating special standards, such as special setbacks or height restrictions. The limited use overlay subdistrict may be applied within any zoning district.

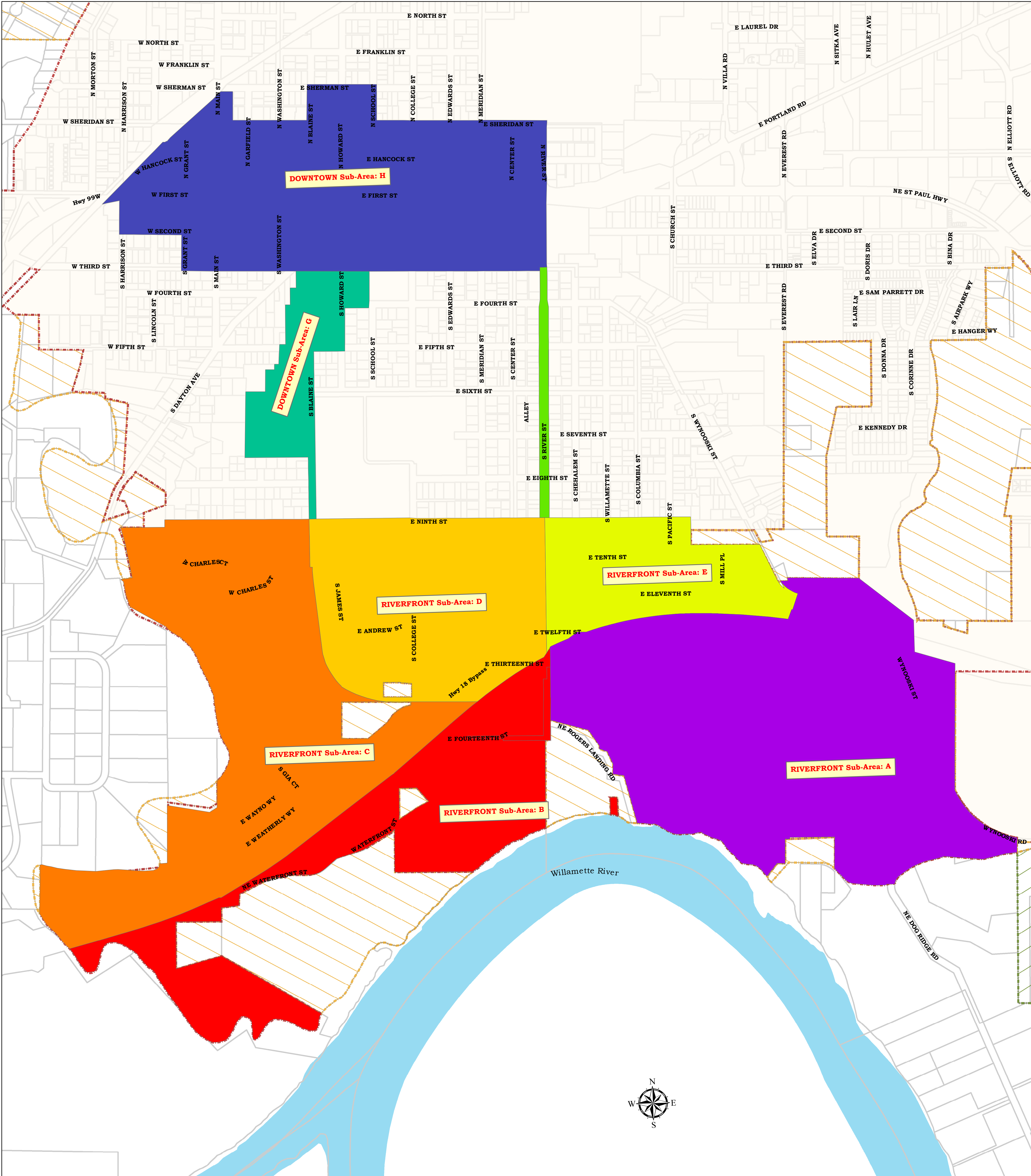
Bypass Interchange (BI) Overlay. The bypass interchange overlay shall apply to lands within the city limits and within approximately one-quarter mile of the end of ramps of the East Newberg and Oregon 219 interchanges to the bypass. The bypass interchange overlay may be applied in combination with any 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.

Conclusion: Based on the above-mentioned findings, the request conforms with the Newberg Development Code.

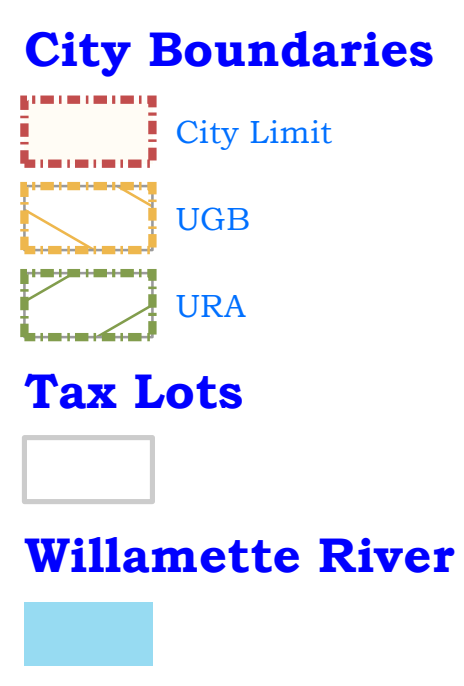
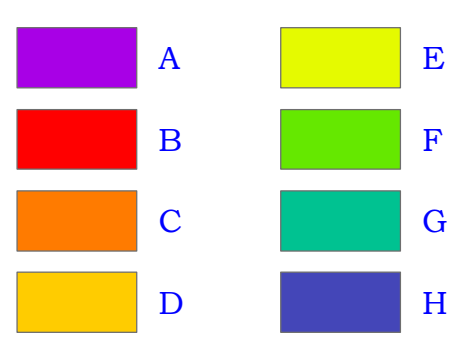
Attachment 1: Newberg Urban Renewal Area Map

Newberg Urban Renewal District Subareas



0 200 400 Feet
1 inch = 400 feet

Newberg Urban Renewal District Subareas



Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
 Projection: Lambert Conformal Conic
 Datum: North American 1983 HARN
 False Easting: 8,202,099.7375
 False Northing: 0.0000
 Central Meridian: -120.5000
 Standard Parallel 1: 44.3333
 Standard Parallel 2: 46.0000
 Latitude Of Origin: 43.6667
 Units: Foot
 Document Path: O:\GIS\MapRequest\Planning\Doug\Urban Renewal Districts w subareas - Final.mxd
 Date Saved: 1/14/2022 4:10:38 PM
 Author: Keith McKinnon, GIS Analyst

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 This information is not guaranteed to be accurate and may contain errors and omissions.
 The City of Newberg provides
 NO WARRANTY AS TO THE MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE FOR ANY INFORMATION HEREIN.

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



Attachment 2: Taxing District Comments



Providing Natural Resource Leadership

2200 SW 2nd Street
McMinnville, OR 97128
www.yamhillswcd.org

503-472-6403
admin@yamhillswcd.org

March 31, 2022

City of Newberg
Attn: Doug Rux
414 E First St
Newberg, OR 97132

RE: City of Newberg Urban Renewal Area

Dear Doug,

Thank you for providing information at the Yamhill Soil and Water Conservation District's (district) March 9, 2022 board meeting regarding the Newberg's Urban Renewal Plan. You mentioned the opportunity for the district to submit comments to the City Council. We have prepared the following comments and ask you provide this letter to the City Council and Mayor.

The district recognizes the need to update and upgrade infrastructure and drive development in a way that is sustainable. Without the kind of forethought and planning you have put into this effort there's no telling what Newberg would look like in 30 years. While the District is supportive of efforts such as this, the district does have some concerns.

The district's primary mission is the furtherance of efforts to conserve natural resources in Yamhill County. We are fortunate in that we have taxing authority, which provides us with a rather modest source of revenue for District operations. Projected revenue for the district in the 2021-2022 fiscal year is approximately \$350,000. If the city's projections are correct, the district would have to forego over \$340,000, or nearly a year's worth of tax revenue. This is enough to cause the district great pause. And this is just one urban renewal area the district is losing tax revenue to. There are currently three others in the county that will be active for many years to come. The services offered to Yamhill County residents will be negatively impacted if the district has to forego this revenue.

As an organization, the district is not anti-development. The district very much sees the need for smart, sustainable development as more people look to move into Yamhill County. The district would like to find a way for local governments to finance the work needed and to provide the incentives that will draw the kind of development we all see as beneficial while minimizing the impact to the district and all small taxing districts in the County.

We wish you the best of luck with your efforts and look forward to working with you in any way we can.

A handwritten signature in blue ink, appearing to read 'Barbara Boyer'.

Barbara Boyer
Chair, Board of Directors

Attachment 3: Public Comments

Doug Rux

From: Roger Currier <rcurrier@hevanet.com>
Sent: Friday, March 18, 2022 12:54 PM
To: Doug Rux
Subject: Newberg Urban Renewal

This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Doug,
Please place these comments into the record for this proposal.

I am completely opposed to this idea of the Urban Renewal District! It as I have heard first off is way too many years of removing the needed tax dollars for the rest of the City !

Secondly; it is branded mostly to develop the old mill site which is going to be much farther out as a project than what you propose. Yes I know this remains to be seen since you and the owner of the property think that it can occur much sooner.

But I have at least 2 letters into the Seattle District office of the Super find EPA and one to the Oregon State dept. of Environmental quality. These letters are asking them to look at all the chemicals dropped , spilled, leached, and used on the grounds and even to construct the facility. I still believe that the vessels there had asbestos in the construction and were allowed to just blow around and get ground into the soil. A complete breach of the Law if this is true !

Two old log ponds over by River street that were filled with just about anything after having DDT dumped into them through the years to control bugs. And then filled over with gravel to support thousands of Creosoted RR ties. For years as well.

My contention is to them; that you could dig down maybe 20 ft. and still have this stuff after 100 years of production and vehicles driving all over it.

And the old butler property next to the post office was declared NON USABALE for 10 years as a brown field because of an oil barrel in the basement leaking.

Compare the two subjects and then tell me it's safe to build on the mill property with the probable outcome of cancer to the residents. Thus you will not be using the U R money for this project any time soon and they need to pay their own way as well as everyone else has without taking our needed tax money increases away for ALL THAT LAND !!!!



Virus-free. www.avg.com

Doug Rux

From: Doug Rux
Sent: Saturday, March 26, 2022 12:42 PM
To: BILL Rosacker
Subject: RE: tax increment financing

I should correct that it is ORS 457.120(1)(a).

Doug Rux, AICP
Community Development Director
City of Newberg
Direct: 503.537.1212
Cell: 503.550.4517
Pronouns: he/him



From: Doug Rux <Doug.Rux@newbergoregon.gov>
Sent: Saturday, March 26, 2022 9:35 AM
To: BILL Rosacker <bqcinc@msn.com>
Subject: Re: tax increment financing

The mailing list comes from the County tax records and mailed to owners if real property per IRS 457.120(1)(a).

Doug Rux
Community Development Director
doug.rux@newbergoregon.gov
O: 503.537.1212
C: 503.550.4517

Sent from my iPhone

On Mar 26, 2022, at 9:05 AM, BILL Rosacker <bqcinc@msn.com> wrote:

This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Respectfully the city does not send notices to every residence. I and probably several others do not get mail at our home address. Even though you mail monthly bills to my mailing address, the legal notices get returned to you. The post office will not forward.

Sent from [Mail](#) for Windows

From: [Doug Rux](#)
Sent: Monday, March 21, 2022 10:36 AM
To: 'BILL Rosacker'
Subject: RE: tax increment financing

Bill,

Public notice was mailed to every property owner within the Newberg city limits based on Yamhill County property ownership records on March 14, 2022 and notice was placed in the Newberg Graphic.

A public hearing on the urban renewal proposal goes before the City Council on April 4, 2022, at 7 pm for a public hearing.

If you have comments on the proposal, you can direct them to me in writing and I will ensure that the material gets to City Council, or you can attend the public hearing and provide verbal testimony. If you would like to provide testimony verbally to the City Council here is a link with instructions:
<https://www.newbergoregon.gov/citycouncil/page/city-council-4422-reuni%C3%B3n-del-concejo-municipal>

The timeline originally was to end last fall but was extended to address changes that the City Council provided guidance on to staff. The graphic on the web site did not get updated.

Doug Rux, AICP
Community Development Director
City of Newberg
Direct: 503.537.1212
Cell: 503.550.4517
Pronouns: he/him



From: BILL Rosacker <BQCINC@msn.com>
Sent: Monday, March 21, 2022 10:12 AM
To: Doug Rux <Doug.Rux@newbergoregon.gov>
Subject: tax increment financing

This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Doug is the public comment period for the urban renewal proposal currently open? When did it open when does it end? Where are we on the project? Why does your timeline on the city website end last fall. And where do I make comment? Also how are you notifying the citizens?

Sent from [Mail](#) for Windows

Doug Rux

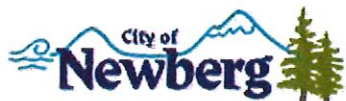
From: Doug Rux
Sent: Thursday, March 24, 2022 2:36 PM
To: 'BILL Rosacker'
Subject: RE: urban renewal

Bill,

The original proposal went to the County and included land outside of the city limits but within the Urban Growth Boundary. The County Board of Commissioner's approved the plan with a condition to go to a vote. The City Council considered the information and provided guidance to staff to re-work the plan and not include land outside of the city limits but within the Urban Growth Boundary. The City Council chose to not go to a vote. A new proposal was then prepared and shared with the taxing districts. The taxing districts have until March 28th to provide comments.

There is more detail on the history and sequencing in the draft City Council packet that is on the project web site at: <https://www.newbergoregon.gov/planning/page/urban-renewal-tax-increment-financing-newberg>

Doug Rux, AICP
Community Development Director
City of Newberg
Direct: 503.537.1212
Cell: 503.550.4517
Pronouns: he/him



From: BILL Rosacker <BQCINC@msn.com>
Sent: Thursday, March 24, 2022 1:10 PM
To: Doug Rux <Doug.Rux@newbergoregon.gov>
Subject: urban renewal

This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I understood that the county withheld their approval until Newberg held a vote. What happened? Are we going to vote on it?

Sent from [Mail](#) for Windows

Doug Rux

From: Peggy Kilburg <kilburgpl@gmail.com>
Sent: Sunday, March 20, 2022 11:50 AM
To: Doug Rux
Cc: Rick Rogers
Subject: April 4th URP meeting

This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Rux and Mayor Rogers,

I received notice of the upcoming hearing on the Newberg Urban Renewal Plan and links to information about it. It referenced three different pieces of information --

- the ordinance,
- the proposed Newberg Urban Renewal Plan, and
- an accompanying report.

I was unable to locate a copy of the ordinance or the accompanying report. Or perhaps I just didn't recognize one or both. Would you be able to send these to me as attachments or provide a separate link to each of the documents?

I also want to ask if there is any chance residents will be able to attend this meeting in person? The vast majority of us find it much easier to track and stay engaged with in-person conversations and presentations. I really think it would be a much more useful and helpful meeting, and I think there would be more residents in attendance than might join via Zoom or by phone. I'm hoping that will be allowed by April 4th.

Thanks very much for your assistance.

Peggy Kilburg
Newberg Resident

Attachment 4: Community Support Letters



June 7, 2021

To Whom it May Concern,

We, the Chehalem Valley Chamber of Commerce, are submitting this letter of support for the City of Newberg's Urban Renewal District Plan. By definition, Urban Renewal is a development tool used by local government to revitalize areas which need investment to, in turn, stimulate private development – the City of Newberg, through regular Urban Renewal committee meetings and presentations have displayed the need for use of this tool. Members of our Chamber of Commerce have attended these regular meetings and have been well-informed of the benefits which the project's success will bring to the city.

Private investment will bring increased opportunities for employment, housing development, and growth of related services – all of which have positive short-term as well as long-term impacts on the local economy. Included in the project are plans to revitalize critical areas of Newberg's downtown core and transform a blighted mill area into a thriving network of businesses and residential spaces. Our fellow community members, Newberg Downtown Coalition, Downtown Wineries Association and the Chehalem Valley Innovation Accelerator all agree that this project is the perfect catalyst to both improve the city for residents and create a vibrant, connected community which will attract innovative and aspiring new businesses to our city.

Integral to this project is that local residents will not see an increase in property taxes – which is essential as our communities recover from the economic travesty of global pandemic. With public investment being used to improve the conditions for private investment to occur, a cycle can begin which sees manageable development costs inspire new homes, businesses, and access public spaces (esplanades, park spaces, waterfront trails to neighboring communities), to be constructed. We whole-heartedly support the increased economic vitality, livability, and environmental sustainability proposed initially through the Downtown Improvement Plan, the Riverfront Masterplan, the Newberg Economic Development Strategy and finally expressed through their Urban Renewal Plan.

Please add our voice to the chorus of those who believe in the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Joshua Duder". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Joshua Duder
Executive Director
Chehalem Valley Chamber of Commerce
& Visitor Center

112 North Garfield St. Suite 103, Newberg, Oregon 97132

p. 503-538-2014

www.ChehalemValley.org

May 25, 2021

Newberg Downtown Coalition
210 N. Blaine Street
Newberg, OR 97132



To Whom it may concern:

I write to express my strong support for Newberg's Urban Renewal Plan. It is a plan that brings the potential for more jobs, more housing, and implementation of a long-time vision of a revitalization of Newberg's downtown core. It has been carefully crafted, is well-rounded, is consistent with visioning plans developed over the last several years, and has the support of all major agencies and stakeholders: Newberg Public Schools, Tualatin Valley Fire and Rescue, Chehalem Parks and Recreation Department, The Chehalem Valley Chamber of Commerce and us, the Newberg Downtown Coalition.

Specifically relevant to downtown Newberg, the plan includes a First Street Road Diet and the undergrounding of the utilities on Second Street. Both of these will improve the walkability of the downtown core as well as increase the potential for downtown vertical housing. Specifically, the utility undergrounding on Second Street will allow for upstairs residences not possible with the current above-ground power lines.

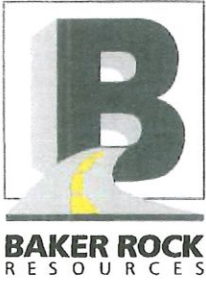
The Newberg Downtown Coalition, through physical improvements, events and promotions, is helping to make downtown Newberg into a destination that enriches the lives of those who visit and live here. As its Executive Director, I see that the Urban Renewal Plan will improve livability and pedestrian safety in the downtown core and increase business to local restaurants, shops, and merchants -- the downtown core, which the Newberg Downtown Association supports.

I strongly urge the approval of this request.

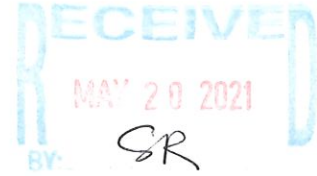
Sincerely,

A handwritten signature in black ink that reads "Polly Peterson". The signature is written in a cursive, flowing style.

Polly Peterson
Executive Director of the Newberg Downtown Coalition



21880 S.W. FARMINGTON ROAD
BEAVERTON, OREGON 97007-5470
(503) 642-2531
(800) 340-7625
FAX (503) 642-2534
CCB # 3838



May 14, 2021

Newberg City Council
P.O. Box 970
Newberg, OR 97132

RE: Newberg Urban Renewal District

Dear City Council Members,

I am writing this letter in support of the Newberg Urban Renewal District. For many years the Newberg Riverfront has been used mainly for launching boats and other water craft. The Willamette River has always been one of the jewels of Oregon. As Newberg and the surrounding area continue to grow it will be important to develop recreational opportunities everyone in the community can use and enjoy.

The potential to redevelop and reimagine what was historically a large heavy industrial use at the former mill site into something accessible to the whole community is something that doesn't occur very often. The Urban Renewal District will be vital in helping develop the infrastructure (transportation, water, wastewater, and stormwater systems) required to make the area a redevelopment success.

While the recreational opportunities are one important piece the others are jobs and housing. As a growing community it is important to provide good jobs and affordable housing to residents. The combination of these two things will ultimately help keep Newberg a great place to live, play and raise a family.

Sincerely,
Gary T. Baker

Baker Rock Resources and Laurel Heights LLC

sent reply 5/26 - put in NURA packet for 6/7



May 27, 2021

Via email to: Doug.Rux@NewbergOregon.gov
Phone: 503-537-1212

Mayor and City Council
City of Newberg
PO Box 970
Newberg, Oregon 97140

Dear Mayor and Councilors:

As owner of the former WestRock mill at 1301 Wynoski Road, Newberg LLC supports Newberg's Urban Renewal Plan and related Urban Renewal District (URD). We work closely with the City on the critical role the URD will play in redevelopment of WestRock. We recognize its positive impacts on infrastructure investments and job creation. The regional benefit will also be positive by attracting hundreds of millions of dollars of private investment that bring living-wage jobs to this strategic industrial site.

In addition to 100 acres of industrial redevelopment, the URD will provide public access to existing and new parks and trails along the Willamette River, as described in the City's Riverfront Master Plan. The 600 acres included in the URD will help implement the community's vision and bring positive benefits to downtown businesses, local citizens, and visitors to Yamhill County.

The \$95.5 million URD investment in roads, water, wastewater and walking trails will bring jobs closer to home, a priority for residents. This visionary plan will bring prosperity to Yamhill County as residents and businesses emerge and recover from the pandemic.

We appreciate Newberg officials' vision and leadership and look forward to working together to build an even more vibrant and dynamic community and region.

Yours truly,


Stephen R. Collins CCIM
Executive Vice President



May 11, 2021

Newberg City Council
PO Box 970
Newberg, Oregon 97140

To Whom It May Concern:

The Chehalem Valley Innovation Accelerator (ChehalemVIA) fully supports the City of Newberg's Urban Renewal District Plan. Urban renewal is routinely used to improve and revitalize areas within a city. It allows local governments to focus investments on a particular area to encourage public and private development. In this case, Newberg's proposed Urban Renewal District would encompass 600 acres with a planned \$95.5M in infrastructure investment over 30 years (roads, water, wastewater, stormwater, rail crossing improvements, trails). This investment will provide hundreds of job opportunities for city residents, providing up to 1.5M square feet of industrial/mixed employment building space and approximately 339 new residential units (227 medium density, 67 High Density, 45 mixed use).

This plan is the culmination of years of planning and includes elements from comprehensive studies including:

- A NewBERG Community Vision (2019) for enhancing Economic Development, and Livability & Development
- Newberg Economic Development Strategy (2016/Updated 2019)
- Riverfront Master Plan (2019)
- Downtown Improvement Plan (2016) and its 10 Big Ideas
- Newberg Strategic Tourism Plan (2016)

Providing industrial, commercial, and residential properties to scale a balanced, growing economy is the primary goal of this effort. It will also promote diversity and equity in our communities. A diverse offering of business and residential resources attracts a diverse workforce and population, with Newberg as its nexus. And those of us with experience in startups and growing businesses understand that diversity in the workforce and its supporting community pay large dividends when it comes to business success.

The key to balanced economic and community capacity expansion is infrastructure. Without infrastructure, businesses will not have the buildings/facilities needed to move-in and expand. And without a mix of residential offerings, the workforce won't be local. This plan will implement improvements including roads and associated underground infrastructure, esplanades, parks, and pedestrian spaces, wastewater and water lines,

Page 1 of 2

WWW.CHEHALEMVIA.COM



ACCELERATE@CHEHALEMVIA.COM



971.264.0842



125 S ELLIOTT RD, NEWBERG, OREGON 97132



transportation improvements, and so on. These improvements range from the south side of the city and the old mill site to the city core and its surroundings. As delineated in the plan and related planning documents, consideration is given to environment protections as well as lifestyle considerations.

The key to successful urban renewal is balanced business expansion. Through tax increment financing, the city will be able to direct property taxes generated from new businesses to specific areas, which will open new business recruitment opportunities. This creates a long-term cascading expansion effect as new businesses become established. Incoming businesses establish themselves, then provide the tax-base and financing to open areas to more new businesses – providing the needed commercial/industrial facilities. Effectively, it relieves the taxpayer of the burden of financing economic expansion and places that responsibility on businesses at a rate that is sustainable. More importantly, it provides an incentive for local businesses to recruit complementary businesses, building a robust regional supply chain within our various industries.

ChehalemVIA and its volunteers and supporters have spent the past 5 years trying to foster this kind of business development and economic expansion. It's hard work. And it's frustrating to work with startups and entrepreneurs, only to have them relocate to a different city because Newberg doesn't have the capacity to provide facilities locally. That's why we wholeheartedly support the City of Newberg's Urban Renewal District Plan.

Please let me know if you have questions or how ChehalemVIA can further support this important initiative.

Sincerely,

Carr Biggerstaff
Chief Wrangler
Chehalem Valley Innovation Accelerator
carr@chehalemvia.com
503-680-1780

About the Chehalem Valley Innovation Accelerator: ChehalemVIA was established by the local community in 2016 and is one of the first two rural accelerators in the state of Oregon. Staffed by volunteer businesspeople and funded by community contributions, the purpose of the accelerator is to foster entrepreneurship, expand the diversity of local businesses, and support the development of a skilled, and talented workforce.



May 25, 2021

To whom it may concern:

On behalf of the Newberg Downtown Wineries, I am writing in support of the Urban Renewal initiative from a downtown business perspective.

Urban renewal has proven successful in reinvigorating communities across Oregon. In Newberg, it also aims to create better road connectivity across the city, improve bicycle and pedestrian safety, and update some downtown streets and storefronts.

The outcome will be a city that is more enjoyable and accessible for community and family activities. It will bring new investment, jobs and housing where it is needed and position us squarely as an outstanding destination for locals and visitors.

An attractive and vibrant downtown will also attract more businesses and enhance our appeal as a destination with visitors and locals alike, keeping all-important revenues circulating within our city.

The funds for this project will not come from a property tax increase, nor will it be diverted from our schools.

Please consider supporting our much-needed Urban Renewal. We encourage you to visit the City of Newberg's website for further information.

Sincere regards,

Sincerely,

A handwritten signature in black ink that reads "Sheila Nicholas".

Sheila Nicholas
President, Newberg Downtown Wineries

Anam Cara Cellars, Artisanal Wine Cellars, Carlton Cellars, Chehalem, Cliff Creek, Et Fille, Longplay Wines



June 1, 2021

Newberg City Council
PO Box 970
Newberg, OR 97140

Dear Mayor and Councilors,

The Friendsview Community wishes to register our support for the Newberg Urban Renewal Plan and Report and corresponding Urban Renewal District (URD). Thanks to Doug Rux, Newberg Community Development Director, we have become more familiar with the URD process. We recognize that the URD is a useful tool utilized by many communities within our state to fund investment and revitalization of communities.

We support the need to create new industrial jobs to replace the jobs vacated by the paper mill with its closure in 2016. We can see how refocusing of investments in this 600-acre URD can bring about this and other benefits to the downtown area.

The plans to create new homes will be of great benefit to Friendsview. We have suffered for several years with the inability to recruit and house beginning wage employees. The focus on high to medium density housing in the Riverfront and downtown areas of the URD should benefit Friendsview and other health care businesses in town.

The added focus on the downtown area will benefit Friendsview too. Our residents need walkable pathways between our community and the downtown. Walkable paths within the downtown will benefit our community members and the businesses they will visit.

Friendsview is pleased to see the focus on diversity, equity and inclusion. We understand that when we include all, all will succeed and benefit. We need what a diverse Newberg can bring.

Thank you for your continued work to make Newberg a better place, now and in the future!

Sincerely,

Todd Engle
Executive Director

"A Trusted Friend Since 1961"



Newberg City Council
Mayor Rick Rogers
cc: Doug Rux, Community Development Director

Council Members and Mayor Rogers,

As a citizen and local business owner, I am writing in my enthusiastic support of Newberg's proposed Urban Renewal Area (URA).

The transformative nature of URA's in Storefront and Streetscape improvements, public facilities, and to assist with development infrastructure has been a proven boon to other Oregon communities, and across America as a whole.

This is an opportunity for City Council to approve a bold investment in our community that will have a generation impact, and I thank you for your serious consideration in approving the Urban Renewal program.

Philip E Higgins
Principal Broker | OR & WA
OR Lic # 960900059 / WA Lic # 50197
Direct: 503-793-9039 | phiggins@PacificCrestREA.com
809 E. First St. Newberg OR 97132
Pacific Crest Real Estate Advisors
Commercial Real Estate Brokerage | Advisory Services

Oregon Real Estate Agency Pamphlet: <https://www.oregon.gov/rea/licensing/Documents/Initial-Agency-Disclosure-Pamphlet.pdf>
Washington Real Estate Agency Pamphlet: <http://apps.leg.wa.gov/rcw/default.aspx?cite=18.86.120>

PACIFIC CREST
REAL ESTATE ADVISORS

809 E 1st Street Newberg OR 97132
www.PacificCrestREA.com

June 5, 2021

Newberg City Council
PO Box 970
Newberg, OR 97132

RE: Newberg Urban Renewal Plan

Newberg is a unique case when it comes to urban renewal and tax increment financing and I would urge your support for this important initiative.

As someone who has been involved with the creation of an Urban Renewal District in another Oregon city, and experience with seeing how they work in a number of smaller towns across the Willamette Valley, I can wholeheartedly say the way Newberg has initiated this current proposal follows all of the best practices.

For almost two years the city has worked with volunteers and experienced staff to analyze the need, look at boundaries and prioritize project lists more than any other government agency I have seen. The development process, while impacted by the COVID-19 outbreak, the City of Newberg has done an amazing job reaching out to impacted agencies, doing citizen outreach and using creative ways to communicate with the community at large.

Of all the modern urban renewal districts I have seen, Newberg fits the definition more than most. Whenever you discuss urban renewal and Tax Increment Financing, one of the definitions is "blight." Many cities make the argument that farm fields are "blighted" because they are not being used to their highest and best use. In the case of Newberg, the blight definition isn't about developing unused land, but reclaiming two sites in the Riverfront area that wouldn't be developed without some sort of incentive. First you have the abandoned mill property, which by any definition, would be considered blighted. Simply ask the neighbors what it's like living next to that site. In addition, the plan also covers redeveloping the shuttered landfill. This is another great argument that the Newberg Urban Renewal Plan meets all legal definitions.

When it comes to urban renewal, one of the philosophical arguments is that the government shouldn't be playing in economic development. In the case of the Newberg Urban Renewal Plan, with the challenges of redeveloping the riverfront and the unknown issues that will come with it, urban renewal is the only tool that will prompt private development to take the risk. In addition, as we see across the Willamette Valley, perfectly good farmland is being developed. Here is a chance for our local government to do what it can to protect farmland by redeveloping and reclaiming property that had a previous industrial use.

The Newberg Urban Renewal Plan will tap into the mountains of work done in community outreach by addressing and funding the Riverfront Master Plan and the Downtown Improvement Plan. Imagine a situation where we ask people what they want their town to look like, and local government can help to make that happen. Remember in the Newberg Community Visioning program we asked that question. We shouldn't just put the plans on a shelf. In the case of the Riverfront Master Plan, not only will industrial property be included and developed, but workforce housing to not only help with the housing shortage, but also by having affordable housing close to living-wage jobs, it will take stress off our transportation system.

By using already established master plans as a guide, and verifying with Newberg residents and other taxing districts that this is how they would like tax dollars invested, with Tax Increment Financing, Newberg can take currently blighted property, and reclaim them to increase business and tax revenue. Any foregone tax revenue should be seen as an investment into future property tax revenue. In addition, as these properties redevelop, there will be an increase in SDC and Construction Excise Tax revenue helping taxing districts that rely on those funding mechanisms.

If Newberg is to have a reclaimed riverfront area and vibrant downtown, urban renewal and tax increment financing are the only way to ensure that happens within the next three decades. With the economic, environmental and transportation challenges the area outlined in the district has, the Newberg Urban Renewal Plan is the most efficient way to assist the community in realizing the visioning the city worked so hard to create.

Thank you,

Patrick Johnson
Former Newberg City Councilor



Portland General Electric
121 SW Salmon Street · Portland, Ore. 97204

May 27, 2021

Newberg City Council
PO Box 970
Newberg, OR 97140

Dear Mayor and Councilors:

Portland General Electric (PGE) wishes to share its support of the proposed Newberg Urban Renewal Plan and Report and corresponding Urban Renewal District (URD). PGE has worked closely with many URD's throughout the region and values the many positive impacts they have on local socio-economic development and job creation. The Newberg URD will be a critical tool to help fund the infrastructure improvements and expansions needed for this growing region.

We are happy to see that the proposed URD includes the former WestRock mill site. In addition to its 100 acres of "new redevelopment" industrial land, the URD will bring public access to existing and new park areas, creating a new doorway to the Willamette River envisioned in the Riverfront Master Plan. With 600 acres in the Newberg URD, an opportunity comes alive for the community's vision for future downtown businesses, citizens and visitors enjoy life and prosper in Yamhill County.

PGE looks forward to working with the URD projects to deliver resilient, environmentally clean and affordable power. The \$95.5 million URD investment in roads, water, wastewater and walking trails, in addition to other projects, brings new jobs and affordable housing to many in need. The envisioned destination commercial development on E Fourteenth Street and the esplanade along the Willamette River bluff, help bring new prosperity to Yamhill County residents as they move beyond recent pandemic impacts.

Finally, I want to personally recognize the Newberg URD's diversity, equity and inclusion statement. These goals are shared by PGE and we believe the URD investments will foster and attract an increasingly diverse population by building infrastructure to support living wage jobs in a thriving, un-biased community where all people can live safely.

Thank you for your collective leadership. You have PGE's commitment to help the Newberg URD fulfill its mission and benefit the region for many years to come.

Sincerely,

A handwritten signature in black ink that reads "Dave Robertson". The signature is written in a cursive, flowing style.

Dave Robertson
Vice President, Public Affairs

May 21, 2021

Newberg City Council
PO Box 970
Newberg, OR 97132

I am writing in reference to the Urban Renewal Program currently being reviewed by the Council. I have been interested in and working toward the successful completion of this project for several years. I first became involved when invited by then Mayor Andrews to serve on the Riverfront Master Plan Committee to review possible development and redevelopment options. At the time I was a Yamhill County Commissioner and was very concerned about the impact of the mill closure and the Bypass completion on that portion of the county and the cities of Dundee and Newberg.

Doug Rux and I have spoken many times about the current project and I want to make the Council aware of my hope that you will move forward with the plans that are being brought forth. I realize the outcomes of this project will be spread over 30 years. However, without a carefully and fully thought-out plan now, there is little chance of the future needs of Newberg being met in a way that enhances the livability and desirability of the community.

The Urban Renewal Plan being brought forward incorporates the work of many committees and planning groups. In this Plan there are multiple areas being addressed all of which are very important to the future of the City of Newberg and to Yamhill County. It addresses economic development, housing, water infrastructure, multi modal transportation, wastewater infrastructure, and tourism to name a few. It additionally addresses the improvements to the downtown area when the Bypass is completed.

The vitality and livability of the entire Newberg community are impacted by this Plan. I am excited about all the possibilities for diversity and inclusion it includes and I am hopeful the City Council will see fit to approve this proposal and move forward with the Urban Renewal funding necessary to provide for the future of Newberg and its citizens that this Plan provides.

Sincerely,

Stan Primozich

President
Erik Andersson

**2019-2020
Executive Council**

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Daryl Knox
The Aldrich Group

Secretary/Treasurer
Michael Fowler
Cabinet Door Service

Past Chair
Mark Hoyt
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Rich Duncan
Rich Duncan Construction

Nathan Levin
N. Levin Industrial Real Estate

Steve Powers
City of Salem

Steve VanArsdale
Garmin AT, Inc.

May 28, 2021

Rick Rogers, Mayor
Newberg City Council
414 E 1st St.
Newberg, OR 97132

RE: Newberg Urban Renewal Plan

Dear Mayor Rogers:

As the regional economic development organization serving Oregon's Mid-Willamette Valley, SEDCOR focuses our efforts on traded sector companies seeking to grow, expand, or locate in our region. We are excited to see the economic development opportunities that will be facilitated through Newberg's Urban Renewal Plan and look forward to working with the community as you move forward.

The redevelopment of the former WestRock site in Newberg will provide much-needed land for employers seeking to invest and grow in the region. Including that site in the city's Urban Renewal Plan will focus public infrastructure investments and incentivize improvements and redevelopment that will provide long-term benefits to the regional economy. Compared to most other states, Oregon does not have many tools to promote economic development, which makes urban renewal, and the significant planning and preparation behind it, so important, providing certainty to investors and ensuring appropriate infrastructure is in place to support development.

SEDCOR is working with the City of Newberg on a variety of innovative projects, including public-private partnerships that address challenges facing local workers and their families, such as childcare and affordable housing. The Urban Renewal Plan, with its emphasis on redevelopment of the WestRock site and implementation of the city's Downtown Improvement Plan and Riverfront Master Plan, provides a mechanism for Newberg to continue to innovate as you seek to create a livable city for current residents and future generations.

Thank you for your consideration.

626 High St. NE
Suite 200
Salem, Or. 97301
503-588-6225
www.sedcor.com



Erik Andersson
President

TASTE **NEWBERG**

210 N. Blaine St., Newberg, OR, 97132 · 503.530.0780
leslie@tastenewberg.com

Newberg City Council
PO Box 970
Newberg, OR 97140

To whom it may concern,

On behalf of Taste Newberg, Newberg's destination/visitor marketing organization, I would like to enthusiastically endorse the City of Newberg's Urban Renewal District plan. This plan would enable the City of Newberg to enhance economic growth in the downtown and Riverfront districts, via tax increment financing. It would facilitate public and private investment in projects that could include street and sidewalk improvements, existing building rehabilitation, storefront façade enhancements and so much more.

This plan would include goals identified by Newberg community and business stakeholder input, including from Newberg Economic Development Strategy group, NewBERG Community Vision project, Riverfront Master Plan, Newberg Strategic Tourism Plan and Downtown Improvement Plan. It would enable a collaborative long-time vision to be carried out, for improvement of resident livability, pedestrian and bicycle safety, better road interconnectivity, the potential to add much-needed workforce housing, while strengthening Newberg's brand, accessibility and appeal from a tourist perspective.

Visitors, who travel from all over the country to Newberg, are drawn to the area because of its diversity of tourist attractions, including wine tasting, culinary options, arts & culture, shopping, historical sites, as well as outdoor recreation including water sports on Willamette River at Rogers Landing, as well paths for walking, running, and safe cycling. An Urban Renewal plan that supports tourism and historic preservation as components of its downtown and waterfront improvements would serve to enhance Newberg's position as a compelling regional tourist destination with inviting visitor experiences.

Taste Newberg wholeheartedly encourages your support for the Urban Renewal District plan.

Sincerely,



Leslie Caldwell
Executive Director