Council Roundup for April 4, 2022

The Newberg City Council met on April 4, 2022 and took the following actions.

Appointed Raquel Peregrino de Brito to the Budget Committee.

Approved:
Resolution 2022-3820, Termination of probationary employee
Resolution 2022-3814, System rates

In other business:
Heard report on March narrative from the City Manager Pro Tem. Heard presentation on Tualatin Valley Fire & Rescue District annual state of the district, Newberg Cultural District annual report, and Newberg Employee Pension Retirement System.

Held first reading of Ordinance 2022-2896 Urban Renewal Plan. The second reading and adoption is scheduled for April 18.

City Council Work Session
April 4, 2022 - 6:00 PM
Newberg public safety building 401 e. third street
zoom webinar id: 848 4534 7391

1. CALL MEETING TO ORDER

1.A Agenda en Español
Spanish Council Work Sxn Agenda 2022-0404.docx

2. ROLL CALL

3. REVIEW OF THE COUNCIL AGENDA AND MEETING

4. COUNCIL BUSINESS ITEMS

5. PRESENTATIONS

5.A State of the District report - Tualatin Valley Fire & Rescue
NEWBERG TVF&R State of The District 2022.pdf

5.B Newberg Employees Retirement Plan presentation
Econ Markets Q4 2021.pdf
447053 City of Newberg Actuarial Update March 2022.pdf
City of Newberg Advisory Report 03.01.2022.pdf

6. ADJOURNMENT

Sesión de Asuntos del Consejo Municipal
abril 4 de 2022 - 6:00 PM
Sesión híbrida
Edificio de Seguridad Pública de Newberg 401 E Third Street
o haga clic en el enlace para unirse: https://us06web.zoom.us/j/84845347391
o por teléfono:
1 346 248 7799 o 1 669 900 6833 o 1 253 215 8782
Webinar ID: 848 4534 7391

1. LLAMAR AL ORDEN LA SESIÓN

2. PASAR LISTA DE ASISTENCIA

3. REPASO DE LA AGENDA Y SESIÓN DEL CONSEJO

4. ASUNTOS DEL CONSEJO

5. PRESENTACIÓNES

5.A Informe del estado del distrito - Tualatin Valley Fire & Rescue
NEWBERG TVF&R State of The District 2022.pdf

5.B Presentación del Plan de Jubilación de los Empleados de Newberg
Econ Markets Q4 2021.pdf
447053 City of Newberg Actuarial Update March 2022.pdf
City of Newberg Advisory Report 03.01.2022.pdf

6. TERMINAR LA SESIÓN

Tualatin Valley Fire & Rescue

State of The District

2022

Meeting the Challenge

Operations

Safety

Staffing

Opportunities to Improve

Officer Development

Recruitment

Education & Outreach

Voters approve bond measure

AA

BOND RATING

NEWBERG

Total Incidents 3,108

2021

Tualatin Valley Fire & Rescue

Year to Date Incident Snapshot through 4Q | 01/01/2021 - 12/31/2021

City of Newberg

Total Incidents **3,108**

EMS	FIRE	HAZARD	SERVICE	GOOD INTENT	FALSE ALARM	NATURAL CONDITION	OTHER
Dispatched As							
2,554 82.2%	**255** 8.2%	**18** 0.6%	**281** 9.0%	**0** 0.0%	**0**	**0**	**0** 0.0%
Situation Found							
2,512 80.8%	**66** 2.1%	**56** 1.8%	**97** 3.1%	**191** 6.1%	**182** 5.9%	**0** 0.0%	**4** 0.1%

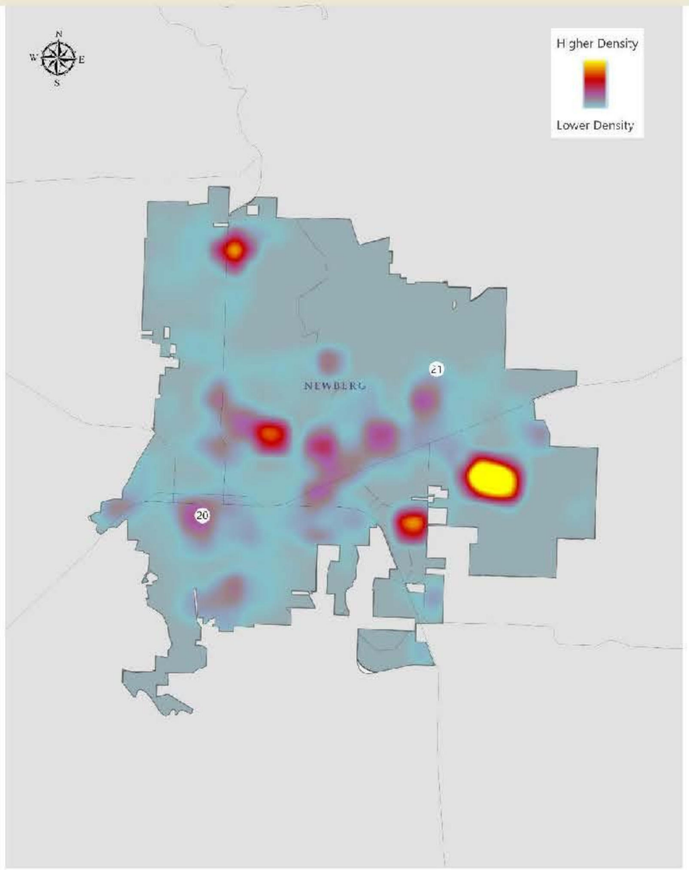
Incident Sub-Categories							
Structure Fires	Cooking Fires	Vehicle Fires	Vegetation Fires	Other Fires	Critical Patients*	MVC with Injury	MVC Unknown Injury
8	0	6	34	18	708	55	10

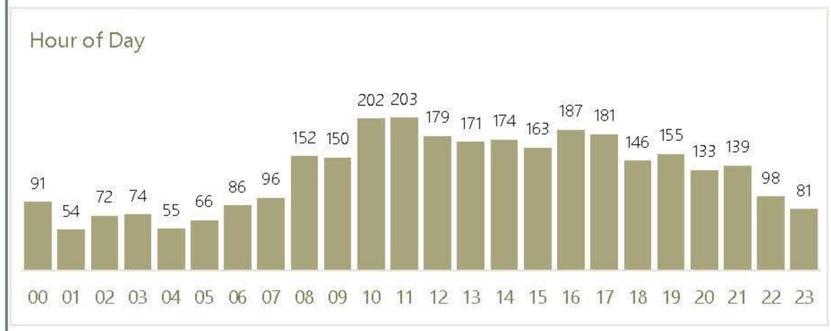
Structure Fire Types	
Residential	Commercial
6	2

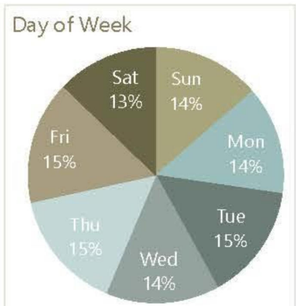
*Critical Patients: cardiac arrest, chest pain, stroke, seizure, breathing problem, drowning, respiratory distress, respiratory arrest, or trauma system entry.

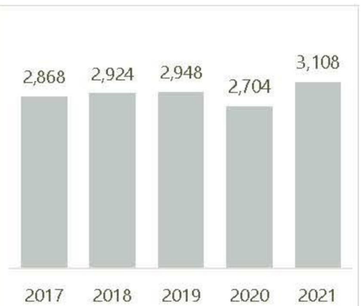
"MVC"=motor vehicle crash.

** in addition, there were 1,044 Interfacility dispatches in Yamhill County ASA.*









Top Station Responses	
Station 20	60%
Station 21	36%
Station 35	2%

Depending on incident severity, units from multiple stations may respond to a single incident.

Data Filters: no test, information, interfacility transports, or mobile health care incidents.

Incident data gathered geospatially based on city boundary.

Icons made by Freepik from www.flatiron.com

Station 54 in Charbonneau

Community Health & Resource Management (CHARM) Pilot

pre-pandemic photo

Wildfire Training
&
Legislative Efforts

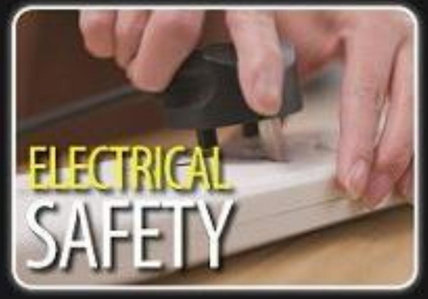
SAFETY FIRST

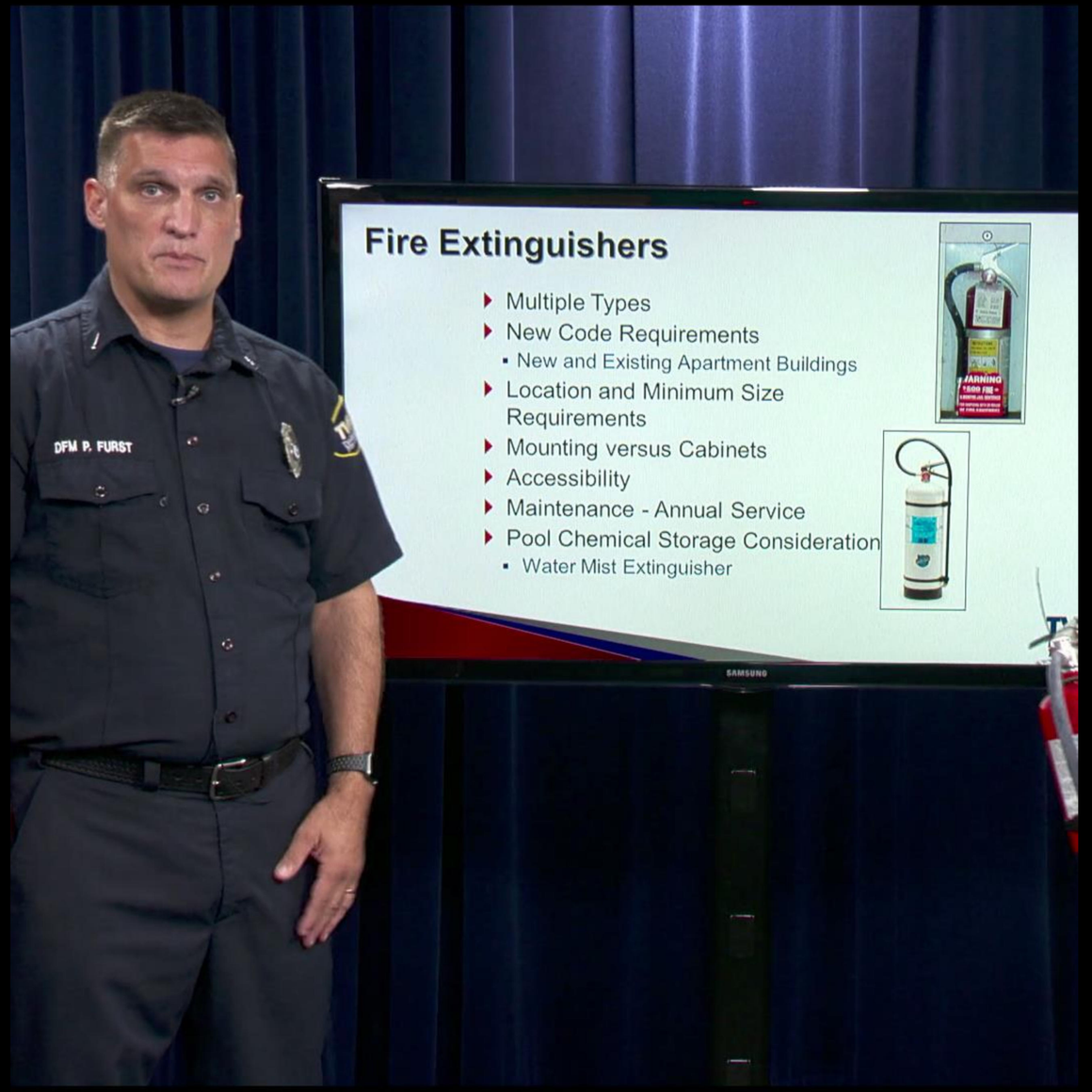
Welcome to TVF&R's Fire and Life Safety Division newsletter for residents and businesses.

Tualatin Valley Fire & Rescue is committed to creating safer communities.

We hope this online newsletter provides you with timely information to enhance the safety of your home, family, and business.

If you have ideas on topics you would like to see covered in future editions of this newsletter or have questions, email SafetyFirst@tvfr.com.





TVF&R®

thank you.

Questions?

Principal Global Investors

Economic and market review

Principal Global Asset Allocation Viewpoints

As of December 31, 2021

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Principal®

Setting the stage

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Key themes for 1Q 2022

- **COVID-19 continues to drive global supply dynamics, but its impact should fade in 2022**
  While demand has recovered, pandemic driven supply-shortages are restricting manufacturing growth. However, supply chain normalization is not expected to be derailed by the Omicron wave, setting the stage for what we believe will be solid growth in 2022.

- **Inflation should fall in the second half of 2022, but settle at a level above 2%**
  Easing of the energy crisis will help unwind the most acute price pressures but is likely to be partially replaced by a broadening of inflation. Without policy action, the underlying heat in the economy may de-anchor inflation expectations.

- **In 2022, the U.S. Federal Reserve (Fed) will complete tapering, hike rates and start balance sheet run-off**
  Elevated inflation and the strong recovery argues for a prompt Fed policy response. Anticipate tapering to complete in Q1 2022 and then for the Fed to raise policy rates in mid-2022, with 4-6 hikes over 2022 and 2023.

- **Equity markets returns will be more modest, and accompanied by greater volatility**
  While peak earnings are likely in the past, earnings growth is anticipated to still be positive. This should support equity markets even as interest rates rise further. Anticipate positive global equity returns in 2022, with a clear preference for U.S. markets.

- **Core fixed income is constrained, but high yield (HY) offers opportunities**
  Rates are biased higher, limiting core fixed income return potential. High yield likely continues to be the best option within fixed income, although future returns will likely come from alpha, rather than spread compression.

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Domestic equity indexes outperformed international equity indexes

The S&P 500 Index notched 70 record highs during 2021

	3-months	YTD/1-year	3-year	5-year	10-year
U.S. Equities					
Russell 1000 Value Index	7.8%	25.2%	17.6%	11.2%	13.0%
S&P 500 Index	11.0%	28.7%	26.1%	18.5%	16.6%
Russell 1000 Growth Index	11.6%	27.6%	34.1%	25.3%	19.8%
Russell Midcap Index	6.4%	22.6%	23.3%	15.1%	14.9%
Russell 2000 Index	2.1%	14.8%	20.0%	12.0%	13.2%
Non-U.S. Equities					
MSCI EAFE NTR Index	2.7%	11.3%	13.5%	9.5%	8.0%
MSCI ACWI ex-USA Index	1.8%	7.8%	13.2%	9.6%	7.3%
MSCI Emerging Markets Index	-1.3%	-2.5%	10.9%	9.9%	5.5%
Fixed Income					
ICE BofA U.S. Treasury Bill 3-month Index	0.0%	0.0%	1.0%	1.1%	0.6%
Bloomberg Aggregate Bond Index	0.0%	-1.5%	4.8%	3.6%	2.9%
Bloomberg U.S. Corp High Yld 2% Issuer Capped Index	0.7%	5.3%	8.8%	6.3%	6.8%
Bloomberg Long-Term Govt/Credit Index	0.2%	-1.7%	5.5%	4.0%	3.1%
Other					
MSCI U.S. REIT Index	16.3%	43.1%	18.5%	10.8%	11.3%
S&P GSCI® Index	1.5%	40.4%	8.0%	2.8%	-5.5%
U.S. Dollar Index	0.7%	4.7%	-0.6%	-1.5%	1.7%

As of 12/31/2021
Source: FactSet. Returns are annualized. **Past performance does not guarantee future results**. Index performance information reflects no deduction for fees, expenses, or taxes. Indices are unmanaged and individuals cannot invest directly in an index. See Important Information for index descriptions.

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Large caps outperformed for the year

Style leadership was mixed with growth outperforming in large caps, while value outperformed in mid and small caps.

QTD

	Value	Blend	Growth
Large	7.8%	9.8%	11.6%
Mid	8.5%	6.4%	2.8%
Small	4.4%	2.1%	0.0%

YTD

	Value	Blend	Growth
Large	25.2%	26.5%	27.6%
Mid	28.3%	22.6%	12.7%
Small	28.3%	14.8%	2.8%

Current P/E vs. 20-year avg. P/E

	Value	Blend	Growth
Large	15.7 / 13.7	21.2 / 15.8	30.6 / 18.6
Mid	15.7 / 14.4	14.4 / 16.3	33.7 / 20.2
Small	15.7 / 13.7	15.9 / 16.4	23.3 / 20.6

Current P/E as % of 20-year avg. P/E

	Value	Blend	Growth
Large	115%	134%	164%
Mid	109%	119%	167%
Small	115%	97%	114%

Source: Bloomberg, Principal Global Asset Allocation. Data as of December 31, 2021. **Past performance is not indicative of future returns.** The Morningstar Style Box™ reveals a fund's investment strategy. For equity funds, the vertical axis shows the market capitalization of the stocks owned and the horizontal axis, shows the investment style (value, blend, or growth). Russell 1000 Value - Large Value, Russell 1000 - Large Blend, Russell 1000 Growth - Large Growth, Russell Midcap Value - Mid Value, Russell Midcap - Mid Blend, Russell Midcap Growth - Mid Growth, Russell 2000 Value - Small Value, Russell 2000 - Small Blend, Russell 2000 Growth - Small Growth

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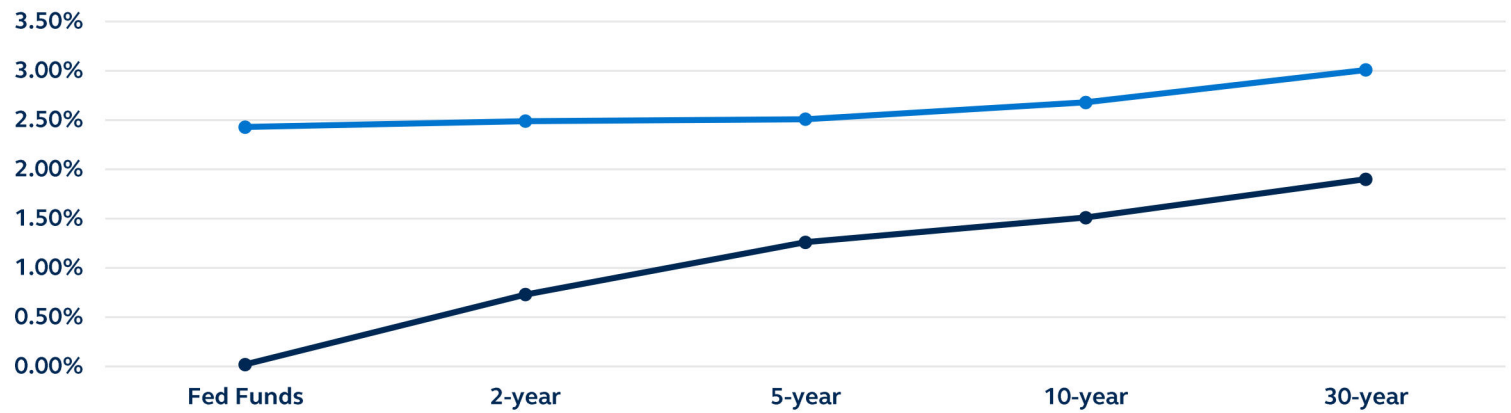
The history of interest rates

How have interest rates changed in recent years?

	Dec. 31, 2018	Dec. 31, 2019	Dec. 31, 2020	Dec. 31, 2021
2-year	2.49%	1.57%	0.12%	0.73%
5-year	2.51%	1.69%	0.36%	1.26%
10-year	2.68%	1.92%	0.91%	1.51%
2- to 10-year spread	0.20%	0.35%	0.79%	0.78%
30-year	3.01%	2.39%	1.64%	1.90%



Dec. 31, 2021	0.02%	0.73%	1.26%	1.51%	1.90%
Dec. 31, 2018	2.43%	2.49%	2.51%	2.68%	3.01%

Source: FactSet. **Past performance does not guarantee future results.**

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ASSET CLASS RETURNS AS OF DECEMBER 31, 2021

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Best	Real Estate 28.60%	Government Treasury 29.93%	Emerging Markets 18.23%	Small Cap 38.82%	Real Estate 31.78%	Real Estate 4.23%	Small Cap 21.31%	Emerging Markets 37.28%	Cash 1.86%	Large Cap 31.49%	Small Cap 19.96%	Real Estate 46.18%
	Small Cap 26.85%	Real Estate 9.24%	Mid Cap 17.88%	Mid Cap 33.50%	Government Treasury 25.07%	Large Cap 1.38%	Mid Cap 20.74%	Intl Stocks 25.03%	Intermediate Bond 0.01%	Mid Cap 26.20%	Large Cap 18.40%	Large Cap 28.71%
	Mid Cap 26.64%	Intermediate Bond 7.84%	Real Estate 17.59%	Large Cap 32.39%	Large Cap 13.69%	Asset Allocation 1.28%	High Yield 17.34%	Large Cap 21.83%	Intl Bonds -1.66%	Real Estate 25.76%	Emerging Markets 18.31 %	Commodities 27.11%
	Emerging Markets 18.88%	Intl Bonds 5.93%	Intl Stocks 17.32%	Intl Stocks 22.78%	Asset Allocation 10.62%	Intermediate Bond 0.55%	Large Cap 11.96%	Mid Cap 16.24%	Government Treasury -1.84%	Small Cap 25.53%	Government Treasury 17.70%	Mid Cap 24.76%
	Commodities 16.83%	Asset Allocation 4.69%	Small Cap 16.35%	Asset Allocation 17.56%	Mid Cap 9.77%	Cash 0.03%	Commodities 11.77%	Small Cap 14.65%	High Yield -2.26%	Asset Allocation 22.18%	Asset Allocation 14.73%	Asset Allocation 15.86%
	High Yield 15.24%	High Yield 4.50%	Large Cap 16.00%	High Yield 7.38%	Intermediate Bond 5.97%	Intl Stocks -0.81%	Emerging Markets 11.19%	Asset Allocation 14.21%	Asset Allocation -2.35%	Intl Stocks 22.01%	Mid Cap 13.66%	Small Cap 14.82%
	Large Cap 15.06%	Large Cap 2.11%	High Yield 15.44%	Real Estate 1.86%	Small Cap 4.89%	Government Treasury -1.21%	Asset Allocation 8.31%	Intl Bonds 9.92%	Large Cap -4.38%	Emerging Markets 18.44 %	Intl Bonds 10.52%	Intl Stocks 11.26%
	Asset Allocation 12.13%	Cash 0.06%	Asset Allocation 11.31%	Cash 0.06%	High Yield 2.44%	Mid Cap -2.18%	Real Estate 7.24%	Government Treasury 8.53%	Real Estate -4.84%	Government Treasury 14.83%	Intl Stocks 7.82%	High Yield 5.29%
	Government Treasury 9.38%	Mid Cap -1.73%	Intermediate Bond 4.21%	Intermediate Bond -2.02%	Cash 0.02%	Small Cap -4.41%	Intermediate Bond 2.65%	High Yield 7.48%	Small Cap -11.01%	High Yield 14.40%	Intermediate Bond 7.51%	Cash 0.05%
	Intl Stocks 7.75%	Small Cap -4.18%	Government Treasury 3.56%	Emerging Markets -2.60%	Emerging Markets -2.19%	High Yield -4.55%	Intl Bonds 1.86%	Real Estate 4.18%	Mid Cap -11.08%	Intermediate Bond 8.72%	High Yield 6.20%	Intermediate Bond -1.54%
	Intl Bonds 6.78%	Intl Stocks -12.14%	Intl Bonds 0.85%	Intl Bonds -5.06%	Intl Bonds -2.53%	Intl Bonds -4.84%	Government Treasury 1.33%	Intermediate Bond 3.54%	Commodities -11.25%	Commodities 7.69%	Cash 0.58%	Emerging Markets -2.54%
	Intermediate Bond 6.54%	Commodities -13.32%	Cash 0.09%	Commodities -9.52%	Intl Stocks -4.90%	Emerging Markets -14.92%	Intl Stocks 1.00%	Commodities 1.70%	Intl Stocks -13.79%	Intl Bonds 5.23%	Commodities -3.12%	Government Treasury -4.65%
Worst	Cash 0.10%	Emerging Markets -18.42%	Commodities -1.06%	Government Treasury -12.66%	Commodities -17.01%	Commodities -24.66%	Cash 0.27%	Cash 0.84%	Emerging Markets -14.58%	Cash 2.25%	Real Estate -7.90%	Intl Bonds -9.51%

The returns above reflect performance of certain indexes as defined below. This information is general in nature and is not intended to be reflective of any specific plan. Cash- FTSE 3 month T-bill ,Government Treasury-Bloomberg Long Treasury, Commodities-Bloomberg Commodity Idx, Intermediate Bond-Bloomberg US Agg Bond Idx, High Yield Bond-ICE BofAML High Yield Idx, Intl Bonds-JPMorgan GBI Global ex U.S., Asset Allocation-portfolio assumes the following weights: 60% S&P 500 and 40% Bloomberg US Agg, Large Cap-S&P 500, Mid Cap - S&P Midcap 400, Small Cap-Russell 2000, Intl Stocks-MSCI EAFE (net), Emerging Markets-MSCI EM (net), Real Estate-Wilshire U.S. REIT.

Past performance does not guarantee future results

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COVID-19 continues to drive global supply dynamics

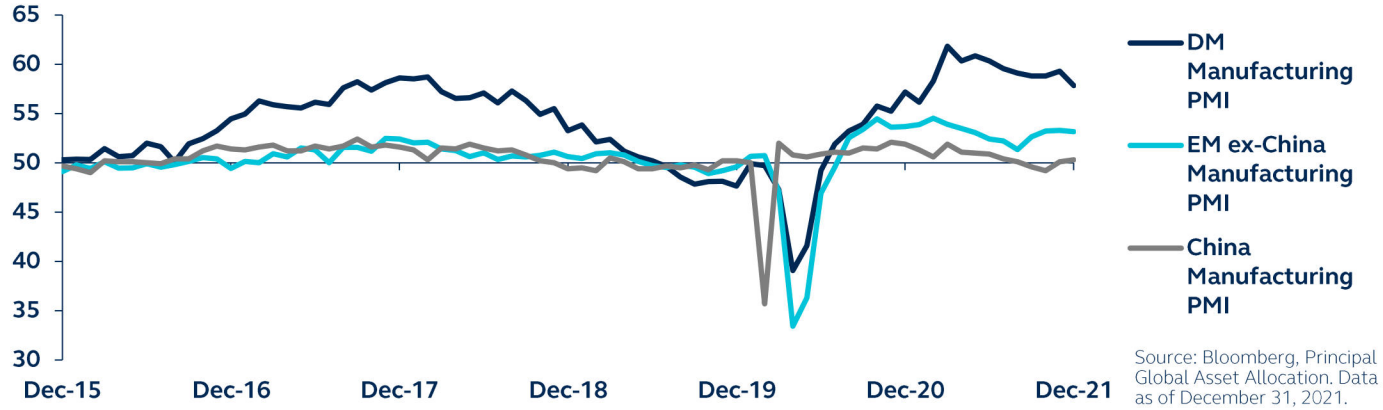
Pandemic headwinds are once again developing, posing a renewed test for the global economy. However, the hit should be more manageable than previous waves. Elevated vaccination rates and greater natural immunity imply a higher effective protection rate against hospitalizations, while the sensitivity of activity to COVID restrictions has fallen with each wave. In contrast to Europe, the U.S. has retained its high COVID tolerance, suggesting U.S. growth outperformance. Continued consumer strength and strong goods demand should carry global growth through Q1, even as COVID conditions remain challenging.

COVID-19 also stoked the supply-chain bottlenecks that have been causing widespread disruptions. Freight rates recently showed signs of topping, tentatively suggesting that supply constraints are receding. Although Omicron threatens a re-intensification of supply issues, continued progress toward COVID-19 vaccinations in east Asia should ensure that the gradual supply normalization eventually reasserts itself, providing a strong boost to growth in 2022

Global growth appears to have peaked and is being challenged by the latest COVID wave. Yet resilient consumer spending, strong corporate balance sheets, and gradually improving supply dynamics is anticipated to deliver solid growth in 2022.

PGAA Global Purchasing Managers Index

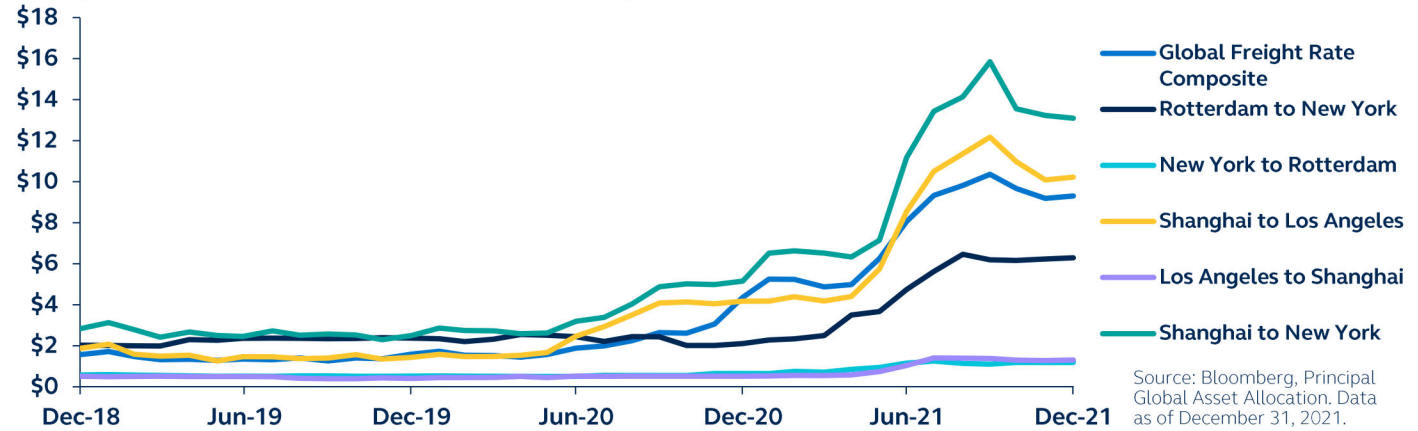
December 2015 – present



Source: Bloomberg, Principal Global Asset Allocation. Data as of December 31, 2021.

Global freight rates

Rates per 40-foot box, thousands, December 2018 – present



Source: Bloomberg, Principal Global Asset Allocation. Data as of December 31, 2021.

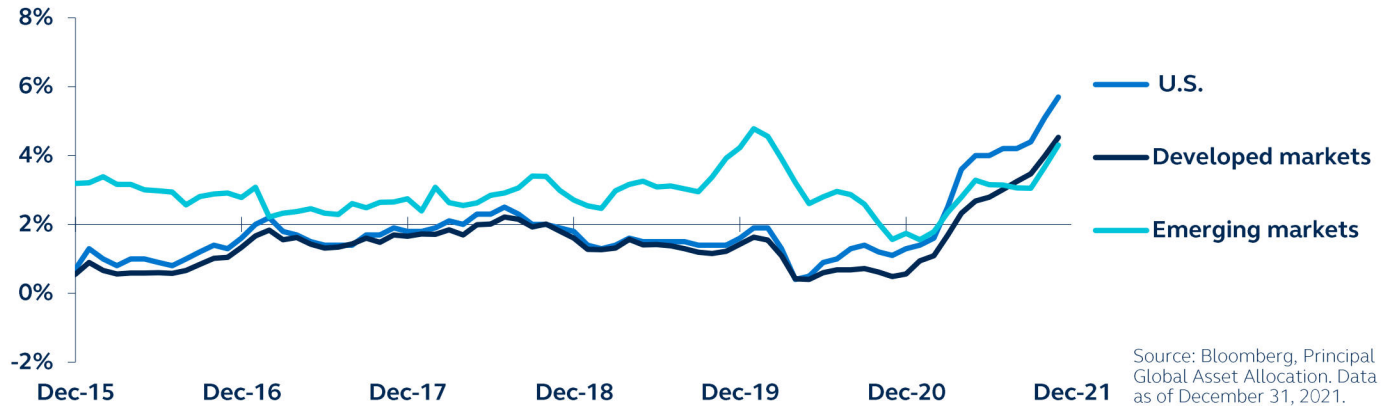
Inflation: Acute pressures to fade, but are broadening

Global inflation pressures have continued to intensify, exacerbated by the spike in energy prices, while near-term uncertainties around Omicron mean that inflation is likely to stay elevated for longer. However, the most acute upward price pressures is likely to start to unwind in 2022. Not only is reopening novelty temporary, but supply chain relief is anticipated to come as demand slows and vaccinations enable greater COVID tolerance. U.S. inflation should recede to around 3% by year-end, while it will fade to 2% in the Euro area.

Nonetheless, central banks are understandably concerned about the broadening of inflation pressures to items not directly touched by reopening demand or supply disruptions. In the U.S., around 75% of the underlying CPI items have higher than normal price gains, potentially threatening inflation expectations. Household survey-based inflation expectations have already been rising sharply, as have market-based measures. However, U.S. breakeven inflation pricing implies that long run inflation expectations — beyond the five-year horizon — are still relatively well-anchored around the Fed's inflation target, helped by signals that monetary tightening is imminent.

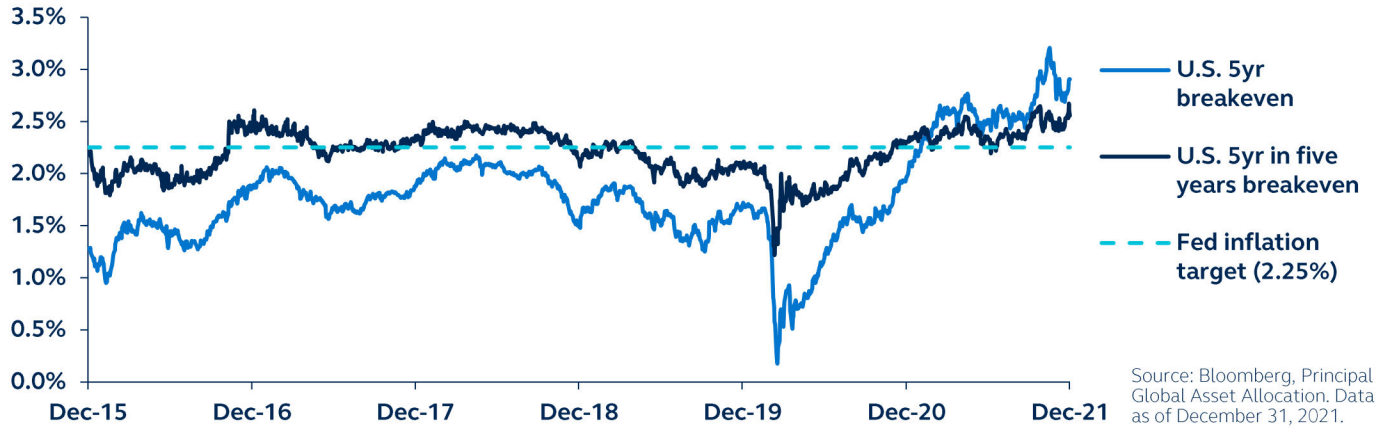
The most acute upward price pressures is likely to fade in 2022, but the broadening of inflation is a concern and indicates underlying heat in the economy that, without policy action, could de-anchor inflation expectations.

PGAA GDP-weighted inflation
December 2015 – present



Source: Bloomberg, Principal Global Asset Allocation. Data as of December 31, 2021.

U.S. breakeven inflation
December 2015 – present



Source: Bloomberg, Principal Global Asset Allocation. Data as of December 31, 2021.

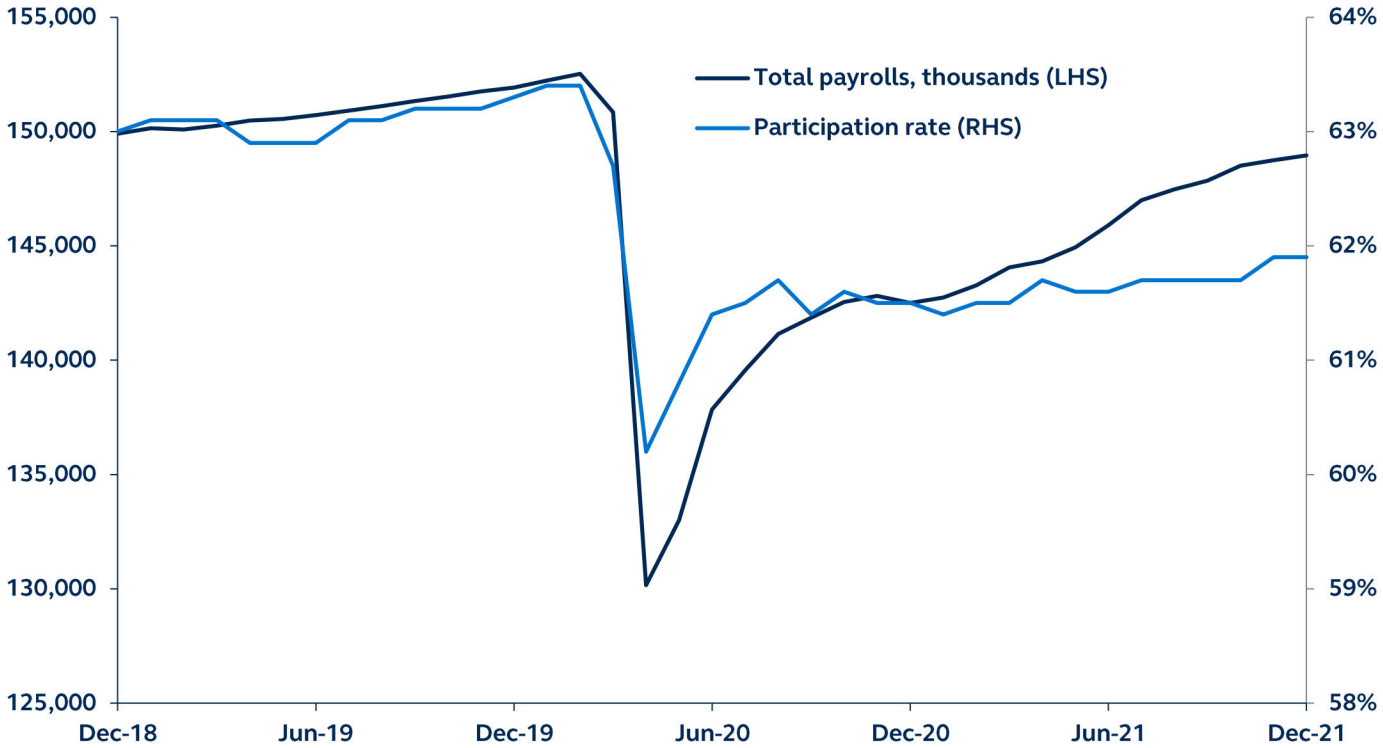
Strong labor demand tussles with tight labor supply

With economic activity still so robust, labor market slack has diminished rapidly. In the U.S., the unemployment rate has dropped below the FOMC's estimate of the longer-run rate of 4%, to 3.9%. This improvement has been largely driven by robust labor demand. Labor participation is improving but remains broadly depressed. The expiration of extended unemployment benefits and the resumption of in-person schooling is proving insufficient to drive a recovery in labor supply — about 2.5 million workers who left the labor force during the pandemic have not yet returned. The Euro-area and the UK are struggling with a similar challenge (strong labor demand but limited availability of labor), suggesting that this global phenomenon of tight supply is at least partially structural and cannot be simply resolved by COVID progress.

The Fed expects the economy to reach full employment "relatively soon." Strong labor demand, coupled with labor scarcity, has led average earnings growth to start bubbling, fuelling pressure on the Fed to act promptly.

While labor demand remains strong, the recovery in labor supply has fallen short, risking a sharp rise in wage growth. Central banks need to act imminently but also tighten gradually to help ensure a long economic expansion.

U.S. payrolls compared to participation rate
December 2018 – present



Source: Bureau of Labor Statistics, Bloomberg, Principal Global Asset Allocation. Data as of December 31, 2021.

Central bank tightening: Quick, but steady

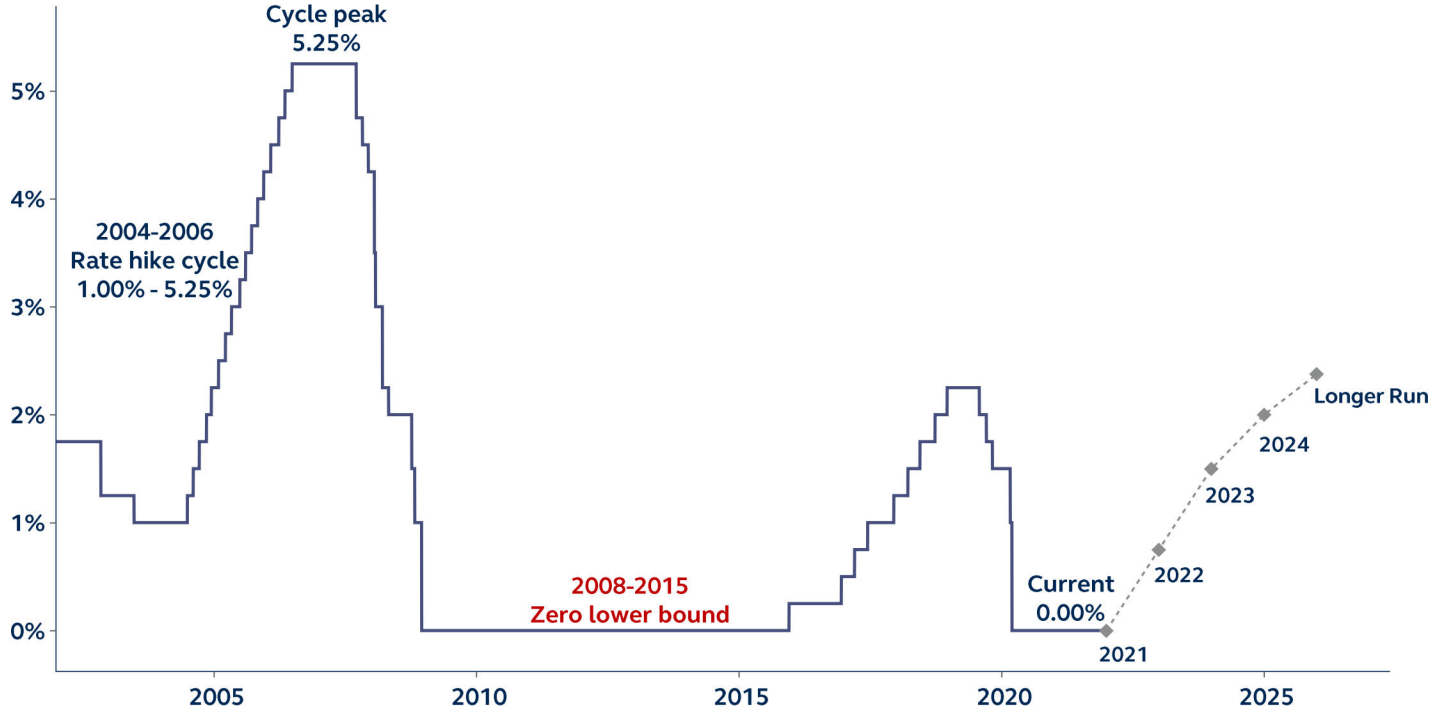
The Fed's requirement that a full labor market recovery needs a long expansion which in turn requires price stability, argues for a prompt response to the inflation threat — thus a rate hike in 2022. But it also argues for a very gradual hiking cycle that doesn't bring a premature end to the expansion. Easing inflationary pressures in the second half of 2022 will also reduce the urgency to aggressively raise policy rates, implying a modest path to policy normalization. Anticipate 4–6 hikes in 2022–2023, a significantly softer hiking cycle than in the 2004–2006 period, when the Fed hiked rates 17 consecutive times. In previous cycles, economic growth only tends to start slowing around one year after lift-off.

By contrast, most emerging market central banks in Latin America and emerging Europe are already well on their way to policy normalization. Their prompt responses to the emergence of significant inflation risks in early 2021 has resulted in considerable monetary tightening, but the further intensification of price pressures will require additional rate hikes, inevitably weighing on the growth performances of these emerging economies.

Anticipate the Federal Reserve to respond to the immediate inflation threat by raising policy rates in mid-2022, with 4–6 hikes over 2022 and 2023.

The federal funds rate

Fed funds rate (lower bound) since 2002 and the FOMC's projections



Source: Clearnomics, Federal Reserve, Principal Global Investors. Data as of December 31, 2021.

Tighter financial conditions and higher volatility

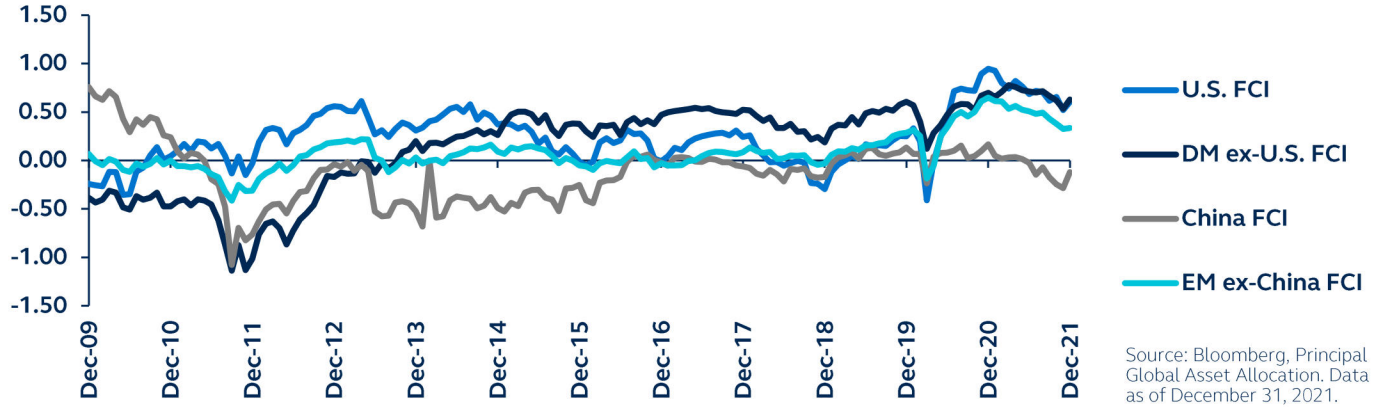
There were around 70 global tightening moves in 2021 alone, mostly led by emerging markets. Global financial conditions clearly reflect the differing policy approaches between DM and EM. While EM regions have been weighed down by significant tightening, DM financial conditions remain relatively loose. Previous cycles suggest that equity markets typically only start to struggle toward the end of the hiking cycle.

Fed discussions around quantitative tightening have already begun and indicate balance sheet run-off could even begin this year — a faster normalization of the Fed balance sheet than during the last cycle. Real yields have risen very sharply in response, but they remain firmly negative and some way beneath their peak of the last 12 months. This backdrop of negative real interest rates continues to be supportive for risk assets and suggests that, in the absence of a sharp growth shock, equity markets are still well-placed for continued positive performance in 2022.

Global financial conditions are tightening , but previous cycles suggest that equity markets can digest this initial tightening — particularly as real yields remain in negative territory

Developing market and emerging market financial conditions

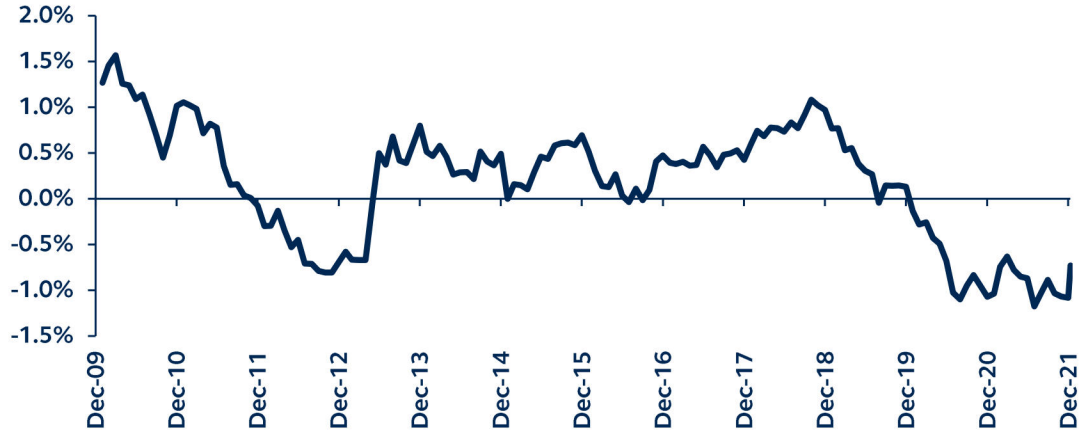
PGAA Financial Conditions Index (FCI), Z-score, December 2009 – present



Source: Bloomberg, Principal Global Asset Allocation. Data as of December 31, 2021.

Real 10-year yield

Based on breakeven inflation, December 2009 – present



Source: Bloomberg, Principal Global Asset Allocation. Data as of January 10, 2022.

Equities

Principal 25

Valuations easing but remain historically stretched

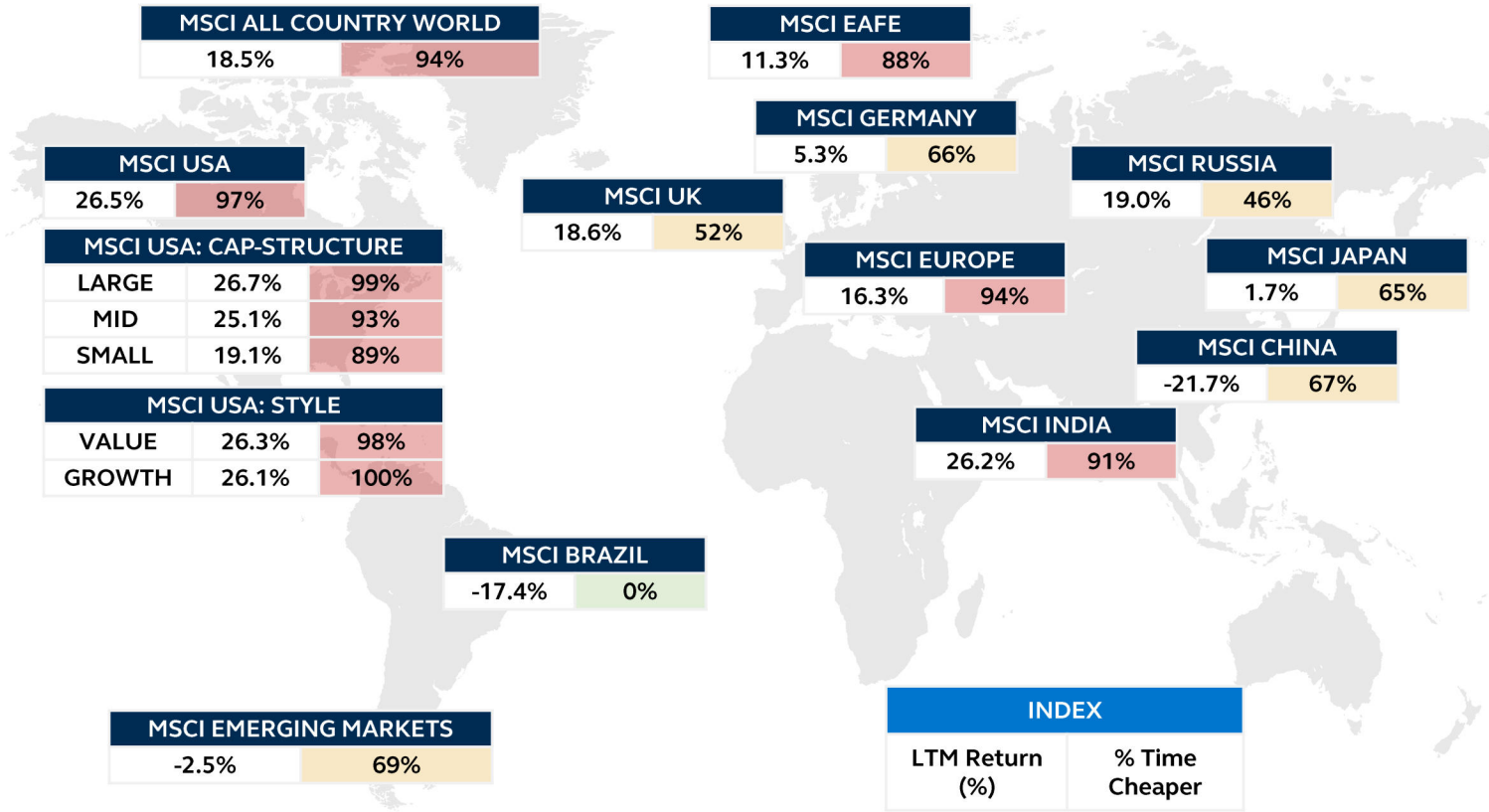
High equity valuations remain a challenge for many markets, including the U.S. where valuations have rarely been more expensive than they are today. Several other markets, particularly across emerging markets where sharper inflationary pressures and heavy exposure to China's challenges have taken their toll, and some pockets of Europe, are much less expensive. However, many regions are still trading at multiples significantly higher than their 15-year historical average.

Investor angst is building, but stretched valuations do not imply a correction is imminent. Although long-term valuation signals are instructive, in the short-term, valuations don't exhibit much predictive power. They do, however, indicate that the current bull market is very vulnerable to profit margin pressures, economic disappointments and upward pressure from bond yields. With markets facing several headwinds in 2022, some old and some new, a solid earnings trajectory is essential.

Valuations have cheapened but are still historically expensive, particularly in the U.S. While this doesn't imply a correction is imminent, earnings delivery is essential.

Equity returns and valuations

LTM returns and % times cheaper, MSCI indices



Source: FactSet, Bloomberg, MSCI, Principal Global Asset Allocation. LTM (last twelve months) returns are total return and in USD terms. % Time Cheaper is relative to PGAA Equity Composite Valuation history. PGAA Equity Composite Valuation is a calculated measure, comprised of 60% price to earnings, 20% price to book and 20% to dividend yield. Composite started in 2003. EAFE is Europe, Australasia, Far East. See disclosures for index descriptions. Data as of December 31, 2021.

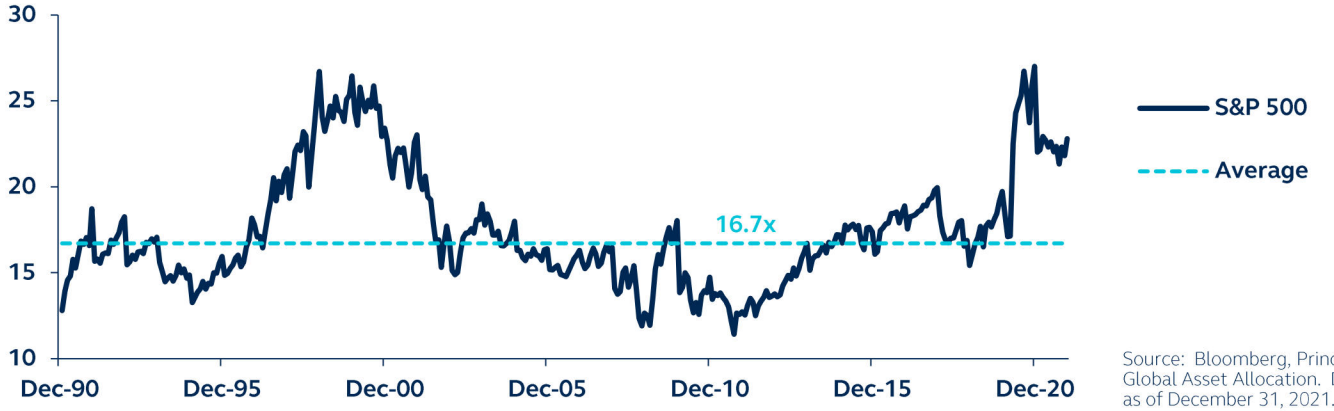
Passing peak earnings, yet still positive for 2022

Despite falling some in recent months, U.S. valuations are some of the most expensive globally, at nearly two-times their 30-year average. Furthermore, with its unusually high concentration of technology stocks, the U.S. is more vulnerable than other regions to rising bond yields, implying a greater requirement for earnings delivery.

U.S. earnings growth soared in 2021, recovering rapidly from the significant pandemic-driven drops in 2020. Impressive consumer demand, policy support and nimble business model pivots drove the strong performance. Despite the shift to tighter monetary policy in 2022, the U.S. economy is likely set to continue growing above trend, boosted by easing supply constraints and greater pandemic resilience. As a result, earnings growth should still be positive in 2022. However, without favorable base effects and with profit margin pressures growing, earnings growth will not likely hit the highs seen in 2021.

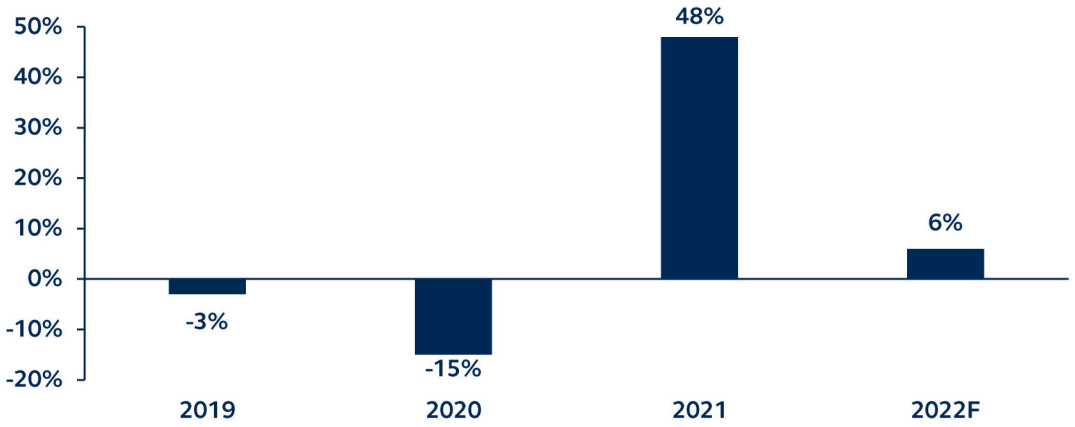
Earnings growth in 2022 will likely not be as impressive as 2021 but will still be positive. The outlook for U.S. equity returns remains optimistic amidst strong fundamentals and corporate profitability.

S&P 500 price-to-earnings ratio
Trailing 12-months, December 1990 – present



Source: Bloomberg, Principal Global Asset Allocation. Data as of December 31, 2021.

MSCI ACWI earnings
Actual and forecasted earnings, 2019 – 2022F



Source: Bloomberg, Principal Global Asset Allocation. Forecasts are PGAA forecasts. Data as of December 31, 2021.

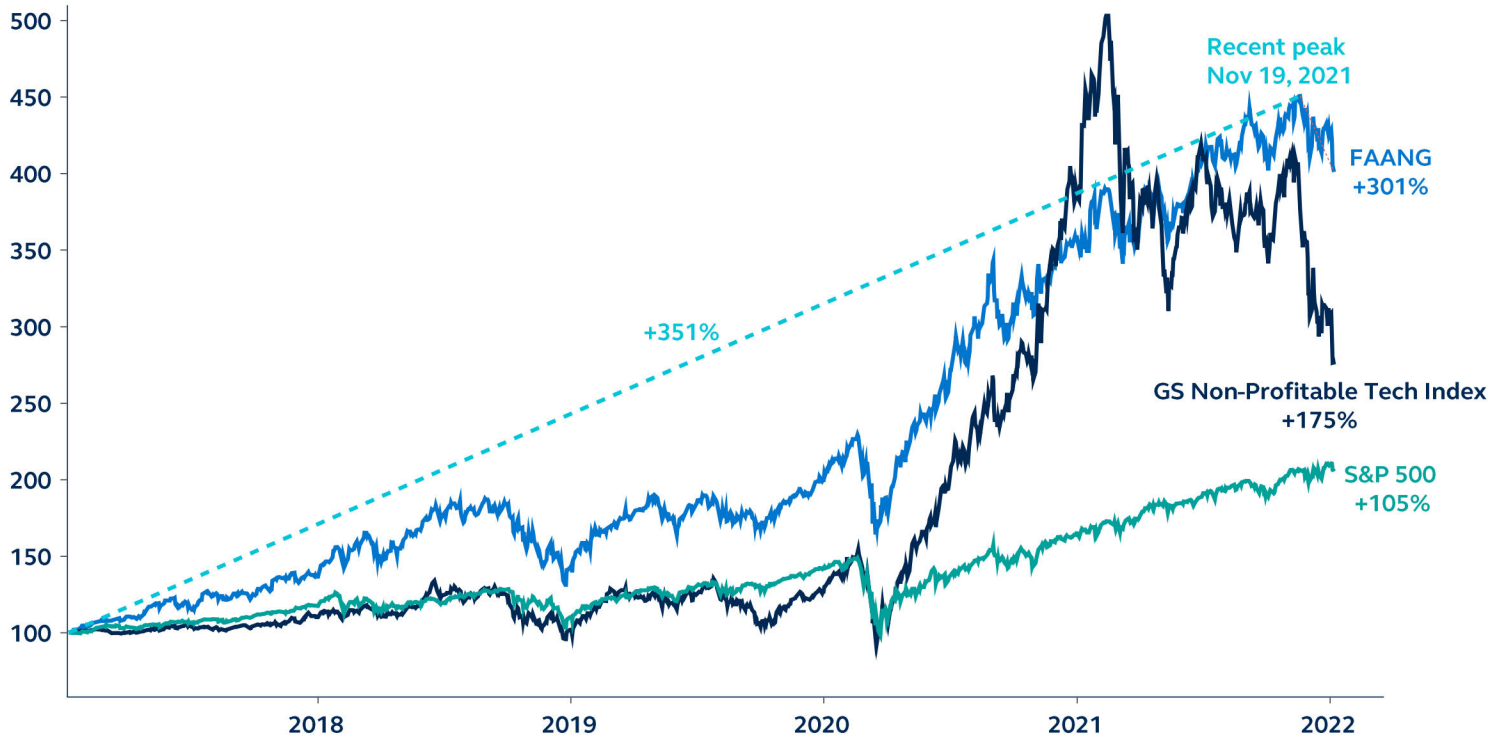
Technology: Not one-size fits all

The recent sharp rise in bond yields has been painful for technology stocks, and with rates likely biased higher still, investors are increasingly eyeing tech's very elevated valuations. Conditions are certainly becoming more challenging for this sector, but just like in the broad market, there will be winners and losers. In the period ahead, investors need to distinguish between profitless tech and mega-cap tech. Those tech companies who are yet to make a profit and are dangerously dependent on the flow of capital into broad indexes will likely underperform. By contrast, the mega-cap tech names who exhibit strong pricing power, generate huge cash flows and offer impressive earnings delivery should be more resilient.

On the other hand, small-cap companies, who are less able to pass along cost increases to customers, are likely to continue struggling as price pressures from supply chain disruptions continue to take a toll on profitability. As the supply chain problems are gradually resolved later in 2022 and costs normalize, small-cap stands to benefit.

Although tech is being challenged by rising bond yields, investors must distinguish between profitless tech and mega-cap tech. Focus on firms that can defend their margins.

Technology stock performance
Total return indexed to 100 at January 2017



Source: Clearnomics, Standard & Poor's, Refinitiv, Principal Global Investors. FAANG consists of Facebook, Apple, Amazon, Netflix, and Alphabet (Google). Data as of January 7, 2022.

Global markets challenged; U.S. is hard to beat

While the valuations of some regions may be more attractive, the U.S. should be more resilient to the various challenges facing global markets in 2022.

1. Geopolitical pressure on European natural gas supply remains a threat and, unlike the U.S., Europe is a large net energy importer so is more exposed to the energy shock.
2. European governments COVID tolerance is lower than the U.S., suggesting a larger economic hit from Omicron.
3. UK valuations look attractive. However, with rate hikes already underway, fiscal tightening, and severe labor supply shortages exacerbated by Brexit and therefore unlikely to fade as rapidly as in the U.S., it faces significant challenges.
4. Latin America fundamentals are being weighed down by Brazil – growth is being downgraded, inflation upgraded, and monetary tightening is being accelerated.
5. Emerging Asia and Europe are meaningfully more exposed to China's economic slowdown.

Consensus forecasts are for Europe and EM to outperform due to more attractive valuations. But fundamentals for the U.S. are meaningfully stronger, setting it up to potentially once again outperform.

Global regional comparison

MSCI U.S., MSCI China, MSCI EAFE, and MSCI EM

Region	5yr total return[1]	Price to NTM EPS	Price to Cash flow	2022 Expected earnings growth	2022 Real GDP growth forecast[2]	2022 Policy rates forecast[2]	GDP weighted inflation rate	Primary risks
U.S.	18.1%	22.3	19.0	9%	3.9%	0.75%	5.7%	Fed policy, Inflation
China	9.3%	12.1	13.1	13%	5.2%	2.53%	2.3%	Regulation, U.S.-China relationship
DM ex-U.S.	8.4%	15.2	10.9	6%	3.9%	0.14%	3.4%	Energy, Geopolitics, Inflation
EM	10.5%	12.4	9.7	5%	5.0%	3.87%	4.3%	COVID, Fed policy, Inflation
UK	4.2%	12.2	9.0	1%	4.8%	0.65%	5.1%	Labor, Inflation

[1] Annualized return as of YE2021, local currency, MSCI Index. [2] Bloomberg Consensus.
Source: Bloomberg, FactSet, Principal Global Asset Allocation. Data as of December 31, 2021.

China's regulatory actions impacting emerging markets

The direction of China is a primary consideration when crafting a view of emerging markets. The country's new regulatory regime has damaged corporate profitability and valuations, prompting investors to reconsider the long-term attractiveness of Chinese assets and, by association, emerging Asia. China also faces cyclical economic challenges in the year ahead. As trade flows back to emerging economies that have recovered from COVID-19 disruptions, Chinese export tailwinds may soon become headwinds, while the country's "zero COVID" policy could hinder domestic consumption.

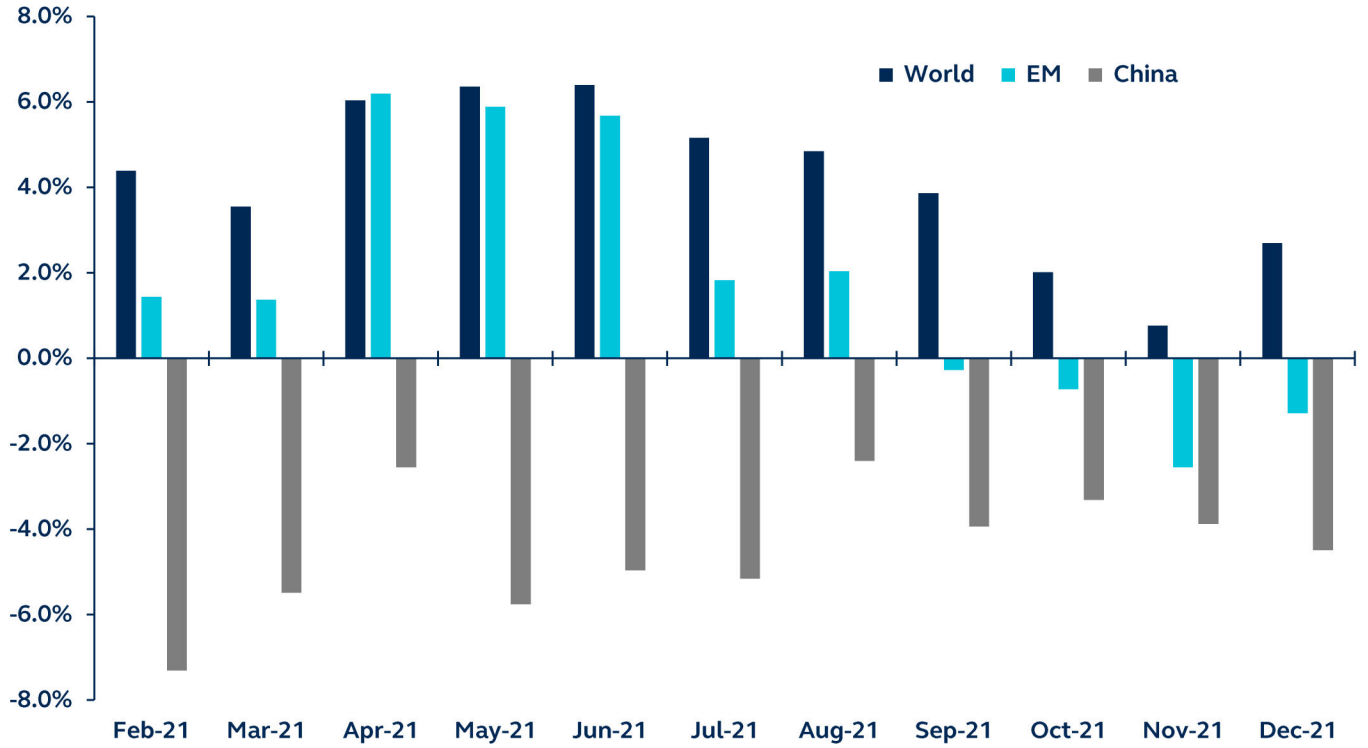
Outside of China, Latin America valuations look very attractive, but there are significant concerns about inflation and growth prospects in some economies. Political disruption has led to a major deterioration in economic forecasts and, with central banks responding to inflationary threats with steep policy rate hikes, financial conditions are tightening sharply.

Overall, China's growth outlook, the pullback in liquidity as the Fed tapers, a stronger USD and some individual country concerns should prompt a slight underweight EM equities.

Fundamentals in EM Asia continue to be pulled down by China's slowdown, while the sharp tightening in financial conditions in Latin America should keep investors cautious.

Comparison of changes in regional earnings per share

3-month change of average 2021-22 EPS forecasts, MSCI World and EM in USD, MSCI China in CNY



Source: FactSet, Principal Global Asset Allocation. Data as of December 31, 2021.

Fixed income

Principal 31

Tapering will lead to increased volatility

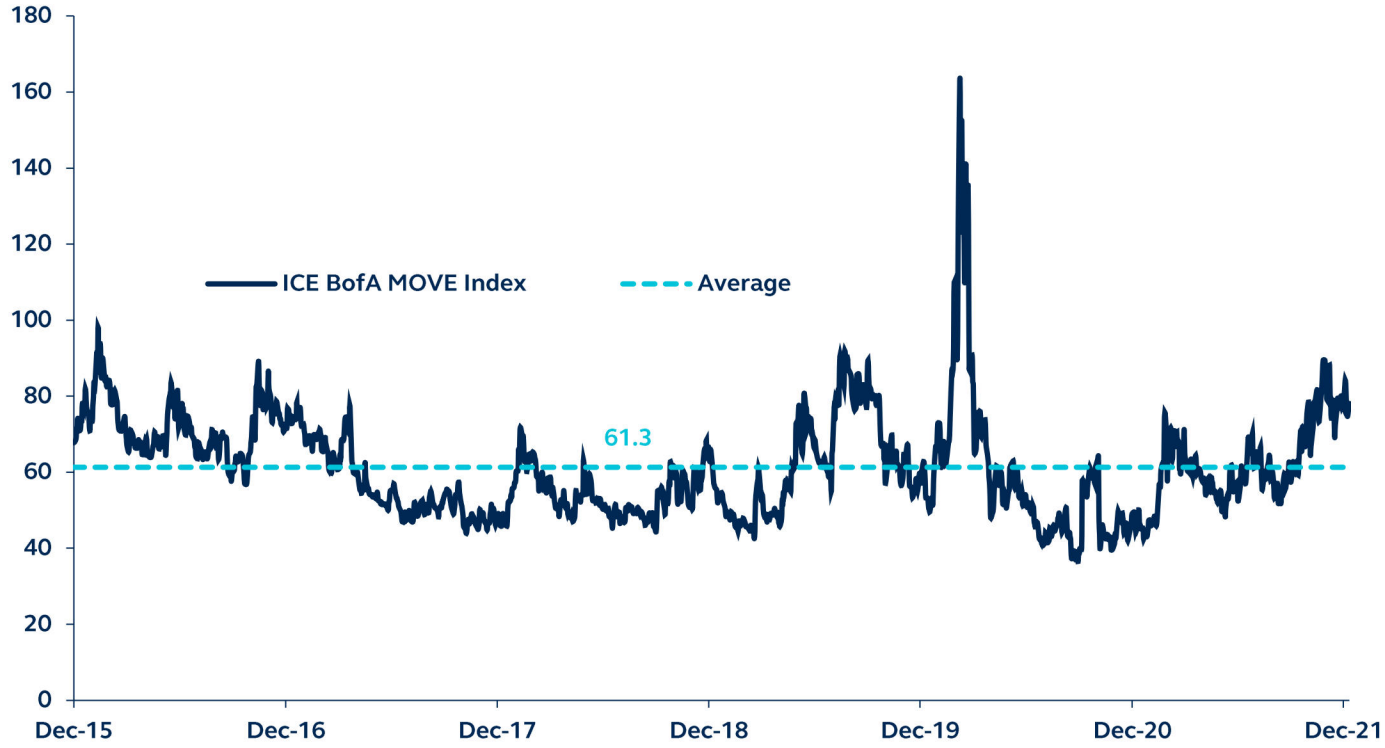
The Fed's announcement in September 2021 that it would soon start tapering its asset purchases brought a hasty end to bond market calm. The ICE BofA MOVE Index, which tracks implied expectations of Treasury volatility, took a sharp turn upwards and since then, volatility has been further exacerbated by speculation around balance sheet run-off.

The Fed's bond buying has led their balance sheet to swell from $4.2 trillion pre-pandemic to a massive $8.8 trillion today, tempering the natural ups and downs of the Treasury market. However, central bank policy is shifting. Tapering, followed by balance sheet run-off (quantitative tightening), will gradually diminish the Fed's footprint on the Treasury market. Expect increased bond market volatility as capital markets once again start to dominate capital allocation instead of the central bank.

U.S. treasury yields have risen sharply higher and with 4–6 Fed rate hikes likely over the next two years and balance sheet run-off potentially on the horizon, there continues to be upward pressure on rates. Expect 10-year U.S. treasury yields to rise to 2.2% by end-2022.

Over the past 10 years fixed income investors have enjoyed strong returns and relatively low volatility. However, Fed tightening implies lower returns and greater volatility.

Treasury volatility expectations
Index level, December 2015 – present



Source: Bloomberg, Principal Global Asset Allocation. Data as of January 10, 2022.

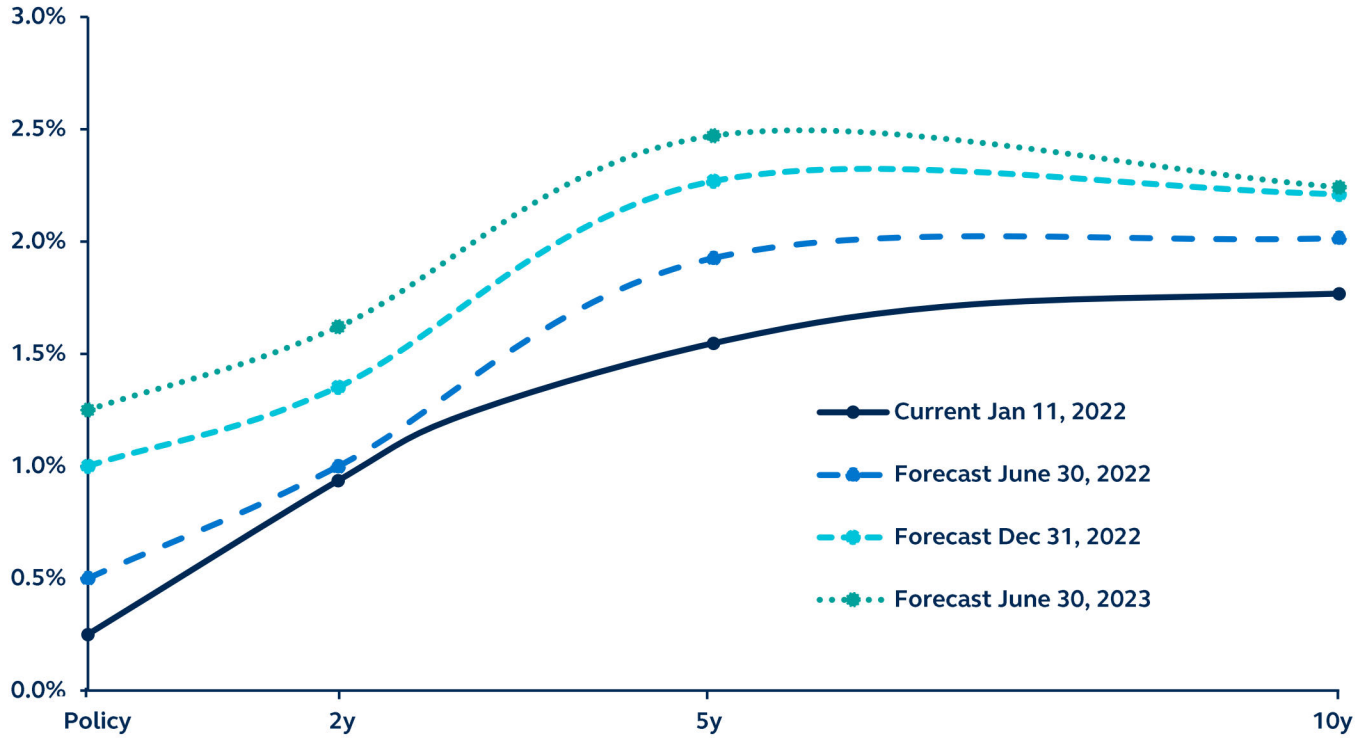
Further flattening of the yield curve on the horizon

In the last Fed tightening cycle, there was a significant initial flattening of the Treasury yield curve ahead of rate lift-off followed by a more modest additional flattening through the early stages of the hiking cycle. Anticipate a similar pattern in this hiking cycle, with further flattening on the horizon. The Fed's front-loaded hiking path is putting strong upward pressure on the short-end of the yield curve. By contrast, although the long-end is also biased higher, various market dynamics should work to moderate the upward pressures.

Balance sheet normalization would mean that the main buyer of U.S. Treasurys will soon become a seller of U.S. Treasurys. However, demand for "safer assets" from pension funds, insurance companies and banks should, at least partially, compensate for the loss in demand from the Fed. This will likely limit the upward pressure on 10-year yields and the longer end of the yield curve. Additionally, the European Central Bank and the Bank of Japan are still years behind the Fed in their normalization process, so their yields will remain relatively depressed, introducing a natural resistance for U.S. yields.

Front-loaded Fed hikes, coupled with strong demand for safe assets from long duration investors, implies further yield curve flattening ahead.

U.S. 10-year treasury yield curve
Current yield curve vs. forecasts



Source: Bloomberg, Principal Global Asset Allocation. Yield curve forecasts are PGAA forecasts. Data as of January 11, 2022.

High yield continues to be the best fixed income option

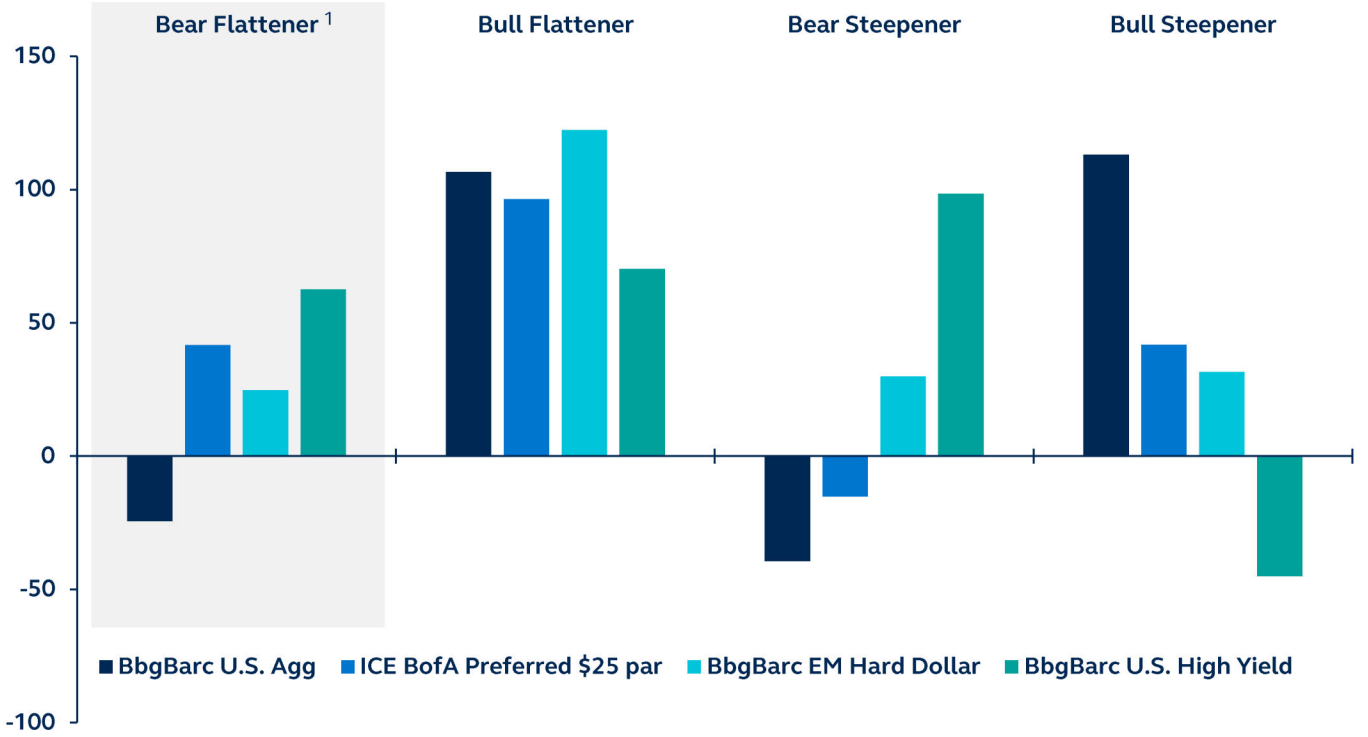
Core fixed income struggled in 2021, posting negative returns for the year, and continues to be challenged in 2022. Credit fundamentals remain strong, supported by above-trend GDP. However, with Fed tapering and rate lift-off leading to tighter market liquidity, credit spread volatility is rising.

The U.S. high yield market presents the best opportunities in fixed income. Historically, during periods of yield curve bear flattening[1], high yield tends to outperform. While there is limited potential for further spread compression, the fundamental outlook remains solid. Additionally, high yield has received a number of fallen angels in recent years and, as a result, is generally of higher quality than it has ever been. In conjunction, the default rates of high yield have dropped sharply in the past year and are expected to remain below 2% this year. In the period ahead, positioning fixed income portfolios to earn returns from alpha, rather than from spread compression or duration, will be key.

Given tight credit spreads and monetary tightening, fixed income portfolios should be positioned to earn returns from alpha rather than from spread compression or duration.

Historic performance during curve environments

Monthly index returns USD, bps, September 2001 – present



Source: Bloomberg, Principal Global Asset Allocation. Data as of December 31, 2021.
[1] Bear Flattener indicates that rates on the short end of the curve increase more than long-term rates.

Stay active in emerging market debt

The past year has been challenging for emerging markets as COVID-19 and tighter financial conditions have weighed heavily on economic activity, while China's regulatory actions have taken their toll.

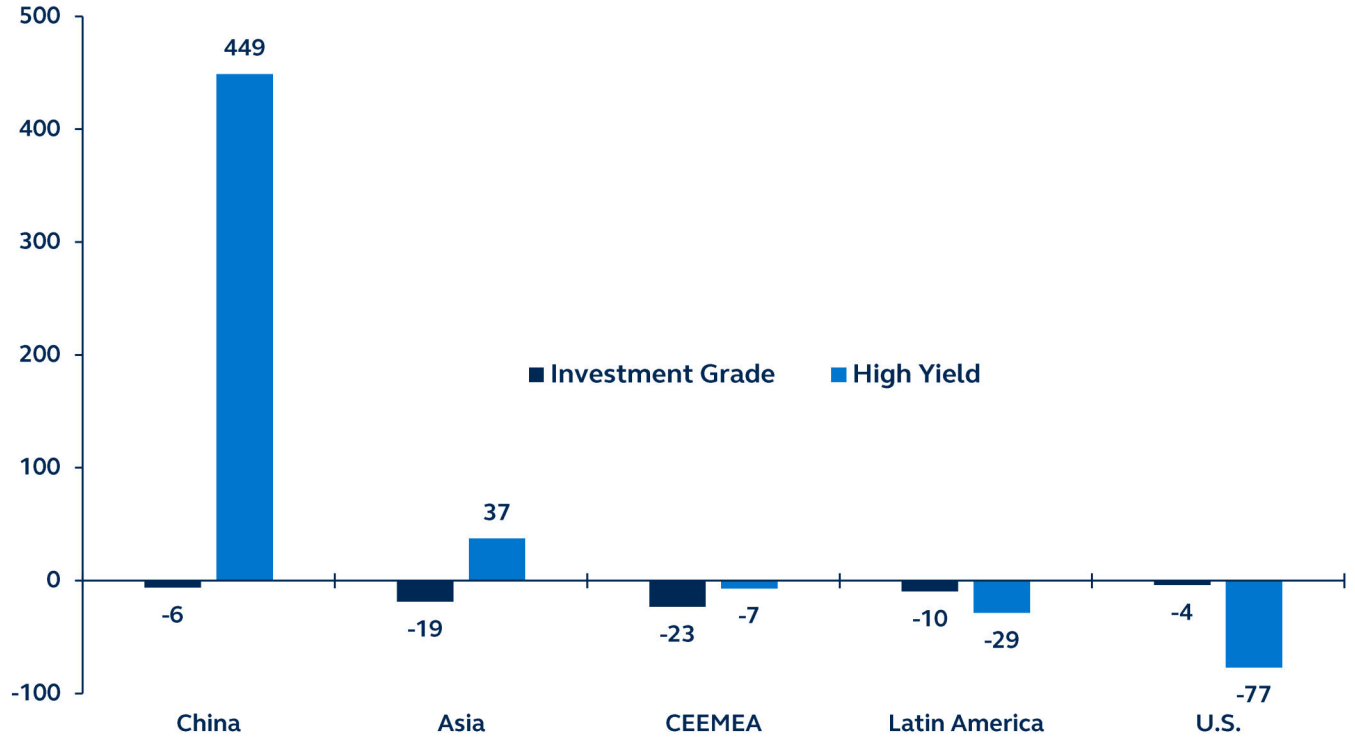
China's Evergrande situation of 2021 spooked investors, driving up China's high yield bond spreads—yet there has been little to no fallout outside of high yield. Abundant global liquidity has ensured that contagion was limited, with most emerging markets and investment grade bonds broadly resilient. While the policy signals from China have recently shifted to pro-growth, there are still many uncertainties around property sector debts. With China high yield bonds highly sensitive to policy risks, it is not yet a good time to increase exposure to China high yield.

EM investment grade bonds and EM ex-China high yield bonds still have some carry advantage over U.S. bonds. Yet waning monetary and fiscal support, coupled with scope for further U.S. dollar strength, should continue to warrant investor caution toward the asset class.

Investors who want to maintain exposure to emerging markets but avoid the elevated risk attached to China should opt for an actively managed approach.

Investment grade and high yield year-over-year spreads

Spread change, year-end 2020 vs. year-end 2021



Source: Bloomberg, Principal Global Asset Allocation. Data as of December 31, 2021.

INDEX DESCRIPTIONS

Bloomberg Barclays U.S. Corporate Investment Grade Index includes publicly issued U.S. corporate and specified foreign debentures and secured notes that meet the specified maturity, liquidity and quality requirements. To qualify, bonds must be SEC-registered. The corporate sectors are industrial, utility and finance, which include both US and non-US corporations.

Bloomberg U.S. Municipal Index covers the USD-denominated long-term tax-exempt bond market. The index has four main sectors: state and local general obligation bonds, revenue bonds, insured bonds and pre-refunded bonds.

ICE BofA Asian Dollar Investment Grade Corporate Index tracks the performance of US dollar denominated investment grade corporate debt publicly issued in Asian domestic markets (China, Hong Kong, South Korea, Indonesia, India, Singapore, Malaysia, Thailand, Taiwan, Macau, and Philippines).

ICE BofA Euro Corporate Index tracks the performance of EUR denominated investment grade corporate debt publicly issued in the eurobond or Euro member domestic markets.

MSCI AC Asia ex Japan Index captures large and mid cap representation across 2 of 3 Developed Markets (DM) countries (excluding Japan) and 9 Emerging Markets (EM) countries in Asia.

MSCI AC Asia Pacific Index captures large and mid cap representation across 5 Developed Markets countries and 9 Emerging Markets countries in the Asia Pacific region.

MSCI ACWI Index includes large and mid cap stocks across developed and emerging market countries.

MSCI Brazil Index is designed to measure the performance of the large and mid cap segments of the Brazilian market.

MSCI China Index captures large and mid cap representation across China A shares, H shares, B shares, Red chips, P chips and foreign listings (e.g., ADRs).

MSCI EAFE Index is listed for foreign stock funds (EAFE refers to Europe, Australia, and Far East). Widely accepted as a benchmark for international stock performance, the EAFE Index is an aggregate of 21 individual country indexes.

MSCI Emerging Markets Index consists of large and mid cap companies across 24 countries and represents 10% of the world market capitalization. The index covers approximately 85% of the free float-adjusted market capitalization in each country in each of the 24 countries.

MSCI Europe Index captures large and mid cap representation across 15 Developed Markets (DM) countries in Europe.

MSCI Germany Index is designed to measure the performance of the large and mid cap segments of the German market.

MSCI India Index is designed to measure the performance of the large and mid cap segments of the Indian market.

MSCI Japan Index is designed to measure the performance of the large and mid cap segments of the Japanese market.

MSCI Russia Index is designed to measure the performance of the large and mid cap segments of the Russian market.

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INDEX DESCRIPTIONS

MSCI United Kingdom Index is designed to measure the performance of the large and mid cap segments of the UK market.

MSCI USA Growth Index captures large and mid cap securities exhibiting overall growth style characteristics in the US. The growth investment style characteristics for index construction are defined using five variables: long-term forward EPS growth rate, short-term forward EPS growth rate, current internal growth rate and long-term historical EPS growth trend and long-term historical sales per share growth trend.

MSCI USA Index is a market capitalization weighted index designed to measure the performance of equity securities in the top 85% by market capitalization of equity securities listed on stock exchanges in the United States.

MSCI USA Large Cap Index is designed to measure the performance of the large cap segments of the US market.

MSCI USA Mid Cap Index is designed to measure the performance of the mid cap segments of the US market.

SCI USA Quality Index aims to capture the performance of quality growth stocks by identifying stocks with high quality scores based on three main fundamental variables: high return on equity (ROE), stable year-over-year earnings growth and low financial leverage. The MSCI Quality Indexes complement existing MSCI Factor Indexes and can provide an effective diversification role in a portfolio of factor strategies.

MSCI USA Small Cap Index is designed to measure the performance of the small cap segment of the US equity market.

MSCI USA Value Index captures large and mid cap US securities exhibiting overall value style characteristics. The value investment style characteristics for index construction are defined using three variables: book value to price, 12-month forward earnings to price and dividend yield.

Russell 1000® Index measures the performance of the large-cap segment of the US equity universe. It is a subset of the Russell 3000® Index and includes approximately 1,000 of the largest securities based on a combination of their market cap and current index membership.

Standard & Poor's 500 Index is a market capitalization-weighted index of 500 widely held stocks often used as a proxy for the stock market.

STOXX Europe 600 Index, with a fixed number of 600 components, represents large, mid and small capitalization companies across 17 countries of the European region.\

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PQ12869-12 | 04/2022 | 1989024 -042022

Let’s talk about your pension plan

City of Newberg Employees Retirement Plan

Actuarial update

Steward Sainvil, EA, MAAA | 03.18.2022

Classification: Customer Confidential

Contents

What's new?

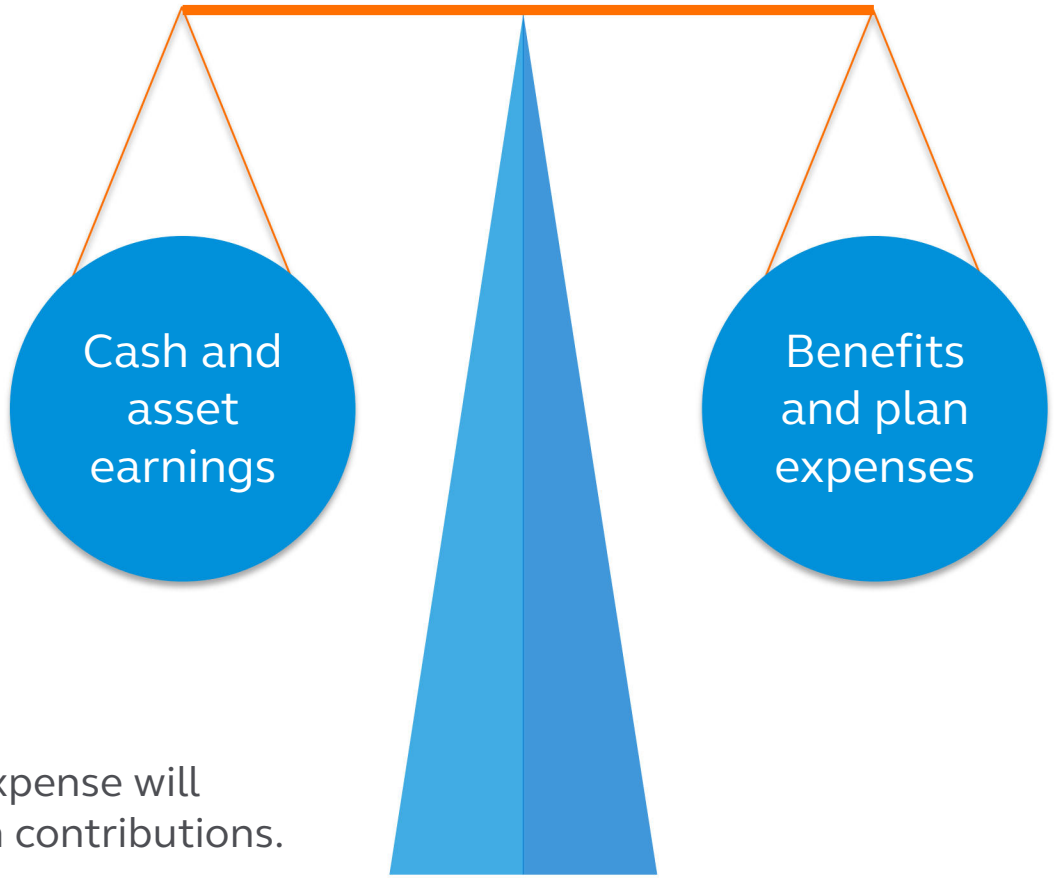
Preliminary funding results

Supporting information

How much will the plan cost?

As much as it takes to pay all the plan's benefits and expenses.

When the last check is written, the plan's benefits and expenses will equal cash contributions and the asset returns.



In the end, your accounting expense will equal the sum of all your cash contributions.

What’s new?

Capital market assumptions - 2021

CMA May 2021 Asset class	Expected arithmetic return	Expected geometric return	Target allocation %
US Equity - Large Cap	7.70%	6.20%	29.18%
US Equity - Mid Cap	8.00%	6.20%	3.32%
US Equity - Small Cap	8.55%	6.20%	1.67%
Non-US Equity	8.00%	6.20%	17.15%
Real Estate (Direct Property)	5.35%	5.00%	9.61%
Core Bond	2.70%	2.55%	36.14%
High Yield Bond	4.65%	4.20%	2.94%
Exp LTROA (arithmetic mean)			5.65%
Portfolio standard deviation			9.73%
40th percentile			4.53%
45th percentile			4.87%
Expected Compound Return (geometric)			5.21%
55th percentile			5.54%
60th percentile			5.89%
Equity/Fixed income/Other			51% / 39% / 10%

An updated capital market assumptions (CMA) study was released May 2021.
This study replaces the CMA study released May 2020.

- Equity, real estate – no change from 2020 CMA
- Fixed income – updated to reflect the market yields as the initial starting point. Government bond expected returns increased due to the higher government bond yields. Investment grade corporate bond returns decreased as credit bond yields decreased slightly due to a narrower credit spread

Interest assumption review uses:

- Target allocations
- Expected geometric returns
- Plan's asset allocation

Based on our analysis we believe 6.00% continues to be in the range of reasonable rates that could be used for this period.

For additional information see Long-Term Capital Market Assumptions 2021

Preliminary funding results

Plan Provisions

Plan Participation

- The Plan is a contributory defined benefit plan that provides retirement benefits to General Employees, Police, Firefighters and the City Attorney. Effective 8/1/2016, plan participation is closed; therefore, no new hires on or after 8/1/2016 can participate in the plan.
- As of 7/1/2021, there are 44 actives, 34 terminated vested participants and 73 retirees participating under the plan. All 44 active participants are General Employees. There are no active Police or Firefighters participating in the plan.

Contributions

- Employees participating in the plan must contribute 6.0% of their annual compensation. Effective 1/1/1995, the City pays the 6.0% employee contributions for certain specified employees.
- Employer contributions are determined based on annual actuarial valuations, which determine the actuarially determined contribution.

Pension Benefits

- General Employees: 1.67% of average compensation times years of service
- Police, Firefighters, City Attorney: 2.0% of average compensation times years of service.
- Normal retirement age: 60 for General Employees; 58 for Police, Firefighters and City Attorney
- Early retirement age: 55 for General Employees; 50 for Police, Firefighters and City Attorney
- Unreduced benefit available at normal retirement age or upon completion of 30 years of service (25 years for Police, Firefighters and City Attorney). Otherwise, benefit is reduced for early commencement.
- Other benefits available including termination benefits, disability benefits and pre-retirement death benefits. Cost-of-living adjustments are provided to retirees and beneficiaries.

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How do we allocate plan cost?

Normal cost

Present value of benefits expected to be earned during the plan year

Expected employee contributions

Expected employee contributions (6.0% of projected payroll)

Actuarial accrued liability

Present value of projected benefits at the valuation date attributable to past service

Unfunded actuarial accrued liability (UAAL)

Actuarial accrued liability less actuarial value of assets

Actuarially determined contribution (ADC)

Normal cost – expected employee contributions + amortization of UAAL

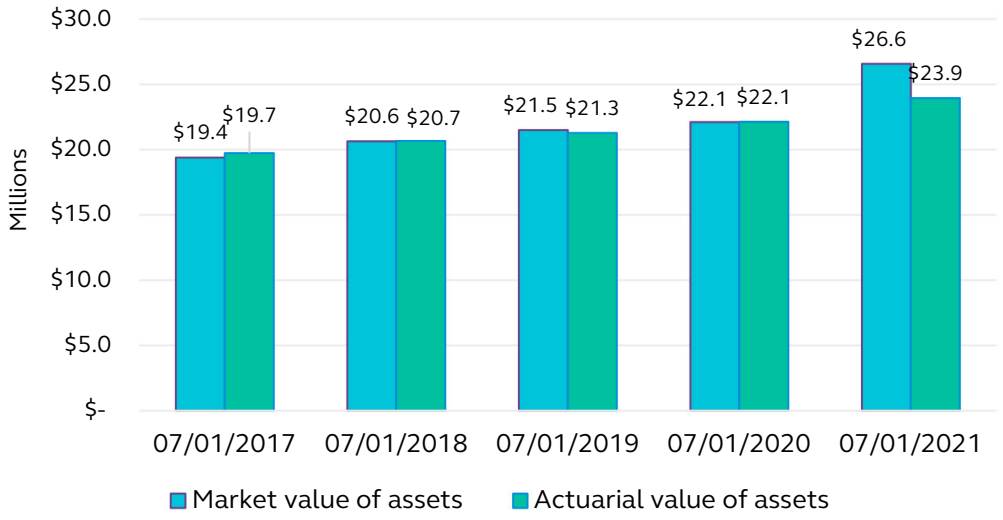
Funding results

Market value asset gains and losses

Plan year ending 06/30/2021

	2017		2018		2019		2020		2021	
	Rate	$	Rate	$	Rate	$	Rate	$	Rate	$
Market value return	9.67%	$1.71 M	7.63%	$1.47 M	6.25%	$1.28 M	4.26%	$0.91 M	21.66%	$4.75 M
Expected return	6.50%	$1.15 M	6.00%	$1.16 M	6.00%	$1.23 M	6.00%	$1.28 M	6.00%	$1.32 M
Gain / (Loss) actual vs. expected		$0.56 M		$0.31 M		$0.05 M		($0.37 M)		$3.43 M

Actuarial value vs. market value of plan assets



The actuarial value of assets is a smoothed asset value.

- Used to provide less volatile contributions each plan year.
- Spreads the recognition of an investment gain or loss (actual returns vs. expected) over 5 years.

Funding results

Unfunded actuarial accrued liability

	In millions
Actuarial accrued liability at 07/01/2021 (before changes)	$37.10
Less actuarial value of assets	23.95
Preliminary unfunded actuarial accrued liability	13.15
Change in unfunded actuarial accrued liability due to:	
Assumption changes	-
Cost method change	-
Plan changes	-
Unfunded actuarial accrued liability after changes	$13.15

* Mortality tables were updated to reflect the annual update to the mortality improvement scale from MP-2020 to MP-2021.

Schedule of amortization bases

Date created	Reason	Initial balance	Remaining years	Outstanding balance	Annual amortization
07/01/2021	Experience (gain)/loss	317,169	15	317,169	31,719
07/01/2020	Initial UAAL	13,406,570	14	12,830,587	1,340,741
Total				**13,147,756**	**1,372,460**

These amortization periods will be applied to any amortization bases created 07/01/2021 and later.

- Initial unfunded actuarial accrued liability: 15 years
- Experience gains/losses: 15 years.
- Amendments: 15 years
- Assumption changes: 15 years

Classification: Customer Confidential

Funding results

Actuarially determined contribution

In millions		
Plan year beginning	7/1/2020	7/1/2021
Actuarial accrued liability	$35.54	$37.10
Actuarial value of assets	22.13	23.95
Market value of assets	22.11	26.55
Funded ratio (AVA/AAL)	62.3%	64.6%
Normal cost (with interest)	$0.45	$0.42
Less expected employee contributions	0.21	0.19
Plus amortization amounts	1.34	1.37
Actuarially determined contribution (ADC)	$1.58	$1.60
Projected payroll	$3.42	$3.12
ADC as a percentage of projected payroll	46.19%	51.31%

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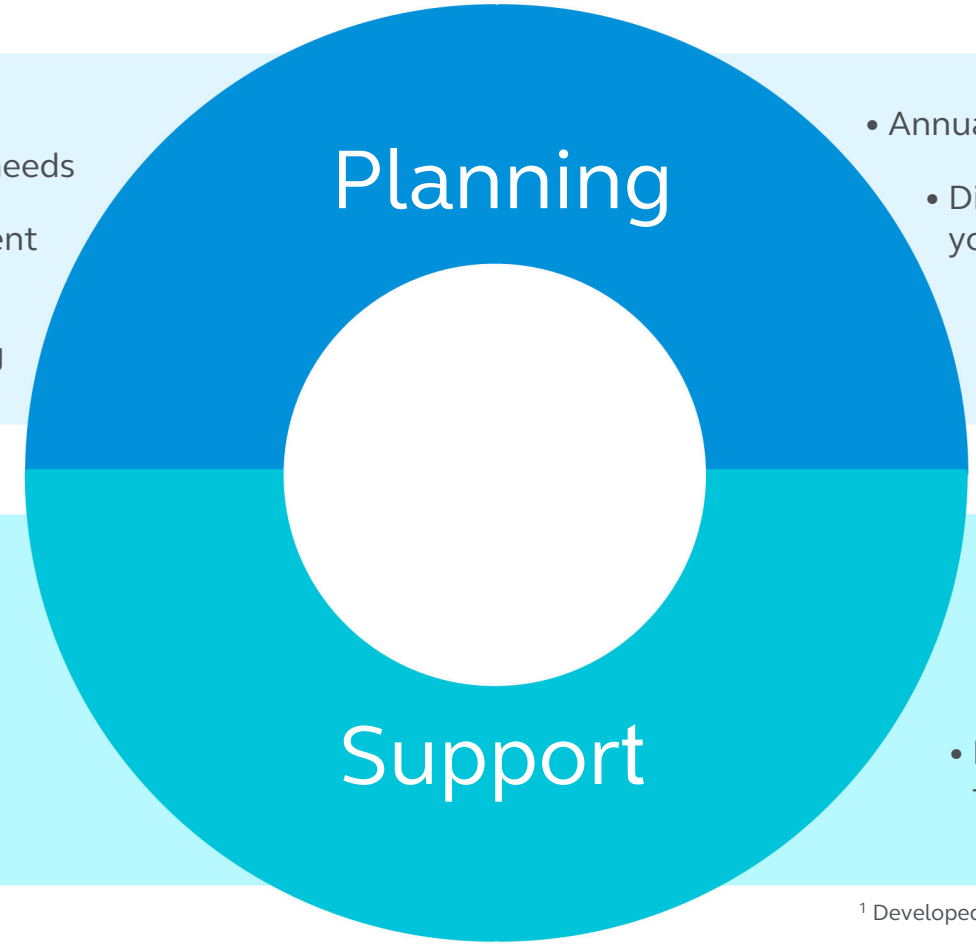
More than just a valuation

extras included in our base fees



- Benefit cash flows to assess future liquidity needs
- Pension risk management discussions
- Contribution consulting

- Annual consulting discussions
- Discussion on understanding your plan's funded status
- Assumptions and methods consulting

- Auditor support for assumptions
- Standard deviation associated with investment allocation

- Risk-free basis results
- Historical results
- Proprietary mortality table[1]

[1] Developed by Principal Life Insurance Company®

Helping plan sponsors achieve pension goals for over 65 years

Supporting information

Supporting information

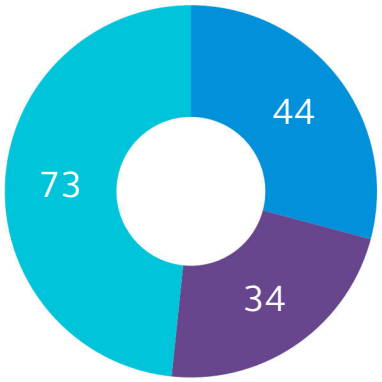
ADC and contribution history

	2017	2018	2019	2020	2021
Normal cost	$603,601	$595,982	$465,489	$438,375	$409,187
Employee normal cost (expected employee contributions)	224,918	225,505	217,556	205,328	187,209
Employer normal cost	$378,683	$370,477	$247,933	$233,047	$221,978
Amortization of UAAL	989,381	1,045,478	1,350,375	1,340,741	1,372,460
Interest rate	6.00%	6.00%	6.00%	6.00%	6.00%
Actuarially determined contribution (ADC) with interest	$1,379,424	$1,427,069	$1,605,746	$1,580,779	$1,601,000
Actual employee contribution	$235,669	$224,566	$225,207	$209,338	--
Actual employer contribution	$1,304,251	$1,381,057	$1,379,911	$1,470,917	--

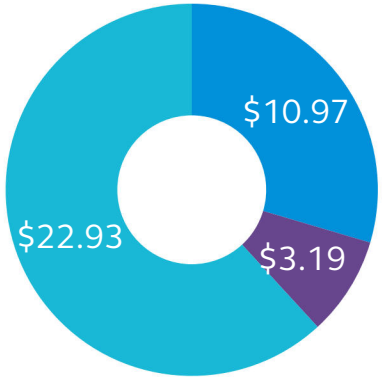
As of 03/07/2022, employer contributions of $1,021,805 and employee contributions of $141,912 have been received for the current plan year.

Funding liability breakdown

Participant count



Liability



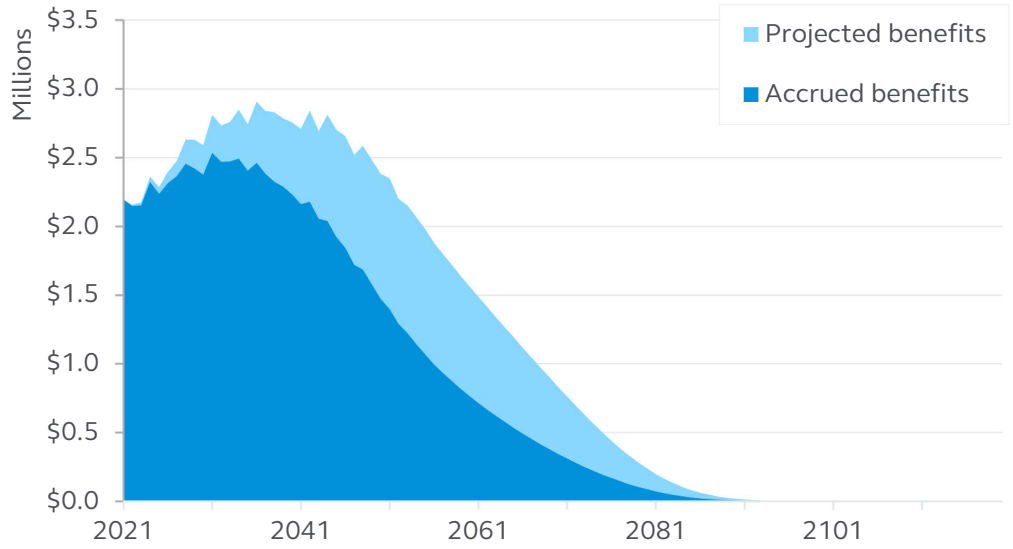
	Participant count	Liability (in millions)	Average age
Active participants	44	$10.97	49.8
Terminated vested	34	$3.19	45.1
Participants in pay status	73	$22.93	73.2
	151	**$37.10**	n/a

Information is as of 07/01/2021

Benefit cash flows

Benefit cash flows are the benefit payments expected to be paid from your plan assets.

Accrued and projected benefit payments – closed group



Compare your cash flows to the 07/01/2021 market value of assets, $26,554,650, to:

- Evaluate your asset liquidity needs
- Determine if cash contributions in excess of ADC may be needed in the short term.

Basis for results

The 07/01/2021 estimated values shown in this document reflect:

- 07/01/2021 estimated actuarial value of assets of $23.95 million. This reflects the market value of assets of $26.55 million and contributions made during the 7/1/2020 plan year.
- The benefit provisions, methods, data, and assumptions described in the 07/01/2020 Actuarial valuation report, except for the following:
  - Participant information – 44 actives, 34 terminated vested, and 73 retirees
  - Mortality table updated to use the SOA MP-2021 mortality improvement scale.

The estimates shown in this document may change when the 07/01/2021 actuarial valuation report is certified for a number of reasons, including differences in census data and contributions dates/amounts.

The information in this document is not intended to supplant funding results contained in the annual valuation report, accounting information contained in the annual disclosure report, or amounts that may be included on government forms or filings. If you need these documents or other related information, please contact me.

This document is for the defined benefit retirement plan named on the report cover and may only be provided to other parties in its entirety.

Disclosures

The subject matter in this communication is provided with the understanding that Principal® is not rendering legal, accounting, investment, or tax advice. You should consult with appropriate counsel, financial professionals, and other advisors on all matters pertaining to legal, tax, or accounting obligations and requirements.

Asset allocation/diversification does not guarantee a profit or protect against a loss. Use of DAA and/or any glide path does not guarantee improvement in plan funding status nor the timing of any improvement. Investment options are subject to investment risk. Shares or unit values will fluctuate and investments, when redeemed, may be worth more or less than their original cost. Fixed-income investment options are subject to interest rate risk, and their value will decline as interest rates rise.

Insurance products and plan administrative services are provided through Principal Life Insurance Company, a member of the Principal Financial Group® Des Moines, IA 50392.

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Thank you

Principal Financial Advisors

Investment Advisory Report
City of Newberg General Employees Retirement Plan
Contract No. 4-47053
July 01, 2021 - February 28, 2022

Principal Financial Advisors Overview

As a retirement plan sponsor, you face significant challenges in managing the plan on behalf of participants – fiduciary responsibility, risk management and plan investment decisions, just to name a few. **When you appoint Principal Financial Advisors as the plan's ERISA Section 3(38) investment manager, we team with you to address these challenges.**

For more than 30 years, Principal Financial Advisors (a specialized investment management group within Principal Global Investors LLC) has been managing investment strategies. As of December 31, 2021, we manage more than $10.2 billion in assets and have nearly 300 plans using our advisory services.

Our mission is to provide high-quality investment advisory and consulting services to help clients meet their goals and objectives by offering access to premier investment managers and customized investment strategies.

The investment advisory services of Principal Financial Advisors are consistent with the following core beliefs:

1) Strategic asset allocation selection and implementation play key roles in a retirement plan's ability to successfully meet its obligations over the long term.
2) Careful analysis of a retirement plan’s assets, liabilities and unique attributes guides asset allocation decisions.
3) Diversifying by asset class, style and investment manager is one of the most effective ways to control investment risk.
4) A portfolio's long-term success depends substantially on selecting appropriate managers and carefully monitoring their performance over time.

Principal Financial Advisors provides:

1) A customized investment strategy based on the plan's unique situation.
2) Assumption of fiduciary responsibility for asset allocation decisions.[1]
3) Benefits of the due diligence process of Principal Life Insurance Company.[2]
4) Experienced investment personnel, comprehensive reporting and top-tier client service.

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[1]The plan sponsor remains the plan's named fiduciary, but Principal Financial Advisors has been appointed as the plan's ERISA Section 3(38) investment manager.
[2]Principal Life Insurance Company is responsible for the hiring and monitoring of investment managers made available to you through the due diligence process. Principal Financial Advisors asset allocation strategies are developed using Separate Accounts available through a group annuity contract of Principal Life Insurance Company.

Portfolio and Strategic Asset Allocation Review

Investment Review - Allocation 07/01/2021 through 02/28/2022				
Inv Manager or Sub-Advisor Investment Option	Beginning Balance	Breakdown %	Ending Balance	Breakdown %
Large U.S. Equity				
Large Value				
Principal Global Investors Equity Income Separate Account-Z [3, 9, 20]	$2,906,511	10.95%	$2,978,412	11.56%
Large Blend				
Principal Global Investors LargeCap S&P 500 Index Separate Account-Z [2, 8, 17, 18, 22]	$1,760,708	6.63%	$1,788,757	6.94%
Large Growth				
T. Rowe Price/Brown Advisory LargeCap Growth I Separate Account-Z [3, 12, 19, 25]	$2,905,048	10.94%	$2,630,961	10.21%
Small/Mid U.S. Equity				
Mid Cap Value				
LA Capital Mgmt/Victory MidCap Value I Separate Account-Z [1, 3, 12, 19]	$425,134	1.60%	$439,636	1.71%
Mid Cap Growth				
Robert Baird/Eagle Asset Mgmt MidCap Growth III Separate Account-Z [1, 3, 12, 19]	$426,754	1.61%	$385,607	1.50%
Small Value				
Vaughan Nelson/LA Capital/H&W SmallCap Value II Separate Account-Z [1, 3, 12, 19]	$209,560	0.79%	$223,296	0.87%
Small Growth				
AB/Brown/Emerald SmallCap Growth I Separate Account-Z [1, 3, 12, 19]	$212,436	0.80%	$187,306	0.73%
International Equity				
Diversified Emerging Mkts				
Origin Asset Management LLP Origin Emerging Markets Separate Account-Z [3, 4, 18, 23]	$772,026	2.91%	$755,034	2.93%
Foreign Large Value				
Causeway / Barrow Hanley Overseas Separate Account-Z [3, 4, 12, 19]	$1,278,378	4.81%	$1,014,228	3.94%
Foreign Large Blend				
Principal Global Investors Diversified International Separate Account-Z [4, 18]	$1,920,880	7.23%	$2,198,424	8.53%

Portfolio and Strategic Asset Allocation Review

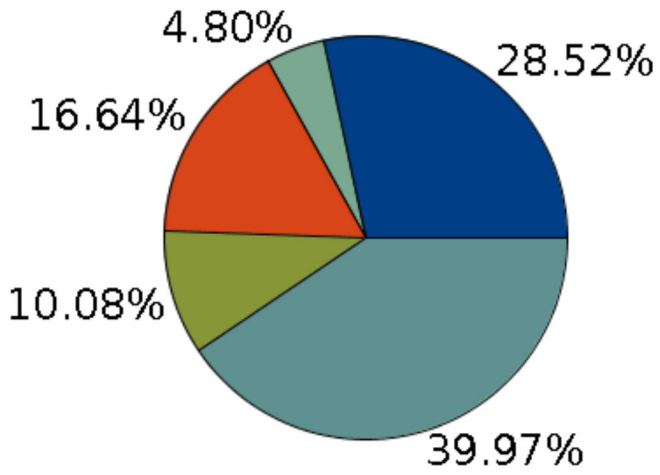
Investment Review - Allocation 07/01/2021 through 02/28/2022				
Inv Manager or Sub-Advisor	Beginning Balance	Breakdown %	Ending Balance	Breakdown %
Foreign Small/Mid Blend				
Principal Global Investors International SmallCap Separate Account-Z [1, 4, 18]	$447,160	1.68%	$421,727	1.64%
Real Estate				
Owned Real Estate				
Principal Real Estate Inv U.S. Property Separate Account-Z [14, 18, 24]	$2,676,901	10.08%	$3,075,672	11.94%
Fixed Income				
High Yield Bond				
Insight/Polen/Post High Income Separate Account-Z [3, 5, 10, 11, 19]	$850,561	3.20%	$842,214	3.27%
Intermediate Core Bond				
Principal Global Investors Bond Market Index Separate Account-Z [2, 10, 11, 19]	$2,436,171	9.17%	$1,760,600	6.83%
Principal Global Investors Core Fixed Income Separate Account-Z [3, 9, 10, 11, 20]	$7,326,419	27.59%	$7,067,967	27.43%
TOTAL	$26,554,647	100%	$25,769,841	100%

Please see important information at the end of this presentation.

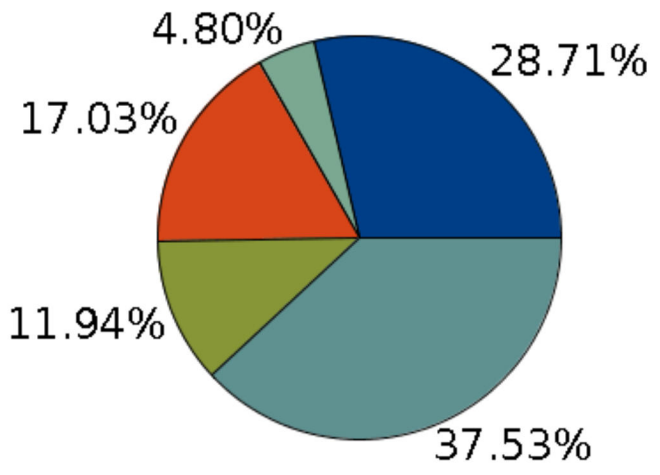
Portfolio and Strategic Asset Allocation Review

Allocation of Assets

Beginning % As Of 07/01/2021



Ending % As Of 02/28/2022



Large U.S. Equity
Small/Mid U.S. Equity
International Equity
Real Estate
Fixed Income

Portfolio and Strategic Asset Allocation Review

The table below illustrates the plan's target allocation at the beginning and end of the reporting period.

Your plan's assets and liabilities are reviewed periodically during the year and we make changes as needed. We will continue to monitor your plan and adjust its allocation as necessary.

Target Allocation 07/01/2021 through 02/28/2022			
Investment Advisor	Investment Option	Beginning Allocation	Ending Allocation
	Large U.S. Equity	28.40%	28.40%
	Large Value		
Principal Global Investors	Equity Income Separate Account-Z [3, 9, 20]	10.90%	10.90%
	Large Blend		
Principal Global Investors	LargeCap S&P 500 Index Separate Account-Z [2, 8, 17, 18, 22]	6.60%	6.60%
	Large Growth		
T. Rowe Price/Brown Advisory	LargeCap Growth I Separate Account-Z [3, 12, 19, 25]	10.90%	10.90%
	Small/Mid U.S. Equity	4.80%	4.80%
	Mid Cap Value		
LA Capital Mgmt/Victory	MidCap Value I Separate Account-Z [1, 3, 12, 19]	1.60%	1.60%
	Mid Cap Growth		
Robert Baird/Eagle Asset Mgmt	MidCap Growth III Separate Account-Z [1, 3, 12, 19]	1.60%	1.60%
	Small Value		
Vaughan Nelson/LA Capital/H&W	SmallCap Value II Separate Account-Z [1, 3, 12, 19]	0.80%	0.80%
	Small Growth		
AB/Brown/Emerald	SmallCap Growth I Separate Account-Z [1, 3, 12, 19]	0.80%	0.80%
	International Equity	16.80%	16.80%
	Diversified Emerging Mkts		
Origin Asset Management LLP	Origin Emerging Markets Separate Account-Z [3, 4, 18, 23]	2.90%	2.90%
	Foreign Large Value		
Causeway / Barrow Hanley	Overseas Separate Account-Z [3, 4, 12, 19]	4.90%	3.70%
	Foreign Large Blend		
Principal Global Investors	Diversified International Separate Account-Z [4, 18]	7.30%	8.50%
	Foreign Small/Mid Blend		
Principal Global Investors	International SmallCap Separate Account-Z [1, 4, 18]	1.70%	1.70%
	Real Estate	10.00%	10.00%
	Owned Real Estate		
Principal Real Estate Inv	U.S. Property Separate Account-Z [14, 18, 24]	10.00%	10.00%

Portfolio and Strategic Asset Allocation Review

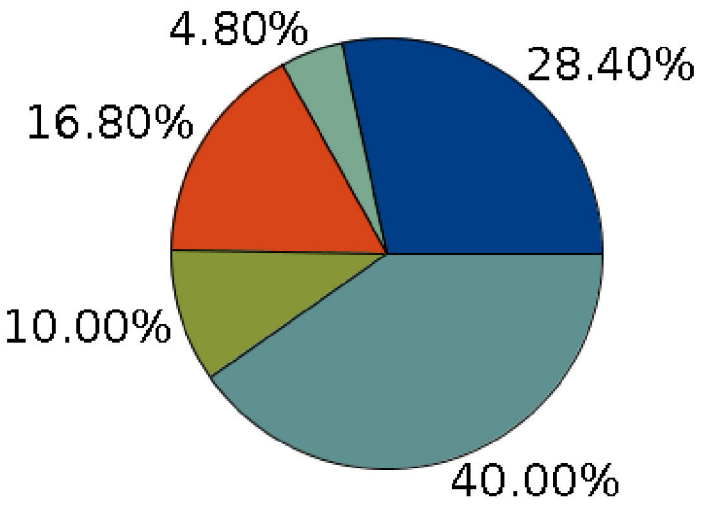
Target Allocation 07/01/2021 through 02/28/2022			
Investment Advisor	Investment Option	Beginning Allocation	Ending Allocation
	Fixed Income	40.00%	40.00%
	High Yield Bond		
Insight/Polen/Post	High Income Separate Account-Z [3, 5, 10, 11, 19]	3.20%	3.20%
	Intermediate Core Bond		
Principal Global Investors	Bond Market Index Separate Account-Z [2, 10, 11, 19]	9.20%	9.20%
Principal Global Investors	Core Fixed Income Separate Account-Z [3, 9, 10, 11, 20]	27.60%	27.60%

Please see important information at the end of this presentation.

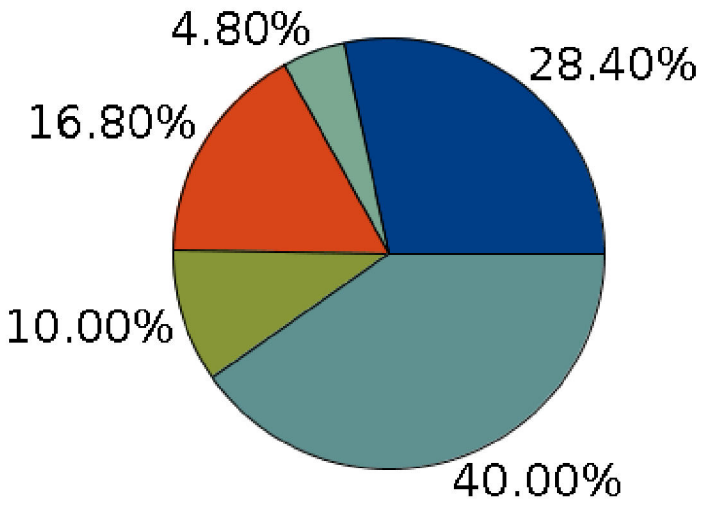
Portfolio and Strategic Asset Allocation Review

Please note that a slight variance between your plan's target allocation displayed in this report and its weightings is normal. This variance is due to changes in your account values caused by fluctuations in the market. We periodically initiate rebalancing transfers to bring the plan's assets back to its target allocation.

Beginning Target Allocation As Of 07/01/2021



Ending Target Allocation As Of 02/28/2022



- Large U.S. Equity
- Small/Mid U.S. Equity
- International Equity
- Real Estate
- Fixed Income

Portfolio and Strategic Asset Allocation Review

This section of your report includes all investment options with plan assets as of the end of the reporting period.

Large U.S. Equity		
Large Value	**Large Blend**	**Large Growth**
Equity Income Separate Account-Z [3, 9, 20]	LargeCap S&P 500 Index Separate Account-Z [2, 8, 17, 18, 22 ++]	LargeCap Growth I Separate Account-Z [3, 12, 19, 25]
Small/Mid U.S. Equity		
Mid Cap Value	**Mid Cap Blend**	**Mid Cap Growth**
MidCap Value I Separate Account-Z [1, 3, 12, 19]		MidCap Growth III Separate Account-Z [1, 3, 12, 19]
Small Value	**Small Blend**	**Small Growth**
SmallCap Value II Separate Account-Z [1, 3, 12, 19]		SmallCap Growth I Separate Account-Z [1, 3, 12, 19]

Portfolio and Strategic Asset Allocation Review

International Equity	Real Estate	Balanced/Asset Allocation
Overseas Separate Account-Z [3, 4, 12, 19] Causeway BARROW HANLEY GLOBAL INVESTORS Origin Emerging Markets Separate Account-Z [3, 4, 18, 23] Origin Asset Management Diversified International Separate Account-Z [4, 18] International SmallCap Separate Account-Z [1, 4, 18] Principal®	U.S. Property Separate Account-Z [14, 18, 24] Principal℠	

Short-Term Fixed Income	Fixed Income
	High Income Separate Account-Z [3, 5, 10, 11, 19] polen capital Insight INVESTMENT Post Advisory Group Bond Market Index Separate Account-Z [2, 10, 11, 19] Core Fixed Income Separate Account-Z [3, 9, 10, 11, 20] Principal®

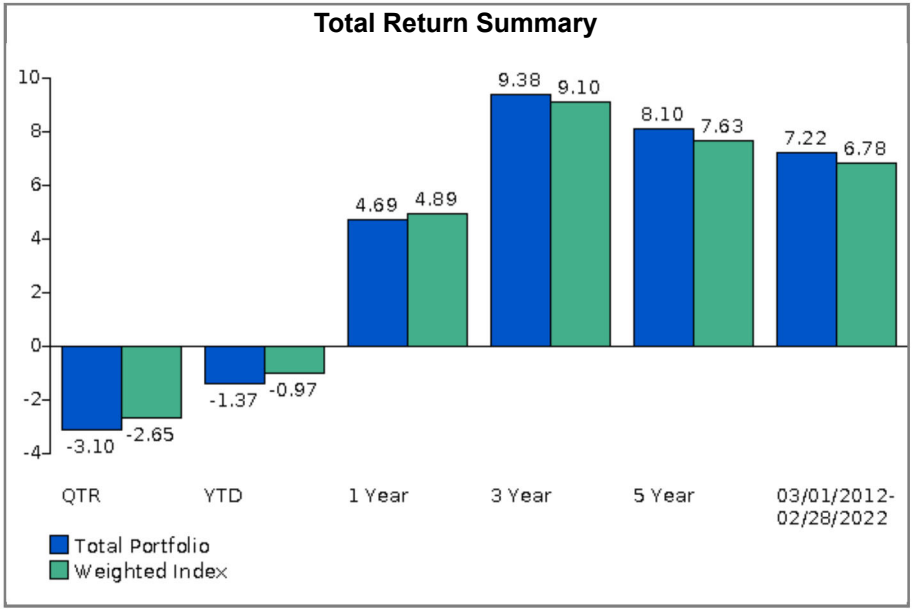
Please see important information at the end of this presentation.

Portfolio Performance Review

Time & Dollar Weighted Rates of Return
February 28, 2022

Time & Dollar Weighted Returns	QTR	YTD*	1 Year	3 Year	5 Year	10 Year
Total Portfolio Return	-3.10	-1.37	4.69	9.38	8.10	7.22
Weighted Index	-2.65	-0.97	4.89	9.10	7.63	6.78
Excess Return	-0.45	-0.40	-0.20	0.28	0.47	0.44

Asset Class Return Information	QTR	YTD	1 Year	3 Year	5 Year	10 Year
Your Plan's U.S. Equity Return	-6.46	-2.78	9.72	17.19	15.37	14.03
Standard & Poor's 1500 Total Market Stock Index	-3.70	2.37	15.54	17.77	14.76	14.39
Your Plan's International Equity Return	-1.77	-6.89	-1.36	7.44	5.65	4.84
MSCI ACWI Ex USA Index	-1.69	-6.75	-0.40	7.67	7.26	5.39
Your Plan's Real Asset Return	6.41	20.17	26.70	9.91	8.77	7.70
Blended Real Asset Index	2.29	5.95	9.60	5.14	4.41	3.40
Your Plan's Fixed Income Return	-3.35	-3.13	-2.08	3.35	2.70	2.85
Bloomberg US Aggregate Bond Index	-3.49	-3.18	-2.64	3.30	2.71	2.47



We calculated performance of your plan assets with information provided to us by Principal Life Insurance Company from your February 28, 2022 Contractholder Fund Statement.

Your portfolio's returns are net of investment management expenses and are based on your plan's specific activity. The returns take into consideration contributions, benefit payments, transfers and other withdrawals. The index returns do not include any expenses or cash flows.

*YTD represents plan year time frame from 7/1/2021 through 2/28/2022.

Please see important information at the end of this presentation.

Investment Option Performance

Investment results shown represent historical performance and do not guarantee future results. Investment returns and principal values fluctuate with changes in interest rates and other market conditions so the value, when redeemed may be worth more or less than original costs. Current performance may be lower or higher than the performance data shown.

In situations where the net and gross total investment expense figures are different, the mutual fund or underlying fund in which an investment option invests has waived/capped a portion of its management fees through the date displayed in the Waiver Expiration Date or Contractual Cap Expiration Date column. Differences may also be shown due to the fund family choosing to pay certain expenses that would normally be payable by the fund. Returns displayed are always based on net total investment expense.

For more performance information, including most recent month-end performance, visit www.principal.com, contact your representative of the Principal Financial Group® (Principal®), or call our contact center at 1-800-547-7754.

	Average Annual Total Returns through 02/28/2022							Percentile Rankings as of 02/28/2022						
Inv Manager or Sub-Advisor Investment Option	Last 3 mos	1 yr.	3 yr.	5 yr.	10 yr.	Since Inception	Inception Date	Last 3 mos	1 yr.	3 yr.	5 yr.	10 yr.	Total Inv. Exp. Net / Gross	Contractual Cap/Waiver Expire Date
Large U.S. Equity														
Large Value														
Principal Global Investors Equity Income Separate Account-Z [3, 9, 20]	-0.89	11.82	13.13	11.75	12.13	9.15	06/30/2009	-	94	45	22	26	0.30 / 0.32	02/28/2023 -
Russell 1000 Value Index	2.63	14.99	12.22	9.45	11.71	-	-		-	-	-	-	-	
Morningstar Category Average - Large Value	3.63	17.20	12.83	10.17	11.27	Total Funds in Category		1253	1215	1148	1049	766	-	-
Large Blend														
Principal Global Investors LargeCap S&P 500 Index Separate Account-Z [2, 8, 17, 18, 22]	-3.90	16.31	18.18	15.11	14.51	10.32	01/01/1990	-	26	22	19	13	0.05 / 0.05	- -
Standard & Poor's 500 Index	-3.89	16.39	18.24	15.17	14.59	-	-		-	-	-	-	-	
Morningstar Category Average - Large Blend	-3.47	13.84	16.25	13.48	13.04	Total Funds in Category		1451	1373	1232	1108	819	-	-
Large Growth														
T. Rowe Price/Brown Advisory LargeCap Growth I Separate Account-Z [3, 12, 19, 25]	-13.95	2.90	18.56	19.61	16.17	8.68	12/29/2000	-	64	54	22	21	0.39 / 0.41	- 02/28/2023
Russell 1000 Growth Index	-10.61	12.55	23.18	20.24	16.97	-	-		-	-	-	-	-	
Morningstar Category Average - Large Growth	-11.87	3.97	18.63	17.33	14.75	Total Funds in Category		1269	1237	1124	1017	766	-	-
Small/Mid U.S. Equity														
Mid Cap Value														
LA Capital Mgmt/Victory MidCap Value I Separate Account-Z [1, 3, 12, 19]	2.35	15.80	14.71	10.91	12.02	9.11	07/01/1999	-	59	21	14	20	0.49 / 0.51	- 02/28/2023
Russell Midcap Value Index	1.27	13.75	12.74	9.18	11.93	-	-		-	-	-	-	-	
Morningstar Category Average - Mid Cap Value	3.82	16.09	12.75	9.19	10.97	Total Funds in Category		420	411	390	353	265	-	-

Investment Option Performance

	Average Annual Total Returns through 02/28/2022							Percentile Rankings as of 02/28/2022						
Inv Manager or Sub-Advisor Investment Option	Last 3 mos	1 yr.	3 yr.	5 yr.	10 yr.	Since Inception	Inception Date	Last 3 mos	1 yr.	3 yr.	5 yr.	10 yr.	Total Inv. Exp. Net / Gross	Contractual Cap/Waiver Expire Date
Mid Cap Growth														
Robert Baird/Eagle Asset Mgmt MidCap Growth III Separate Account-Z [1, 3, 12, 19]	-13.45	-1.36	16.28	15.73	12.52	8.20	10/28/1999	-	33	34	30	59	0.60 / 0.62	- 02/28/2023
Russell Midcap Growth Index	-13.66	-4.32	14.71	14.86	13.59	-	-		-	-	-	-	-	
Morningstar Category Average - Mid Cap Growth	-12.27	-5.71	15.29	14.70	12.76	Total Funds in Category		614	594	545	504	388	-	-
Small Value														
Vaughan Nelson/LA Capital/H&W SmallCap Value II Separate Account-Z [1, 3, 12, 19]	3.36	14.75	12.68	8.88	11.57	8.94	06/01/2004	-	26	35	35	20	0.65 / 0.67	02/28/2023 02/28/2023
Russell 2000 Value Index	-0.37	6.63	10.91	7.97	10.66	-	-		-	-	-	-	-	
Morningstar Category Average - Small Value	2.32	11.83	11.79	8.23	10.13	Total Funds in Category		454	445	415	392	299	-	-
Small Growth														
AB/Brown/Emerald SmallCap Growth I Separate Account-Z [1, 3, 12, 19]	-12.67	-13.07	13.07	15.12	13.44	7.91	12/29/2000	-	62	53	39	31	0.62 / 0.64	02/28/2023 02/28/2023
Russell 2000 Growth Index	-12.64	-17.40	9.22	10.49	11.38	-	-		-	-	-	-	-	
Morningstar Category Average - Small Growth	-11.39	-10.59	13.54	13.95	12.47	Total Funds in Category		625	614	580	518	390	-	-
International Equity														
Diversified Emerging Mkts														
Origin Asset Management LLP Origin Emerging Markets Separate Account-Z [3, 4, 18, 23]	-2.87	-12.22	7.72	7.76	-	4.17	10/31/2019	-	61	32	24	-	0.72 / 0.72	- -
MSCI Emerging Markets NR Index	-3.04	-10.69	6.04	6.99	3.24	-	-		-	-	-	-	-	
Morningstar Category Average - Diversified Emerging Mkts	-4.57	-9.68	6.60	6.68	3.40	Total Funds in Category		831	804	729	620	351	-	-
Foreign Large Value														
Causeway / Barrow Hanley Overseas Separate Account-Z [3, 4, 12, 19]	6.79	6.26	8.50	7.16	6.08	6.03	09/30/2008	-	49	15	8	19	0.61 / 0.65	- 02/28/2023
MSCI EAFE Value Index	5.61	6.33	4.82	4.62	4.68	-	-		-	-	-	-	-	
Morningstar Category Average - Foreign Large Value	3.30	5.90	6.30	5.47	4.96	Total Funds in Category		355	348	325	287	179	-	-
Foreign Large Blend														
Principal Global Investors Diversified International Separate Account-Z [4, 18]	-4.09	-0.96	9.87	8.14	6.91	7.38	05/20/1987	-	78	14	19	16	0.43 / 0.43	- -
MSCI ACWI Ex USA Index	-1.69	-0.40	7.67	7.26	5.39	-	-		-	-	-	-	-	
Morningstar Category Average - Foreign Large Blend	-2.48	1.08	7.66	6.94	5.92	Total Funds in Category		785	769	704	607	410	-	-

Investment Option Performance

	Average Annual Total Returns through 02/28/2022							Percentile Rankings as of 02/28/2022						
Inv Manager or Sub-Advisor Investment Option	Last 3 mos	1 yr.	3 yr.	5 yr.	10 yr.	Since Inception	Inception Date	Last 3 mos	1 yr.	3 yr.	5 yr.	10 yr.	Total Inv. Exp. Net / Gross	Contractual Cap/Waiver Expire Date
Foreign Small/Mid Blend														
Principal Global Investors International SmallCap Separate Account-Z [1, 4, 18]	-5.74	-2.68	6.14	6.23	7.83	10.47	01/01/1995	-	85	83	86	33	0.72 / 0.72	- -
MSCI World Ex US Small Cap Index	-3.76	-0.02	9.36	8.09	7.66	-	-		-	-	-	-	-	
Morningstar Category Average - Foreign Small/Mid Blend	-4.09	1.06	8.09	7.15	7.04	Total Funds in Category		96	93	90	74	46	-	-
Real Estate														
Owned Real Estate														
Principal Real Estate Inv U.S. Property Separate Account-Z [14, 18, 24]	6.41	26.72	10.60	9.74	10.98	7.49	01/01/1982	-	-	-	-	-	0.80 / 0.79	- -
NFI-ODCE Equal-Weight	-	-	-	-	-	-	-		-	-	-	-	-	
Fixed Income														
High Yield Bond														
Insight/Polen/Post High Income Separate Account-Z [3, 5, 10, 11, 19]	-1.52	1.22	4.40	3.87	4.96	6.46	12/31/2004	-	34	54	60	49	0.46 / 0.48	- 02/28/2023
Bloomberg US High Yld 2% Issuer Capped Index	-1.92	0.64	5.29	4.87	5.85	-	-		-	-	-	-	-	
Morningstar Category Average - High Yield Bond	-1.59	0.69	4.45	3.99	4.85	Total Funds in Category		700	678	633	565	376	-	-
Intermediate Core Bond														
Principal Global Investors Bond Market Index Separate Account-Z [2, 10, 11, 19]	-3.55	-2.47	3.13	2.52	2.24	3.00	12/30/2009	-	29	62	64	71	0.16 / 0.16	- -
Bloomberg US Aggregate Bond Index	-3.49	-2.64	3.30	2.71	2.47	-	-		-	-	-	-	-	
Principal Global Investors Core Fixed Income Separate Account-Z [3, 9, 10, 11, 20]	-3.53	-2.49	3.55	3.21	3.49	7.38	06/30/2009	-	29	31	9	4	0.27 / 0.27	- -
Bloomberg US Aggregate Bond Index	-3.49	-2.64	3.30	2.71	2.47	-	-		-	-	-	-	-	
Morningstar Category Average - Intermediate Core Bond	-3.42	-2.73	3.28	2.61	2.47	Total Funds in Category		450	429	390	354	257	-	-

This section of your report includes all investment options with plan assets as of the end of the reporting period.

Please see important information at the end of this presentation.

Important Information

Separate Accounts are available through a group annuity contract with Principal Life Insurance Co. Insurance products and plan administrative services, if applicable, are provided by Principal Life Insurance Company, a member of the Principal Financial Group, Des Moines, IA 50392. See the fact sheet for the full name of the Separate Account. Certain investment options may not be available in all states or U.S. commonwealths. Principal Life Insurance Company reserves the right to defer payments or transfers from Principal Life Separate Accounts as described in the group annuity contracts providing access to the Separate Accounts or as required by applicable law. Such deferment will be based on factors that may include situations such as: unstable or disorderly financial markets; investment conditions which do not allow for orderly investment transactions; or investment, liquidity, and other risks (such as those associated with general and local economic conditions). If you elect to allocate funds to a Separate Account, you may not be able to immediately withdraw them.

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No investment strategy, such as diversification or asset allocation, can guarantee a profit or protect against loss in periods of declining value.

Asset allocation strategies are developed using Separate Accounts available through a group annuity contract of Principal Life Insurance Company.

Before directing retirement funds to a separate account, investors should carefully consider the investment objectives, risks, charges and expenses of the separate account as well as their individual risk tolerance, time horizon and goals. For additional information contact us at 1-800-547-7754 or by visiting principal.com.

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• Not insured by the FDIC or Any Federal Government Agency
• Not a Deposit or Other Obligation of, or Guaranteed by Credit Union or Bank
• Subject to Investment Risks, Including Possible Loss of the Principal Amount Invested

This report includes investment options that contain information from a variety of sources. A primary source is Morningstar which provides holdings information, operations data, and rankings or statistics proprietary to Morningstar. Morningstar is generally the source of information on mutual funds unaffiliated with the Principal.

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1. Small-cap and mid-cap investment options are subject to more fluctuation in value and may have additional risks than other investment options with stocks of larger, more stable companies.

2. Each index based investment option is invested in the stocks or bonds of the index it tracks. Performance of indexes reflects the unmanaged results for the market segment the selected stocks or bonds represent. There is no assurance an index based investment option will match the performance of the index tracked.

3. This Separate Account invests solely in the least expensive share class of the Principal Funds. All voting rights associated with ownership of shares in the mutual fund are the rights of the Separate Account, not of contract holders investing in the Separate Account. For further information on the underlying mutual fund, see the prospectus of the fund.

4. International and global investment options are subject to additional risk due to fluctuating exchange rates, foreign accounting and financial policies, and other economic and political environments.

5. High yield investment options are subject to greater credit risk and volatility that is associated with high yield bonds.

6. Liquid asset investment options are not insured or guaranteed by the Federal Deposit Insurance Corporation (FDIC), or any other government agency. Although the investment option may seek to preserve the value of an investment, it is possible to lose money by investing in the portfolio.

8. S&P 500 is a trademark of S&P Global and is used under license. The product is not sponsored, endorsed, sold or promoted by Standard & Poor's and Standard & Poor's makes no representation regarding the advisability of investing in the product.

9. These calculated returns reflect the historical performance of the oldest share class of the fund, adjusted to reflect a portion of the fees and expenses of this share class. For time periods prior to inception date of the fund, predecessor performance is reflected. Please see the fund's prospectus for more information on specific expenses, and the fund's most recent shareholder report for actual date of first sale. Expenses are deducted from income earned by the fund. As a result, dividends and investment results will differ for each share class.

10. Fixed-income investment options are subject to interest rate risk, and their value will decline as interest rates rise. Neither the principal of bond investment options nor their yields are guaranteed by the U.S. government.

11. Fixed-income and asset allocation investment options that invest in mortgage securities are subject to increased risk due to real estate exposure.

12. This Separate Account invests solely in the least expensive share class of a mutual fund (Fund) from Principal Funds, Inc. Principal Global Investors, LLC invests up to 30% of the Fund's assets in equity securities in an attempt to match the performance of the Fund's benchmark index. The Fund's remaining assets are managed by the sub-advisors.

14. If you elect to contribute funds into the Principal US Property Separate Account (Separate Account), you may not be able to immediately withdraw them. This Separate Account is unlike most other retirement plan investment options because it invests primarily in owned private equity commercial real estate rather than securities. Unlike public securities sold on an exchange, commercial real estate assets are usually sold in time-consuming, and often complex, transactions. Due to the nature of these transactions, this Separate Account may be subject to market conditions which may delay or prevent a sale. We may implement a pre-existing contractual limitation in the group annuity contract which will allow us to manage this Separate Account and satisfy withdrawal requests proportionately over time and fairly among all those who request a withdrawal.

16. The net return experienced may be negative if the costs to maintain and operate the Liquid Assets Separate Account exceed returns. Participants may also see negative returns if plan expenses, if applicable, are netted or deducted from their accounts.

17. The risks associated with derivative investments include that the underlying security, interest rate, market index, or other financial asset will not move in the direction the Investment Adviser and/or Sub-Advisor anticipated, the possibility that there may be no liquid secondary market, the risk that adverse price movements in an instrument can result in a loss substantially greater than a fund's initial investment, the possibility that the counterparty may fail to perform its obligations; and the inability to close out certain hedged positions to avoid adverse tax consequences.

18. Investment manager/sub-advisor means either the Investment Advisor or Sub-Advisor to the investment option or the underlying asset(s). Principal Life Insurance Company is the Investment Manager as defined by ERISA, with regard to the assets of the Separate Accounts. Principal Global Investors is a member of the Principal Financial Group.

19. Investment manager/sub-advisor means either the Investment Advisor or Sub-Advisor to the investment option or the underlying asset(s).

20. Investment manager/sub-advisor means either the Investment Advisor or Sub-Advisor to the investment option or the underlying asset(s). Principal Life Insurance Company is the Investment Manager as defined by ERISA, with regard to the assets of the Separate Accounts. Principal Global Investors is a member of the Principal Financial Group.

22. For the NE Rate level, Principal Life Insurance Company (Principal Life) 1. pays the Sub-Adviser the management fee and compensation for services provided to the separate account, and 2. pays the separate account the expected operating expenses proportionally attributable to the NE Rate level in the maintenance of the Separate Account. Operating expenses may be greater or less than expected in any given period. The NE Rate level is only available to Contract holders who meet certain requirements and select certain additional products and services made available by Principal Life or an affiliate. Ask your Principal representative for additional details.

23. This Separate Account invests solely in the least expensive share class of the applicable Principal Fund(s). Performance results and investment expenses shown prior to the inception date are of the oldest share class of mutual fund only, adjusted for the fees and expenses of the rate level displayed, because the Separate Account was not available. Any voting rights associated with ownership of shares in the mutual fund are the rights of the Separate Account, not of contract holders investing in the Separate Account. For further information on the underlying mutual fund, see the prospectus of the fund.

24. The Principal U.S. Property Separate Account invests primarily in the Principal U.S. Property Portfolio, an operating partnership. All rights associated with the partnership are the rights of the Separate Account, not of contract holders investing in the Separate Account. Generally more than five percent (5%) of the Net Asset Value will be in directly held assets consistent with the investment objective and strategy.

25. This investment option is considered non-diversified, which means it, or the underlying mutual fund, can invest a higher percentage of its assets in of fewer individual issuers than a diversified investment. As a result, changes in the value of a single investment could cause greater fluctuations, gain or loss, in the net asset value than would occur if it was more diversified.

Benchmark Descriptions

Blended Real Asset Index through September 30, 2011, is as follows: 75% NFI-ODCE Equal-Weight and 25% MSCI US REIT Index. The NFI-ODCE Equal-Weight is the NCREIF Fund Index-Open End Diversified Core Equity. It is a fund-level equal-weighted, time-weighted return index and includes property investments at ownership share, cash balances and Leverage. The return series is net of the average fee charged by accounts that make up the index. The MSCI US REIT Index is a capitalization-weighted benchmark index of most actively traded Real Estate Investment Trusts (REITs), designed to measure real estate performance. Effective October 1, 2011, the Blended Real Asset Index is comprised of 60% Consumer Price Index (CPI) plus 1.5% and 40% Diversified Real Asset Strategic Index. Consumer Price Index is a measure that examines the weighted average of prices of a basket of consumer goods and services, such as transportation, food and medical care. The CPI is calculated by taking price changes for each item in the predetermined basket of goods and averaging them; the goods are weighted according to their importance. Changes in CPI are used to assess price changes associated with the cost of living. The Diversified Real Asset Strategic Index is composed of 35% Bloomberg Barclays U.S. Treasury TIPS Index, 20% S&P Global Infrastructure Index, 20% S&P Global Natural Resources Index, 15% Bloomberg Commodity Index, and 10% FTSE EPRA/NAREIT Developed Markets Index. Effective July 1, 2012, the Blended Real Asset Index is comprised of 50% Consumer Price Index (CPI) plus 1.5% and 50% Diversified Real Asset Strategic Index. Effective April 1, 2016, the Blended Real Asset Index is comprised of 75% Consumer Price Index (CPI) plus 1.5% and 25% Diversified Real Asset Strategic Index. Effective October 1, 2020 the Blended Real Asset Index is comprised of 100% Consumer Price Index (CPI) plus 1.5%.

Diversified Real Asset Index (Linked) is composed of 35% Bloomberg U.S. Treasury TIPS Index, 20% S&P Global Infrastructure Index, 20% S&P Global Natural Resources Index, 15% Bloomberg Commodity Index, and 10% FTSE EPRA/NAREIT Developed Markets Index.

FTSE EPRA/NAREIT Developed Index is designed to represent general trends in eligible real estate equities worldwide.

FTSE EPRA/NAREIT Developed Index NR is designed to represent general trends in eligible real estate equities worldwide.

MSCI ACWI Ex USA Index is a free float-adjusted market capitalization index that is designed to measure the combined equity market performance of developed and emerging market countries excluding the US.

MSCI EAFE NR Index is listed for foreign stock funds (EAFE refers to Europe, Australia, and Far East). Widely accepted as a benchmark for international stock performance, the EAFE Index is an aggregate of 21 individual country indexes.

MSCI EAFE Value Index is a subset of the MSCI EAFE Index, which is an unmanaged index that measures the stock returns of companies in developed economies outside of North America. The MSCI EAFE Value Index consists of securities classified by MSCI as most representing the value style.

MSCI Emerging Markets NR Index measures equity market performance in the global emerging markets. It consists of 26 emerging market countries in Europe, Latin America and the Pacific Basin.

MSCI US REIT Index is a capitalization-weighted benchmark index of most actively traded Real Estate Investment Trusts (REITs), designed to measure real estate performance.

MSCI World Ex US Small Cap Index is a free float-adjusted market capitalization weighted index that is designed to measure the equity market performance of developed markets. It offers an exhaustive representation of the Small Cap segment by targeting companies that are in the Investable Market Index but not in the Standard Index in a particular market.

NFI-ODCE Equal-Weight is the NCREIF Fund Index - Open End Diversified Core Equity. It is a fund-level equal-weighted, time-weighted return index and includes property investments at ownership share, cash balances and leverage. The return series is net of the average fee charged by accounts that make up the index.

Real Asset Index through September 30, 2011, is as follows: 75% NFI-ODCE Equal-Weight and 25% MSCI US REIT Index. The NFI-ODCE Equal-Weight is the NCREIF Fund Index-Open End Diversified Core Equity. It is a fund-level equal-weighted, time-weighted return index and includesproperty investments at ownership share, cash balances and Leverage. The return series is net of the average fee charged by accounts that make up the index. The MSCI US REIT Index is a capitalization-weighted benchmark index of most actively traded Real Estate Investment Trusts (REITs), designed to measure real estate performance. Effective October 1, 2011, the Real Asset Index is comprised of 60% Consumer Price Index (CPI) plus 1.5% and 40% Diversified Real Asset Strategic Index. Consumer Price Index is a measure that examines the weighted average of prices of a basket of consumer goods and services, such as transportation, food and medical care. The CPI is calculated by taking price changes for each item in the predetermined basket of goods and averaging them; the goods are weighted according to their importance. Changes in CPI are used to assess price changes associated with the cost of living. The Diversified Real Asset Strategic Index is composed of 35% Bloomberg Barclays U.S. Treasury TIPS Index, 20% S&P Global Infrastructure Index, 20% S&P Global Natural Resources Index, 15% Bloomberg Commodity Index, and 10% FTSE EPRA/NAREIT Developed Markets Index. Effective July 1, 2012, the Real Asset Index is comprised of 50% Consumer Price Index (CPI) plus 1.5% and 50% Diversified Real Asset Strategic Index. Effective April 1, 2016, the Real Asset Index is comprised of 100% Consumer Price Index (CPI) plus 1.5%.

Russell 1000 Growth Index is a market-capitalization weighted index of those firms in the Russell 1000 with higher price-to-book ratios and higher forecasted growth values.

Russell 1000 Index consists of the 1000 largest companies within the Russell 3000 index. Also known as the Market-Oriented Index, because it represents the group of stocks from which most active money managers choose.

Russell 1000 Value Index is a market-capitalization weighted index of those firms in the Russell 1000 with lower price-to-book ratios and lower forecasted growth values.

Russell 2000 Growth Index is a market-weighted total return index that measures the performance of companies within the Russell 2000 Index having higher price-to-book ratio and higher forecasted growth values.

Russell 2000 Index consists of the smallest 2000 companies in the Russell 3000 Index, representing approximately 10% of the Russell 3000 total market capitalization.

Russell 2000 Value Index is a market-weighted total return index that measures the performance of companies within the Russell 2000 Index having lower price-to-book ratios and lower forecasted growth values.

Russell Midcap Growth Index is a market-weighted total return index that measures the performance of companies within the Russell Midcap Index having higher price-to-book ratios and higher forecasted growth values.

Russell Midcap Index includes firms 201 through 1000, based on market capitalization, from the Russell 3000 Index.

Russell Midcap Value Index is a market-weighted total return index that measures the performance of companies within the Russell Midcap index having lower price-to-book ratios and lower forecasted growth values.

Standard & Poor's 1500 Total Market Stock Index is an index of small, medium and large stocks. It is comprised of stocks from the Standard & Poor's 500, 400 and 600 stock indices.

Standard & Poor's 500 Index is a market capitalization-weighted index of 500 widely held stocks often used as a proxy for the stock market.

The Bloomberg US Aggregate Bond Index measures the performance of investment grade, U.S. dollar-denominated, fixed-rate taxable bond market, including Treasuries, government-related and corporate securities, MBS (agency fixed-rate and hybrid ARM passthroughs), ABS, and CMBS. It rolls up into other Barclays flagship indices, such as the multi-currency Global Aggregate Index and the U.S. Universal Index, which includes high yield and emerging markets debt.

The Bloomberg US Corporate High Yield Index measures the performance of USD-denominated, non-investment grade, fixed-rate, taxable corporate bonds, including corporate bonds, fixed-rate bullet, putable, and callable bonds,SEC Rule 144A securities,Original issue zeros, Pay-in-kind (PIK) bonds, Fixed-rate and fixed-to-floating capital securities.

The Bloomberg US High Yld 2% Issuer Capped Index measures the performance of USD-denominated, non-investment grade, fixed-rate, taxable corporate bonds. It follows the same rules as the uncapped index but limits the exposure of each issuer to 2% of the total market value and redistributes any excess market value index-wide on a pro-rata basis.

The Bloomberg US Treasury Bellwethers 3 Month Index measures the performance and attributes of on-the-run U.S. Treasuries that reflect the most recently issued 3 months securities. The bellwether indices follow Barclays Capitals index monthly rebalancing conventions.

The Russell 3000 Index is constructed to provide a comprehensive barometer of the broad market and accounts for nearly 98% of the total value of all equity traded on the U.S. exchanges. It measures the stocks that are also members of either the Russell 1000 or the Russell 2000 indexes.

Weighted Index consists of:
03/01/2012 - 03/31/2016: 50% BBgBarc Aggregate Bond Index, 10% MSCI ACWI Ex USA Index, 30% S&P 1500 Stock Index and 10% Blended Real Asset Index.
04/01/2016 - 06/30/2016: 50% BBgBarc Aggregate Bond Index, 10.50% MSCI ACWI Ex USA Index, 31.50% S&P 1500 Stock Index and 8% Blended Real Asset Index.
07/01/2016 - 04/30/2017: 50% BBgBarc Aggregate Bond Index, 9.50% MSCI ACWI Ex USA Index, 28.50% S&P 1500 Stock Index and 12% Blended Real Asset Index.
05/01/2017 - 07/31/2017: 40% BBgBarc Aggregate Bond Index, 12% MSCI ACWI Ex USA Index, 36% S&P 1500 Stock Index and 12% Blended Real Asset Index.
08/01/2017 - 03/31/2018: 40% BBgBarc Aggregate Bond Index, 14.40% MSCI ACWI Ex USA Index, 33.60% S&P 1500 Stock Index and 12% Blended Real Asset Index.
04/01/2018 - 09/30/2020: 40% BBgBarc Aggregate Bond Index, 16.80% MSCI ACWI Ex USA Index, 31.20% S&P 1500 Stock Index and 12% Blended Real Asset Index.
10/01/2020 - 02/28/2022: 40% BBgBarc Aggregate Bond Index, 16.80% MSCI ACWI Ex USA Index, 33.20% S&P 1500 Stock Index and 10% Blended Real Asset Index.

City Council Business Session
April 4, 2022 - 7:00 PM
Newberg public safety building 401 e. third street
zoom webinar id: 848 4534 7391

1. CALL TO ORDER

1.A Agenda en Español
Spanish Council Biz Sxn Agenda 2022-0404.docx

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. COUNCIL APPOINTMENTS

4.A Budget Committee Appointments
RCA Appointment 2022-0404 Budget Committee.docx

5. PRESENTATIONS

5.A Cultural District Report
NCD 2021 Report.pdf

6. CITY MANAGER'S REPORT

6.A CM report for events from March
CM narrative March events.pptx
2021cityofnewbergannualreport-final.pdf

7. PUBLIC COMMENTS

8. CONSENT CALENDAR

8.A Resolution 2022-3820, Employee Termination
Resolution 2022-3820 Termination of Probationary Employee rev.docx

9. PUBLIC HEARINGS

9.A Ordinance 2022-2896, An Ordinance Making Certain Determinations and Findings Relating to and Approving the Newberg Urban Renewal Plan and Directing that Notice of Approval be Published

RCA ORD 2896 Urban Renewal Revised 4-1-22 w Exhibits-Attachments.pdf

9.B Resolution 2022-3814, A Resolution adopting new monthly water, wastewater, stormwater, and transportation utility fee rates for the City of Newberg effective January 1, 2023, and January 1, 2024.
RCA Resolution 3814.docx
2022 Rate Review Presentation.pptx

10. COUNCIL BUSINESS

11. ADJOURNMENT

ADA STATEMENT

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

City Council Agenda Item Report

Meeting Date: April 4, 2022
Submitted by: Zaira Robles Muniz
Submitting Department: City Manager
Item Type: UPDATE ON COUNCIL ITEMS
Agenda Section:

Subject:
Agenda en Español

Suggested Action:

Attachments:
Spanish Council Biz Sxn Agenda 2022-0404.docx

Sesión de Determinación del Consejo Municipal
abril 4 de 2022 - 7:00 PM
Sesión híbrida
Edificio de Seguridad Pública de Newberg 401 E Third Street
o haga clic en el enlace para unirse: https://us06web.zoom.us/j/84845347391
o por teléfono:
1 346 248 7799 o 1 669 900 6833 o 1 253 215 8782
Webinar ID: 848 4534 7391

1. LLAMAR AL ORDEN

2. PASAR LISTA DE ASISTENCIA

3. PROMESA DE LEALTAD A LOS ESTADOS UNIDOS DE AMERICA

4. NOMBRAMIENTOS DEL CONSEJO

4.A **Nombramientos del Comité de Presupuesto**
RCA Appointment 2022-0404 Budget Committee.docx

5. PRESENTACIÓNES

5.A **Informe Distrito Cultural**
NCD 2021 Report.pdf

6. INFORME DEL ADMINISTRADOR DE LA CIUDAD

7. COMENTARIOS PÚBLICOS

8. AUDIENCIAS PÚBLICAS

8.A **Ordenanza 2022-2896, Una ordenanza que hace ciertas determinaciones y hallazgos relacionados con y aprueba el Plan de Renovación Urbana de Newberg y ordena que se publique el aviso de aprobación**
RCA ORD 2896 Urban Renewal e Exhibits-Attachments.pdf

8.B **Resolución 2022-3814, Una resolución que adopta nuevas tarifas mensuales de servicios públicos de agua, aguas residuales, aguas pluviales y transporte para la ciudad de Newberg a partir del 1 de enero de 2023 y el 1 de enero de 2024.**
RCA Resolution 3814.docx
2022 Rate Review Presentation.pptx

9. ASUNTOS DEL CONSEJO

10. TERMINAR LA SESIÓN

DECLARACIÓN BAJO LA LEY ESTADOUNIDENSE DE DISCAPACIDADES

*Contacta la oficina de la secretaría de la ciudad al menos 2 días hábiles antes de la sesión para obtener adaptaciones físicas o lingüísticas. Llame al (503) 537-1283 o envíe un correo electrónico a cityrecorder@*newbergoregon*.gov. Para servicios de TTY, marque 711.*

City Council Agenda Item Report

Meeting Date: April 4, 2022
Submitted by: Zaira Robles Muniz
Submitting Department: City Manager
Item Type: COUNCIL RCA-MOTION
Agenda Section:

Subject:
Budget Committee Appointments

Suggested Action:

Attachments:
RCA Appointment 2022-0404 Budget Committee.docx

REQUEST FOR COUNCIL ACTION

Date Action Requested: April 04, 2022

Order ☐ Ordinance ☐ Resolution ☐ Motion ☒ Information ☐	
Subject: Ratify the Mayor's selection for the Budget Committee vacancy.	Staff: Zaira Robles Muniz, Administrative Assistant (preparer) for Mayor Rick Rogers Department: Administration File No.
Business Session	Order On Agenda: Committee Appointments

Recommendation: To consent to the Mayor's appointment of Raquel Peregrino de Brito to the Budget Committee to fill a vacant position for a term beginning April 05, 2022 to December 31, 2024.

Executive Summary:

1) Raquel is eager to share the expertise and skills she had learned throughout her career with the Budget Committee.

City Council Agenda Item Report

Meeting Date: April 4, 2022
Submitted by: Zaira Robles Muniz
Submitting Department: City Manager
Item Type: COUNCIL RCA PRESENTATION
Agenda Section:

Subject:
Cultural District Report

Suggested Action:
Sean Andries will present the annual report for the Cultural District.

Attachments:
NCD 2021 Report.pdf

Newberg Cultural District 2021 Report

The Intergovernmental Agreement (IGA) between the City of Newberg and the Chehalem Park & Recreation District signed in 2013 was updated in 2019. It established the Newberg Cultural District and delegated to the NCD Executive Board the management of the District. The NCD Board is charged with managing the public *outside* areas of the Newberg Cultural District defined as the area between Hancock, Blaine, School, and Sherman streets. It does not regulate indoor uses of the Newberg Public Library or the Chehalem Cultural Center, however activities within those establishments may impact District activities.

2021 NCD Executive Board

Chehalem Cultural Center: Sean Andries, Chair
Neighborhood Representative: Teresa Arnold
City of Newberg: Stephanie Findley
Chehalem Park & Recreation: Casey Creighton
Newberg Public Library: Korie Buerkle

The NCD Executive Board is charged with:

- Developing rules of operation
- Overseeing the Parking Action Plan
- Reserving events (currently delegated to CCC staff)
- Approving design elements, including street furniture, signage, murals and other elements that define the district
- Coordinating with the City and CPRD for maintenance and construction activities

2021 NCD Activities

Tunes on Tuesday - cancelled
Camellia Festival – cancelled
Library SRP (7 events) - est. attendance 776
Vaccine Clinic - est. attendance 350
Grab-and-Go Stem Kits (3 events) - est. attendance 128
Lavender Festival - est. attendance 6,000
Up Up Up Inc. - est. attendance 500
Christmas Tree Lighting - est. attendance 200

2022 NCD Activities

Camellia Festival - April 9
Tunes on Tuesday - July 5, 12, 19, 26, and August 2, 9, 16, 23
Lavender Festival - July 9, 10
Our Town - July 29-30, August 5-7
Christmas Tree Lighting - tbd

City Council Agenda Item Report

Meeting Date: April 4, 2022
Submitted by: Will Worthey
Submitting Department: City Manager
Item Type: COUNCIL RCA-INFO
Agenda Section:

Subject:
CM report for events from March

Suggested Action:

Attachments:
CM narrative March events.pptx

2021cityofnewbergannualreport-final.pdf

Newberg CM report

Monthly Events from March

For this month's narrative report, I would like to let you all know about an annual compilation of last years activities that I added to the council packet.

This contains the Mayoral message and a wide range of things we accomplished last year!

Folks looking at this report from home can visit this informative web page that includes our annual mayoral message, a section on our STRIVE values and collection of statistics summarizing last year. Just visit this link to read all about it:

www.newbergreview.com

... and now let's return our focus to March 2022.

In the world of Public Works with ODOT planning for construction work on the bypass intersection, and realignment of Wynooski road, we have begun working on plans for the underground facilities that will be impacted by the construction, activity that is scheduled to begin in 2023.

Public works has seen many new staff additions including:

Fatin Abdullah, Engineering Division Project Coordinator
Allan McKeel, GIS Technician 1 in the Engineering Division, and Paul Richards, Operator 1 in the Operations Division.

Additionally, Brett Sylvester in the Maintenance Division has been promoted to the Wastewater Crew Chief position.

All Public Works staff are currently completing the required annual Blood Born Pathogen training.

New staff also completed CPR/AED/First Aid on April 1st in a combined course with Library Staff.

Public Works is developing a uniform training program tracked in E-learn, a feature of Neogov, to provide a uniform onboarding experience for new hires and newly appointed supervisory staff at Maintenance.

Once implemented we will develop a similar program for Operations and Engineering.

Over time it is anticipated that other departments will follow PW lead in this area. We have already used this platform for city wide trainings like the BOLI smoke rules training.

New OSHA compliant Personal Flotation Devices (PFD = life jackets) were purchased for Public Works staff that:

“work alone, respond at night, or whenever there is a reasonable risk of drowning”.

Operators, Laboratory, and Mechanical staff collect water samples at streams and rivers, work around clarifiers, wells, and reservoirs at all hours of day and in all conditions.

These are low profile PFD’s that don’t get in the way of staff's range of movement excessively.

The last hypochlorite generator cell that needs to be repaired has been sent off for evaluation and a price quote for repair. All cells operating within the generator currently are in good condition.

On the next slide I have a picture of one of these units being slotted into place.

11

Recently we graded the alleys between Howard & School and also between Howard & Washington streets.

Additionally, we have been ramping up our program of cleaning storm water lines and catch basins across the city.

Good weather has assisted with this effort.

Hydrant valve replacement!

In IT we migrated several servers to newer virtual machine hosts and decommissioned some retired servers to free up resources for future growth. We held discovery sessions with several departments for the purposes of building their customized intranet pages.

We also upgraded part of the access control system in the police department to give extra security to the most secure area of the building. Additionally, we replaced the oldest analog surveillance cameras with up-to-date digital cameras capable of capturing more of the public areas of the building.

One of the IT team getting to grips with naughty server equipment.

In the world of Public Safety, we have had many recent accomplishment and personnel actions:

Officer Dave Junkin and Dispatcher Chris Featherston were awarded the Life Saving award from NDPD.

Officer Junkin preformed CPR on a resident until Medics were able to arrive, and Dispatcher Featherston's quick thinking provided accurate and detailed directions to assist the victim.

Lindy Cox, Greg Goodwin and Lauri Steinbeck participated in the Career Fair at Western Oregon University where they promoted what it's like to work for a 911 call center.

Sgt. Eric Ronning was awarded the Employee of the year and Ewan Wallis the Volunteer of the year. Employees are nominated based on who performs an act that exceeds the departments, and community's expectations.

Officer Alex Cromwell has successfully completed FTEP or Field Training and Evaluation Program and is now a solo officer

Officer Cromwell hanging out with future officers.

Dispatchers Lindy Cox and Greg Goodwin at the Career Fair.

In the world of HR, we onboarded 4 new employees in February. There was 1 retirement from Public Works and our insurance carrier CIS held its annual meeting.

The Board of Trustees used investment income from reserves to buy down healthcare rates resulting in 0% increase for Regence medical, 4% for Kaiser medical, 9.5% for vision, 0% for Delta dental and 6% for Kaiser dental in 2023.

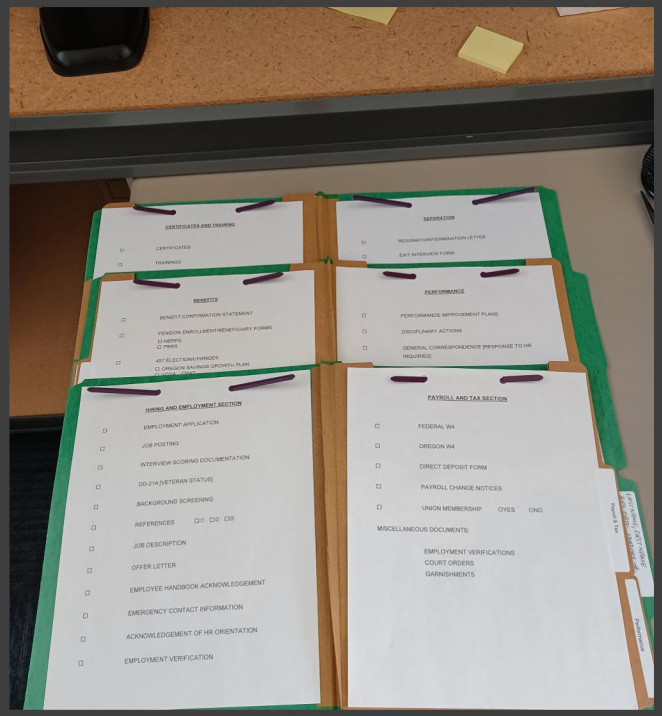
This is good news for the budget and the employees, as the listed increases could have been much worse.

Additionally, there are significant new cyber compliance requirements for the additional coverage the city adds each year, including dual verification and onsite verification of policies and procedures.

IT is making sure Newberg will qualify for the increased limits and critically in the process make us more resilient against the threat of cybercriminals.

CIS is also reducing its risk management allowance for cities without agents (Newberg is without an agent). Unfortunately, this will result in increased insurance costs of approximately $25,000 between now and 2024.

Alison is reviewing the pro and cons of having an agent as it might create an overall savings in this area.



Significantly a massive interdepartmental effort to clean up our personnel records to the GSA standard called Operation Paperclip was finalized in March. All our files are now in order!

Next step digitization.

On March 25th the library closed for the day to allow all staff to attend the Public Library Association national conference held this year in Portland. National conferences seldom come to Oregon so staff were very excited to attend. Staff returned excited by new ideas for improving library services for our community.

This month library staff have been working on updating their safety trainings through online webinars.

This will continue through April as staff move into in-person trainings for CPR, AED, and Blood Borne Pathogens certifications, as well as fire safety and earthquake drills.

As the Library is our building with the most people coming and going, safety is an important aspect of library service, and one we take seriously.

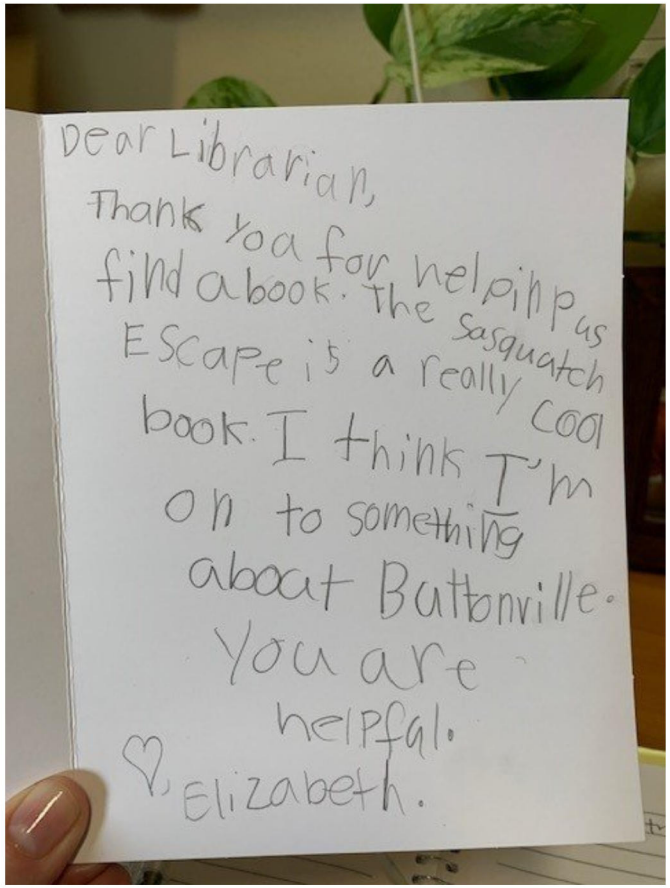
In-person programming continues to increase as Early Literacy Storytimes started again in March, along with book clubs for grade-schoolers, middle-schoolers, high-schoolers, grown-ups, and Seniors at the Senior Center in Newberg.

The library's LEGO program made its first appearance at the library since 2020, and we are excited to have young engineers building in the library once again.

This month's STEM Grab-and-Go kit for families learning about pollinators is one the library's most popular so far. A display of a slice of a real beehive in the Children's Library has fascinated children and their grown-ups.

One of the really great things about being a librarian is the lovely notes kids and parents send us all the time.

Library staff always know they are appreciated by our community.



In the world of planning the High School CTE/Science building and Catalyst High School Design reviews were issued.

The Edwards Elementary School modifications are in review. Applications for Crestview Green Planned Unit Development and the Fairfield Inn are in review.

Staff has been busy with a variety of urban renewal proposal activities. Coordination with EcoNorthwest and initial background documentation activities continue with the Housing Production Strategy.

Pre-applications have been held on a cottage cluster development on N Crater, modification to a building on E Sixth Street for the School Districts SAIL program, an accessory building on W Weatherly Way, the Chehalem Cultural Center 2nd floor improvements, the CPRD Bypass Trail, and Habitats triplex development on N College Street.

The Community Development Director met with the new City Administrator, Steve Dahl, from Dundee .

I also had dinner with Mr. Dahl recently to welcome him to our community.

The Director participated in the YC Economic Development Advisory Council on developing recommendations for expenditure of County ARPA funds related to economic development activities.

New staff have come on board with Sam Gudmestad as the Assistant Planner and Fe Bates as the Office Assistant II.

Bobbie Morgan retired on March 17 after over 11 years with the city. Also, interviews were conducted for the Senior Planner position.

Lastly for planning the Building Division continues to be busy with Crestview Crossing and King's Landing for residential permits. Activities in Lafayette continue with a new subdivision in plan review.

There was a push by developers to pick up permits in March and lots of construction is occurring.

Community Engagement continues to promote the services and hard work produced by several departments, and Ezequiel is thriving in his expanded role.

On the next few slides, I have showcased some of the public information messaging we have conducted recently.

City of Newberg

Newberg Public Works Department Receives Multiple Grants for City Projects

33

City of Newberg

Over $4 Million Awarded to Projects in the Community

American Rescue Plan Act (ARPA)
Fund Allocation

We've also continued to release our Spanish monthly Newsletter "¿Que Pasa Newberg?" to continue providing Hispanic residents with updates and information on the City and the community at large.

Edición 2 | 4 de marzo del 2022

¿QUÉ PASA NEWBERG?

¿Cómo Saco una Tarjeta de la Biblioteca?

Solicite una Tarjeta de la Biblioteca de Newberg

¡Aproveche de todos los servicios que ofrece la Biblioteca Publica de Newberg!

Los recursos físicos y virtuales de la biblioteca pública de Newberg son completamente gratis para los residentes de Newberg dentro de los límites de la ciudad. Se puede solicitar una tarjeta de biblioteca en persona o por línea. Solo se ocupa una forma de identificación y comprobante de domicilio.

Para ayuda, contacte a Bobbye por correo electronico a Bobbye.Hernandez@newbergoregon.gov o llame 503-538-7323 y pregunte por ella.

SOLICITE SU TARJETA HOY

¡Bienvenidas a Bobbye!

¡Hola! Mi nombre es Bobbye Hernandez, soy la nueva Bibliotecaria de Servicios Latinos. Soy originalmente del sur de Texas, pero mis padres eran trabajadores agrícolas

So that’s it for this month!

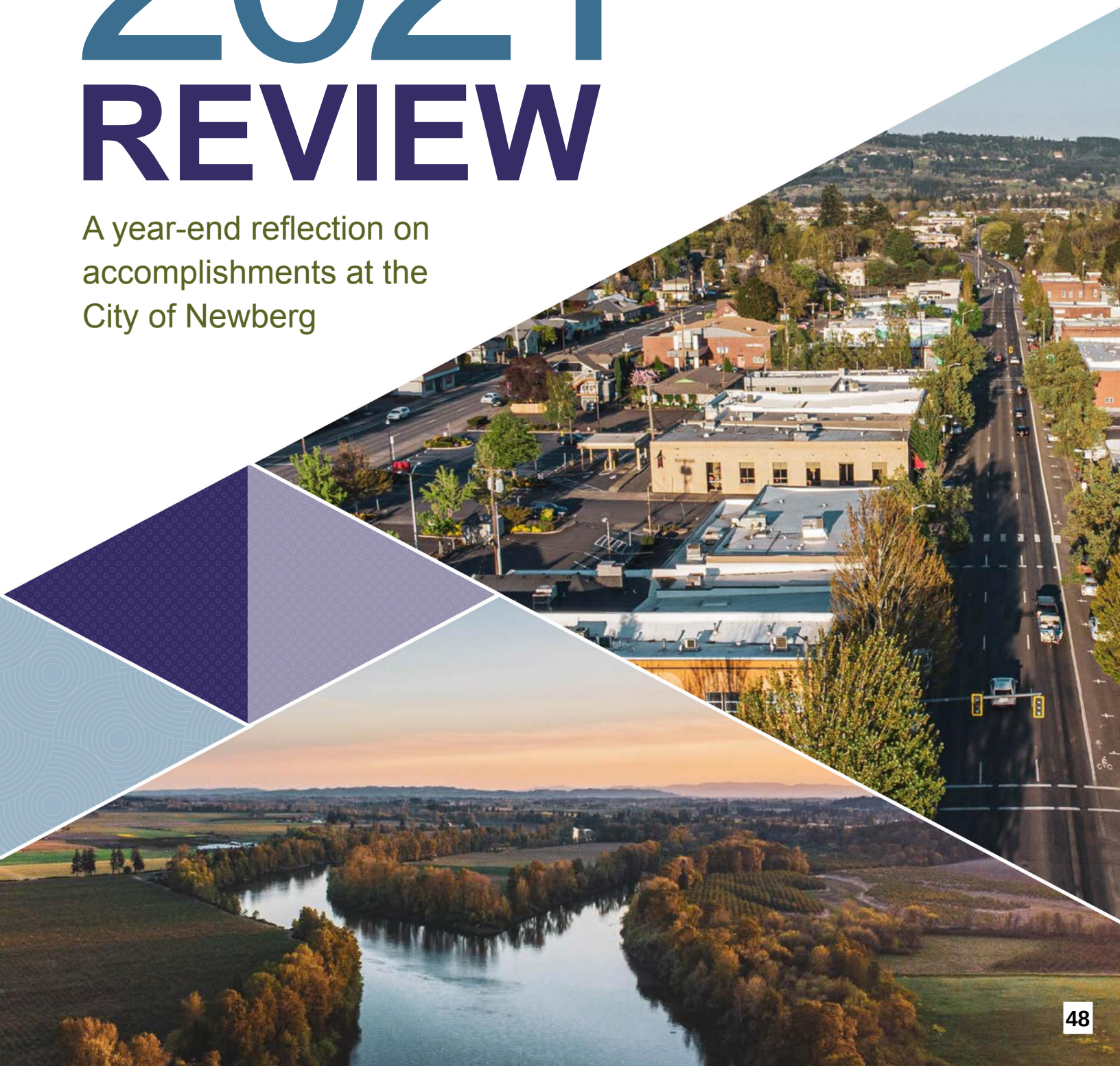
As you can see our residents tax dollars continue to be hard at work as usual, and our strength as a team continues to grow.

Questions?

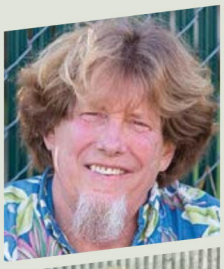
City of Newberg

2021 REVIEW

A year-end reflection on accomplishments at the City of Newberg

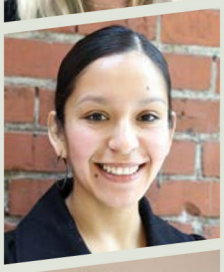


CITY COUNCIL MEMBERS



Rick Rogers
Mayor

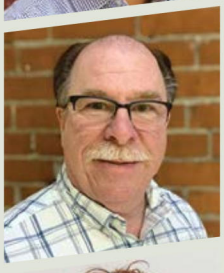
Elise Yarnell Hollamon
District 1



Julia Martinez Plancarte
District 2

Denise Bacon
District 3

Bryce Coefield
District 4



Mike McBride
District 5

Stephanie Findley
District 6

A Message from the Mayor

Greetings,

As 2021 winds to a close, reflection and thanks are in order.

The year was challenging. National and local political divisiveness, a lingering (at time surging) pandemic, leadership turnover, and both labor and product shortages, typified the year.

Through this, the dedicated, talented, professional staff at the City of Newberg continued to strive to provide the best possible service they could to our residents and visitors alike.

Speaking of striving to be the best, this year, the City of Newberg adopted the acronym STRIVE to represent our organizational wide values. When City of Newberg employees STRIVE, they aim to live by the following values:

- *Service* - We are of service to this community. Our decisions and actions should reflect that.
- *Teamwork* - We foster a culture of mutual respect and support.
- *Responsibility* - We uphold and honor the community's trust through stewardship of resources.
- *Integrity* - We believe in doing the right thing, even when no one is watching.
- *Value* - We aim to provide the best value services at all times.
- *Equity* - We aim to recognize everyone's unique voice and take actions to make a more equitable community.

Throughout 2022, those employees who best typify each of these values will be recognized by their peers. Knowing the talents, motivation, and dedication of the City's employees, those recognized will be exceptional and the friendly competition will be keen.

Whether in public works, community development, finance, information technology, human resources, police, legal, administration, the library, or on a citizen's committee, Newberg city employees and residents care about our community and its people. The pages that follow will outline some of the year's many accomplishments.

With this, a hearty thank you to every one of our staff and volunteers.

Have a very happy, safe and productive 2022.

Thank you,
Mayor Rick Rogers

GRANTS RECEIVED

COMMUNITY DEVELOPMENT			POLICE	LIBRARY
$500K	$70K	$50K	$86K	$5.7K+
Manufactured Housing Rehabilitation	Housing Production Strategy	Code Audit Needed Housing	Body-Worn Camera Program	Public Library Activities

POLICE DEPARTMENT

New Body-Worn Cameras

The Newberg-Dundee Police Department is working towards improving community safety and transparency with body-worn cameras. Currently, the department is trialing three camera vendors to evaluate features and logistics. The cameras are expected to cost $480,000 over five years, and the NDPD has received a grant to fund the first year.

Chief of Police, Jeff Kosmicki, is looking to develop a policy around body-worn cameras and involve the community by asking for input and questions. Look for a draft of the policy in 2022 for your chance to provide feedback.

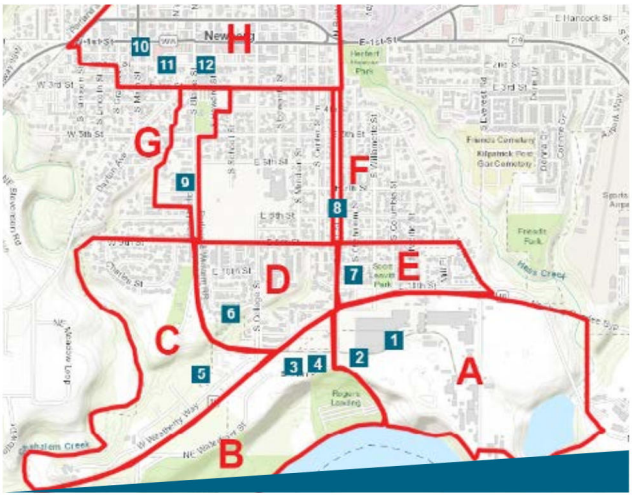
Other Police Upgrades and Updates

- The "Newcom" 911 Dispatch center received new consoles and workstations as part of a radio upgrade that meets COVID-19 compliance standards.
- The police department transitioned to Everbridge for emergency alerts (previously Code Red). Everyone is encouraged to sign up for Everbridge here: newberg.gov/emergency-alerts
- Electronic fingerprint equipment for inkless prints to be sent to the State of Oregon was replaced.
- Finished the HAM radio update with new antennas and space in the Public Safety Building.

PROJECTS, PROGRAMS AND PLANS

Newberg Urban Renewal

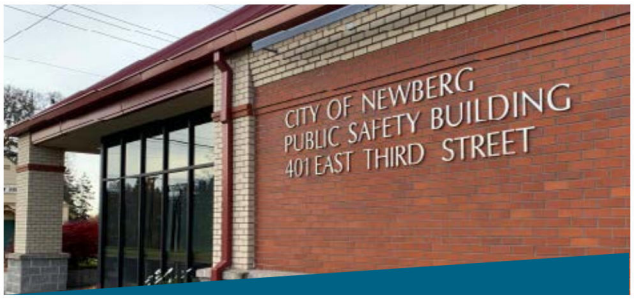
The City is currently revising the Urban Renewal Plan to exclude areas that will not be annexed into Newberg city limits. It is being developed based on master plans and community visions from the past six years.



Community Court

In partnership with local nonprofits, the City, Newberg Municipal Court, and Newberg-Dundee Police Department launched a new program to offer non-criminal resolutions to community members facing charges. This new program provides help to low-level offenders who struggle with housing, mental health problems, and addiction by matching participants up with resources from local nonprofits.

In line with Council's goal of improving customer service and access to equitable resources, this new program aims to improve the quality of life of participants as well as the residents of Newberg.



Affordable Housing

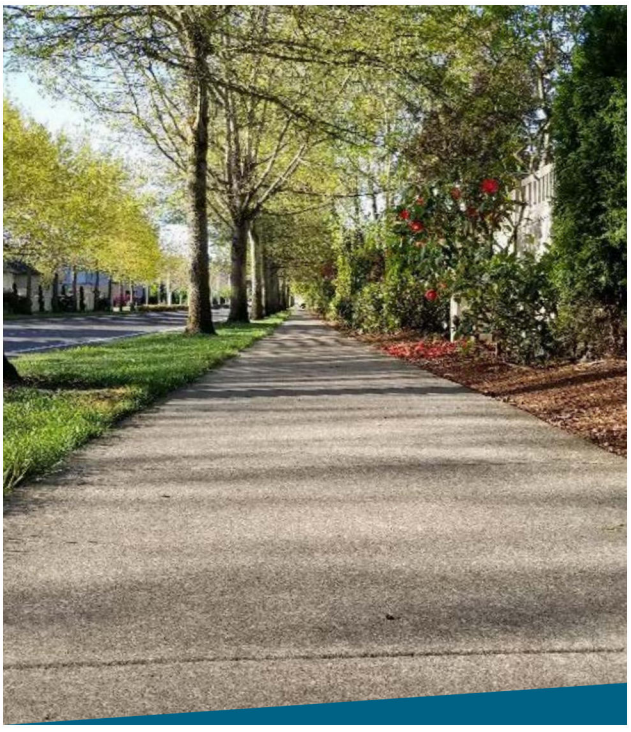
In 2021, City Council approved two important ordinances regarding affordable housing.

Middle Housing – Oregon Legislature passed House Bill 2001 in 2019, which requires cities to allow middle housing options (such as duplexes, triplexes, quadplexes, townhomes, and cottage clusters) on lots zoned for single-family homes. Council approved this change in the Newberg City Code.

Vertical Housing Development Zone – The Vertical Housing Development Zone (VHDZ) encourages mixed-use development and provides a property tax exemption to those building residential developments above a non-residential ground floor. This applies to apartments being built above shops in downtown Newberg. Council approved the VHDZ in 2021.

Newberg Sidewalk and Grant Program

$61,475 worth of sidewalk grants awarded since July 2021. The grant program will reopen in 2022.



PUBLIC WORKS

Scott Leavitt Park

The sidewalks in Scott Leavitt Park are completed! This project improved the accessibility of both the park and surrounding neighborhood by repairing sidewalks and installing/reconstructing 25 ADA-compliant curb ramps.

You can expect the continued improvement of the City's accessibility and safety in 2022, as $50,000 in grant funding is allocated towards sidewalk projects.

Solar Farm project at Wastewater Treatment Plant

The project was funded by a Solar Clean Energy Grant and includes around 62,000 sq. ft. of land. The project will reduce the electrical system demands here at the City. It was recently completed and will be ready to collect power on sunny (and cloudy) days.

Crestview Drive Project

A 2016 Transportation System Plan identified the need to improve low and moderate-capacity roads to move more traffic to arterial roads or collector streets. E Crestview Drive was one of these roads identified as an improvement area. This project brought about a new mini-roundabout, new pavement, curb and gutters, new bike lanes, new sidewalks, and additional street lighting and trees.

2020 Sewer Rehab Project

A 2017 inflow and infiltration study revealed several wastewater lines and manholes that needed to be replaced. Construction on this project began in late 2020 and wrapped up in the summer of 2021. 4,491 feet of wastewater main and lateral line and 270 feet of water main lines were replaced.

OUR EMPLOYEES

In recognition of their hard work and accomplishments despite the numerous challenges from the last year and a half, staff gathered for an employee appreciation event. We awarded some of the exemplary employees working to improve the City every day.

- *Rookie of the Year:* Lacey Dykgraaf
- *Safety Employee of the Year:* Karen Tarmichael
- *Norton Award for Public Works Maintenance Employee of the Year:* Bret Sylvester
- *Visionary Award:* Alison Seiler
- *The George Layman Employee of the Year:* Sue Ryan

Read more about the event and award winners here: newbergoregon.gov/community/page/202021-city-employee-recognition-awards

New Leadership

The City organization welcomed several new staff members in leadership positions.

Will Worthey*,
Interim City Manager

James Walker,
City Attorney contracted through Miller Nash

Jeff Kosmicki,
Police Chief (formerly Police Captain)

**In late 2021, Will Worthey stepped into an Interim City Manager role. He has been the Executive Director at the Newberg Public Library since July of 2019.*

New Internal Values: STRIVE

In 2021, the City organization adopted six new internal values, or STRIVE:

Service – We act with professionalism, are friendly, have patience, and problem solve.

Teamwork – We communicate in a timely way, respect and support others, and are accountable for our work.

Responsibility – We act ethically, demonstrate accountability for work results, see work through from beginning to end, treat others equitably, and ask clarifying questions both to the community and each other to understand how best to serve.

Integrity – We treat every person with respect and fairness. We don't exaggerate or lie. We follow through on commitments. We disagree without being disagreeable.

Value – We analyze options, keep value to the community at the forefront of our decisions, and innovate.

Equity – We welcome our differences, seek to learn, work to understand others' experiences, and seek connections with colleagues and stakeholders.

THE CITY & OUR YOUTH

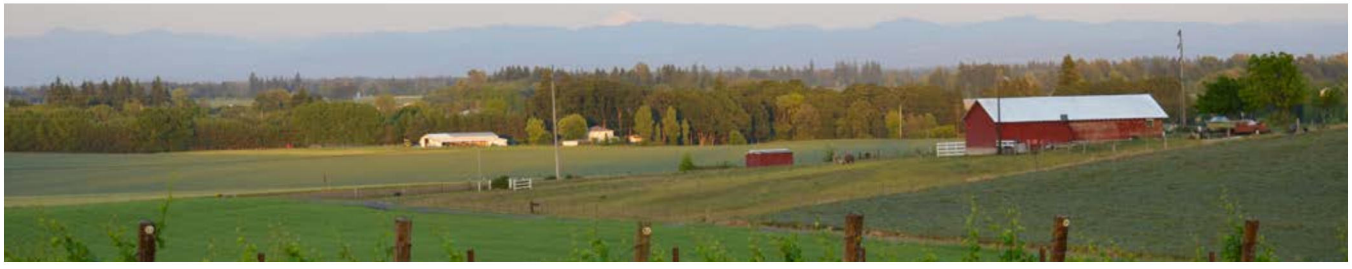
Student Commissioners

In the spring of 2021, the City passed a resolution opening a student commissioner position on all of the City's standing boards, commissions, and committees. Seven students were offered positions after an interview process with the Mayor and Councilors. Meet your Student Commissioners:

- Aiden Gray, *Planning Commission*
- Claire Faucher, *Library Advisory Board*
- Liam Deckon, *Historic Preservation Commission*
- Alexander Aguilar, *Citizens' Rate Review Committee*
- Joyce Allegra del Rosario, *Affordable Housing Commission*
- Kaspar Czuk, *Traffic Safety Commission*
- Levi Stroup, *Budget Committee*

Mayor for a Day

Zac Flier, an eighth-grader at Chehalem Valley Middle School, spent a day with Mayor Rick Rogers. Zac saw firsthand what it is like to run a city, and he had the privilege of meeting many of our hardworking department heads and library staff. Zac appreciated the experience and was surprised about the complexity of running the city.



DAY-TO-DAY ACTIVITIES & NUMBERS

CITY RECORDER

65 volunteer committee members

1 ad hoc & **8** standing **COMMITTEES**

COMMUNITY ENGAGEMENT

3,616 **CITY OF NEWBERG** Facebook followers (23% growth)

6,884 **POLICE DEPARTMENT** Facebook followers (20% growth)

176K people visited the City's website

COMMUNITY DEVELOPMENT

210 applications processed

1,000+ new and renewed business licenses

900+ plans reviews conducted

7,000+ inspections conducted

HUMAN RESOURCES

42 RECRUITMENTS MANAGED
(or are still managing)

POLICE DEPARTMENT

911 CALLS

98.86%
answered within 15 second or less

10,016
total calls

45,073
non-emergency calls

26,773
calls for service

27
KIDS PARTICIPATED
in the shop with a cop programs

LIBRARY

216,153
physical items circulated

49,939
e-books circulated

496
library programs

16,878
people attended library programs

ENGINEERING

546 permits issued

1,365 inspections completed

1.9 MILES of City streets slurry-sealed

1.6 MILES of City streets crack-sealed

MAINTENANCE

173 fire hydrants cleaned & painted

138 sewer manholes inspected

123,150' water line flushed

63,200' sewer main cleaned

13,125' storm line cleaned

UPGRADED 1,733 water meters to a new fixed based reading system

2,900' curb cleaned and painted

OPERATIONS

905.9M GALLONS were produced and sent into the system

46.4M GALLONS of recycled water pumped to Chehalem Glenn Golf Course for irrigation

0 time lost to injuries at the Wastewater Treatment Plant

0 water quality violations

1.3 BILLION GALLONS of wastewater treated

City Council Agenda Item Report

Meeting Date: April 4, 2022
Submitted by: Sue Ryan
Submitting Department: City Manager
Item Type: COUNCIL RCA-RES
Agenda Section:

Subject:
Resolution 2022-3820, Employee Termination

Suggested Action:

Attachments:
Resolution 2022-3820 Termination of Probationary Employee rev.docx

REQUEST FOR COUNCIL ACTION

Date Action Requested: (April 4, 2022)

Order ☐ Ordinance ☐ Resolution ☒ Motion ☐ Information ☐ No. 2022-3820	
Subject: Probationary Termination	Staff: City Manager Pro Tem Department: Public Works
Business Session:	Order On Agenda: Consent Calendar
Hearing Type:	

Recommendation:

Adopt **Resolution 2022-3820** authorizing the City Manager Pro Tem to terminate the employment of a probationary employee.

Executive Summary:

The City Charter, Chapter VIII, Section 34(h) provides the City Manager Pro Tem "has the authority and duties of manager, except that a Manager Pro Tem may appoint or remove employees only with council approval".

The City Manager Pro Tem Will Worthey has received and reviewed documentation from Public Works and supports the termination of this probationary employee.

Fiscal Impact: None, as this position will be replaced.

Strategic Assessment: The employee is not a good fit for the position.

RESOLUTION NO. 2022-3820

A Resolution seeking approval of separation of a probationary employee in the Public Works Department

Recitals:

1. Manager Pro Tem: Will Worthey, City Manager Pro Tem has reviewed the recommendation for termination submitted by Public Works and is in support of the termination of this probationary employee. The City Charter, Chapter VIII, Section 34(h) provides the manager pro tem "has the authority and duties of manager, except that a manager pro team may appoint or remove employees only with council approval.

The City of Newberg Resolves as Follows:

1. The City Council approves the termination of employment of the probationary employee.

Effective Date of this resolution is the day after the adoption date, which is: April 5, 2022.
Adopted by the City Council of Newberg, Oregon, this 4th day of April 2022

_____
Sue Ryan, City Recorder

Attest by the Mayor this 7th day of April, 2022.

_____
Rick Rogers, Mayor

City Council Agenda Item Report

Meeting Date: April 4, 2022
Submitted by: Doug Rux
Submitting Department: Community Development
Item Type: COUNCIL RCA-ORD
Agenda Section:

Subject:
Ordinance 2022-2896, An Ordinance Making Certain Determinations and Findings Relating to and Approving the Newberg Urban Renewal Plan and Directing that Notice of Approval be Published

Suggested Action:
Adopt Ordinance No. 2022-2896.

Attachments:
RCA ORD 2896 Urban Renewal Revised 4-1-22 w Exhibits-Attachments.pdf

REQUEST FOR COUNCIL ACTION

Date Action Requested: April 4, 2022

Order ☐ Ordinance ☒ Resolution ☐ Motion ☐ Information ☐ No. 2022-2896	
Subject: An Ordinance Making Certain Determinations and Findings Relating to and Approving the Newberg Urban Renewal Plan and Directing that Notice of Approval be Published	Staff: Doug Rux, Director; Elaine Howard, John Bridges Department: Community Development File No. GEN19-0017
Business Session	Order On Agenda: Public Hearing
Hearing Type: Legislative ☒ Quasi-Judicial ☐ Administrative ☐ Not Applicable ☐	

Recommendation:

Adopt Ordinance No. 2022-2896.

Executive Summary:

A. SUMMARY:

The City of Newberg, is proposing an urban renewal district within a 540-acre area of Newberg generally described as the downtown area, Riverfront Master Plan area, and connecting roadways of S Blaine Street and S River Street. Attachment 1 is a map of the proposed Newberg Urban Renewal Area.

B. BACKGROUND:

On December 9, 2019, the Newberg City Council approved staff's request to hire the consultant team led by Elaine Howard Consulting, LLC to prepare an urban renewal feasibility study. On January 6, 2020, City Council approved the formation of an Ad Hoc Urban Renewal Citizens Advisory Committee (CAC). Since that time, city staff, the consultant group, and the CAC have worked together to complete an urban renewal feasibility study including determination of blight within the proposed urban renewal area. The feasibility study was presented to the City Council on July 20, 2020. The City Council accepted the feasibility study and directed staff to prepare documents for the formation of an urban renewal agency.

Feasibility Study

City Council

There have been a variety of briefings and actions before the City Council on the urban renewal program.

October 15, 2018 – City Council authorized using Fund 14 to fund an urban renewal feasibility study and Plan and Report by Resolution No. 2018-3503.

October 7, 2019 – A background briefing was provided to City Council on urban renewal.

November 4, 2019 – Adopted Resolution No. 2019-3615 indicating the intent to seek reimbursement for expenditure of funds from Fund 14 Economic Development Fund for funds authorized by Resolution No. 2018-3503 to conduct an urban renewal feasibility study and plan.

December 9, 2019 – Adopted Resolution No. 2019-3623 authorizing the City Manager to enter into a professional services agreement with Elaine Howard Consulting, LLC to assist the City in conducting the urban renewal feasibility study.

January 6, 2020 – Request for Council Action was brought forward by the Mayor for appointment of members to the Ad Hoc Urban Renewal Citizens Advisory Committee for terms beginning January 2020 – April 2021 Citizen Advisory Committee Appointments.

May 4, 2020 – Briefing by staff and consultant team in City Council Work Session on the Urban Renewal Feasibility Study preparation.

July 6, 2020 – Update on City Council Goal 4) Create and support an Urban Renewal Plan and Authority.

July 20, 2020 – City Council accepted the feasibility study and directed staff to prepare documents for the formation of an urban renewal agency.

Ad Hoc Urban Renewal Citizens Advisory Committee

The Ad Hoc Urban Renewal Citizens Advisory Committee (CAC) consisting of 11 members met on the following dates discussing various aspects in preparing an Urban Renewal Feasibility Study.

January 23, 2020 – Orientation meeting on the urban renewal feasibility study, plan, and report process.

February 10, 2020 – Background and review of a potential boundary, Urban Renewal at a Glance, Public Input Options (Community Engagement Toolbox), and the Urban Renewal Fact Sheet.

March 9, 2020 – Boundary review and review of potential projects compiled from a number of master plans and area planning documents. Discussion on future Open House. The Citizens Advisory Committee finalized the proposed boundary at this meeting.

April 13, 2020 – Review and discussion on the preliminary financial analysis information based on the proposed urban renewal area boundary. The discussion included:

- The statutory limitations on plan area and assessed value,
- Historical assessed value growth for the County and City,
- Maximum indebtedness estimates using 4, 5, 6 and 7% assessed value growth estimates,
- Impacts on taxing districts,
- Preliminary project cost estimates, and
- Public engagement

June 8, 2020 – Review of updated project list and draft Feasibility Study.

June 29, 2020 – Review of final draft Feasibility Study, public input to date, and developed a recommendation to City Council.

Planning Commission

The Planning Commission was briefed on the Newberg Urban Renewal Feasibility Study on May 14, 2020, and July 9, 2020. Comments and feedback were considered in preparation of the Feasibility Study.

Community Engagement

Community Engagement has occurred through a variety of venues. The COVID-19 pandemic required altering the way we outreached on the project due to the Stay Home, Save Lives executive order by the Governor and social distancing requirements. We were not able to hold a community open house and instead conducted the following activities:

- Project web site
- Fact Sheet in both English and Spanish
- A series of videos explaining urban renewal
- Distribution of flyers (English and Spanish) at the Wednesday Market along with distribution of the flyers electronically to Rotary, Kiwanis, City Club, and Chehalem Valley Chamber of Commerce for distribution to their members. Information was placed in the Newberg Municipal Services statement for the month of July with a link to the urban renewal web site. A presentation was provided to Kiwanis on July 9, 2020.

Taxing District Outreach

Outreach has occurred to the Overlapping Taxing Districts (Yamhill County, Yamhill County Extension, Yamhill County Soil & Water, Tualatin Valley Fire & Rescue, Chehalem Park and Recreation District, Newberg School District, Willamette Education Service District, and Portland Community College) on the Newberg Urban Renewal Feasibility Study. At the time of report preparation TVF&R provided a written comment.

Ad Hoc Urban Renewal Citizens Advisory Committee Recommendation

On June 29, 2020, the Ad Hoc Urban Renewal Citizens Advisory Committee recommended the City Council accept the Newberg Urban Renewal Feasibility Study and establish an urban renewal agency.

Urban Renewal Agency Formation

On August 17, 2020, the City Council passed Ordinance No. 2020-2865 declaring that blighted areas exist within the City of Newberg, recognizing the need for an urban renewal agency to function in the City of Newberg, and providing for the exercise of the agency's powers by the City Council of the City of Newberg, and creating Section 2.40 Urban Renewal Agency in the Newberg Municipal Code.

Newberg Urban Renewal Agency Bylaws

On April 19, 2021, the Agency held its first meeting to elect a Chair and Vice Chair since the Agency formation. Per Ordinance No. 2020-2865 (NMC 2.40.090 Agency bylaws and rules) the Newberg Urban Renewal Agency shall, by resolution of the agency, establish such bylaws and other rules of procedure as it deems necessary or proper to carry out its lawful duties.

Newberg Urban Renewal Plan and Accompanying Report

City Council

There has been a variety of information sharing with the City Council on the Urban Renewal Plan and Report. These have been through the City Manager's monthly reports in November and December 2020, and in February, March, April, May, June, July, August, and December 2021, and January, February, and March 2022.

Ad Hoc Urban Renewal Citizens Advisory Committee

The Ad Hoc Urban Renewal Citizens Advisory Committee (CAC) met on the following dates discussing various aspects in preparing an Urban Renewal Plan and Report.

November 9, 2020 - Update on City Council review of Feasibility Study; Urban Renewal Agency formation; Update on sale of industrial parcel; Review of financial data and recommendation on AV growth rate; Begin prioritization of project list to match financial capacity.

November 23, 2020 - Prioritization of project list to match financial capacity.

January 25, 2021 – Continued prioritization of project list to match financial capacity.

February 22, 2021 - Outline of Urban Renewal Plan and Report; Prioritization of project list to align with financial capacity; Project Timeline.

March 8, 2021 - Prioritization of project list to align with financial capacity

March 26, 2021 - Revisit Project List; Financing Plan; and Goals and Objectives.

April 26, 2021 - Revisit Project List and Financial Memo Update.

May 24, 2021 - Newberg Urban Renewal Plan and Report – Recommendation on initial proposal.

November 30, 2021 – Reconvened the Ad Hoc Urban Renewal Citizens Advisory Committee (CAC) to address modifying the original proposal based on feedback from the Yamhill County Board of Commissioners.

January 4, 2022 – Revisit of proposed project list. The CAC approved the revised project list.

January 25, 2022 - Newberg Urban Renewal Plan and Report – Recommendation on revised

Newberg Urban Renewal Plan and Report.

Planning Commission

The Planning Commission was briefed on the Newberg Urban Renewal Plan and report on February 11, 2021, March 11, 2021, April 8, 2021, May 13, 2021, and December 9, 2021.

Community Engagement

Community Engagement has occurred through a variety of venues. The COVID-19 pandemic required altering the way we outreached on the project due to the Stay Home, Save Lives executive order by the Governor and social distancing requirements.

- Project web site
- Updated Fact Sheet
- Social media
- Video on urban renewal
- Open House (virtual), presentations to Rotary (Early Bird and Noon), City Club, Friendsview Board of Directors, Austin Industries, Yamhill County Association of Realtors.

Taxing District Outreach

Outreach has occurred to the Overlapping Taxing Districts (Yamhill County, Yamhill County Extension, Yamhill Soil & Water Conservation District, Tualatin Valley Fire & Rescue, Chehalem Park and Recreation District, Newberg School District, Willamette Education Service District, and Portland Community College) on the Newberg Urban Renewal Plan and Report as it was being prepared.

Ad Hoc Urban Renewal Citizens Advisory Committee Recommendation

The Ad Hoc Urban Renewal Citizens Advisory Committee recommended on January 25, 2022, 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.

Consult and Confer Process

ORS 457 contains the following: *ORS 457.089 Urban renewal plan and report to planning commission and affected taxing districts for recommendations before approval by municipality; taxing district concurrence required for plan that includes public building project.*

This provision of ORS 457 requires that *"(2)(a) The urban renewal agency shall deliver the urban renewal plan and accompanying report to the governing body of each taxing district affected by the urban renewal plan, by certified mail or any form of delivery that requires a signature upon delivery or that may otherwise be tracked. The agency shall consult and confer with the taxing districts before presenting the plan to the governing body of the municipality for approval under ORS 457.095.*

(b) The governing body of each taxing district shall have 45 days following receipt of the plan and report to submit written recommendations to the urban renewal agency. In adopting the plan, the

governing body of the municipality shall accept, reject or modify the recommendations of each taxing district."

This process was initiated on February 7, 2022, by the Newberg Urban Renewal Agency adopting Resolution No. 2022-04. Required documents were sent to the taxing districts by certified mail and by email on February 10, 2022. Presentations were provided to the following taxing districts:

- Tualatin Valley Fire and Rescue Board of Directors
- Newberg Public Schools Board of Directors
- Chehalem Park and Recreation District Board of Directors
- Yamhill County Board of Commissioners
- Yamhill County Extension Service Directors
- Yamhill Soil and Water Conservation District Board of Directors

The Willamette Education Service District and Portland Community College declined a formal presentation.

Yamhill Soil and Water Conservation District. The comments are excerpted below with the full comments included in Attachment 2.

"…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…."

Staff comment

The City recognizes the forgone taxes that would occur to the taxing districts, including the City of Newberg. Below is the table in the Report and presented to Yamhill Soil and Water Conservation District during the consult/confer process on the annual taxes foregone over the 30-year life of the Plan.

FYE	SOIL and WATER		FYE	SOIL and WATER
2024	(697)		2040	(11,085)
2025	(1,090)		2041	(12,148)
2026	(1,503)		2042	(13,280)
2027	(1,943)		2043	(14,485)
2028	(2,412)		2044	(15,769)
2029	(2,911)		2045	(17,137)
2030	(3,443)		2046	(18,593)
2031	(4,009)		2047	(20,144)
2032	(4,612)		2048	(21,796)
2033	(5,254)		2049	(23,555)
2034	(5,938)		2050	(25,429)
2035	(6,667)		2051	(27,424)
2036	(7,442)		2052	(29,549)
2037	(8,269)		2053	(29,859)
2038	(9,148)		Total:	(355,680)
2039	(10,087)			

As noted above the amount starts at $697 in the first year and increases annually based on increased property tax values over the 30-year life of the Plan, with the final year in an amount of $29,895. The aggregate total is identified as $355,680. It should also be noted that the City is actively pursuing and working with developers on development outside of the proposed urban renewal area that will generate property tax revenue for all taxing districts. Examples are the Crestview Green residential project at Highway 99W/Benjamin Road, Springbrook Master Plan, infill/expansion industrial opportunities, infill/expansion opportunities on the Highway 99W corridor outside of the downtown area, residential development along NE Chehalem Drive, middle housing opportunities across the city, and possible Urban Growth Boundary expansion to address deficiencies for medium and high density residential development and lands for industrial development in the Housing Needs Analysis and Economic Opportunities Analysis.

Staff suggests City Council consider the comments from Yamhill Soil and Water Conservation

District and either accept, reject or modify the recommendation.

C. PROCESS: ORS 457.089(1) requires that an urban renewal plan and accompanying report has to be determined to be in conformance with the Newberg Comprehensive Plan. The Planning Commission will hold a legislative hearing on the Plan. The Commission makes a determination of compliance listed in findings. The Planning Commission's determination is forwarded to the City Council who will hold a legislative public hearing and render a final decision on the Newberg Urban Renewal Plan and accompanying Report and compliance with the Newberg Comprehensive Plan. Important dates related to this request are as follows:

1.	7/20/20:	The Newberg City Council accepted the Newberg Urban Renewal Feasibility Study on July 20, 2020, by Resolution No. 2020-3685.
2.	8/17/20:	The Newberg City Council formed the Newberg Urban Renewal Agency and declared blight conditions exist by Ordinance No. 2020-2865.
3.	5/24/21:	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.
4.	6/7/21:	The Newberg Urban Renewal Agency referred the Newberg Urban Renewal Plan and Report to Taxing Districts via Resolution No. 2021-02.
5.	6/23/21:	The Newberg Graphic published notice of the Planning Commission hearing on conformance with the Newberg Comprehensive Plan, and notice was posted in four public places.
6.	7/7/21:	The Newberg Graphic published notice of the Planning Commission hearing on conformance with the Newberg Comprehensive Plan and Yamhill County Comprehensive Plan and notice was posted in four public places.
7.	7/8/21:	The Planning Commission opened the hearing and took testimony on the Newberg Comprehensive Plan conformance and continued the hearing to July 22, 2021.
8.	7/12/21:	A super Notice per ORS 457.120 was sent to all property owners within the city limits and to all property owners outside of the city limits but within the proposed urban renewal district boundary on July 12, 2021, for the August 2, 2021, City Council public hearing.
9.	7/22/21:	The Planning Commission held a legislative hearing to consider the request of the Urban Renewal Plan conformance with the Newberg Comprehensive Plan and Yamhill County Comprehensive Plan.
10.	7/29/21:	The Yamhill County Board of Commissioners considered a

		Resolution to approve the Plan.
11.	8/2/21:	After proper notice, the City Council held a legislative hearing to consider the item. The legislative hearing by City Council and adoption of the proposed Plan and accompanying Report is by a non-emergency ordinance. The Yamhill County Board of Commissioners on July 29,2021 adopted Resolution 21-07-29-01 approving the Plan with a condition that is go to a vote. The 2nd reading of the ordinance was delayed to October 18, 2021.
12.	8/2/21:	City Council adopted Resolution No. 2021-3762 indicating their intent to go to an election on November 2, 2021, on the proposed Newberg Urbana Renewal Plan.
13.	8/16/21:	City Council reconsidered their action of Resolution No. 2021-3762 and chose not to go to an election on November 2, 2021.
14.	10/18/21:	The City Council by motion concluded to not hold a second reading on Ordinance No. 2021-2885.
15.	9/20/21:	City Council provided guidance to revise the proposed Newberg Urban Renewal Plan removing lands not annexed into the city limits.
16.	1/25/22:	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.
17.	2/7/22:	The Newberg Urban Renewal Agency referred the Newberg Urban Renewal Plan and Report to Taxing Districts via Resolution No. 2022-04.
18.	2/23/22:	The Newberg Graphic published notice of the Planning Commission hearing on conformance with the Newberg Comprehensive Plan and notice was posted in four public places.
19.	3/10/22:	The Planning Commission held a legislative hearing to consider the request of the Urban Renewal Plan conformance with the Newberg Comprehensive Plan and concluded the Newberg Urban Renewal Plan was in conformance and adopted Resolution No. 2022-378.
20.	3/14/22:	A super Notice per ORS 457.120 was sent to all property owners within the city limits on March 14, 2022, for the April 4, 2022, City Council public hearing.
21.	3/16/22:	The Newberg Graphic published notice of the City Council public hearing.
22.	4/4/22:	After proper notice, the City Council held a legislative hearing to consider the item. The legislative hearing by City Council and

adoption of the proposed Newberg Urban Renewal Plan and accompanying Report is by a non-emergency ordinance.

D. PUBLIC COMMENTS: As of the writing of this report one public comment was received by Mr. Roger Currier. That comment is included in Attachment 3.

One of the issues raised by the community is that the urban renewal proposal increases property taxes. Below is an example shared with the community through community outreach activities that represents an urban renewal program does not increase property taxes.

Taxing District	**Rate**	**Property Value**	**Property Value without UR – 3% Increase**	**Property Value with UR – 3% increase**
Property Value		$100,000	$103,000	$103,000
Yamhill County	$2.5775	$257.75	$265.48	$257.75
Yamhill Extension	$ .0449	$4.49	$4.62	$4.49
Yamhill Soil & Water	$ .0354	$3.45	$3.65	$3.54
TVF&R	$ 1.5252	$152.52	$157.10	$152.52
Chehalem Park & Rec	$ .9076	$90.76	$93.48	$90.76
City of Newberg	$ 2.5750	$257.70	$265.23	$257.5
School District 29J	$ 4.6616	$466.16	$480.14	$466.16
Portland Community College	$ .2828	$28.28	$289.23	$28.28
Willamette Reg ESD	$ .2967	$29.67	$30.56	$29.67
Urban Renewal				$38.62
Total	$12.9067	$1,290.67	$1,329.39	$1,329.39

Other email communications outside of inquiries on accessing the information for the proposal on the City's web site have been received from Bill Rosacker concerning (Attachment 3):

a. When does the public comment period open?
b. Where are we on the project?
c. Why does your timeline on the city website end last fall.
d. Where do I make comment?
e. Also how are you notifying the citizens?
f. 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.

Staff Response

Public comment opened the day the notice was mailed to property owners.

The City is at the stage of accepting public comment for a public hearing scheduled for April 4, 2022.

The project timeline was originally scheduled to end in August 2022 after a public hearing. That was extended by Council based on discissions in the fall of 2021 to revise the Plan. The graphic on the web site was not updated.

If you have comments on the proposal, you can direct them to me (Doug Rux) 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

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.

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

Peggy Kilburg had the following question (Attachment 3):

a. Will the public hearing be open to in person attendance?

Staff Response

The public hearing is open to in-person attendance at the Public Safety Building at 7 pm on April 4, 2022.

If the city receives additional written comments, staff will forward them to the City Council.

E. DISCUSSION:

The City of Newberg has been actively engaged since 2019 in evaluating the feasibility of an urban renewal program. In 2020 a Feasibility Analysis was conducted indicating urban renewal was feasible in Newberg. This was followed by a blight declaration from the City Council and establishment of an urban renewal agency. An Urban Renewal Plan and accompanying Report has been prepared by the Ad Hoc Urban Renewal Citizens Advisory Committee. They recommended to the Newberg Urban Renewal Agency to initiate the consult and confer process which has been completed.

The Newberg Planning Commission held a legislative public hearing and determined the Newberg Urban Renewal Plan is in conformance with the Newberg Comprehensive Plan by Resolution No. 2022-378.

Thirteen letters of support from community members and organizations are included as Attachment 4 for the Newberg Urban Renewal Plan.

The City Council is now at the point of conducting their legislative hearing considering all of the

input that has been received over the past 26 months. The public hearing will be a two-step process taking testimony and input on a first reading of the ordinance on April 4, 2022. This will be followed by a second reading and consideration of adoption on April 18, 2022.

If the ordinance is adopted staff will follow additional requirements in ORS 457 for official notices and recording of the Plan. There is also a referendum process post ordinance adoption.

F. ORDINANCE ADOPTING THE PLAN

The ordinance adopting the Plan requires the City Council to make certain findings, which are listed in the last "Recital" paragraph. These findings are based on various documents and events. The findings are summarized as follows and further detailed in Exhibit "C" and Exhibit "D".

1. The process for the adoption of the proposed Newberg Urban Renewal Plan has been conducted in accordance with the provisions of Chapter 457 of Oregon Revised Statutes. A copy of the proposed Newberg Urban Renewal Plan is attached to the ordinance as Exhibit "A", and by this reference incorporated herein.

As described above, the City has followed the procedures as outlined by ORS 457.

2. The area designated in the Plan as the Area is blighted, as defined by ORS 457.010(1), and is eligible for inclusion within the Plan because of conditions described in Section X of the Report accompanying the Newberg Urban Renewal Plan, (the "Report") including inadequate streets and other rights-of-way, open spaces and utilities, and a prevalence of depreciated values resulting from underdevelopment and underutilization of property within the Area (Exhibit "B").

This is the basic justification for the Plan and the Council's finding is meant to make that justification explicit.

3. The rehabilitation and redevelopment described in the Plan to be undertaken by the Agency is necessary to protect the public health, safety, and welfare of the City because absent the completion of the urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according to the goals of the comprehensive plan.

This finding states the public purpose of the Plan which is for the property in the Area to develop and redevelop according to the Comprehensive Plan. Property which is not developed or not fully developed and occupied does not contribute as much property taxes as fully developed property. The improvement of property in the Area will add to the tax base in the Area and further support additional economic activity in the Area.

4. The Plan conforms to the Newberg Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan, as more fully described in Section XIII of the Plan.

This finding is supported by Section XIII of the Plan and the Planning Commission's conclusion that the Plan conforms to the Newberg Comprehensive Plan and the Yamhill County

Comprehensive Plan.

5. In connection with any residential displacement occurring as a result of the acquisition and disposition of land, provision has been made for displaced persons in the Relocation Section of the Report as required under applicable state and federal law;

The Plan does not contemplate acquisition of property that would displace residents or businesses. Should the Plan be amended to include such acquisition, the Agency would be obligated to provide relocation assistance.

6. The acquisition of real property provided for in the Plan is necessary for the development of infrastructure improvements in the Area, for the development of public spaces, and for assisting in private redevelopment of the Area.

The Plan authorizes acquisition of real property. No property is specifically identified for acquisition.

7. Adoption and carrying out the Plan is economically sound and feasible in that funds are available to complete the Plan projects using urban renewal tax increment revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440, and other available funding as shown in Sections III, IV, V, and VI of the Report.

The Report contains information on the projected revenues and projected expenditures under the Plan and supports a finding that the Plan is economically sound and feasible.

8. The City of Newberg shall assume, and complete activities prescribed to it by the Plan.

The Plan does not prescribe any specific activities to the City.

9. The Agency consulted and conferred with affected overlapping taxing districts prior to the Plan being forwarded to the City Council.

The Agency sent a copy of the Plan and the Report to the affected overlapping taxing districts on February 10, 2022. The letter included an invitation to provide comments in writing on the Plan and Report.

The ordinance also calls for publication of a notice that the Council has adopted the ordinance, for the recording of the Plan by the Yamhill County Clerk, and for transmitting the Plan to the Yamhill County Assessor.

G. AD HOC URBAN RENEWAL CITIZENS ADVISORY COMMITTEE RECOMMENDATION

The Ad Hoc Urban Renewal Citizens Advisory Committee recommended on January 25, 2022, 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.

H. PLANNING COMMISSION RECOMMENDATION

The Newberg Planning Commission held a public hearing on March 10, 2022, heard public testimony, and approved Resolution No. 2022-378 (Exhibit "D" to Ordinance No. 2022-2896) determining the Newberg Urban Renewal Plan was in conformance with the Newberg Comprehensive Plan. They further recommended the City Council adopt the Newberg Urban Renewal Plan.

Fiscal Impact:

The urban renewal program development spanned several fiscal years. The funds were allocated in FY 19/20, 20/21, and 21/22. The overall budgeted costs for consultant services are $130,000 in Fund 14 Economic Development. Work began in December 2019 and will go through April 2022.

Strategic Assessment:

2020 Council Goals:
1. Change operational culture to one focused on Customer Service and act to Resolve Ongoing Legal Disputes.

Not applicable.

2. Further develop an operational culture that adopts and cherishes Diversity, Equity, and Inclusion as core values.

Not applicable.

3. Promote development of housing affordability such as houselessness, transitional housing, workforce housing.

Not applicable.

4. Create and support an Urban Renewal Plan and Authority

Exhibits "A" and "B" are the Newberg Urban Renewal Plan and Report to support an Urban Renewal Plan and Authority.

5. Collaborate with local partners and with entities like ICLEI in the development of a Sustainability program.

Not applicable.

Attachments:
1. Newberg Urban Renewal Area Map
2. Taxing District Comments
3. Public Comments
4. Community Support Letters

ORDINANCE NO. 2022-2896

An Ordinance Making Certain Determinations and Findings Relating to and Approving the Newberg Urban Renewal Plan and Directing that Notice of Approval be Published

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 ("Agency") and declared blight conditions exist by Ordinance No. 2020-2865 on August 17, 2020.

3. The Agency, as the duly authorized and acting urban renewal agency of the City of Newberg, Oregon, is proposing to undertake certain urban renewal activities in a designated area within the City pursuant to ORS Chapter 457.

4. The Agency, pursuant to the requirements of ORS Chapter 457, has caused the preparation of the Newberg Urban Renewal Plan dated April 18, 2022, and attached hereto as Exhibit "A" (the "Plan"). The Plan authorizes certain urban renewal activities within the Newberg Renewal Area (the "Area").

5. The Agency has caused the preparation of a certain Newberg Urban Renewal Report dated April 18, 2022, and attached hereto as Exhibit "B" (the "Report") to accompany the Plan as required under ORS 457.087;

6. 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.

7. 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.

8. The Plan and the Report were forwarded on February 10, 2022, to the governing body of each taxing district affected by the Plan, and the Agency has thereafter consulted and conferred with each taxing district.

9. The Agency forwarded the Plan and Report to the Newberg Planning Commission (the "Commission") for review and recommendation.

10. After proper notice, the Newberg Planning Commission held a legislative hearing on March 10, 2022, to consider the Newberg Urban Renewal Plan for conformance with the Newberg Comprehensive Plan and Yamhill County Comprehensive Plan.

11. The Commission considered the Plan and Report on March 10, 2022, and adopted findings that the Plan conformed with the Newberg Comprehensive Plan Comprehensive Plan attached hereto as Exhibit "D" (the "Planning Commission Recommendation");

12. On March 14, 2022, the City caused notice of the hearing to be held before the Council on the Plan (Exhibit "A"), including the required statements of ORS 457.120(3), to be mailed to all property owners within the City's incorporated limits.

13. Only March 16, 2022, notice of the City Council public hearing on April 4, 2022, was published in the Newberg Graphic.

14. The City Council has received no written recommendations from the governing bodies of taxing districts and after having given due consideration, the City Council has determined that no amendments are necessary to the Plan and as such rejects the recommendations as required by ORS 457.089 and for the reasons identified in the staff report to the City Council and in the City Council deliberations on this ordinance.

15. On April 4, 2022, the City Council held a public hearing to review and consider the Plan, the Report, the Findings, the recommendations of the Newberg Planning Commission, the public testimony received on or before that date, and to receive additional public testimony.

16. The City Council found that the Plan conforms with all applicable legal requirements.

17. After consideration of the record presented through this date, the City Council does by this Ordinance desire to approve the Plan.

The City of Newberg Ordains as Follows:

1. The Plan complies with all applicable requirements of ORS Chapter 457 and the specific criteria of ORS 457.085(1) and (2), in that, based on the information provided in the Report, the Newberg Planning Commission Recommendation, and the public testimony before the City Council:

    a. The process for the adoption of the Plan (Exhibit "A") has been conducted in accordance with the applicable provisions of Chapter 457 of the Oregon Revised Statutes and all other applicable legal requirements.
    b. The area designated in the Plan (Exhibit "A") as the Newberg Urban Renewal Area ("Area") is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan because of conditions described in Section X of the Report (Exhibit "B") including the existence of inadequate streets and other rights of way, open spaces and utilities and underdevelopment of property within the Area (ORS 457.010(1)(e) and (g)).
    c. The rehabilitation and redevelopment described in the Plan (Exhibit "A") to be undertaken by the Agency is necessary to protect the public health, safety, or welfare of the City because absent the completion of urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according to the goals of the City's Comprehensive Plan.
    d. The Plan (Exhibit "A") conforms to the Newberg Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan (Exhibit "A"), as more fully described in Section XIII of the Plan (Exhibit "A") and in the Newberg Planning Commission Recommendation (Exhibit "D").

e. The Plan (Exhibit "A") conforms to the Newberg Economic Development Strategy as more fully described in Section XIII of the Plan (Exhibit "A") and in the Newberg Planning Commission Recommendation (Exhibit "D").

f. No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the Plan (Exhibit "A") and therefore the Plan does not include provisions to house displaced persons.

g. Adoption and carrying out the Plan (Exhibit "A") is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440 and other available funding as more fully described in the Sections III, IV, V, VI of the Report (Exhibit "B").

h. The City shall assume and complete any activities prescribed it by the Plan (Exhibit "A").

i. The Agency consulted and conferred with affected overlapping taxing districts prior to the Plan (Exhibit "A") being forwarded to the City Council.

j. The City Council acknowledges and has considered the comments by the Yamhill Soil and Water Conservation District as required by ORS 457.089(2)(b) and rejects the recommendation.

2. The Newberg Urban Renewal Plan (Exhibit "A") is hereby approved based upon review and consideration by the City Council of the Plan (Exhibit "A") and Report (Exhibit "B"), Findings in Exhibit "C", and the Newberg Planning Commission Recommendations (Exhibit "D"), each of which is hereby accepted, and the public testimony in the record.

3. Exhibits "A", "B", "C", and "D" are hereby incorporated by reference.

4. The City Manager shall forward forthwith to the Agency a copy of this Ordinance.

5. The Agency shall thereafter cause a copy of the Plan to be recorded in the Records of Yamhill County, Oregon.

6. The City Manager, in accordance with ORS 457.115, shall publish notice of the adoption of the Ordinance approving the Plan including the provisions of ORS 457.135, in the Oregonian and Newberg Graphic no later than four days following adoption of this Ordinance.

Effective Date of this ordinance is 30 days after the adoption date, which is: May 18, 2022.
Adopted by the City Council of Newberg, Oregon, this 18th day of April, 2022, by the following votes:
AYE: NAY: ABSTAIN:

_____

Sue Ryan, City Recorder

Attest by the Mayor this 21st day of April, 2022.

_____

Rick Rogers, Mayor

List of Exhibits:

Exhibit "A": Newberg Urban Renewal Plan
Exhibit "B": Newberg Urban Renewal Report
Exhibit "C": Findings
Exhibit "D": Newberg Planning Commission Recommendation, Resolution No. 2022-378

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

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

Elaine Howard Consulting, LLC

Elaine Howard, Scott Vanden Bos

Tiberius Solutions LLC

Nick Popenuk, Ali Danko, Rob Wyman

JLA Public Involvement

Sam Beresky, Darren Cools

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I. DEFINITIONS

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

"Area" means the properties and rights-of-way located 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 opportunties 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 Commissoners 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 unincorported propeties 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 additonal 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. Additonal opportunties 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

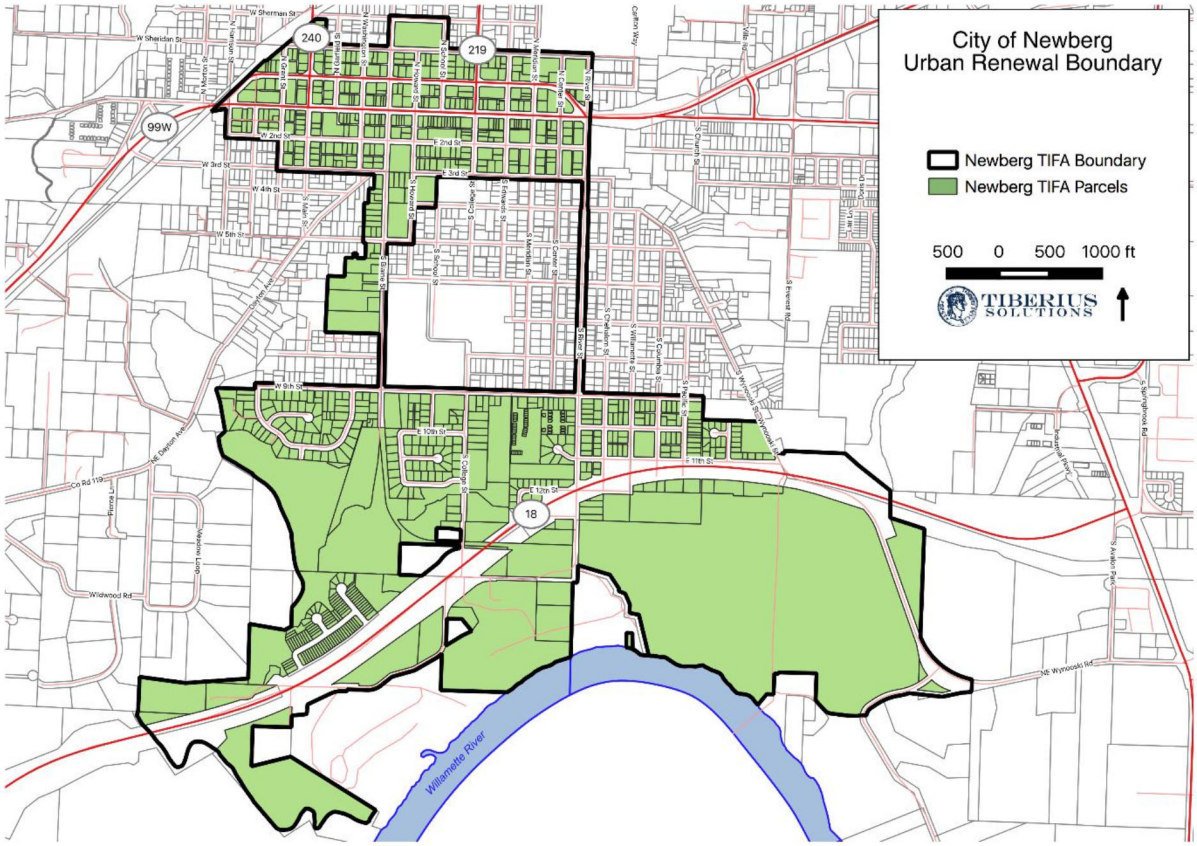
C. Riverfront Trails

D. Undergrounding Utilities

E. Acquisition/Disposition

F. Administration

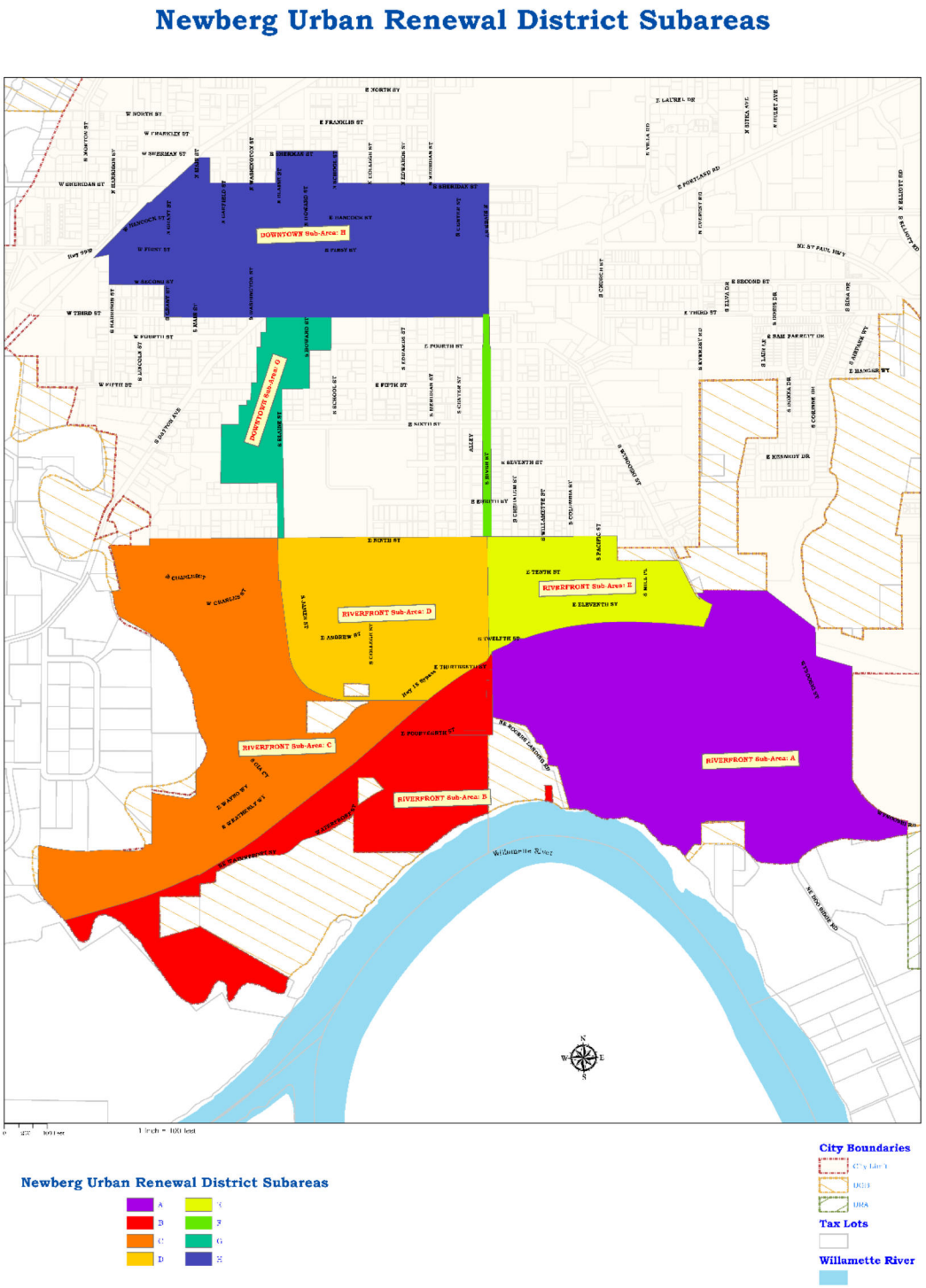
Figure 1 – Newberg Urban Renewal Plan Area Boundary



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



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.

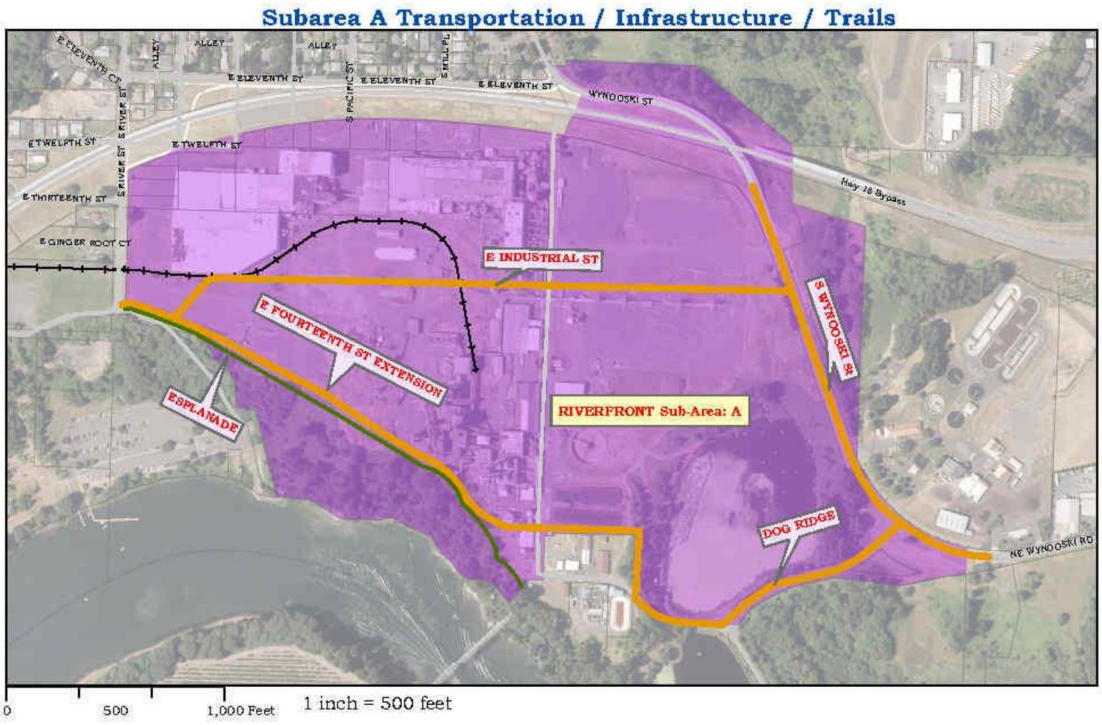
c) NE Wynooski Road from Bypass to NE Dog Ridge Road. Includes street, curb, sidewalk, and a stormwater project. This is currently a County Road. Improvements to the existing road to meet City of Newberg standards.

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.

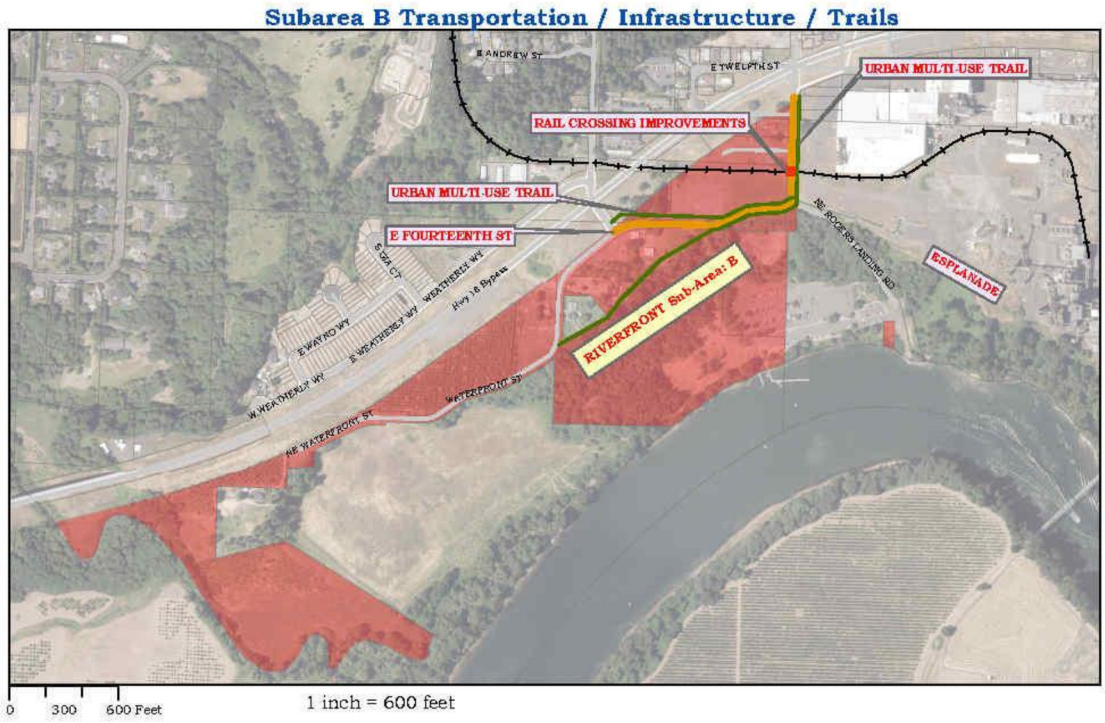
c) E Fourteenth Street - S College Street to S River Street. Includes street, curb, sidewalk, stormwater, water. This is currently a County Road. Improvements to the existing road to meet City of Newberg standards.

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

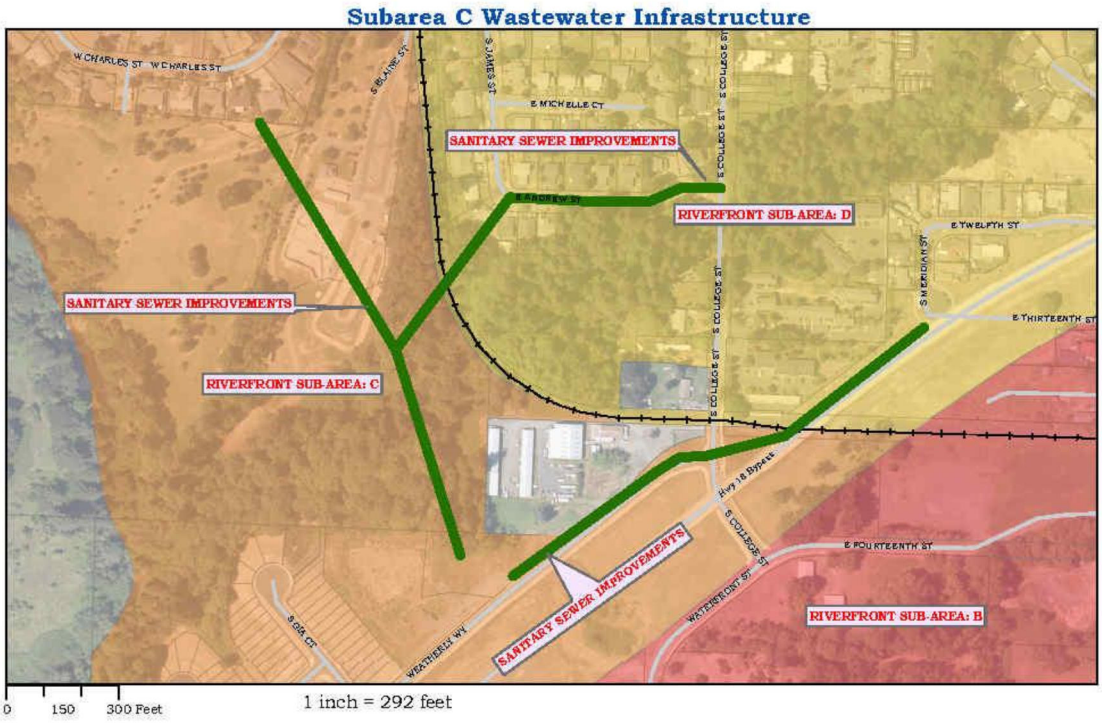
C. *Sub-Area C Riverfront*

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

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.

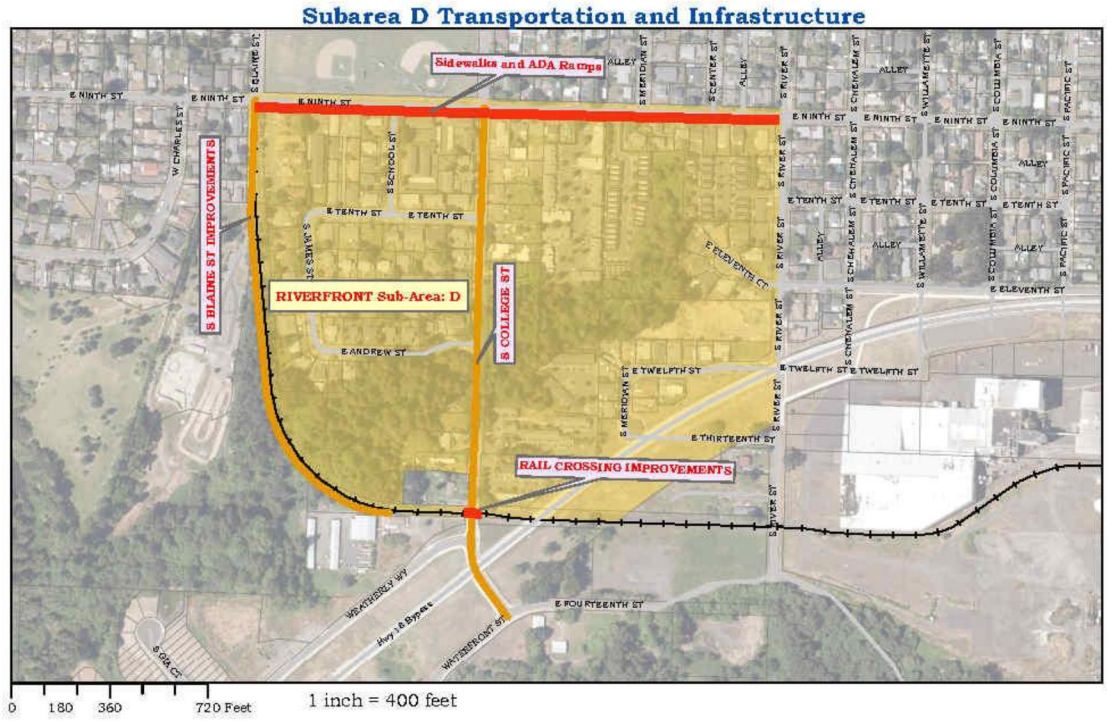
b) S College Street – E Ninth Street to E Fourteenth Street. Includes street, curb, sidewalk, stormwater. This is currently a County Road. Improvements to the existing road to meet City of Newberg standards.

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



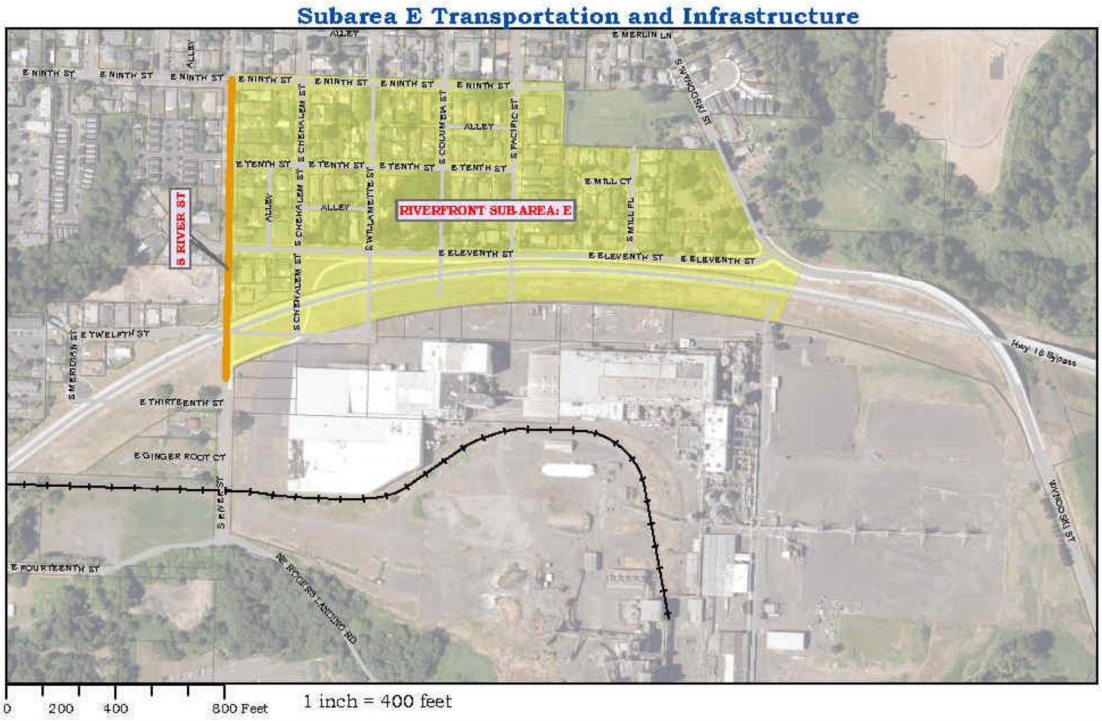
Source: City of Newberg

E. Sub-Area E Riverfront:

1. Public Transportation and Infrastructure

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

Figure 7 – Sub-Area E Transportation and Infrastructure



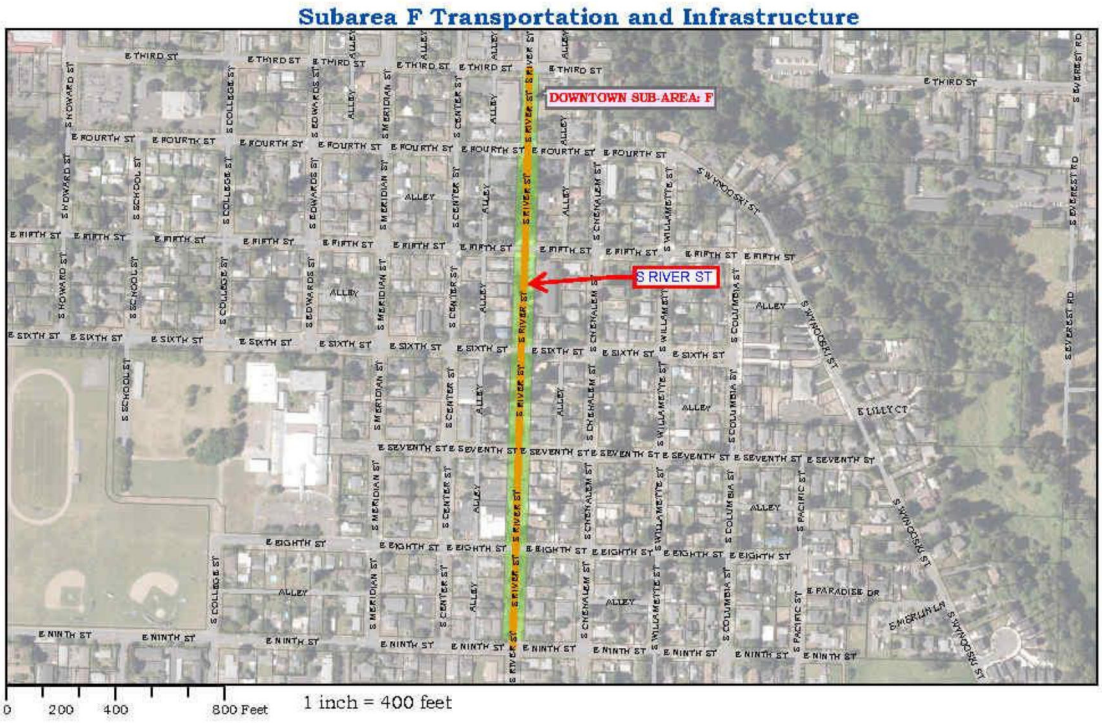
Source: City of Newberg

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



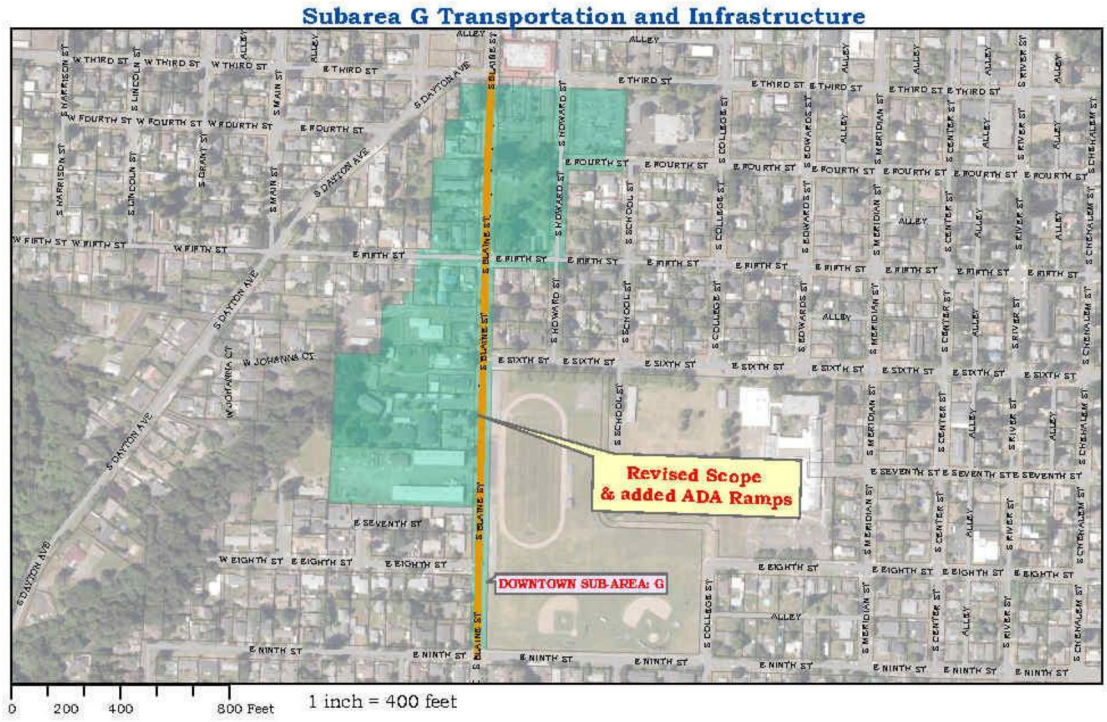
Source: City of Newberg

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. Incudes street, curb, sidewalk, and wastewater and stormwater.

m) N Blaine Street/E Hancock Signal

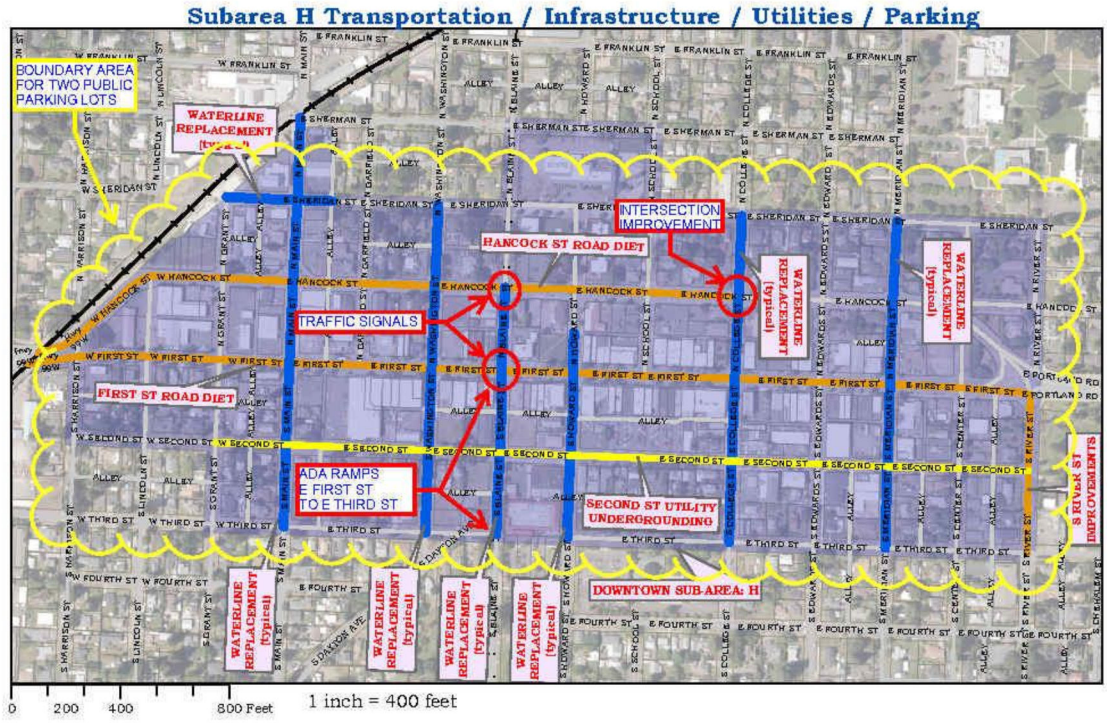
n) N Blaine Street/E First Street Signal.

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 retie 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.

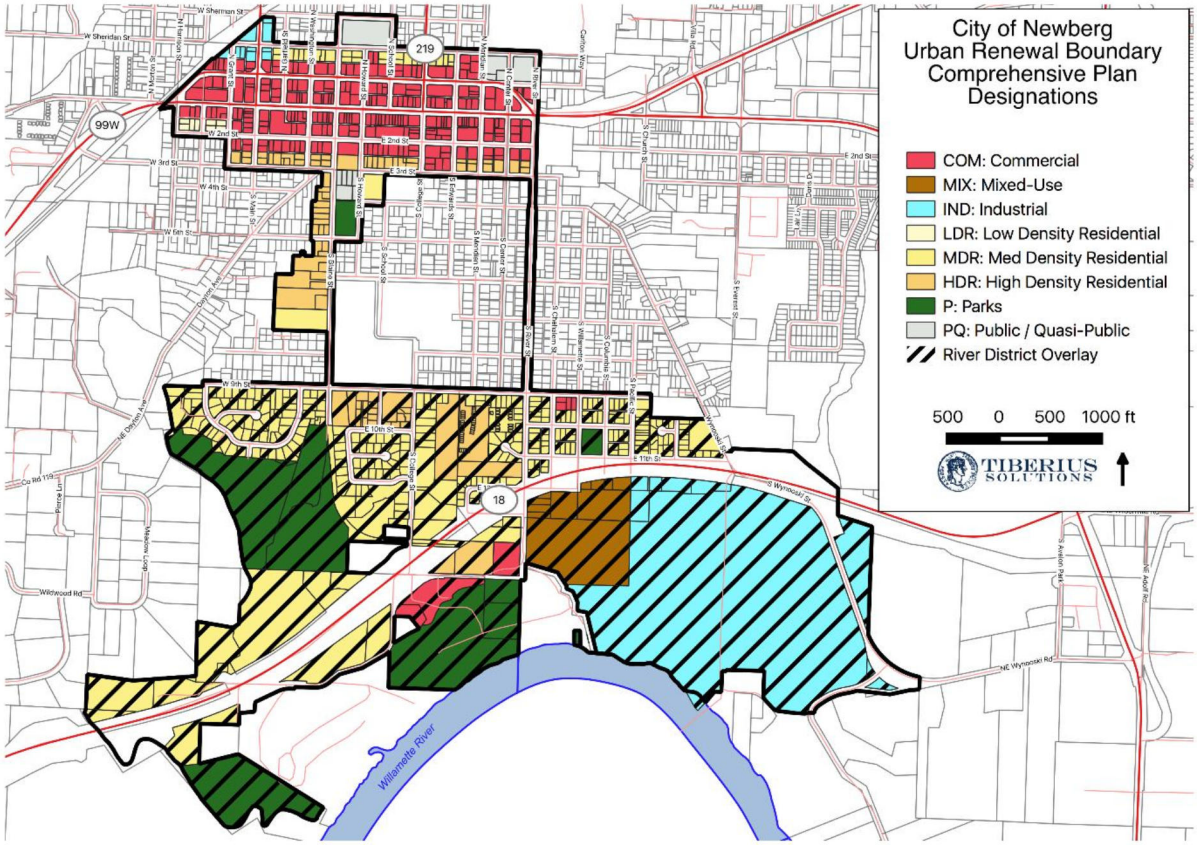
XI. VALIDITY

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

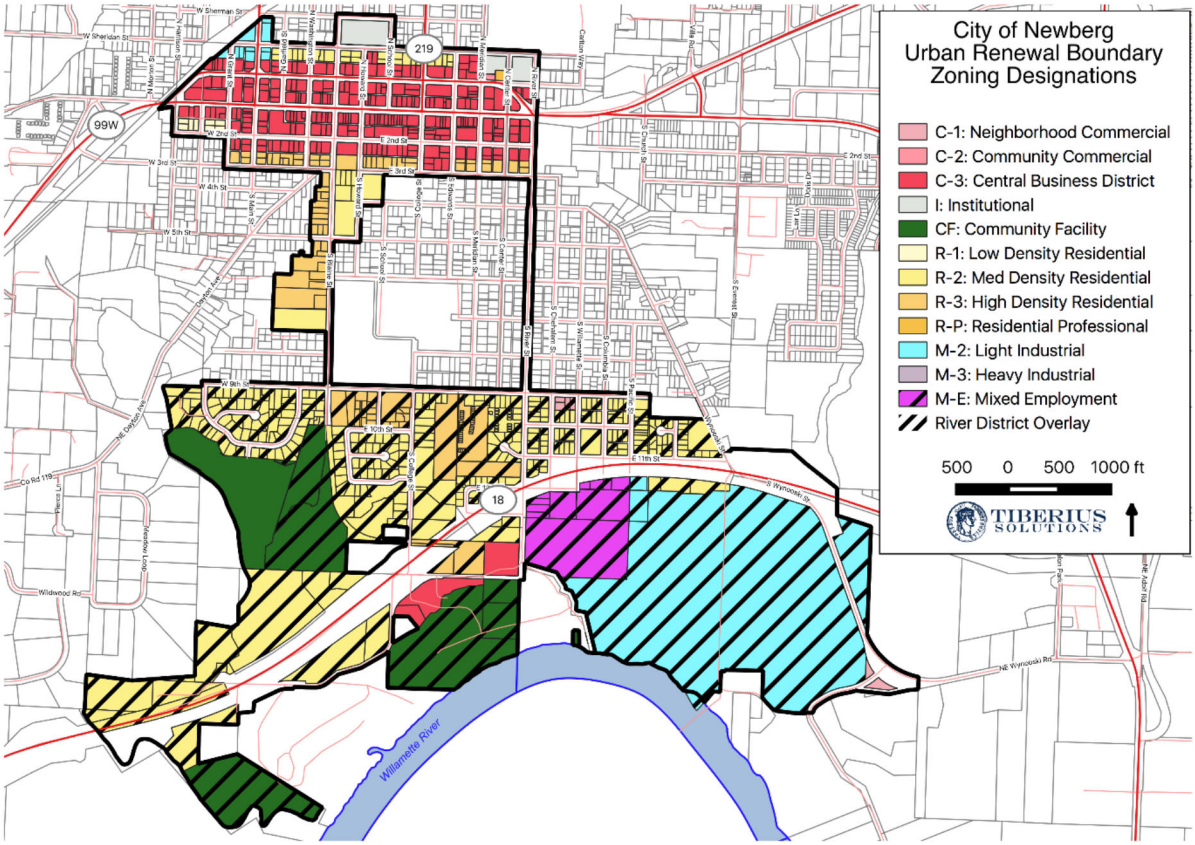
The Agency shall file an Annual Report in compliance with ORS 457.460.

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

REGISTERED PROFESSIONAL LAND SURVEYOR

DIGITALLY SIGNED

OREGON
JANUARY 18, 1994
ANTHONY R. WELLER
2649

RENEWS: 6/30/22

URBAN RENEWAL AREA

CITY OF NEWBERG
P.O. BOX 970
NEWBERG, OR
97132

CES NW
13190 SW 68th Parkway, Suite 150
Tigard, Oregon 97223
503.968.6655 www.cesnw.com

REVISIONS

3626-BASE.DWG

U.R.A. BOUNDARY MAP

PROJECT NO.: 3626
DESIGNED BY: ARW
DRAWN BY: JGH
DATE: 04/06/21

SHEET 1

OF 1

PLOTTED: 1/10/2022 5:08 PM

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

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-

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I. INTRODUCTION

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

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

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

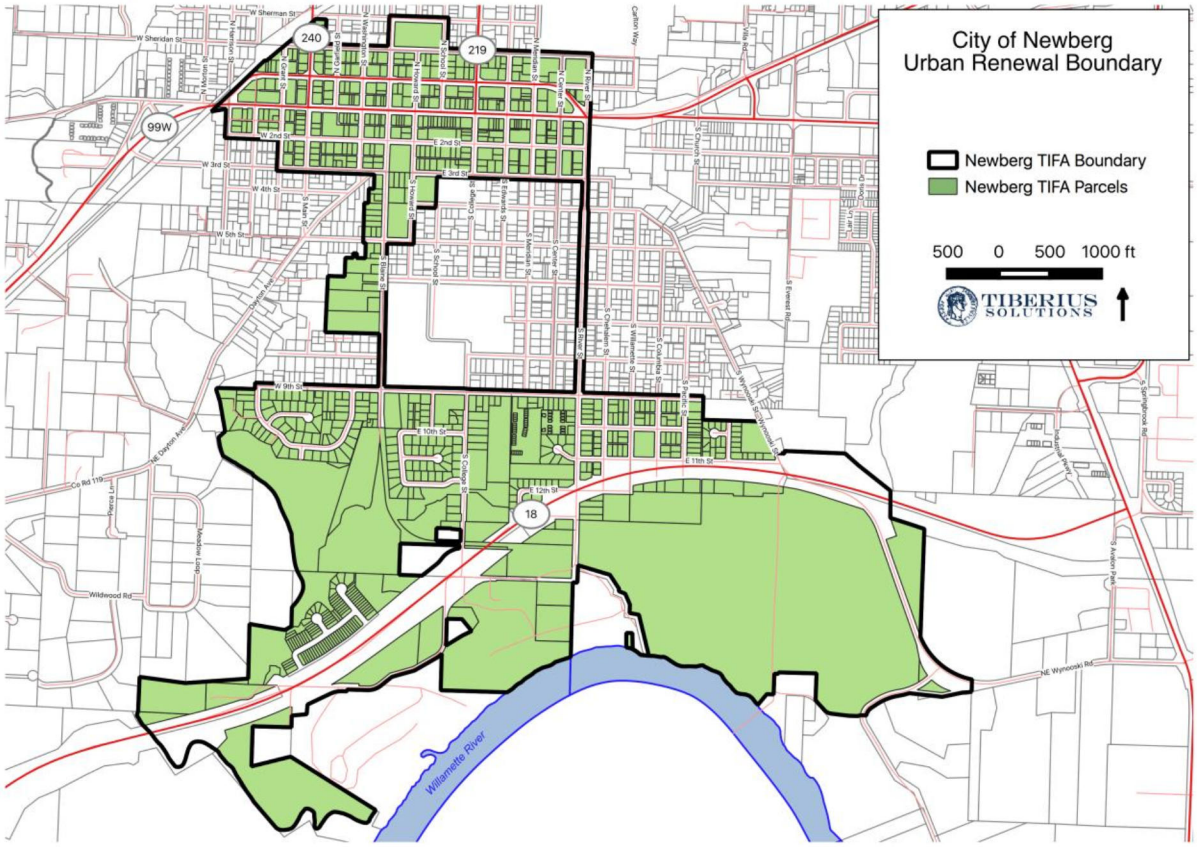
The relationship of the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

Table 1 - Statutory References

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

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

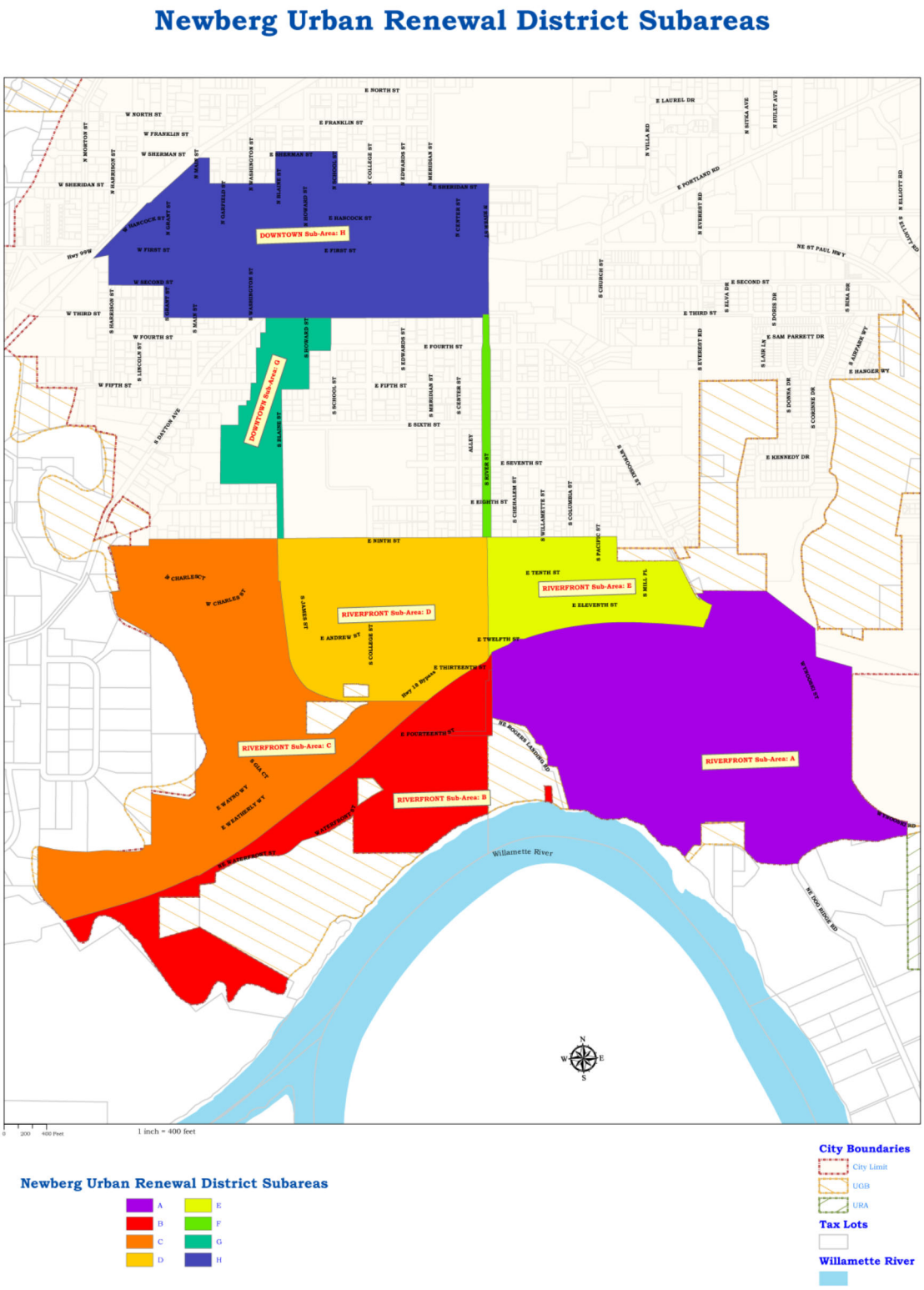
Figure 1 - Newberg Urban Renewal Area Boundary



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



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.

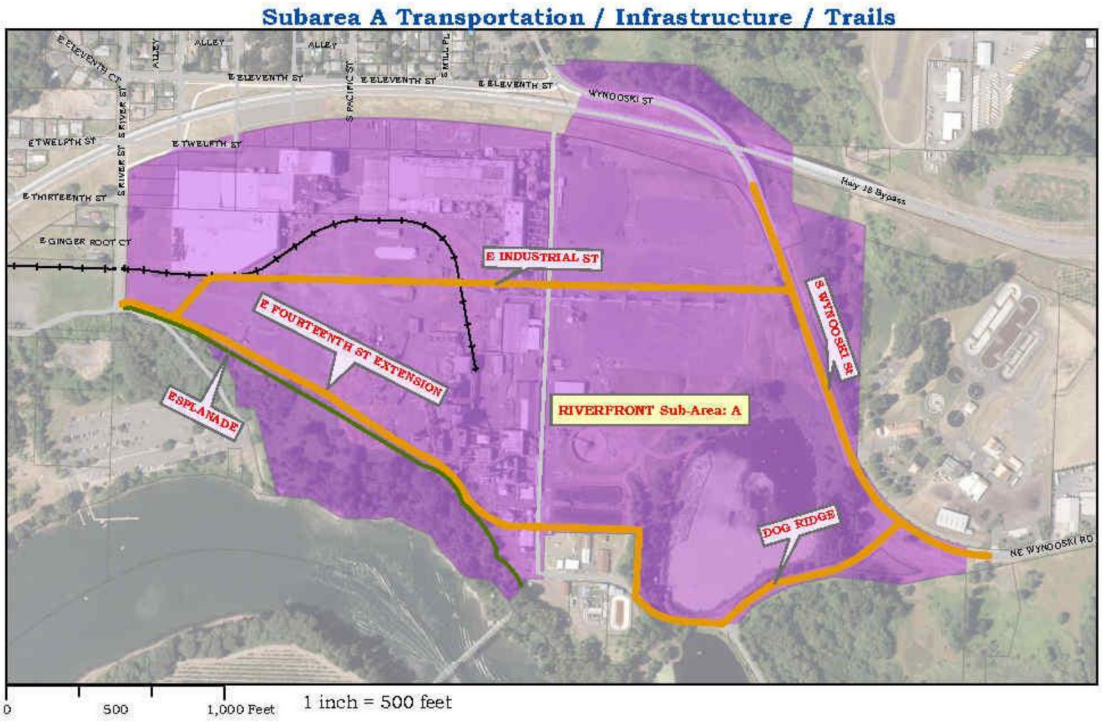
2. Riverfront Trails

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.

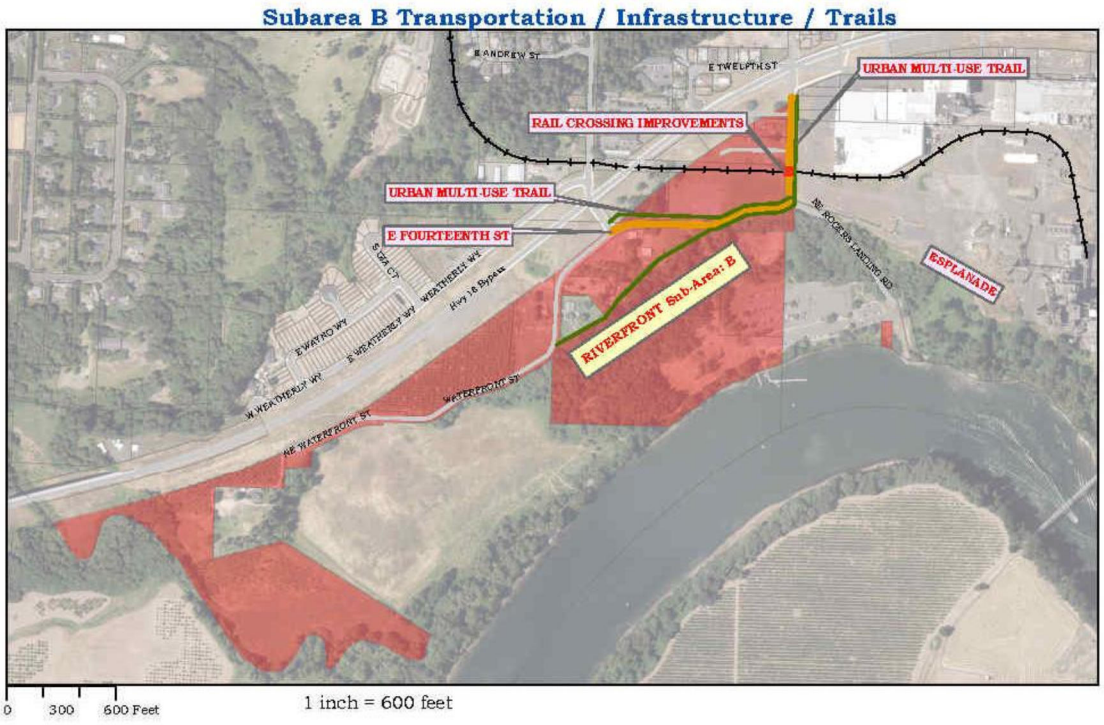
2. Riverfront Trails

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

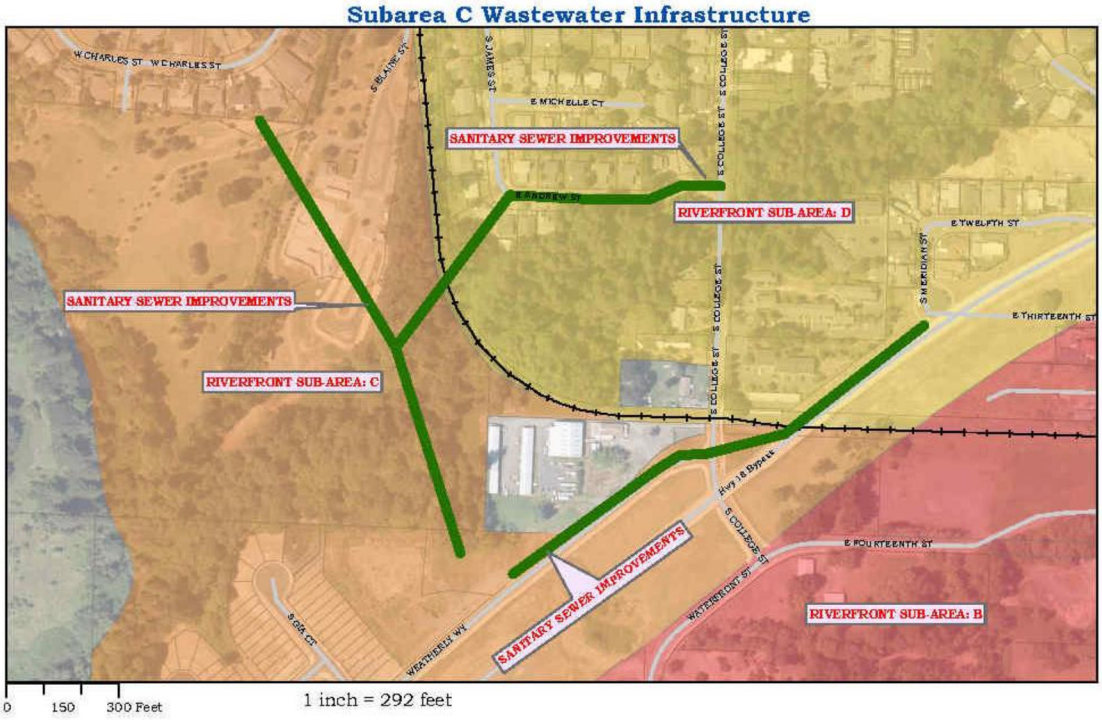
a) Riverfront Lift Station. This project includes the following mainline projects from the Wastewater Master Plan to address the lack of wastewater infrastructure in this area.
   i) Force Main B1
   ii) Gravity Main B4

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:

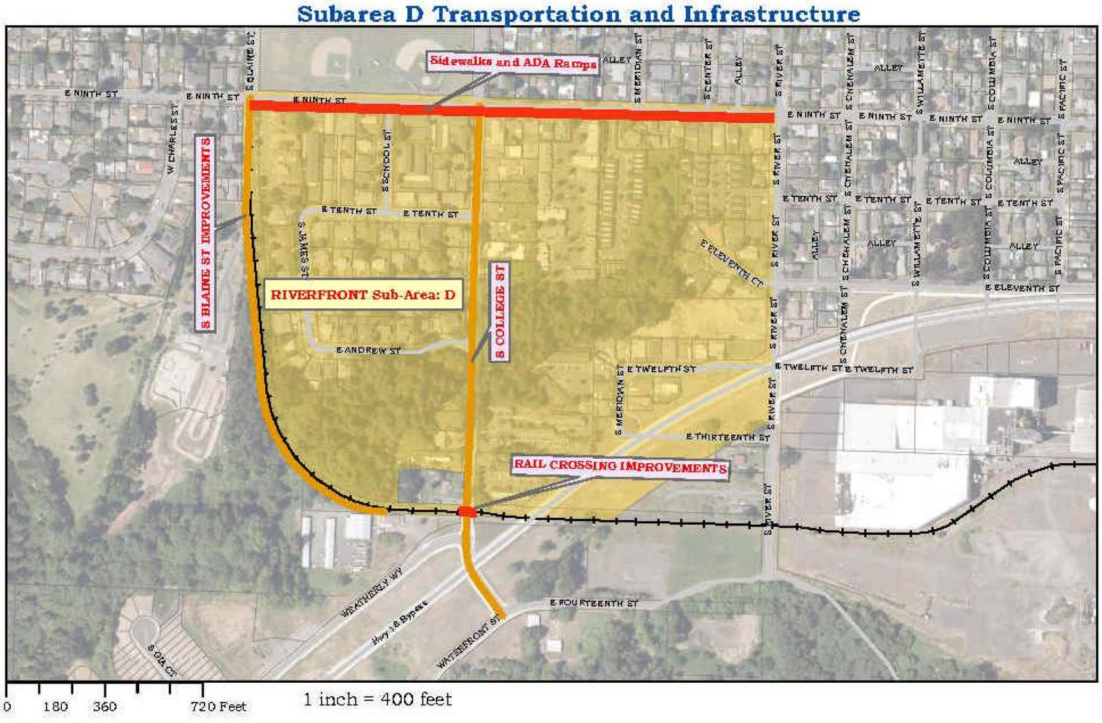
1. Public Transportation and Infrastructure

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:

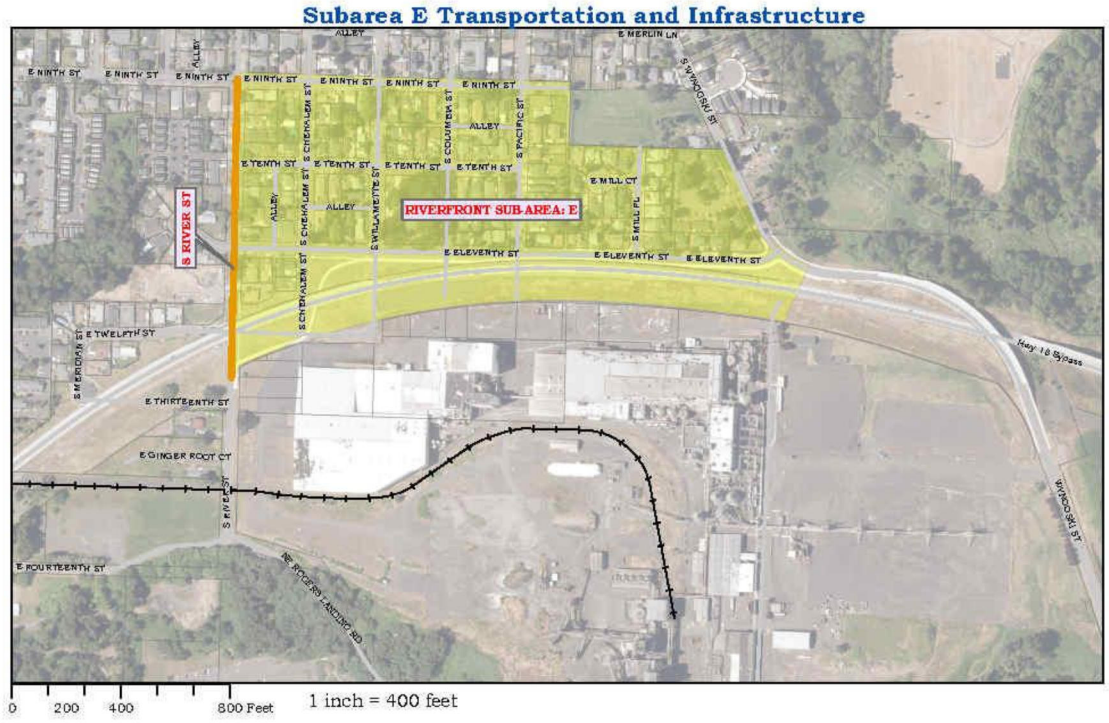
1. Public Transportation and Infrastructure

a) S River Street improvements - E Ninth Street to Bypass. Incudes 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

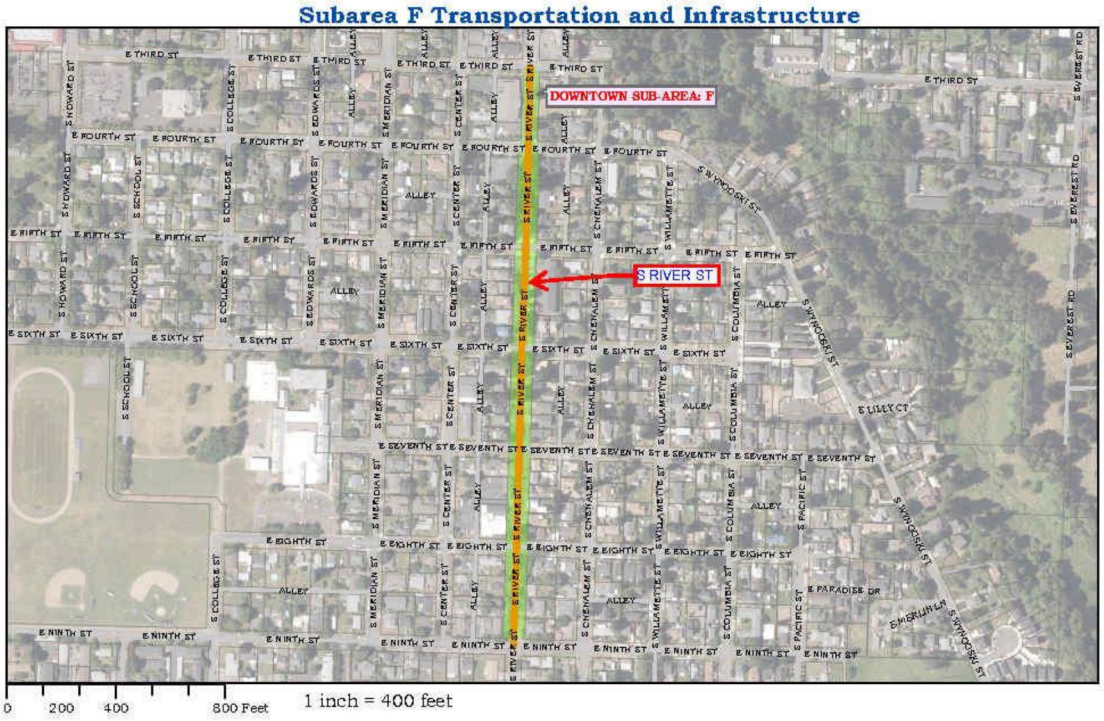
1. Public Transportation and Infrastructure

a) S River Street improvements - E Third Street to E Ninth Street. Incudes 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

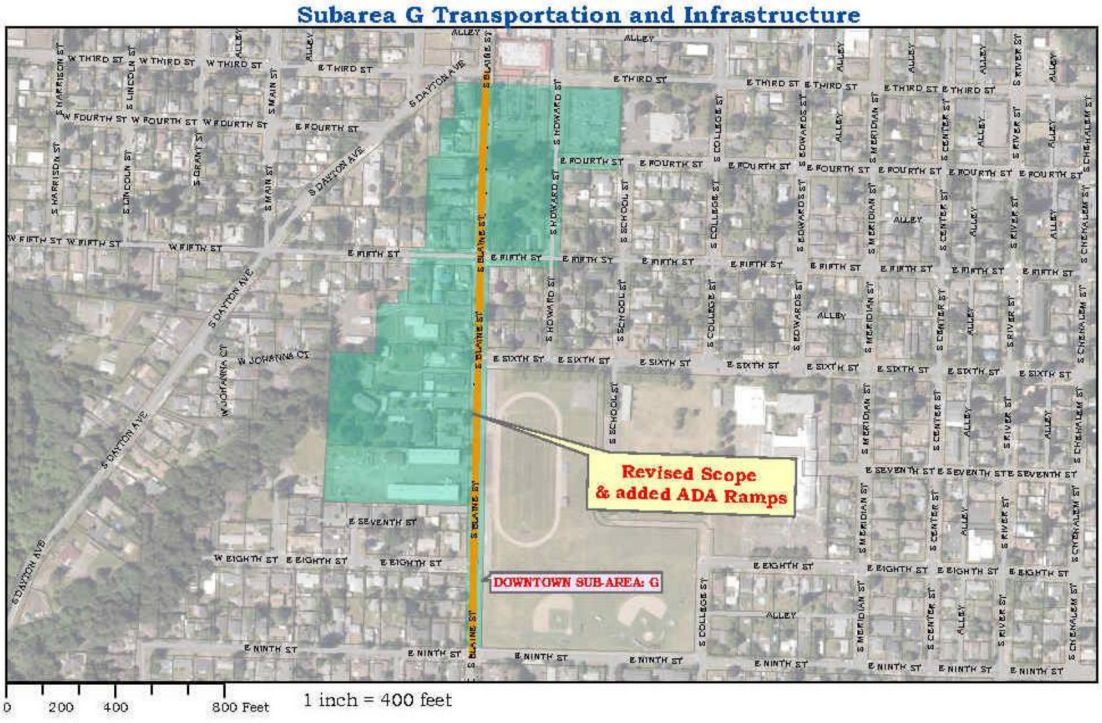
1. Public Transportation and Infrastructure

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. Incudes 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. Incudes 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.

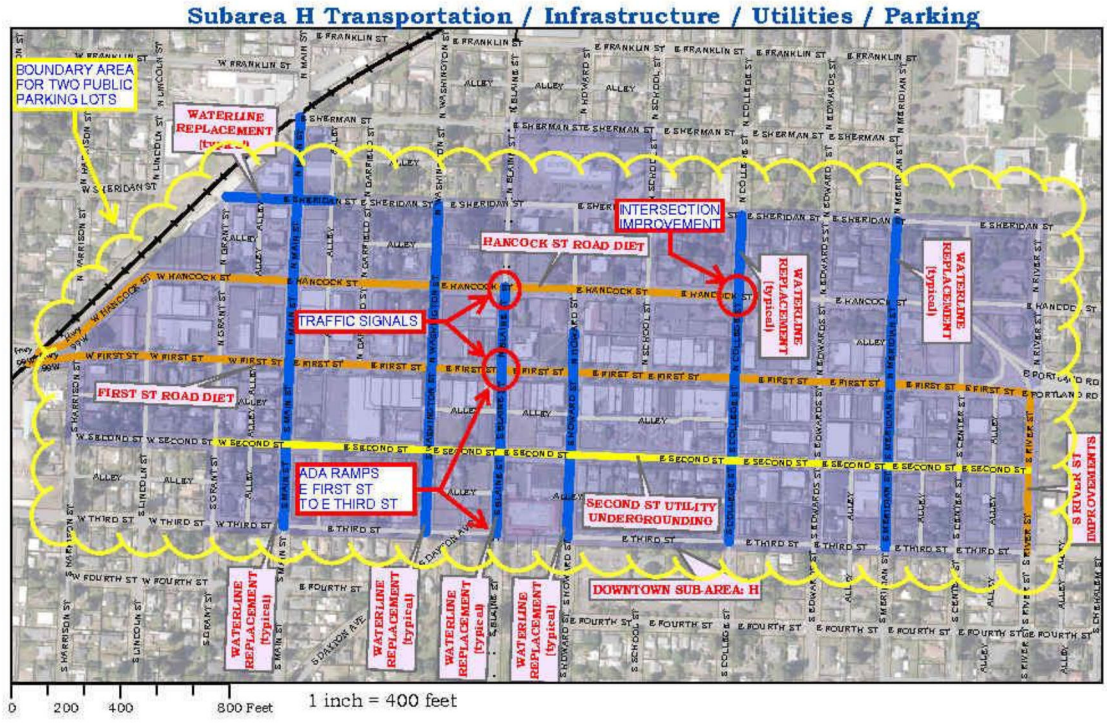
2. Undergrounding Utilities

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

Acquistion/Dispostion 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.

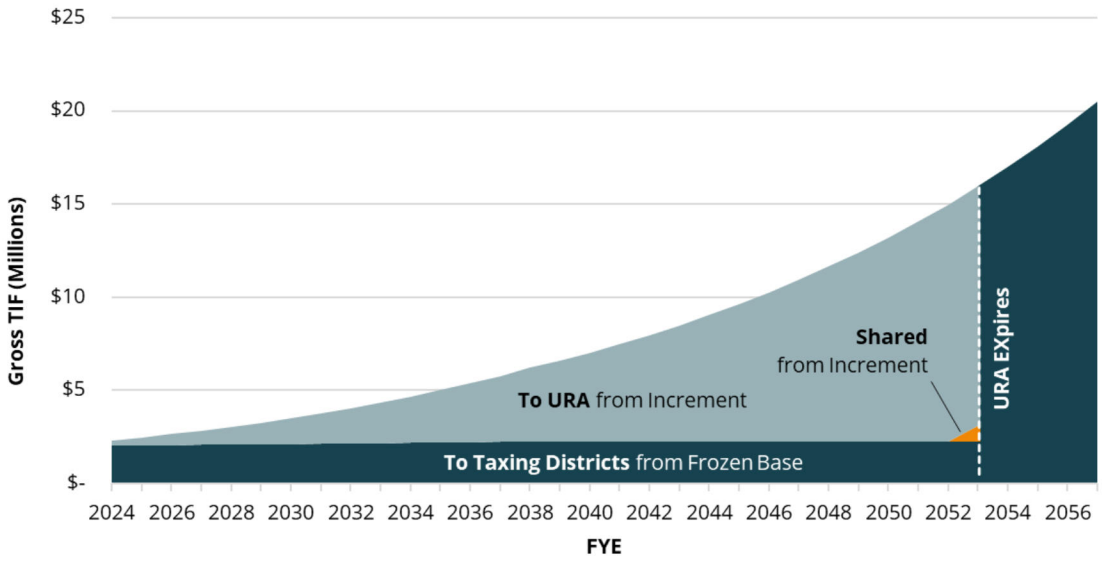
[1] TIF is also used to signify tax increment revenues

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

					Current Year			Prior Year	
FYE	**Total AV**	**Frozen Base AV**	**Increment**	**Tax Rate**	**TIF**	**Adjustments**	**Net**	**Net**	**Total TIF**
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	FY
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
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
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-FiveMillion 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 - Programs and Costs in Year of Expenditure Dollars, Page 2

	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 20
Resources							
Beginning Balance	904,154	1,488,256	666,602	39,029	137,901	331,891	155
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
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
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
Financing Fees				(210,000)			
Administration	(247,912)	(255,341)	(262,998)	(270,883)	(279,015)	(287,394)	(296
Total Expenditures	(247,912)	(1,907,232)	(1,979,427)	(11,199,003)	(919,119)	(1,629,802)	(1,670
Ending Balance	1,488,256	666,602	39,029	137,901	331,891	155,790	304

, Table 12 and Table 13 show the $68,949,729of 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 20
Resources							
Beginning Balance	904,154	1,488,256	666,602	39,029	137,901	331,891	155
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

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
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
Financing Fees				(210,000)			
Administration	(247,912)	(255,341)	(262,998)	(270,883)	(279,015)	(287,394)	(296
Total Expenditures	(247,912)	(1,907,232)	(1,979,427)	(11,199,003)	(919,119)	(1,629,802)	(1,670
Ending Balance	1,488,256	666,602	39,029	137,901	331,891	155,790	304

, 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 4,015.84[2] 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

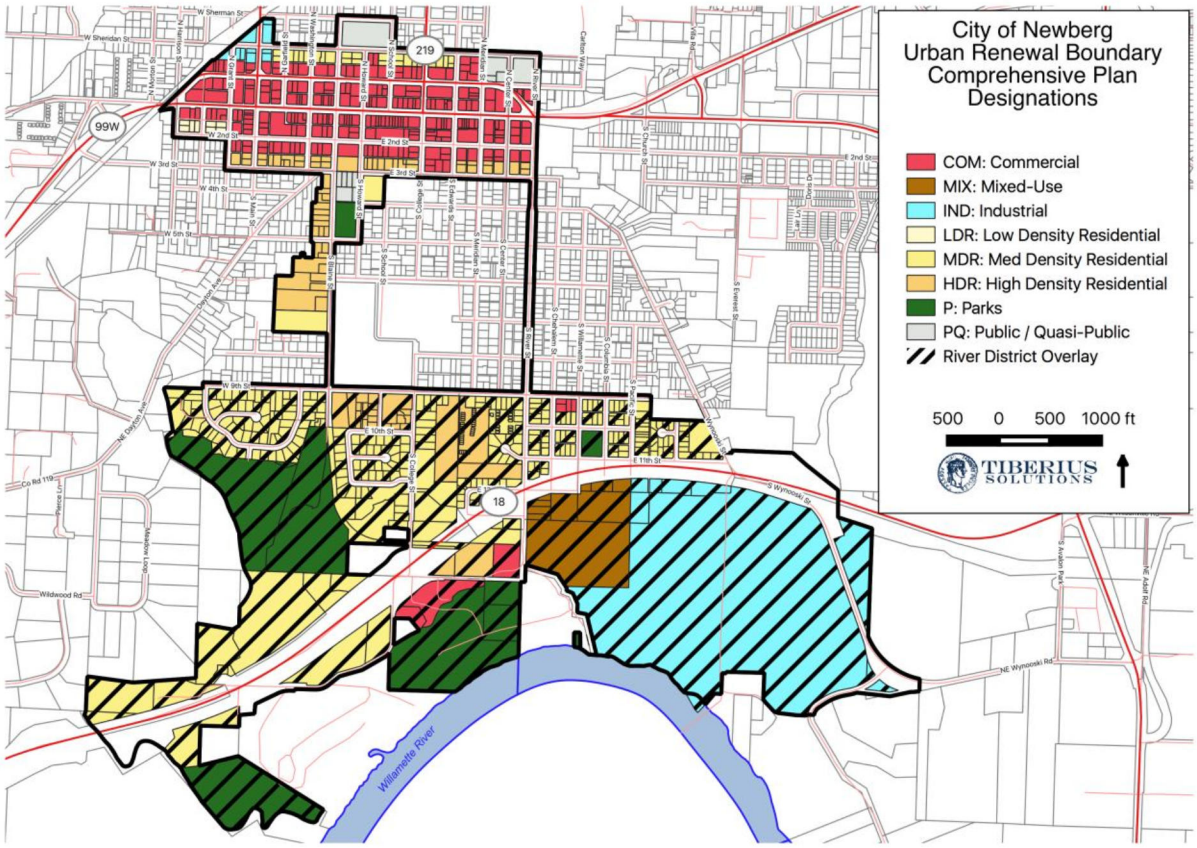
Comprehensive plan designations in the Area can be seen in Table 19 – Comprehensive Plan Designations in the Area. The most prevalent comprehensive plan designation by acreage in the Area is Industrial/Riverfront District overlay (30.41%). The second most prevalent comprehensive plan designation in the 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.

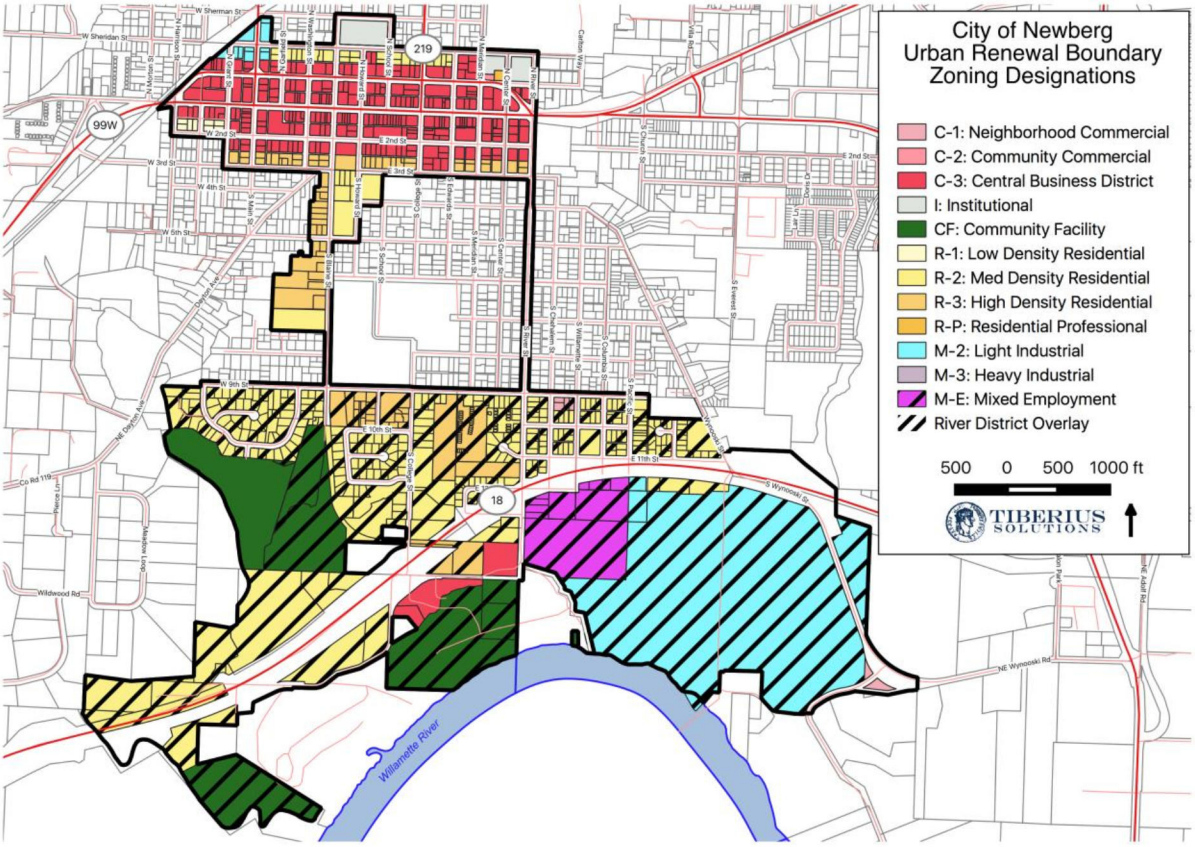
The most prevalent zone designation is Light Industrial/Riverfront District Overlay (31.06%). The second most prevalent zone designation is Medium Density Residential/Riverfront District Overlay (29.50%) Some of these zoning designations have not been updated since recent annexations, but are current 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 preapred for the Newberg Urban Renewal Citizens Advusory 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 Wynooski Trunkline cuts through the east end of the study area. The City of Newberg Sewerage Master Plan recommends upsizing a portion of this trunkline in the study area from 21 inches to 24 inches to increase its capacity for modeled 2040 flows." (p 13,14)

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.

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:

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

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

F. Newberg Economic Development Strategy Updated 2019

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

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:

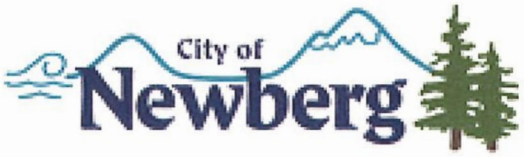
Exhibit "A": Newberg Urban Renewal Plan
Exhibit "B": Newberg Urban Renewal Report
Exhibit "C": Findings

Exhibit "A" to Planning Commission Resolution 2022-378
Newberg Urban Renewal Plan

EXHIBIT "A"
Resolution No. 2022-378

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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Denise Bacon, 3

Vacant, 4

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Francisco Stoller, Vice Chair

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Don Clements, Superintendent, Chehalem Park and Recreation District

Stephanie Findley, Newberg City Council

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Molly Olson, Infrastructure Chair, Newberg Downtown Coalition

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I. DEFINITIONS

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

"Area" means the properties and rights-of-way located 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 opportunties 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 Commissoners 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 unincorported propeties 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 additonal 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. Additonal opportunties 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

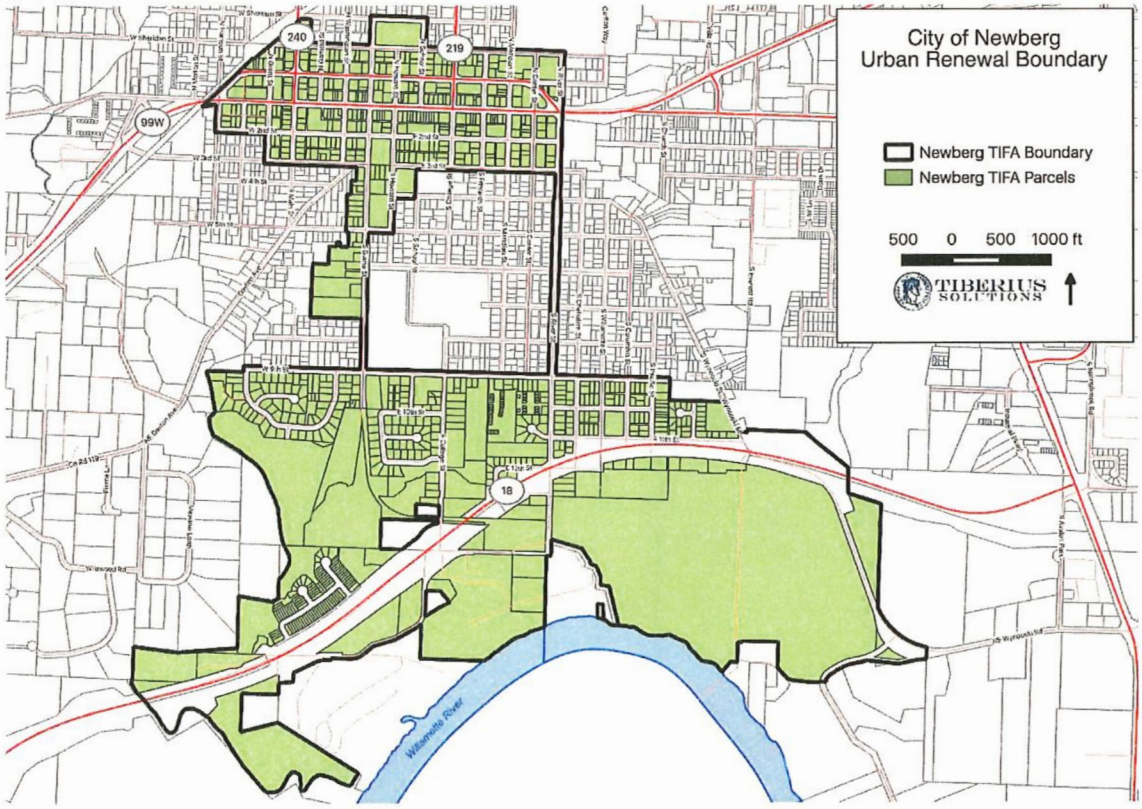
C. Riverfront Trails

D. Undergrounding Utilities

E. Acquisition/Disposition

F. Administration

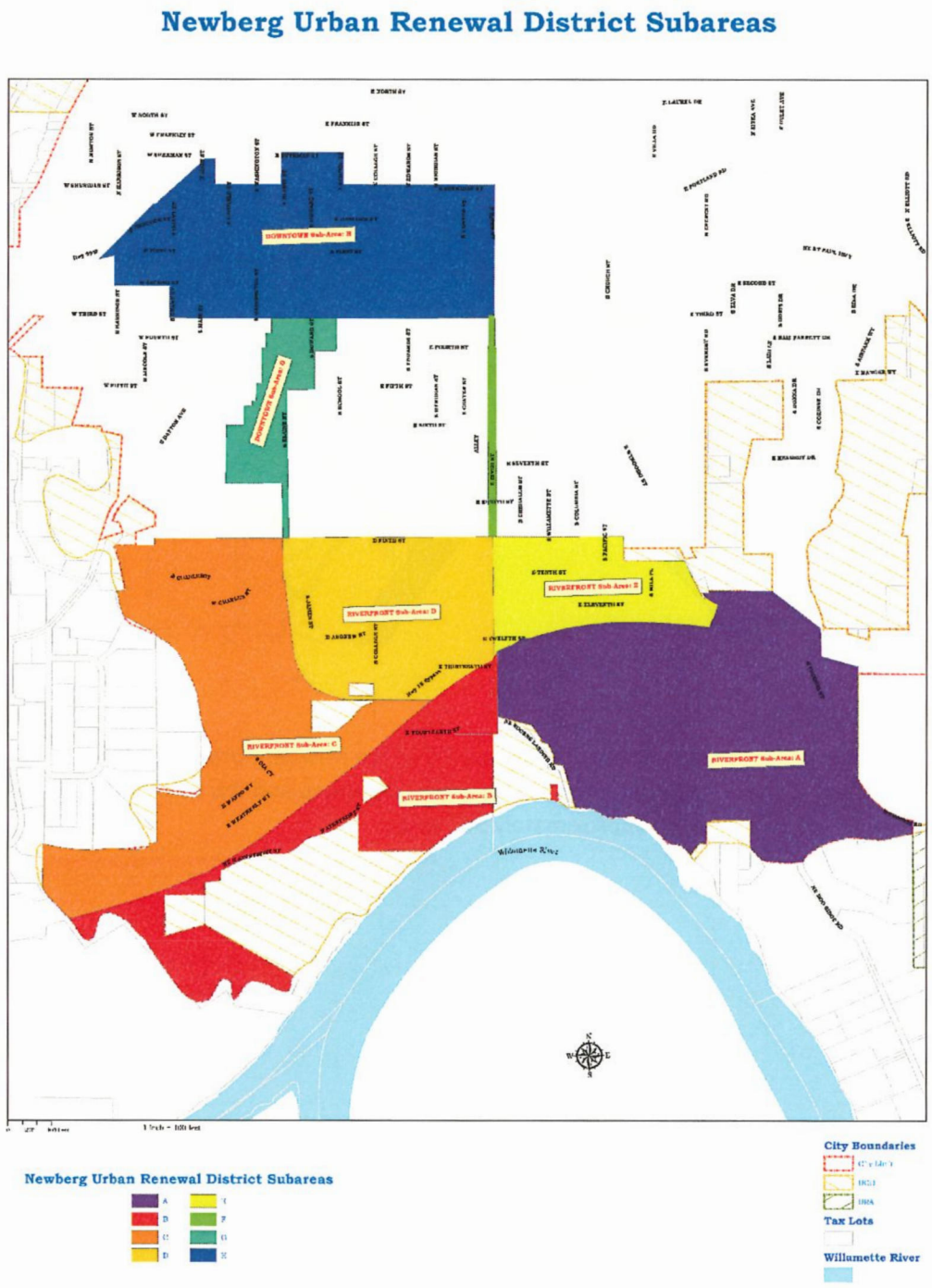
Figure 1 – Newberg Urban Renewal Plan Area Boundary



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



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.

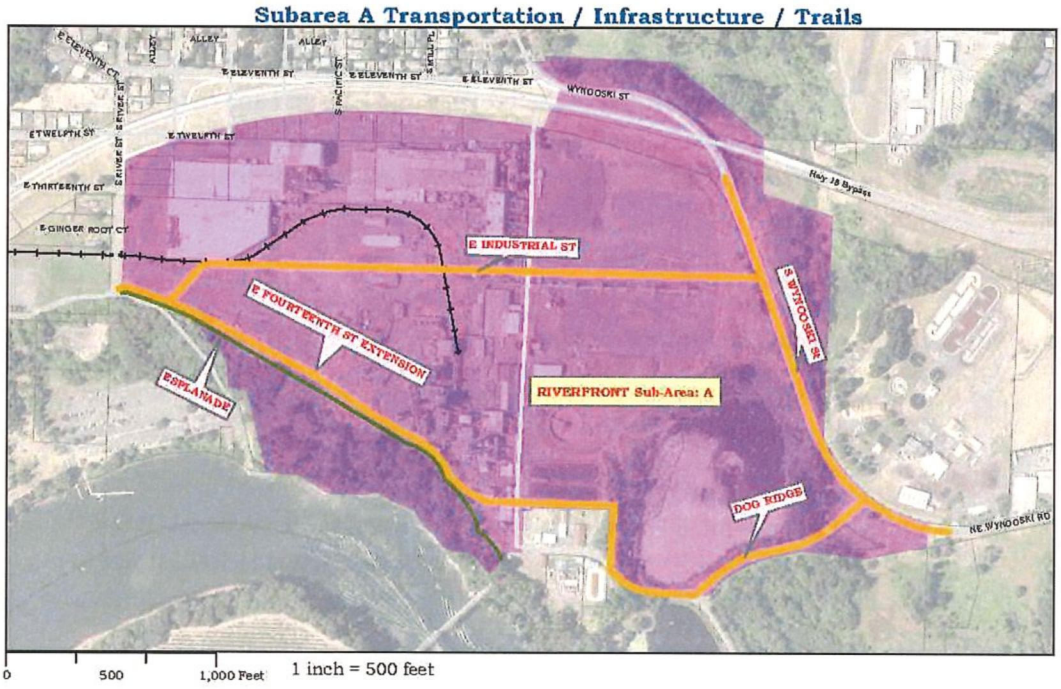
c) NE Wynooski Road from Bypass to NE Dog Ridge Road. Includes street, curb, sidewalk, and a stormwater project. This is currently a County Road. Improvements to the existing road to meet City of Newberg standards.

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.

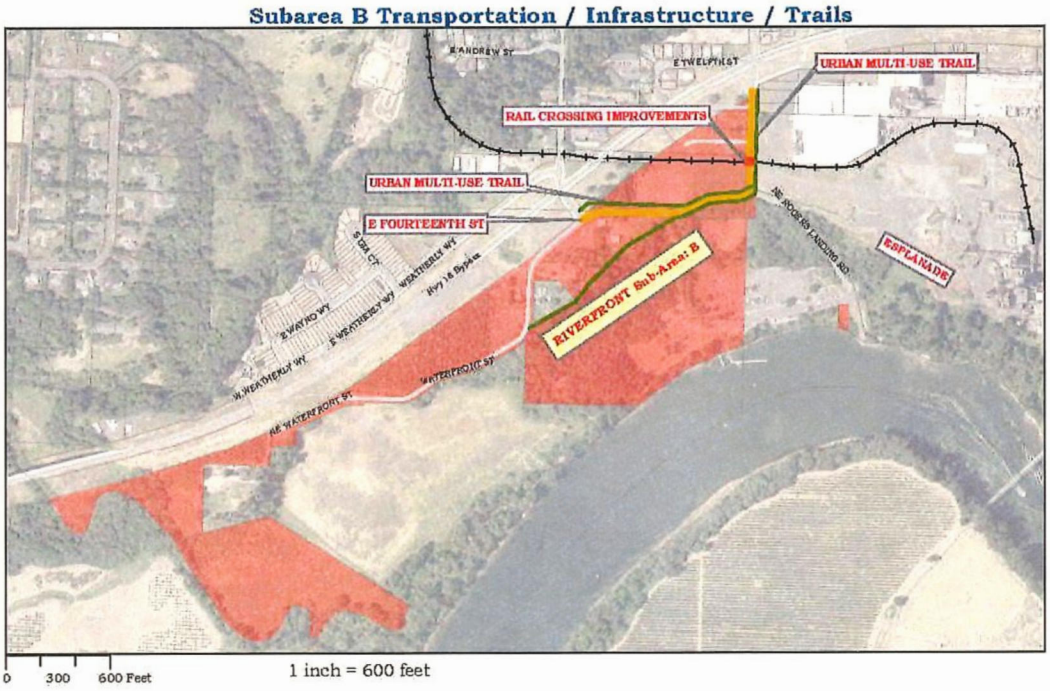
c) E Fourteenth Street - S College Street to S River Street. Includes street, curb, sidewalk, stormwater, water. This is currently a County -Road. Improvements to the existing road to meet City of Newberg standards.

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

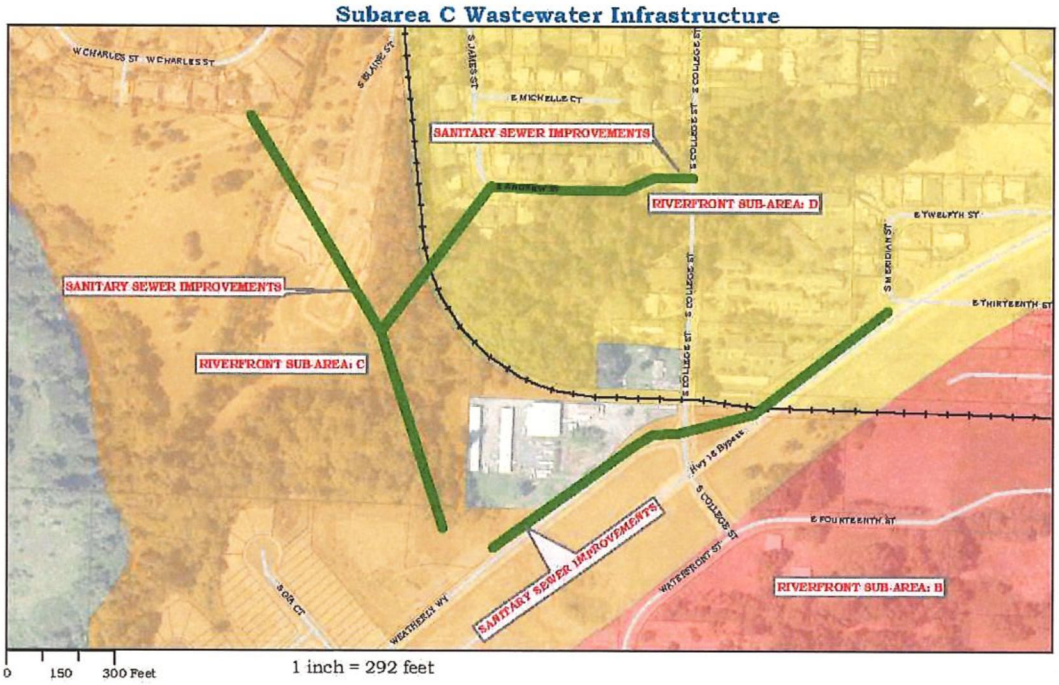
C. Sub-Area C Riverfront

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

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.

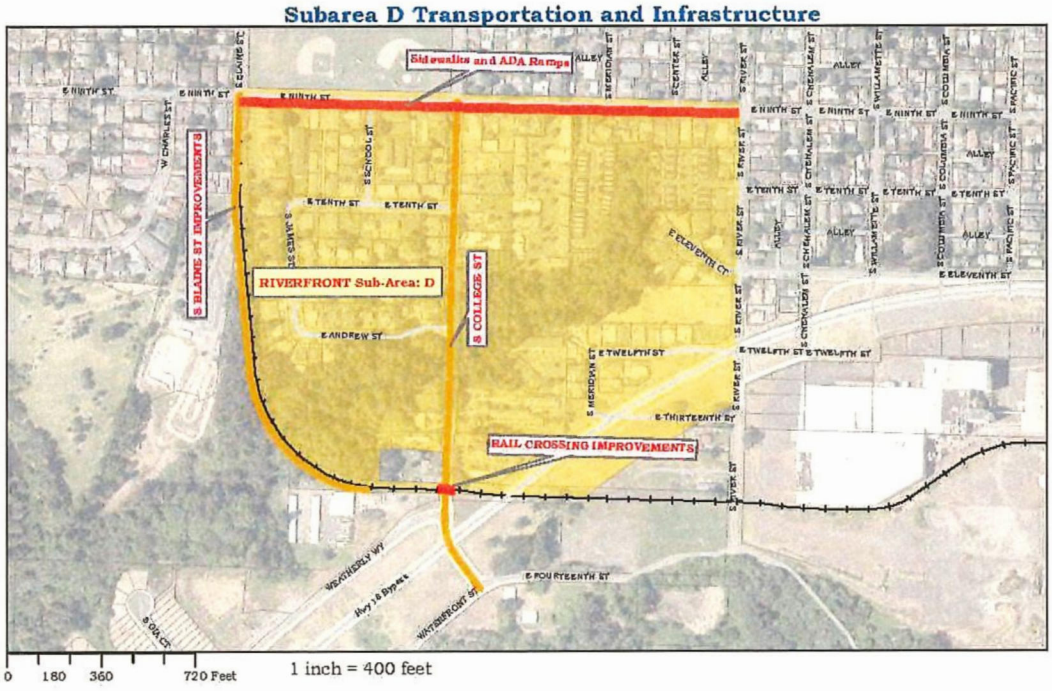
b) S College Street – E Ninth Street to E Fourteenth Street. Includes street, curb, sidewalk, stormwater. This is currently a County Road. Improvements to the existing road to meet City of Newberg standards.

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



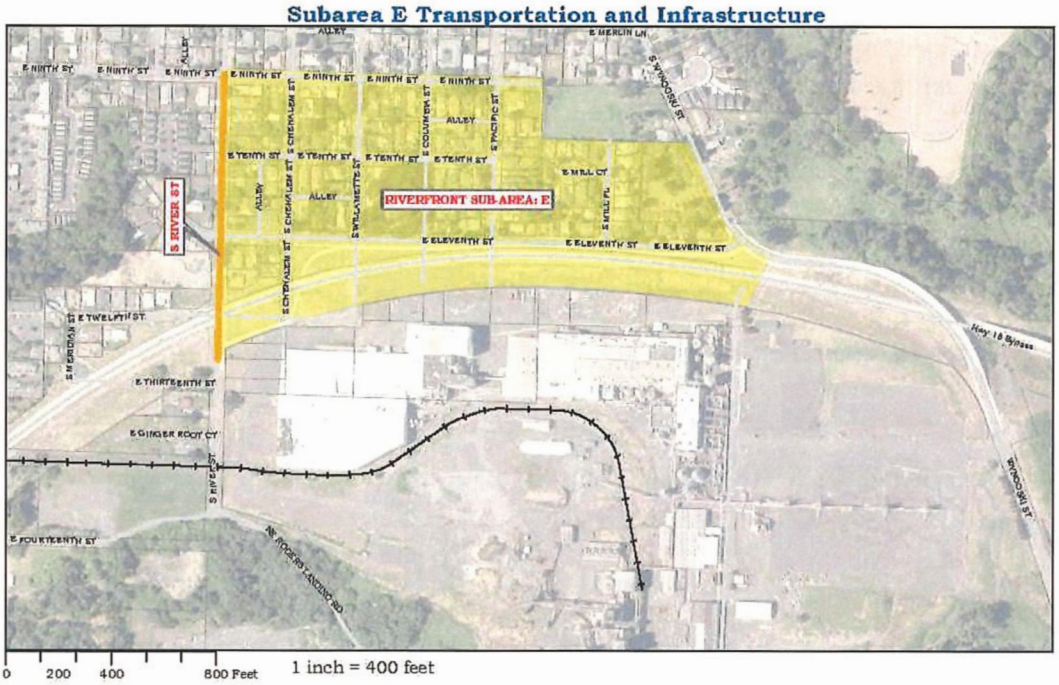
Source: City of Newberg

E. Sub-Area E Riverfront:

1. Public Transportation and Infrastructure

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

Figure 7 – Sub-Area E Transportation and Infrastructure



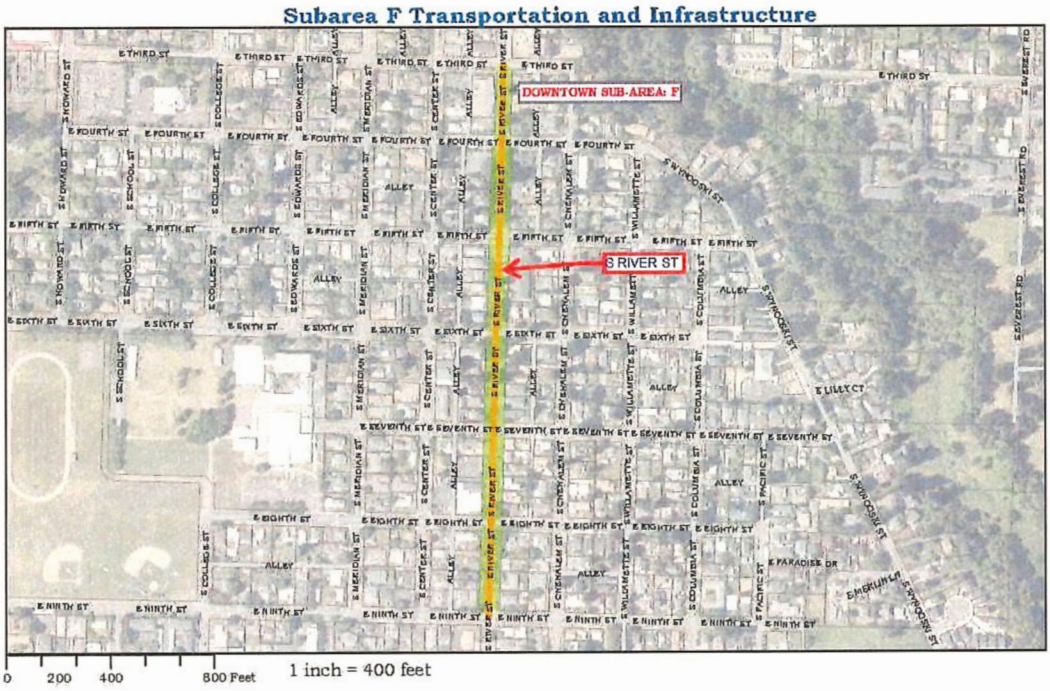
Source: City of Newberg

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



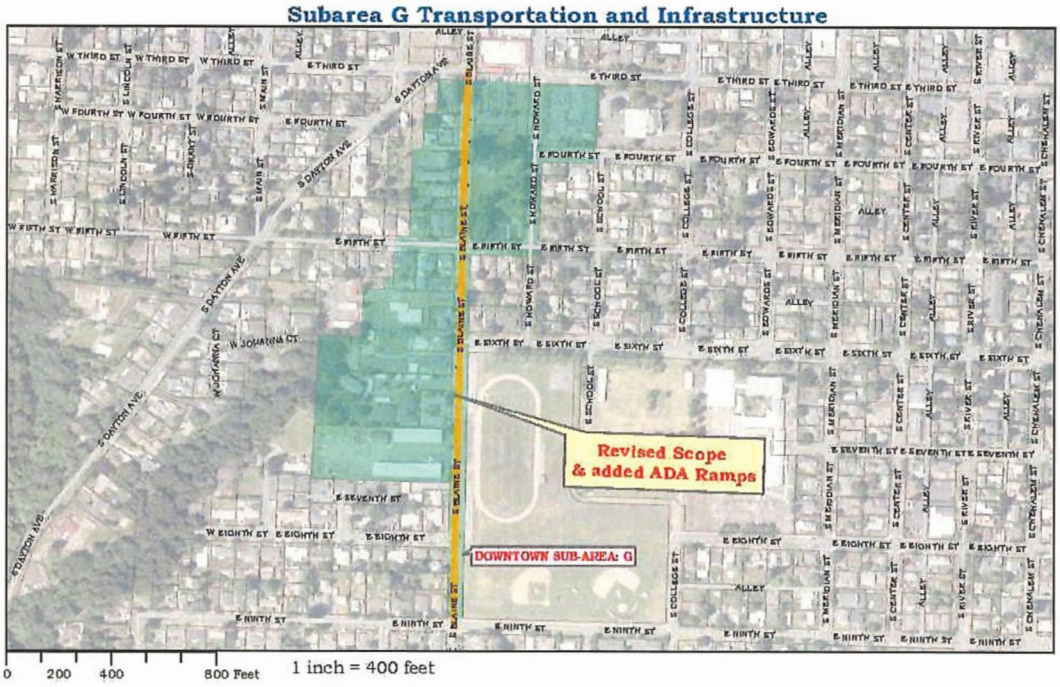
Source: City of Newberg

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. Incudes street, curb, sidewalk, and wastewater and stormwater.

m) N Blaine Street/E Hancock Signal

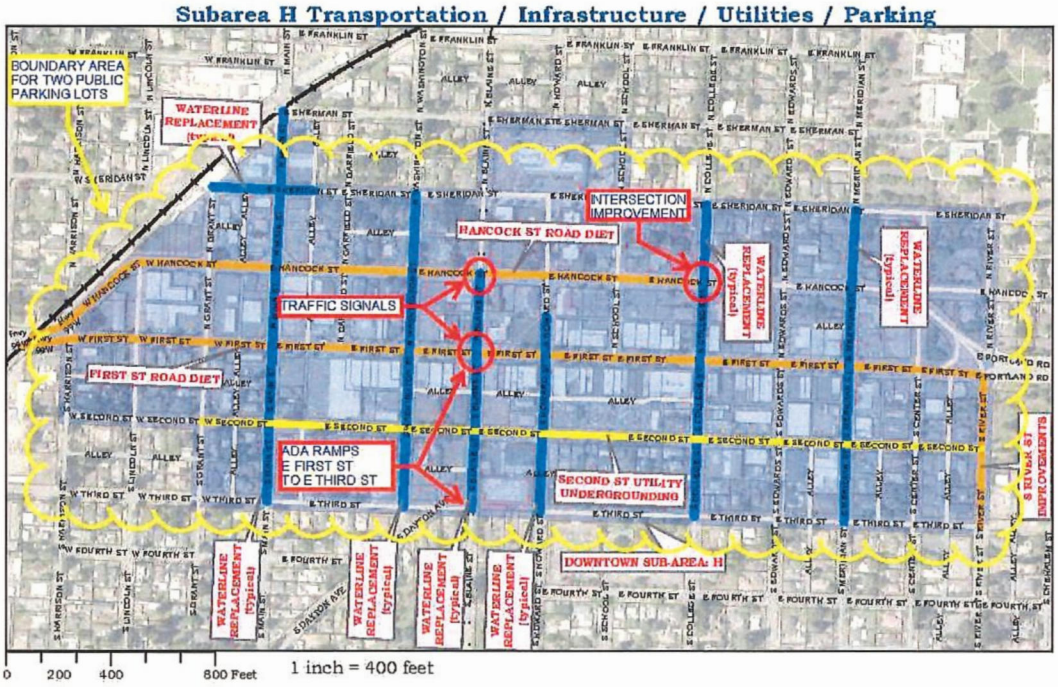
n) N Blaine Street/E First Street Signal.

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 retie 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.

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[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.

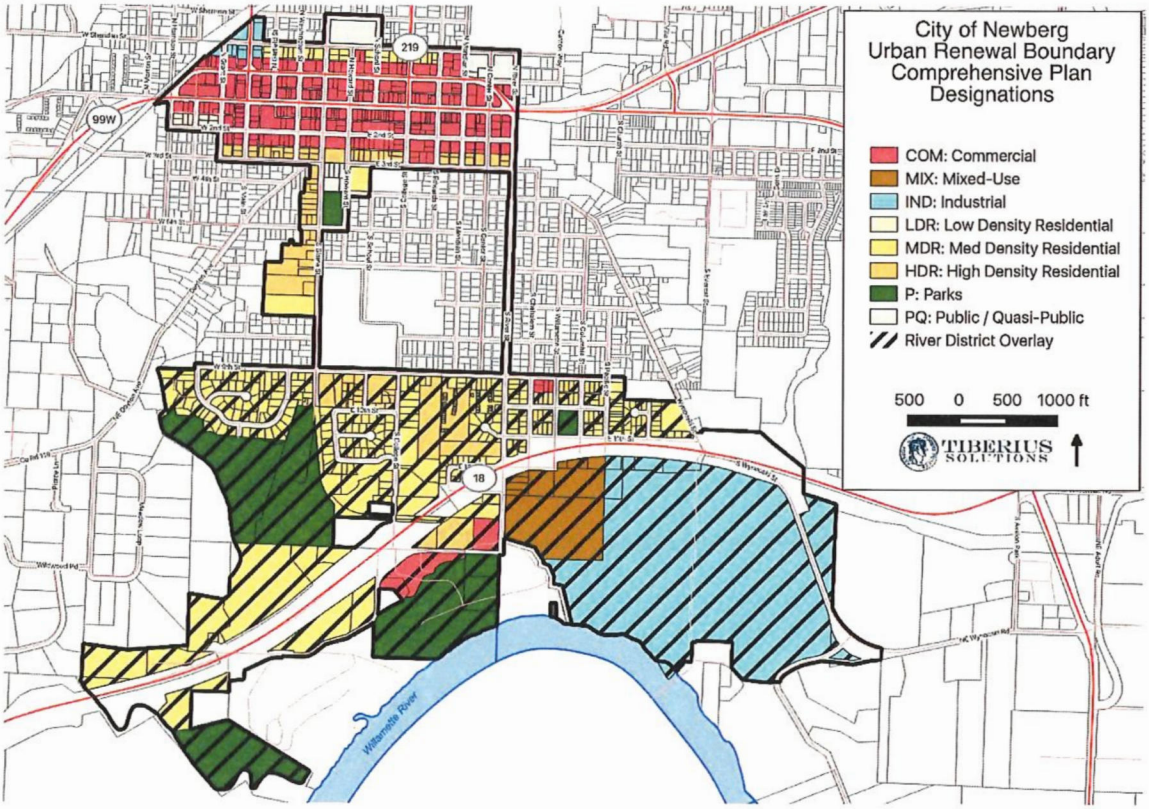
XI. VALIDITY

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

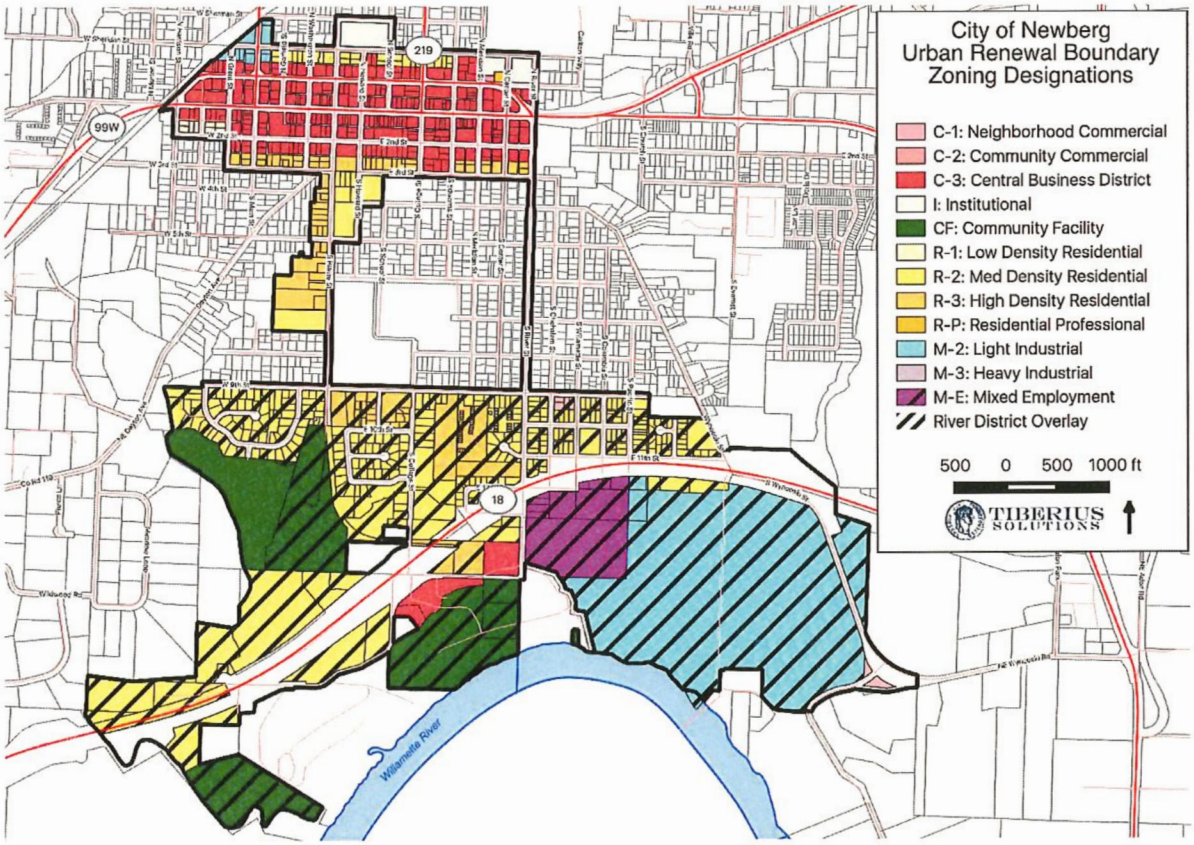
The Agency shall file an Annual Report in compliance with ORS 457.460.

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

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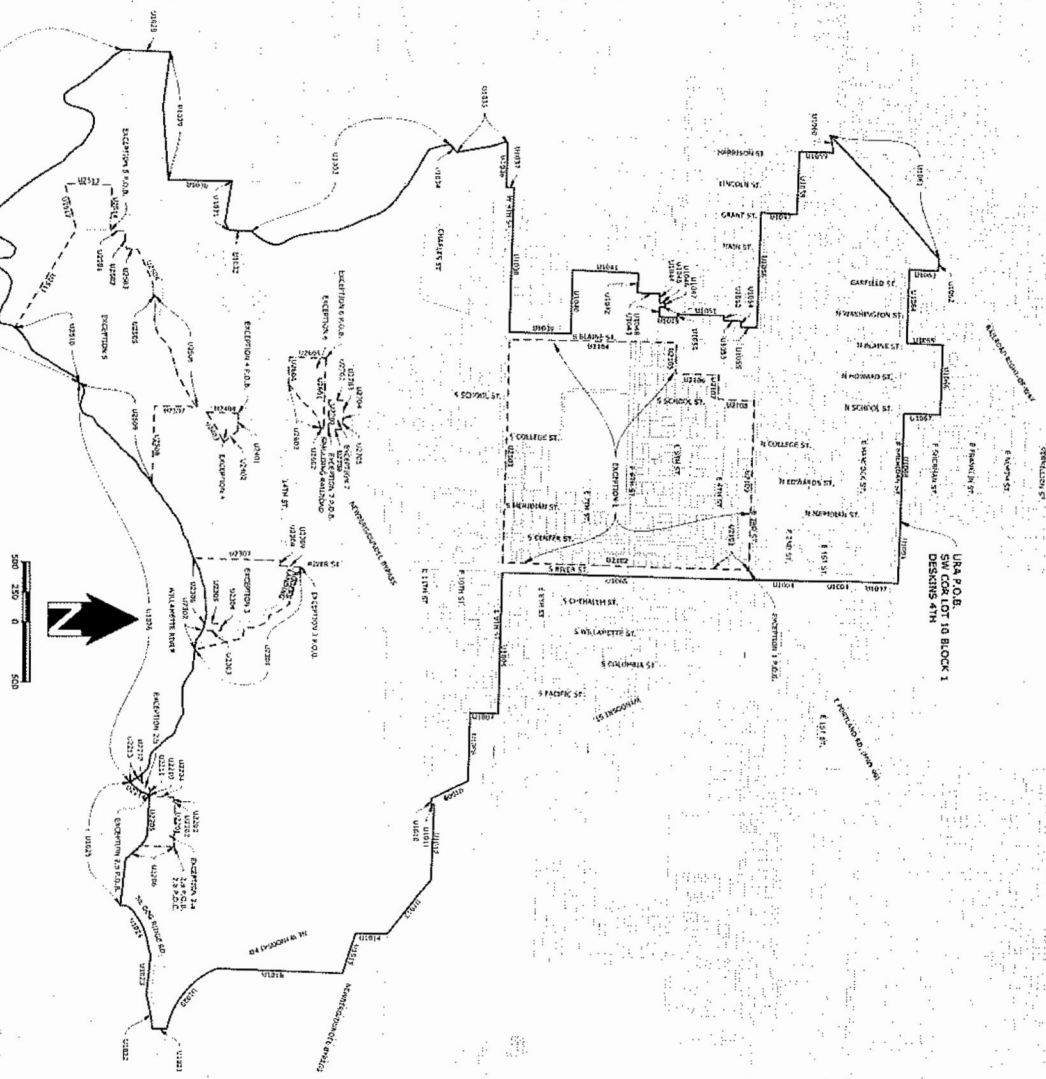


DWG 1	SHEET 1	U.R.A. BOUNDARY MAP	DRAWN BY: 2020 DESIGNED BY: ARW DRAWN BY: JSH CHECKED BY:	DATE: 01/05/21	REVISIONS:	CES|NW 13190 SW 68th Parkway, Suite 150 Tigard, Oregon 97223 503.968.6655 www.cesnw.com	URBAN RENEWAL AREA CITY OF NEWBERG P.O. BOX 970 NEWBERG, OR 97132

OREGON JANUARY 13, 1994 ANTHONY R. MILLER 2849 RENEWS: 6/30/22

REGISTERED PROFESSIONAL LAND SURVEYOR

DIGITALLY SIGNED

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

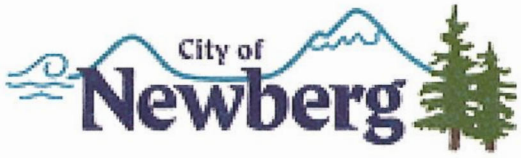
RENEWS: 6/30/22

Exhibit "B" to Planning Commission Resolution 2022-378
Newberg Urban Renewal Report

EXHIBIT "B"
Resolution No. 2022-378

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-

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I. INTRODUCTION

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

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

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

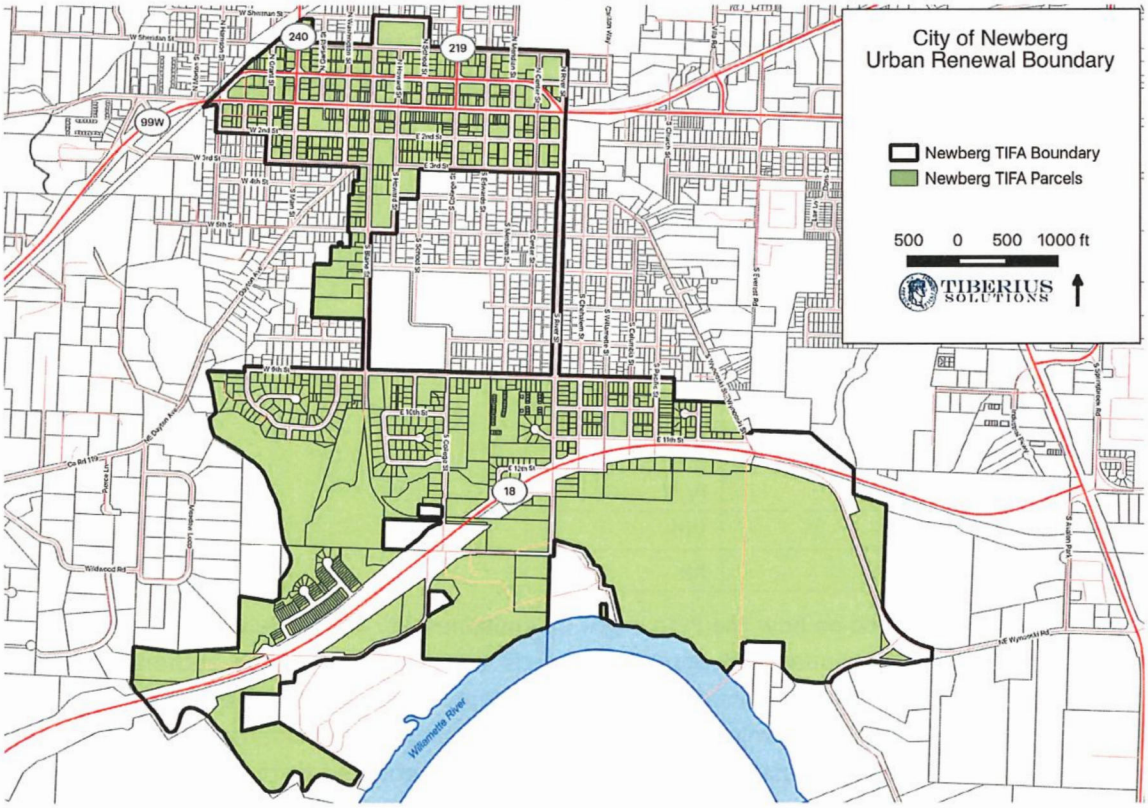
The relationship of the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

Table 1 - Statutory References

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

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

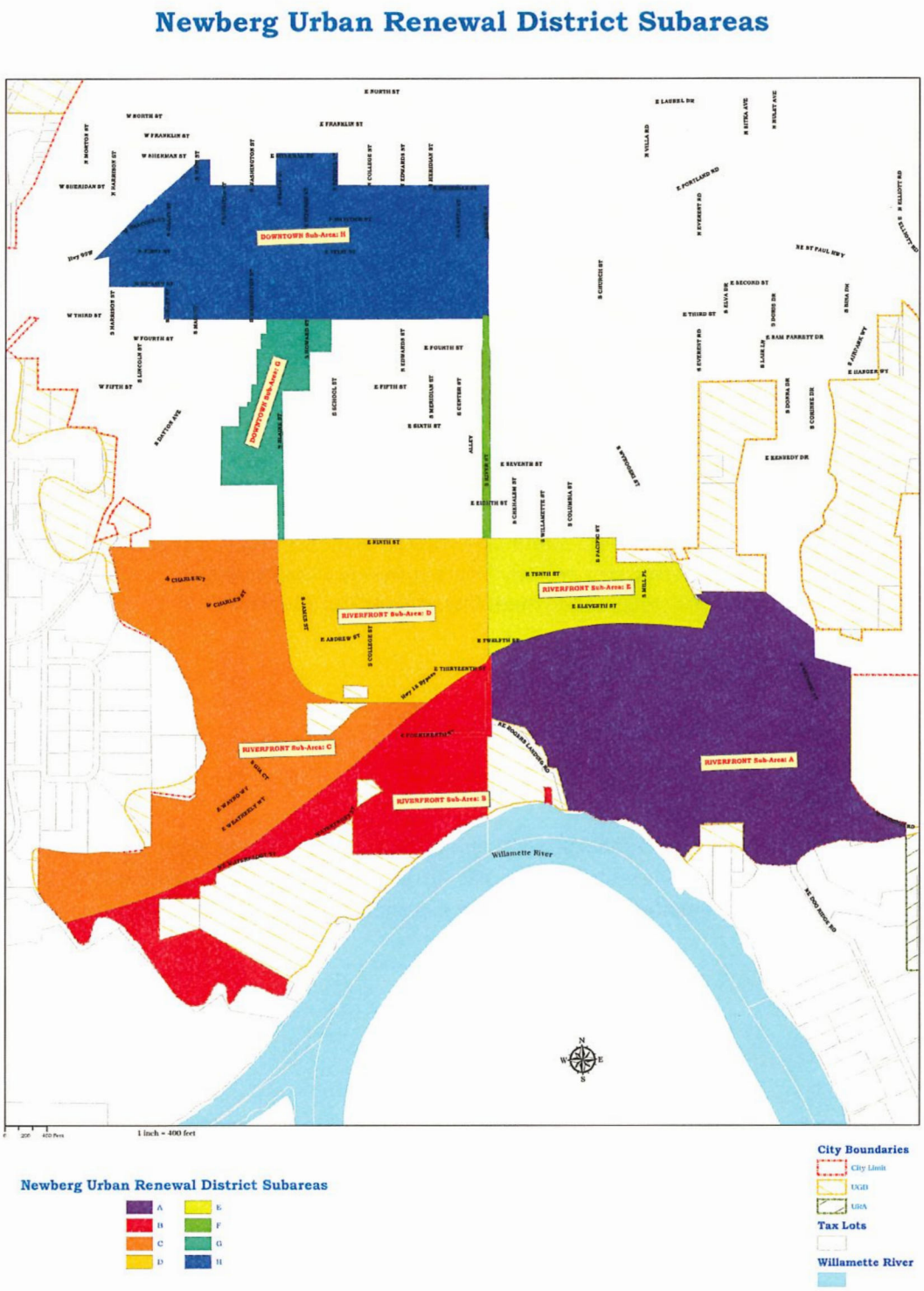
Figure 1 - Newberg Urban Renewal Area Boundary



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



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.

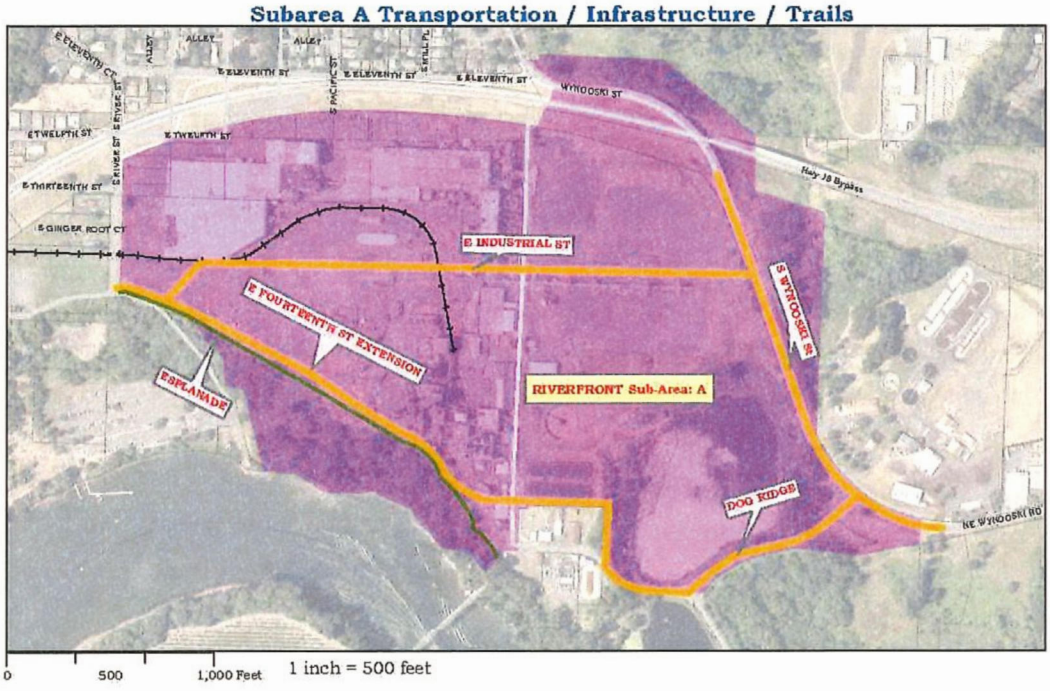
2. Riverfront Trails

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.

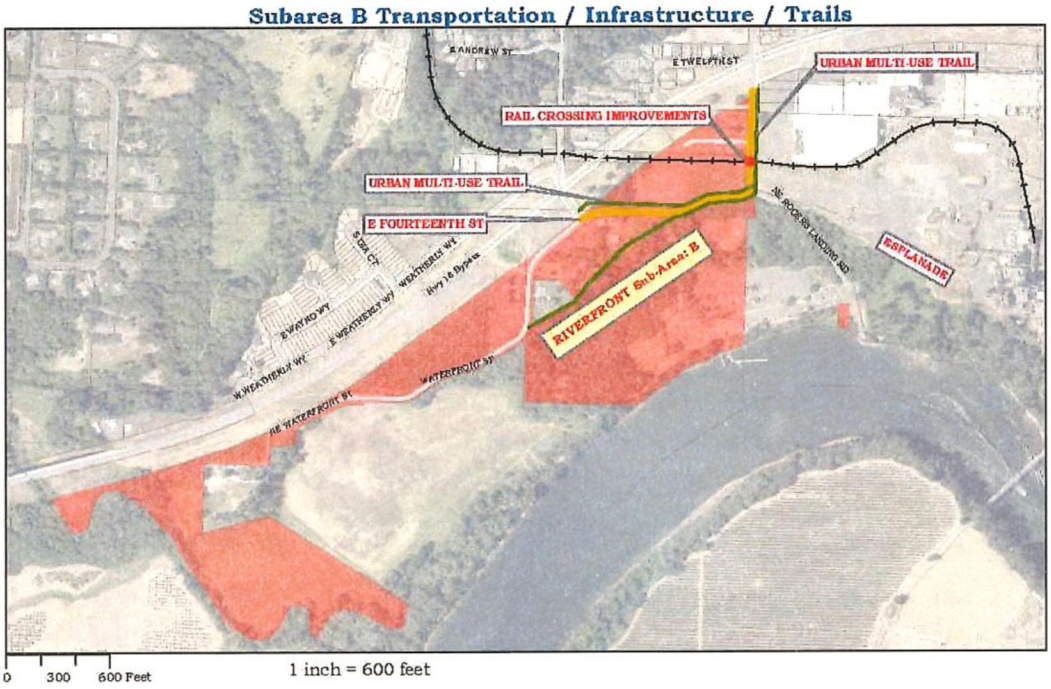
2. Riverfront Trails

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

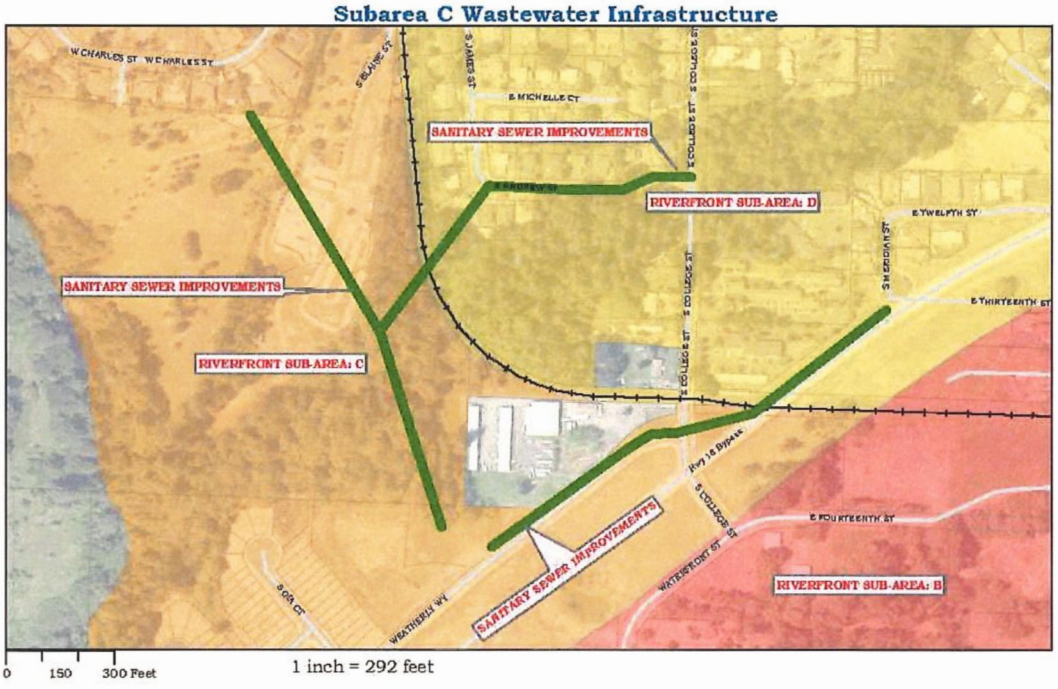
a) Riverfront Lift Station. This project includes the following mainline projects from the Wastewater Master Plan to address the lack of wastewater infrastructure in this area.
   i) Force Main B1
   ii) Gravity Main B4

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:

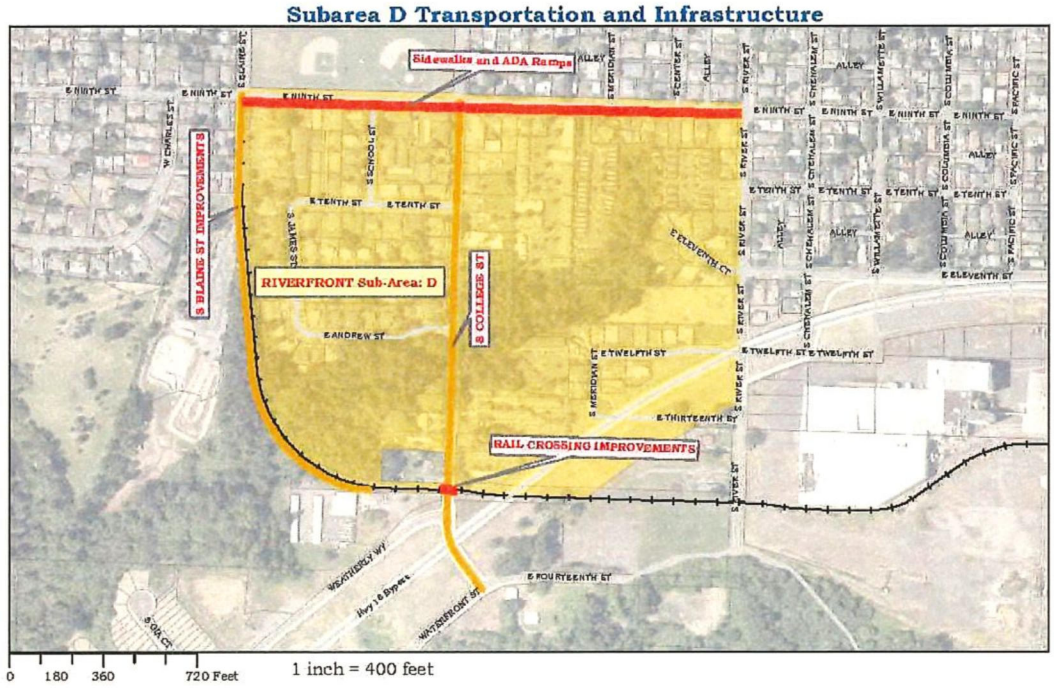
1. Public Transportation and Infrastructure

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:

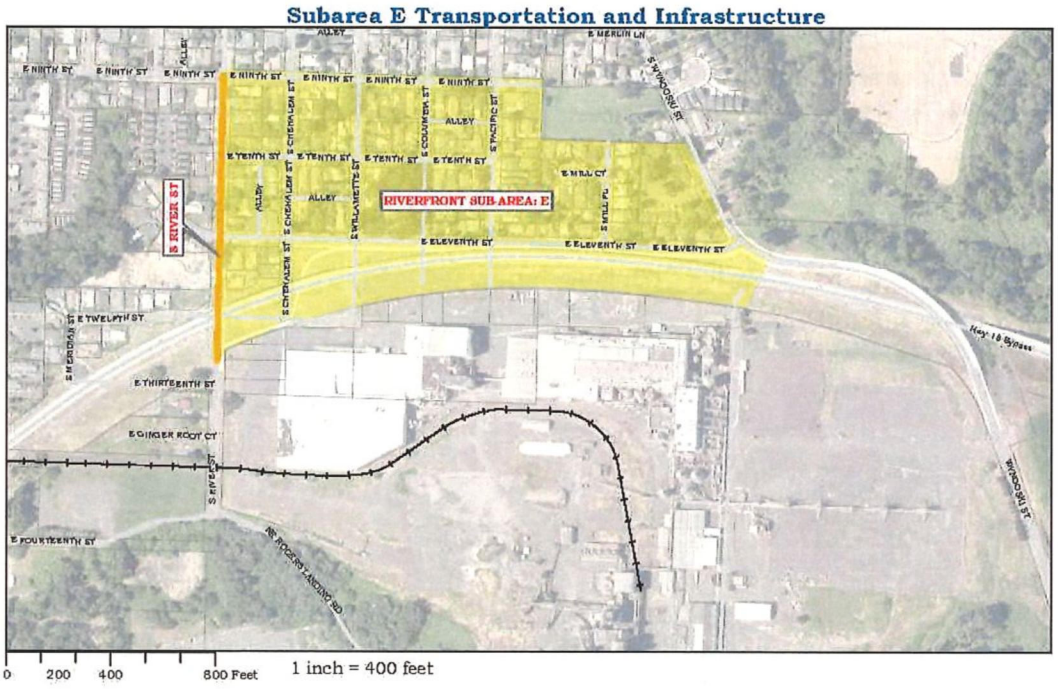
1. Public Transportation and Infrastructure

a) S River Street improvements - E Ninth Street to Bypass. Incudes 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

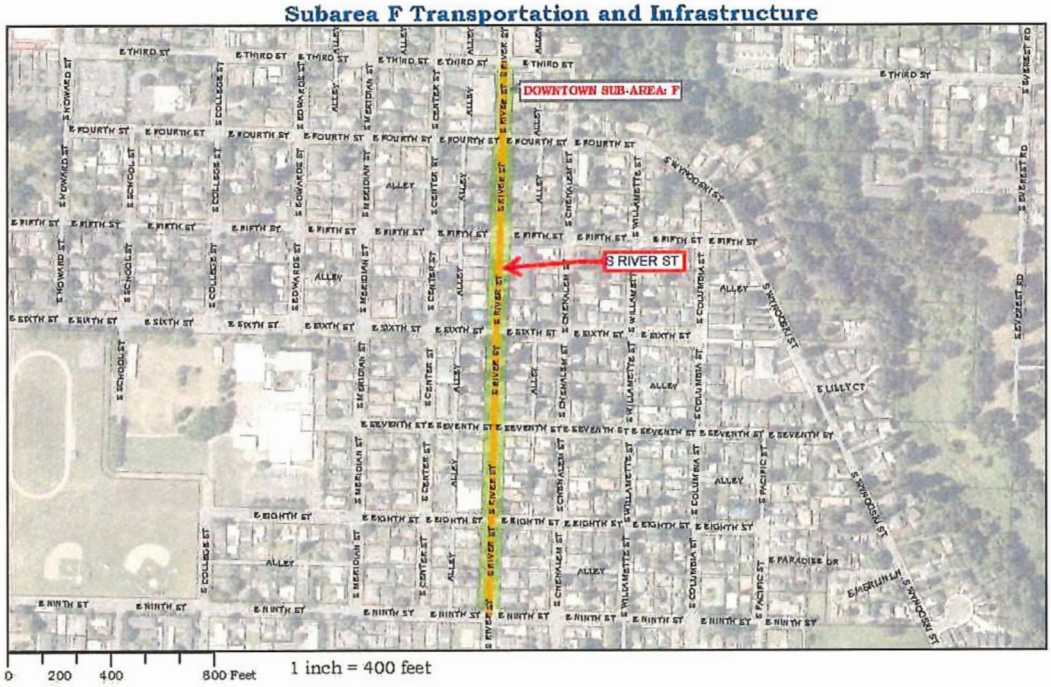
1. Public Transportation and Infrastructure

a) S River Street improvements - E Third Street to E Ninth Street. Incudes 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*

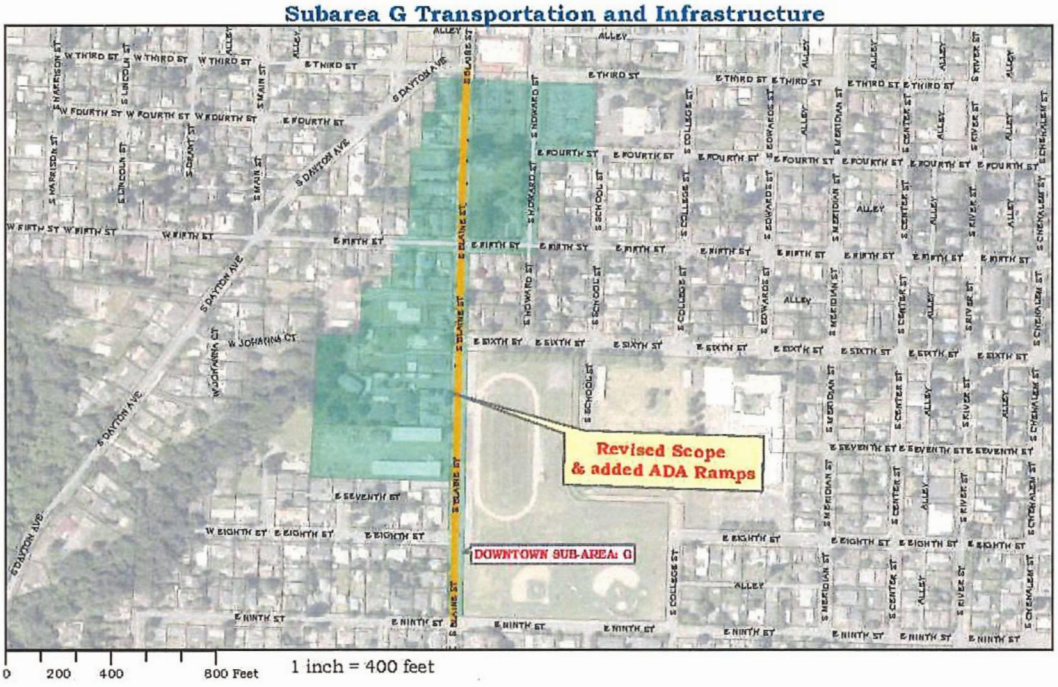
1. Public Transportation and Infrastructure

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. Incudes 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. Incudes 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.

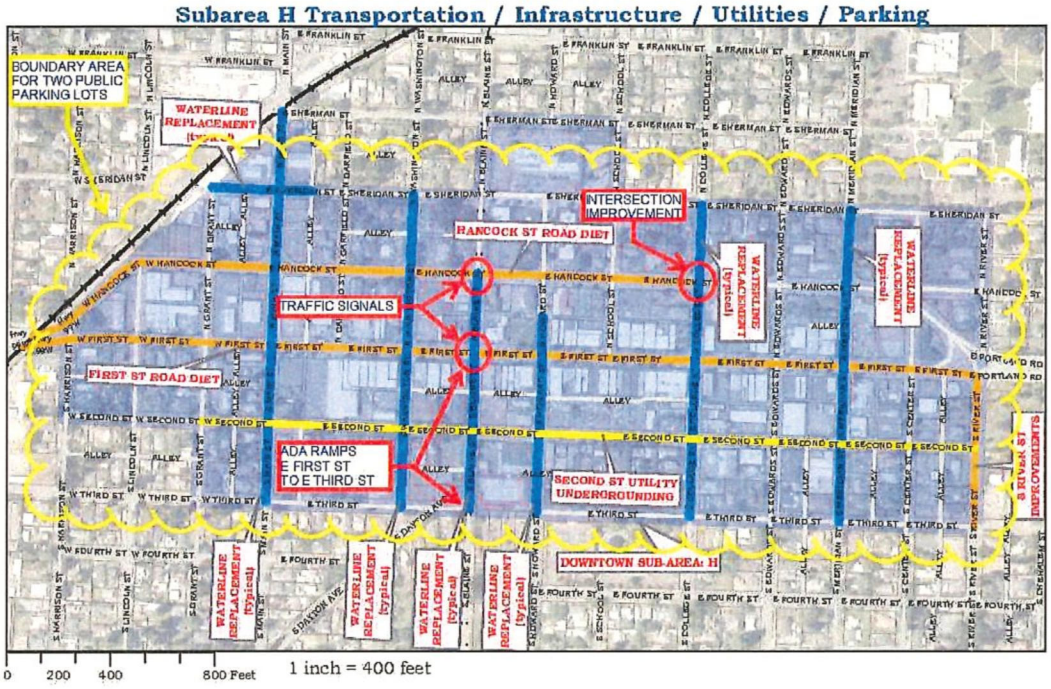
2. Undergrounding Utilities

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

Acquistion/Dispostion 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.

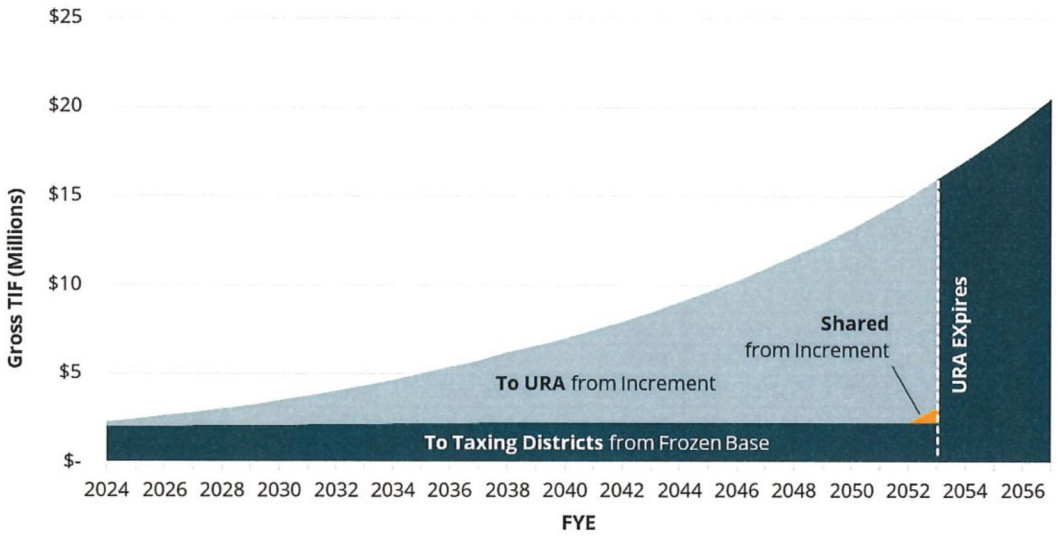
[1] TIF is also used to signify tax increment revenues

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

					Current Year			Prior Year	
FYE	Total AV	Frozen Base AV	Increment	Tax Rate	TIF	Adjustments	Net	Net	Total TIF
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, 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-FiveMillion 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 $68,949,729of 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: 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 areas is 7.22%, below the 25% threshold.

The Area contains approximately 540 acres, including public rights-of-way. The City of Newberg contains 4,015.84[2] 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)

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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

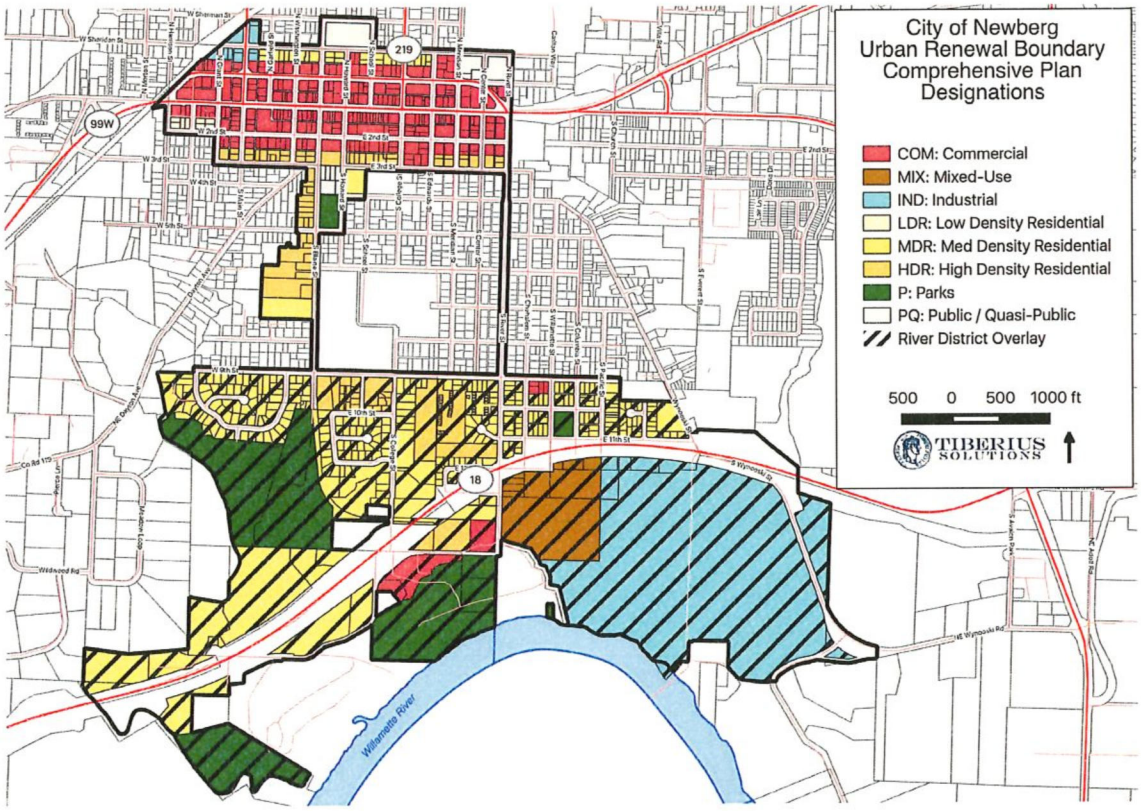
Comprehensive plan designations in the Area can be seen in Table 19 – Comprehensive Plan Designations in the Area. The most prevalent comprehensive plan designation by acreage in the Area is Industrial/Riverfront District overlay (30.41%). The second most prevalent comprehensive plan designation in the 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.

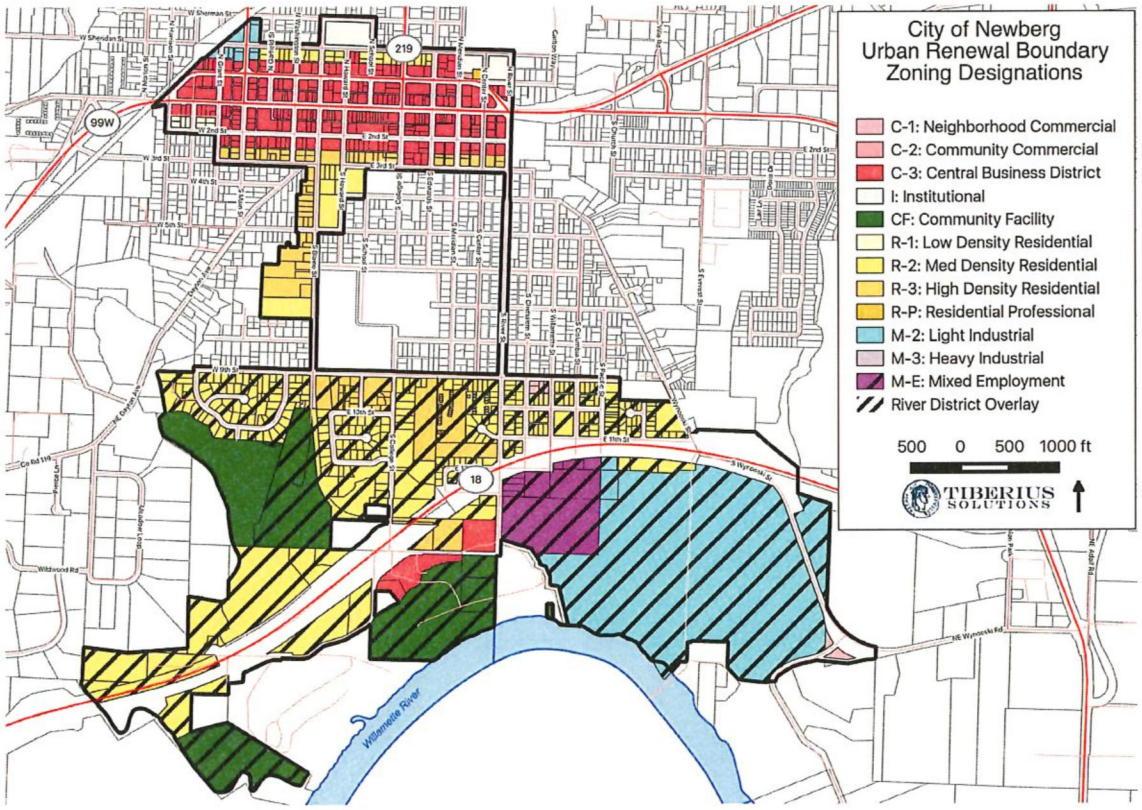
The most prevalent zone designation is Light Industrial/Riverfront District Overlay (31.06%). The second most prevalent zone designation is Medium Density Residential/Riverfront District Overlay (29.50%) Some of these zoning designations have not been updated since recent annexations, but are current 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 preapred for the Newberg Urban Renewal Citizens Advusory 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 Wynooski Trunkline cuts through the east end of the study area. The City of Newberg Sewerage Master Plan recommends upsizing a portion of this trunkline in the study area from 21 inches to 24 inches to increase its capacity for modeled 2040 flows." (p 13,14)

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 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.

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.

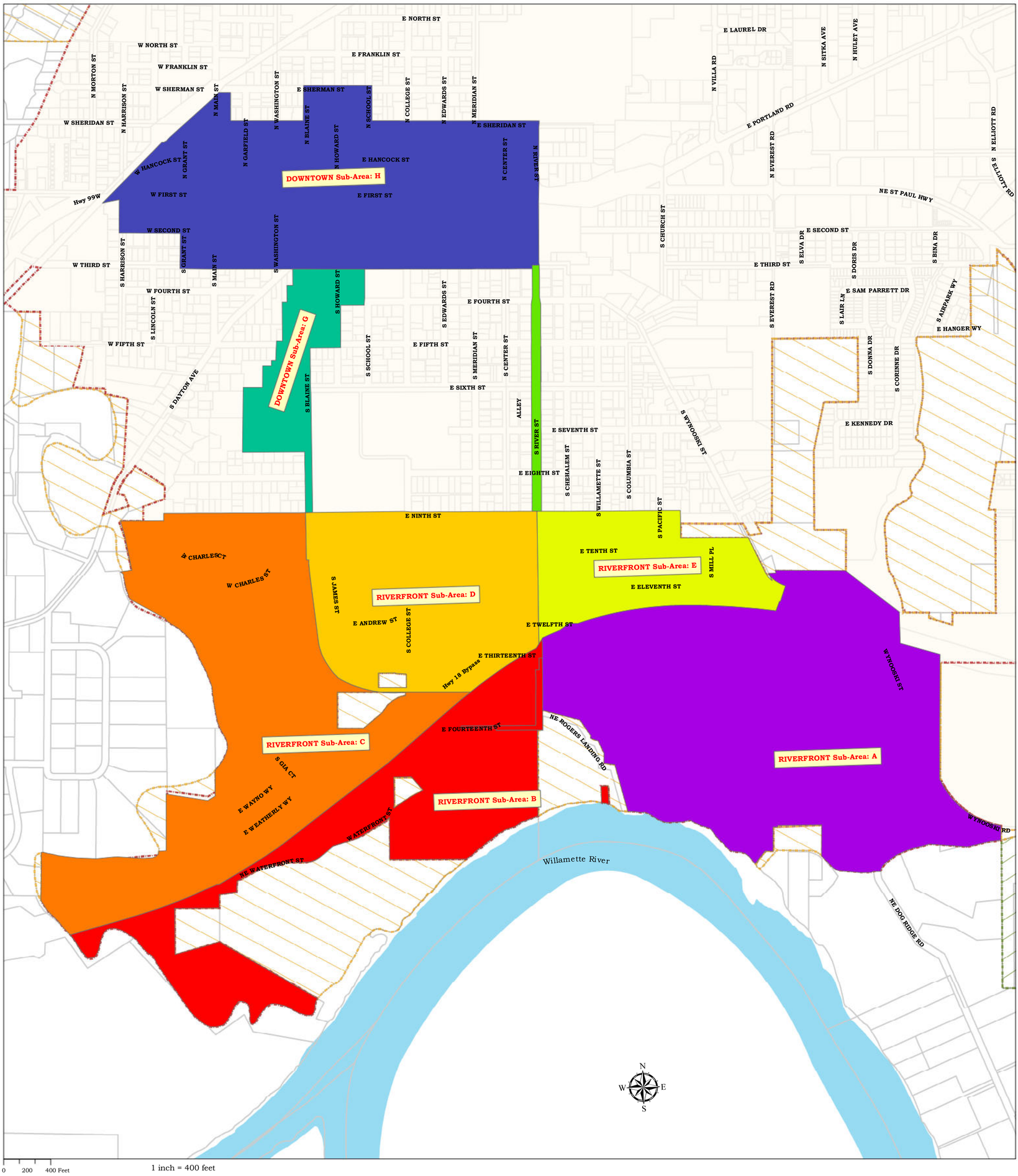
Bypass Interchange (BI) Overlay. The bypass interchange overlay shall apply to lands within the city limits and within approximately one-quarter mile of the end of ramps of the East Newberg and Oregon 219 interchanges to the bypass. The bypass interchange overlay may be applied in combination with any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

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

City Boundaries

- City Limit
- UGB
- URA

Tax Lots

Willamette River

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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NO WARRANTY AS TO THE MERCHANTABILITY OR FITNESS
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This map is created from various data sources and is subject to change without notice.
This map is intended for general planning purposes only.

City of Newberg

Attachment 2: Taxing District Comments

YAMHILL SOIL & WATER CONSERVATION DISTRICT

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.

Barbara Boyer
Chair, Board of Directors

Attachment 3: Public Comments

Doug Rux

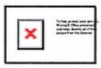
From: Roger Currier <rcurrier@hevanet.com>
Sent: Friday, March 18, 2022 12:54 PM
To: Doug Rux
Subject: Newberg Urban Renewal

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. Thepost 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 renewall

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 renewall

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

CHEHALEM Valley
CHAMBER of COMMERCE

June 7, 2021

To Whom it May Concern,

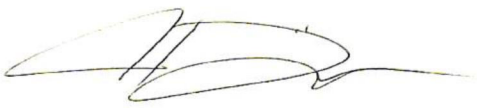
We, the Chehalem Valley Chamber of Commerce, are submitting this letter of support for the City of Newberg's Urban Renewal District Plan. By definition, Urban Renewal is a development tool used by local government to revitalize areas which need investment to, in turn, stimulate private development – 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,



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,

Polly Peterson

Polly Peterson
Executive Director of the Newberg Downtown Coalition

BAKER ROCK
RESOURCES

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

RECEIVED
MAY 20 2021
BY: SR

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

Gary T. Baker

Baker Rock Resources and Laurel Heights LLC

sent reply 5/26 - putin NVRA packet for 6/7

Commercial Development COMPANY, INC.

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 Wynooski 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

CHEHALEM VALLEY
INNOVATION
ACCELERATOR

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,

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.

NEWBERG downtown WINERIES

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,

Sheila Nicholas
President, Newberg Downtown Wineries

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

Friendsview

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

PACIFIC CREST
REAL ESTATE ADVISORS

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

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,

Dave Robertson

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

SEDCOR Strategic Economic Development Corporation

President
Erik Andersson

2019-2020 Executive Council

Chair
Daryl Knox
The Aldrich Group

Secretary/Treasurer
Michael Fowler
Cabinet Door Service

Past Chair
Mark Hoyt
Sherman Sherman Johnnie & Hoyt, LLP

Members at Large

Kevin Cameron
Marion County Commissioner

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

Leslie Caldwell
Executive Director

City Council Agenda Item Report

Meeting Date: April 4, 2022
Submitted by: Kady Strode
Submitting Department: Finance
Item Type: COUNCIL RCA-RES
Agenda Section:

Subject:
Resolution 2022-3814, A Resolution adopting new monthly water, wastewater, stormwater, and transportation utility fee rates for the City of Newberg effective January 1, 2023, and January 1, 2024.

Suggested Action:

Attachments:
RCA Resolution 3814.docx

2022 Rate Review Presentation.pptx

REQUEST FOR COUNCIL ACTION

Date Action Requested: April 04, 2022

Order ☐ Ordinance ☐ Resolution ☒ Motion ☐ Information ☐ No. 2022-3814	
Subject: **Resolution adopting new monthly water, wastewater, stormwater, and transportation utility fee rates for the City of Newberg effective January 1, 2023, and January 1, 2024.**	Staff: **Kady Strode** Department: **Finance** File No.
Business Session	Order On Agenda:
Hearing Type: Administrative Public Hearing	

Recommendation: Adopt Resolution No. 2022-3814.

Executive Summary: The Rate Review Committee (RRC) was formed by the City Council in 1992 to review and recommend utility rates (water, wastewater, and stormwater) to the City Council for approval and implementation. In 2017, the RRC was tasked with reviewing the transportation utility fee (TUF) program on a biennial basis and recommending any modifications to the TUF levels to the City Council (Ord 2016-2811), as part of the rate review process.

For the most recent rate review, the RRC met ten (10) times between October 2021 and March 2022 to review water, wastewater, stormwater, and TUF rates, and historical and projected financial performance for each utility system.

Specifically, the RRC reviewed the following:

- Capital Improvement Plans for the water, wastewater, stormwater, and transportation systems for the next five years.
- System operation budgets
- Historical and projected revenue under existing rates and changes
- Customer classes and service characteristics (e.g. peak water demands and wastewater strengths)
- Fund reserves for each system
- Rate structures (i.e. fixed and volume rate components)

The RRC deliberations focused on the need to fund near-term critical infrastructure investments, provide for ongoing system operation and maintenance, and to maintain fund reserves sufficient to protect the financial integrity of the systems, and to smooth future rate increases as annual capital improvement expenditures fluctuate. The recommendations of the RRC include moderate increases in the overall rate levels for each system to meet:

- Short-term capital investments to enhance system reliability, safety, and efficiency, and to address regulatory requirements.
- Operations and maintenance costs increases, reflecting general price inflation and external service cost increases (e.g., electricity and chemical costs)
- On-going repair and replacement of aging infrastructure
- Existing debt service requirement (water and wastewater only)

The proposed rates are to cover the time period from January 1, 2023, through December 31, 2024. It is important to exercise clarity when discussing rate increases. When discussing rate increases, the percentage commonly discussed refers to the increase in overall projected system revenue rather than the increase in specific individual rates or individual customer bills. Thus, the rates reflected in the resolution as expected to generate overall annual revenue increases in each of the 2 years of: 4.0% water, 3.5% wastewater, 7.5% stormwater, and 4.0% TUF. The actual changes to the individual fixed and volume charges will differ by customer class and meter size. Further, the individual customer monthly bill will increase a different amount based on class and usage. Sample residential, commercial, and industrial calculations will be included in the meeting presentation.

Fiscal Impact: The recommended changes to the rates are anticipated to generate $7.0 million in revenues in FY 2022-2023 and $7.3 million in FY 2023-2024 in the Water Fund; $9.9 million in revenues in FY 2022-2023 and $10.2 million in FY 2023-2024 in the Wastewater Fund; $2.3 million in revenues in FY 2022-2023 and $2.4 million in FY 2023-2024 in the Stormwater Fund; and $1.2 million in revenues in FY 2022-2023 and $1.3 million in FY 2023-2024 in TUF revenue in the Street Fund. These amounts are sufficient to cover the cost of current operation and maintenance, provide for the necessary capital projects, and meet cash flow and debt covenant requirements in their respective funds. With the need for a new water treatment plant in the upcoming future, there is a likely possibility of debt financing in FY 2024-2025 due to lack of funds even with the recommended rate increases.

Strategic Assessment: It is important and necessary to raise sufficient revenues in order to properly operate and maintain the City's water, wastewater, stormwater, and transportation systems.

RESOLUTION NO. 2022-3814

A Resolution adopting new monthly water, wastewater, stormwater, and transportation utility fee rates for the City of Newberg effective January 1, 2023, and January 1, 2024.

Recitals:

1. Newberg Municipal Code Chapter 13.10 governs the City of Newberg utility systems and the adoption of the utility rates, fees, and charges.

2. The Rate Review Committee (RRC) met between October 2021 and March 2021 to review the utility system rates and system attributes, including the Capital Improvement Program and the system operating and maintenance costs.

3. The RRC held a public hearing on the proposed monthly charges on March 16, 2022 and approved their final rate change and recommendations to City Council at that same meeting.

4. the RRC recommends changes to the monthly water, wastewater, stormwater, and transportation utility fee charges based on their analysis of current and future anticipated utility needs.

5. Notice of the recommended rates and public hearing was published in the March 23, 2022 Newberg Graphic and posted on the City's website as well as the exterior City buildings.

The City of Newberg Resolves as Follows:

1. Effective on the respective dates outlined in Exhibit A, the monthly utility service charges shall consist of charges as show on the attached Exhibit A, which is hereby attached and by this reference incorporated.

2. Rates for any other utility use, not explicitly provided for in this resolution, shall be established by the City Manager to conform as close as practical to the charges established herein. Such charges shall be reviewed by the City Council.

Effective Date of this resolution is the day after the adoption date, which is: April 5, 2022.
Adopted by the City Council of Newberg, Oregon, this 5th day of April, 2022.

_____
Sue Ryan, City Recorder
Attest by the Mayor this _____ day of April, 2022.

_____
Rick Rogers, Mayor

Utility Rates

Wastewater Rates

Rate Component/Customer Class	Current Jan 2022	Effective Jan 2023	Effective Jan 2024
Service Charge ($/Month)			
Total Service Charge ($/Account)[1]	$30.11	$31.87	$33.01
Infiltration & Inflow ($/additional Multifamily Dwelling Unit)	$24.88	$25.94	$26.88
Volume Charge ($/ccf)			
Single Family	$9.46	$9.68	$10.02
Multifamily	$9.46	$9.68	$10.02
Commercial - 1	$9.46	$9.68	$10.02
Commercial - 2	$12.00	$12.31	$12.73
Commercial - 3	$19.69	$20.07	$20.74
Industrial	$12.00	$12.31	$12.73
Outside City	$9.45	$9.68	$10.02

Water Rates

Customer Class	Current Jan 2022	Effective Jan 2023	Effective Jan 2024
Billing Charge ($/Account)	$3.25	$3.52	$3.63
Meter Charge ($/Month)			
3/4"	$17.96	$18.89	$19.90
1"	$30.53	$32.11	$33.83
1-1/4"	$0.00	$47.23	$49.75
1-1/2"	$59.27	$62.34	$65.67
2"	$95.19	$100.12	$105.47
3"	$179.60	$188.90	$199.00
4"	$299.93	$315.46	$332.33
6"	$598.07	$629.04	$662.67
8"	$957.27	$1,006.84	$1,060.67
10"	$1,496.07	$1,573.54	$1,657.67
Volume Charge ($/ccf)			
S-F Residential	$4.29	$4.34	$4.43
Multifamily	$3.50	$3.62	$3.69
Commercial	$4.34	$4.50	$4.60

Industrial	$4.89	$5.10	$5.27
Irrigation	$8.03	$8.06	$8.27
Outside City	$6.43	$6.51	$6.65
Public Agency	$4.78	$4.85	$5.00
Non-Potable	$2.80	$2.88	$2.95

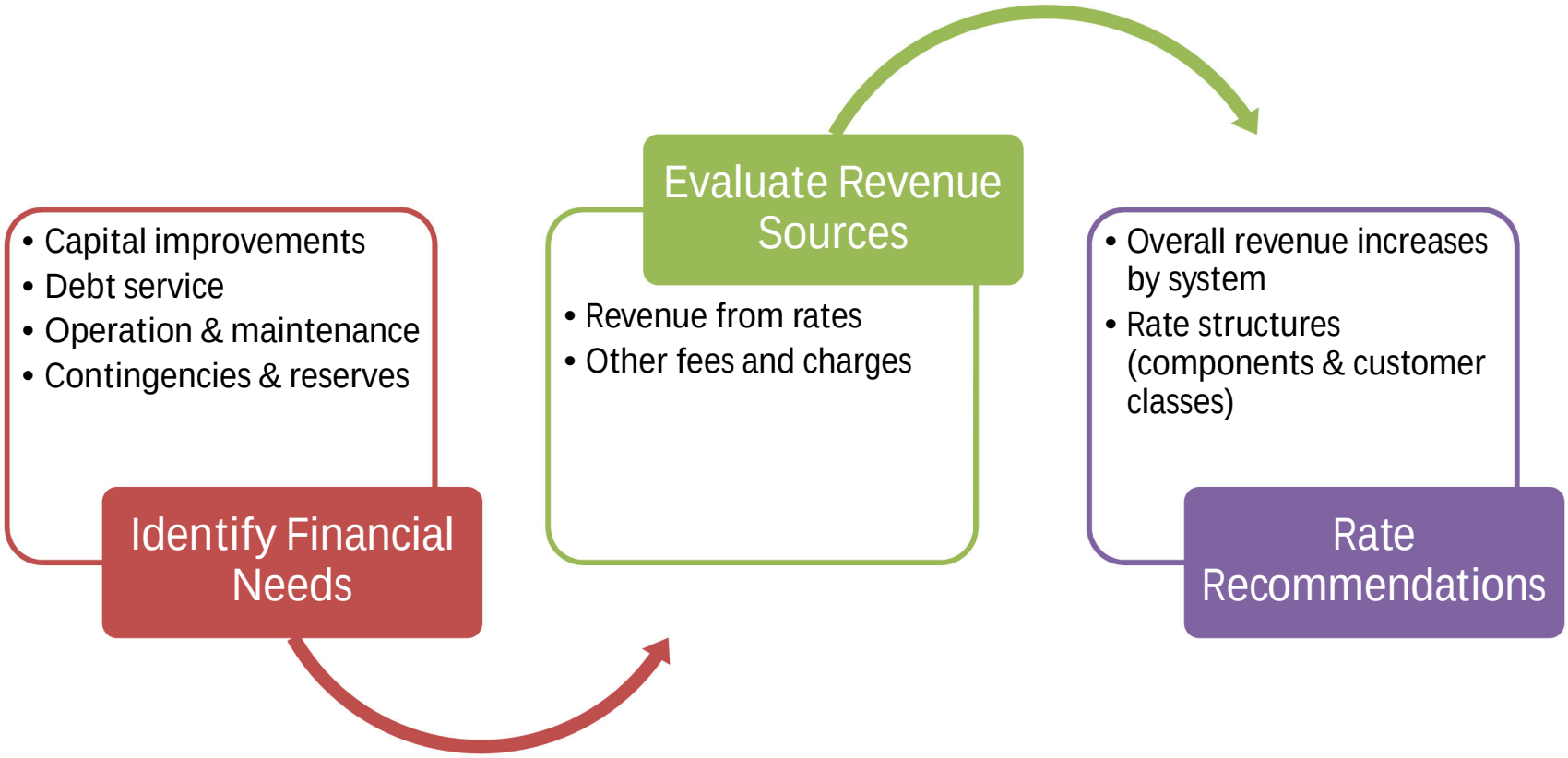
Storm Water Rates **Customer Class**	**Current** **Jan 2022**	**Effective** **Jan 2023**	**Effective** **Jan 2024**
Service Charge ($/Month)			
Single Family Residential	$14.54	$15.63	$16.80
Nonresidential ($/EDU)	$14.54	$15.63	$16.80
Rate Change			
$	$1.20	$1.09	$1.17

Rate Code	**Transportation Utility Fees** **Description**	**Current** **Jan 2022**	**Effective** **Jan 2023**	**Effective** **Jan 2024**
001	Class 1 Non-Residential	$ 3.87	$ 4.03	$ 4.19
002	Class 2 Non-Residential	15.25	15.86	16.50
003	Class 3 Non-Residential	22.21	23.10	24.03
004	Class 4 Non-Residential	34.81	36.20	37.65
005	Class 5 Non-Residential	101.09	105.13	109.33
008	Non-Residential Minimum	5.19	5.40	5.62
210	Sf Detached Housing	5.19	5.40	5.62
220	Multi-Family	3.51	3.65	3.79
240	Mobile Home	2.72	2.82	2.94
253	Congregate Care	1.17	1.21	1.26
254	Assisted Living	1.53	1.59	1.65
255	Cont. Care Retirement	1.38	1.44	1.50
310	Hotel	4.70	4.89	5.09
320	Motel	3.25	3.38	3.51
411	City Park	1.09	1.14	1.18
430	Golf Course	20.57	21.39	22.25
520	Elementary School	0.37	0.39	0.41
536	Private School (K-12)	1.43	1.48	1.54
540	Junior/Community College	0.71	0.74	0.77
550	University/College	0.99	1.03	1.07
941	Quick Lubrication Veh Shop	13.39	13.93	14.48
944	Gas/Srvc Station	56.29	58.54	60.88
945	Gas/Srvc Station W/ Conv. Market	41.24	42.89	44.61

CITY COUNCIL MEETING
APRIL 4, 2022

GALARDI ROTHSTEIN GROUP

RATE REVIEW PROCESS

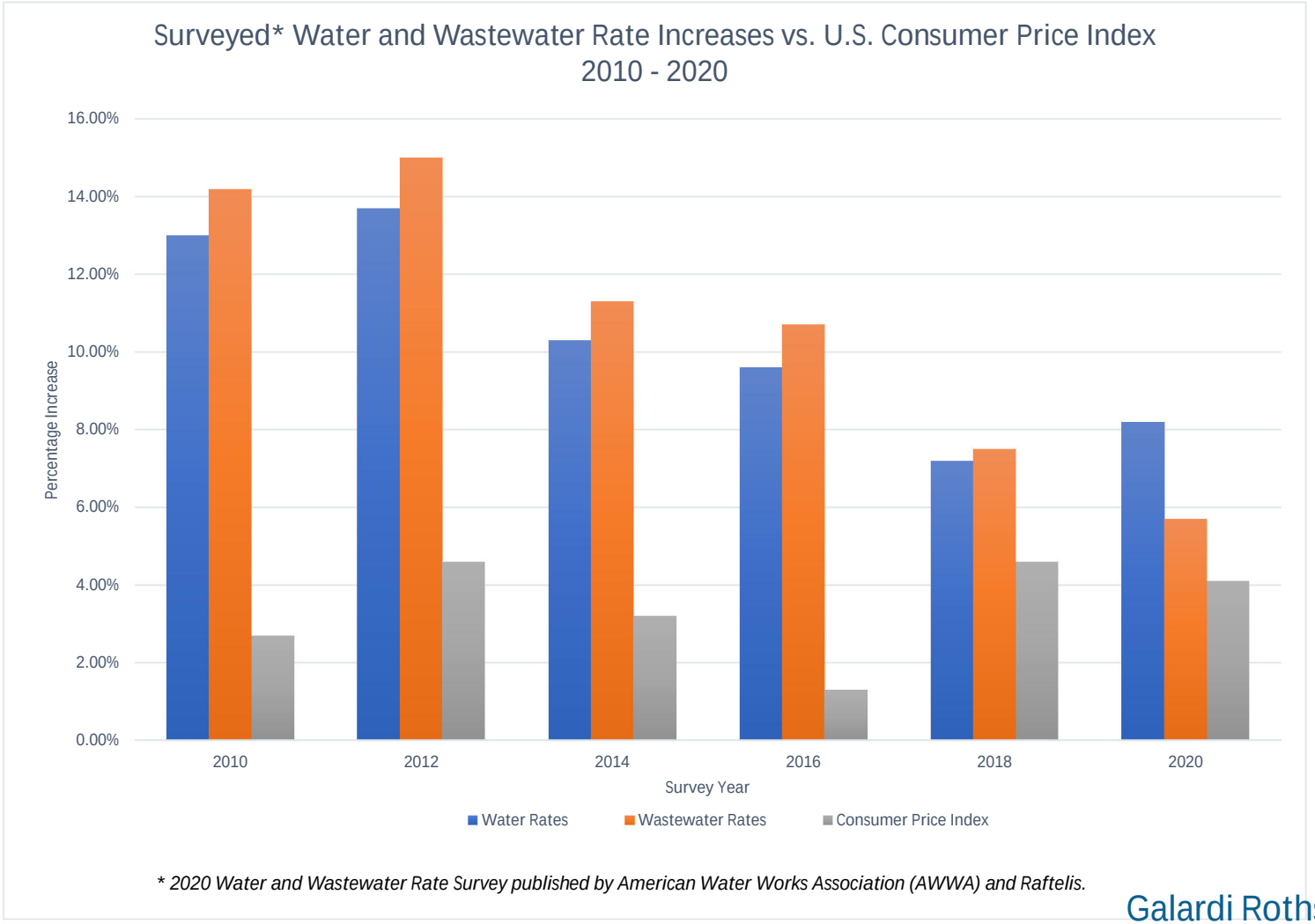


PRIOR ANNUAL REVENUE INCREASES

System	Downward Pressure	Effective Jan 1, 2021	Effective Jan 1, 2022
Water - Potable		4.0%	4.0%
Water – Non-Potable		10%	2.0%
Wastewater		3.5%	3.5%
Stormwater		9.0%	9.0%
Street Maintenance		2.0%	2.0%

*Projected overall annual increase from all rates collectively; changes to individual rate components vary

NATIONAL UTILITY BILL AND CPI TRENDS



** 2020 Water and Wastewater Rate Survey published by American Water Works Association (AWWA) and Raftelis.*

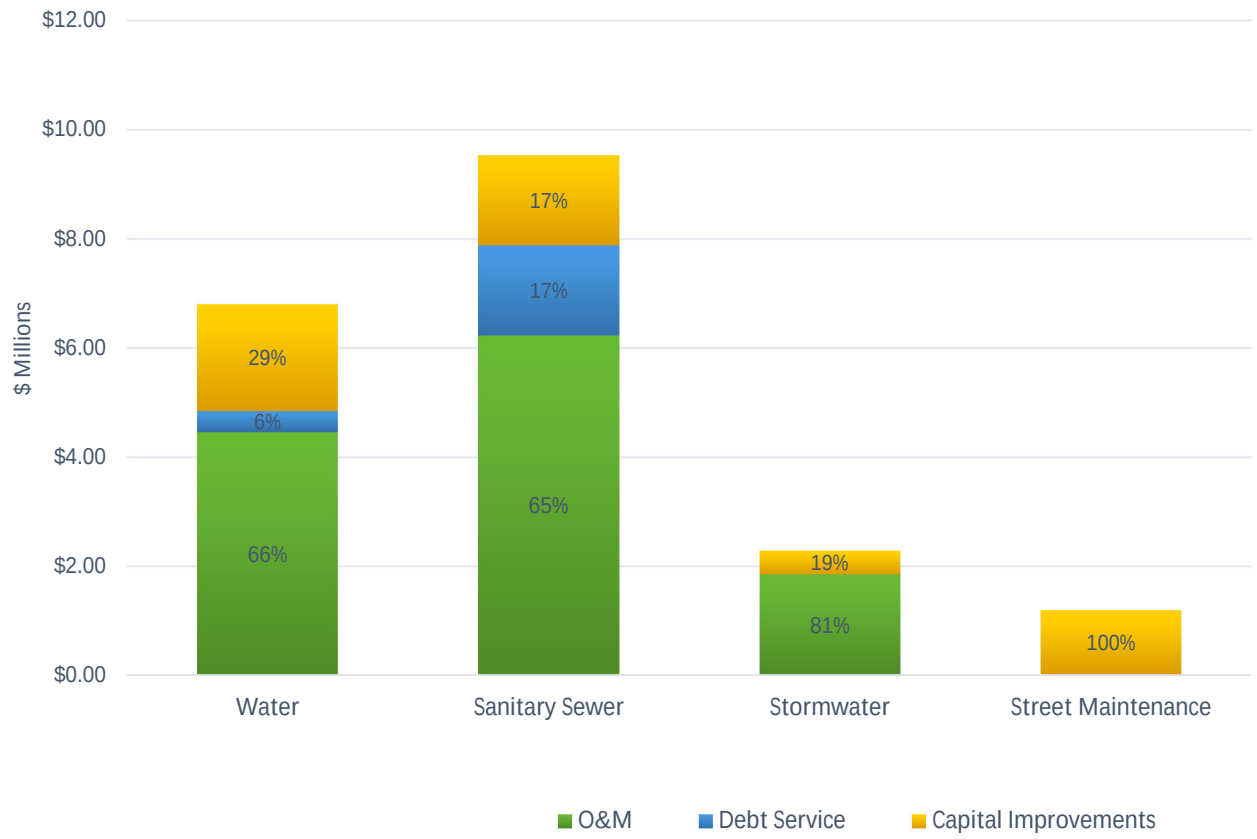
2022 RATE REVIEW FINDINGS

RATE INCREASE FACTORS

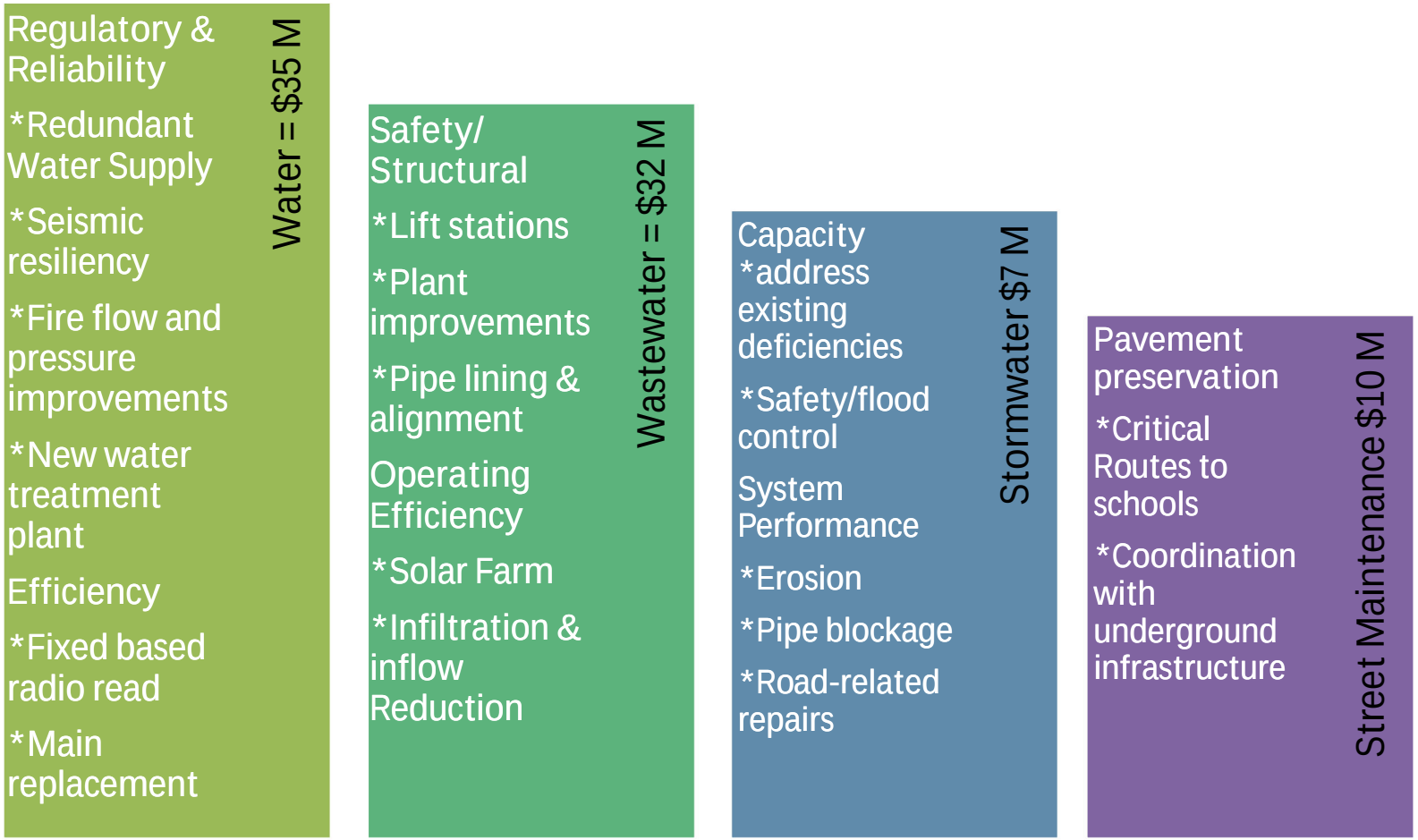
* Steady customer growth
* Refinanced existing debt; limiting future borrowing
* Leverage existing reserves and grant funding

* Significant capital investment needed
* Existing debt burden (water & wastewater)
* Catch-up from prior years with no rate increases (transportation)
* Inflation (construction and operating costs)

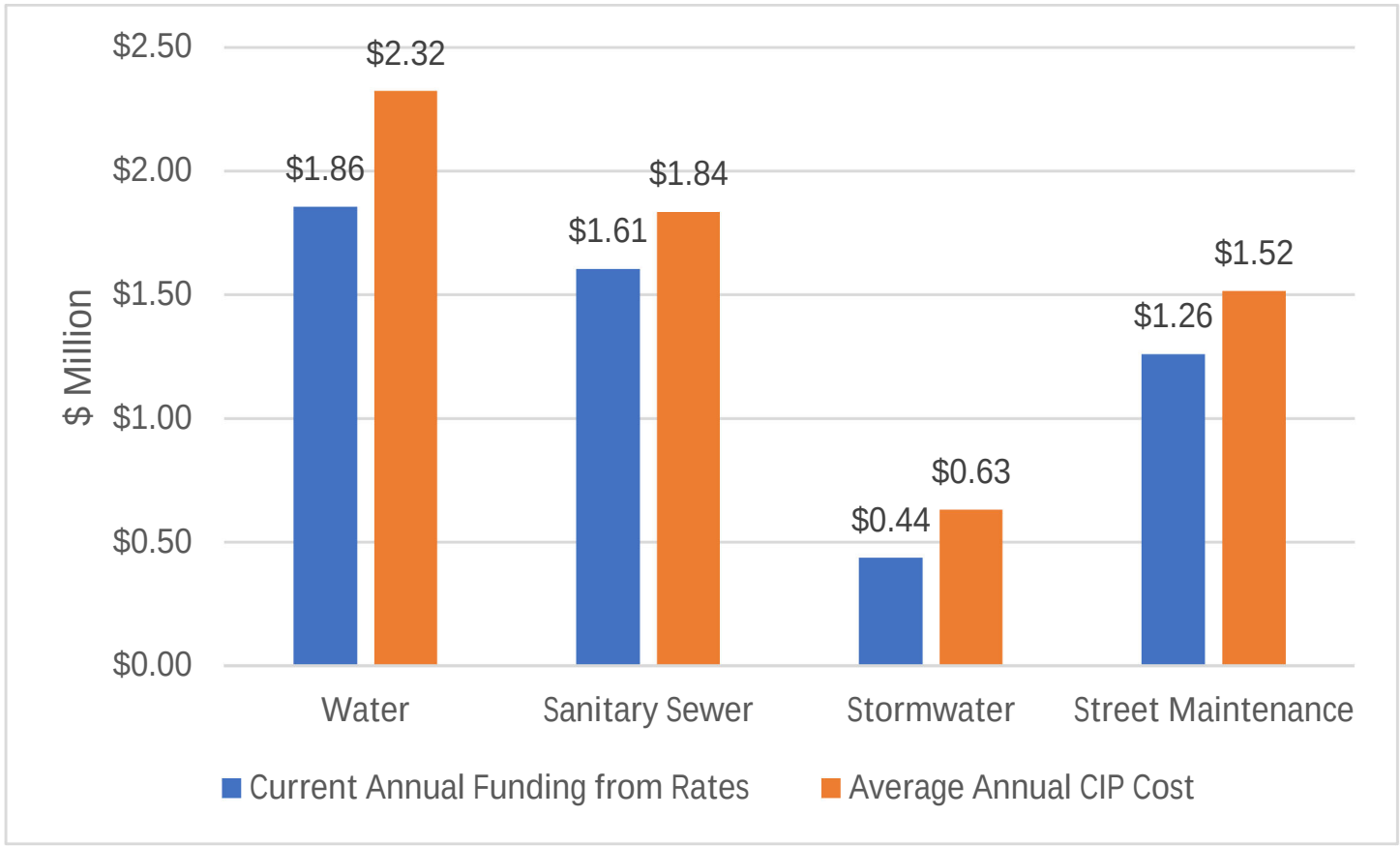
UTILITY REVENUE REQUIREMENTS



NEAR TERM CAPITAL INVESTMENT PRIORITIES



CURRENT RATE CAPITAL FUNDING VS. PROJECTED COSTS*



*Net of assumed debt, grants, reserves and system development charges

WATER SYSTEM SUMMARY

- Capital improvements driven by regulatory requirements and replacement needs
  - New water treatment plant estimated to save future operating costs
  - New debt (net of grants*) for WTP to spread impact
    - Existing debt service retired in FY2026 ($0.5 M) and FY2029 ($0.15 M)
- Rate increases = 4% per year system average
  - Typical residential monthly bill increase = $2.00-$2.50
  - Water rate increases have been less than national average and are consistent with other regional cities.

**Reduced debt by $1.5 M from grants to save about $0.75 M interest costs*

SANITARY SEWER SYSTEM SUMMARY

- Capital improvements driven by permit requirements, system replacement and expansion
  - Expansion for growth funded largely by system development charges
- Small portion of debt service retired in FY2029
  - No new debt planned
- Rate increases = 3.5% per year system average
  - Typical residential monthly bill increase = $2.50-$2.75
  - Rates increases slightly below national projections
    - Prior increases to address treatment plant and other needs resulted in highest rates in regional comparison

STORMWATER SYSTEM SUMMARY

- Capital improvements driven by regulatory, capacity and expansion needs.
  - Prior rate increases have focused on building capacity for operation and maintenance program.
- Rate increases are reduced from last update
  - 7.5% down from 9% per year.
  - Typical residential monthly bill increase = $1.00-$1.20.
  - Stormwater bills are in middle range of other communities.

TRANSPORTATION UTILITY FEE SUMMARY

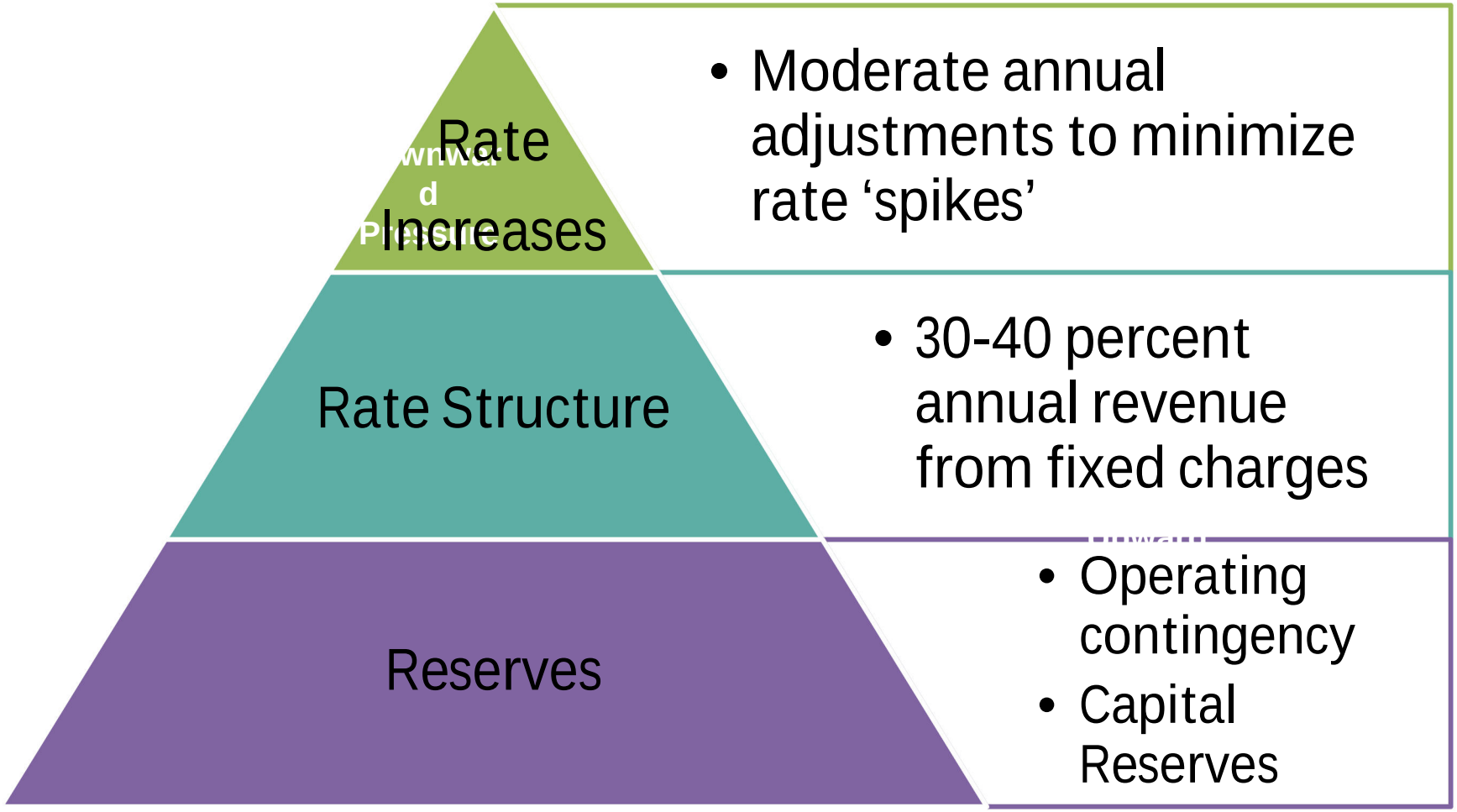
- TUF is newest utility fee (implemented in 2017)
  - No rate increases first two years.
  - Actual revenue has been below initial projections of $1.2M.
  - Rates and revenue have not kept up with inflation.
- Rate increases are increased from last update:
  - 4% up from 2% per year.
  - Typical residential monthly bill increase = $0.20-$0.25.
  - TUF bills are on lower end of other communities (who have implemented street maintenance charges).

RRC RECOMMENDED INCREASES AND TYPICAL BILL IMPACT

Overall Increase					1-Jan	1-Jan
2023	2024	System	Units	Current	2023	2024
4.0%	4.0%	Water	7.0	$51.24	$53.31	$55.69
3.5%	3.5%	Sewer	5.0	$77.41	$80.28	$83.09
7.5%	7.5%	Storm	1	$14.54	$15.63	$16.80
4.0%	4.0%	TUF	1	$5.19	$5.40	$5.61
32.0%	0.0%	Public Safety	1	$3.00	$3.96	$3.96
3.0%	*3.0%*	*Communication Officer*	*1*	*$2.26*	*$2.33*	*$2.40*
		Total		$153.64	$160.91	$167.55
		Difference $			*$7.27*	*$6.65*
		Difference %			*4.7%*	*4.1%*

Public Safety fee reflects prior City Council decision.

RECOMMENDATIONS SUPPORT FOUNDATION FOR FINANCIAL RESILIENCY



Dear City Counsel,

I understand you are considering have a gay pride week in Newberg.

Firstly, may I thank you for your service to Newberg in your current position. I fully recognize what a sacrifice this is and certainly in today's climate quite taxing. This is not for the faint of heart so please take my recommendation not as an attack but as a citizen's request.

I am going to make this short and sweet. If we are going to move the needle on helping people to come together, this is not going to help. I have had a lot of life experience and what I have learned is that these desires need to be done with great care in considering how an action will affect the greater community.

By Wikipedia's definition: A pride parade (also known as pride march, pride event, or pride festival) is an outdoor event **celebrating lesbian, gay, bisexual, and transgender (LGBT) social and self-acceptance, achievements, legal rights, and pride**. The events also at times serve as demonstrations for legal rights such as same-sex marriage.

Do you think after all that has happened over the last 2 years that this would move toward your goal of peace, unity, and civility? Have the last 3 recalls not demonstrated that this community is not for highlighting, celebrating and embracing this movement?

With that being said, you must understand that I do not hate gays, I do not hate transgenders, I do not hate individuals in same sex marriage. I believe that it is in humanities benefit to continue to model love toward all people. Love does not mean embracing an agenda. Love means that I can have delightful interactions and conversations. That if that individual is in need of help that I may fill that need. Love means to treat them the same as everyone else. Yes, I am human and we often fail in loving people. I believe if your intent is to help these individuals feel loved and accepted then forcing ALL the community to embrace everything that it stands for will lead to revolt, exclusion, and retaliation. I have personally seen that this aggressive movement has pushed people in the other direction.

As in the definition above, why would I need to celebrate a particular sexual partnership? Why celebrate a particular attraction. I don't celebrate heterosexuals, I don't celebrate people living together, I don't celebrate divorce. Why do I need to celebrate another person's sexuality? Is this my job? No, my job is to love and engage with people. Not specific people. All people.

Could you possibly let our Newberg community continue to do what they have done best in the past? Love their community, help those in need and be generous in all ways?

Yes, we should strive to continue to be better. Let's lead in a gentle way.
Email received from Yvette Heryford, 4/2/2022 @ 4:54 p.m.

NEWBERG CITY COUNCIL

PUBLIC HEARING AND REVIEW OF NEWBERG URBAN RENEWAL PLAN

April 4, 2022

ELAINE HOWARD CONSULTING, LLC

TIBERIUS SOLUTIONS

jla Public Involvement

DKS

City of Newberg

ROLE OF THE CITY COUNCIL

- Review the proposed Newberg Urban Renewal Plan and take public testimony

- Consider Taxing District Comments

URBAN RENEWAL 101

NOT A NEW TAX!

CRASH COURSE | UR 101

CRASH COURSE | UR 101

CRASH COURSE | UR 101

IMPACTS TO TAXING DISTRICTS

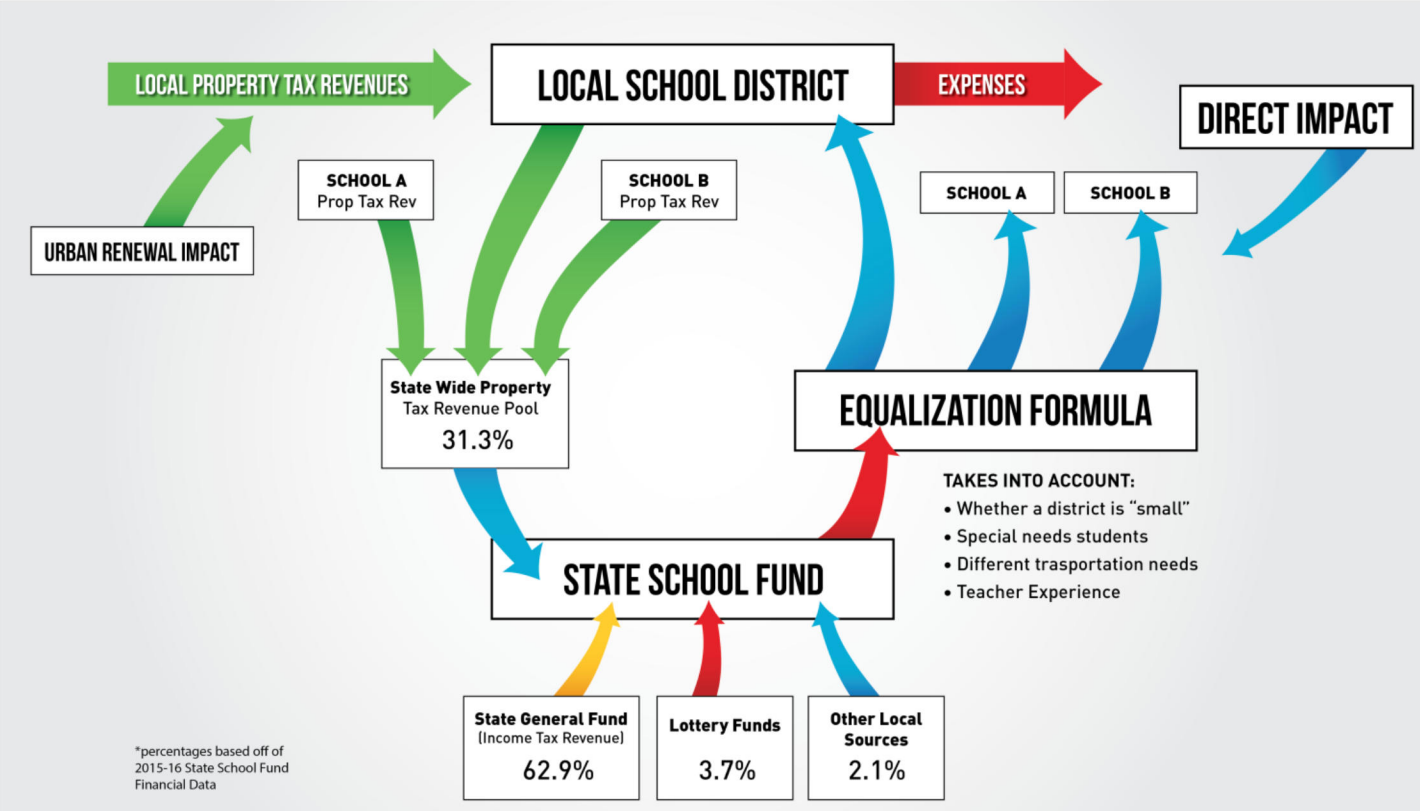
- Urban Renewal does not provide new money
  - Diverts funds that would go to other property tax districts
- Continue receiving taxes on frozen base
- Temporarily forego taxes on any growth in Urban Renewal Area
- Growth may not have occurred but not for urban renewal

URBAN RENEWAL AND LOCAL SCHOOL DISTRICTS

An Indirect Impact

URBAN RENEWAL IMPACT Regular Taxing District

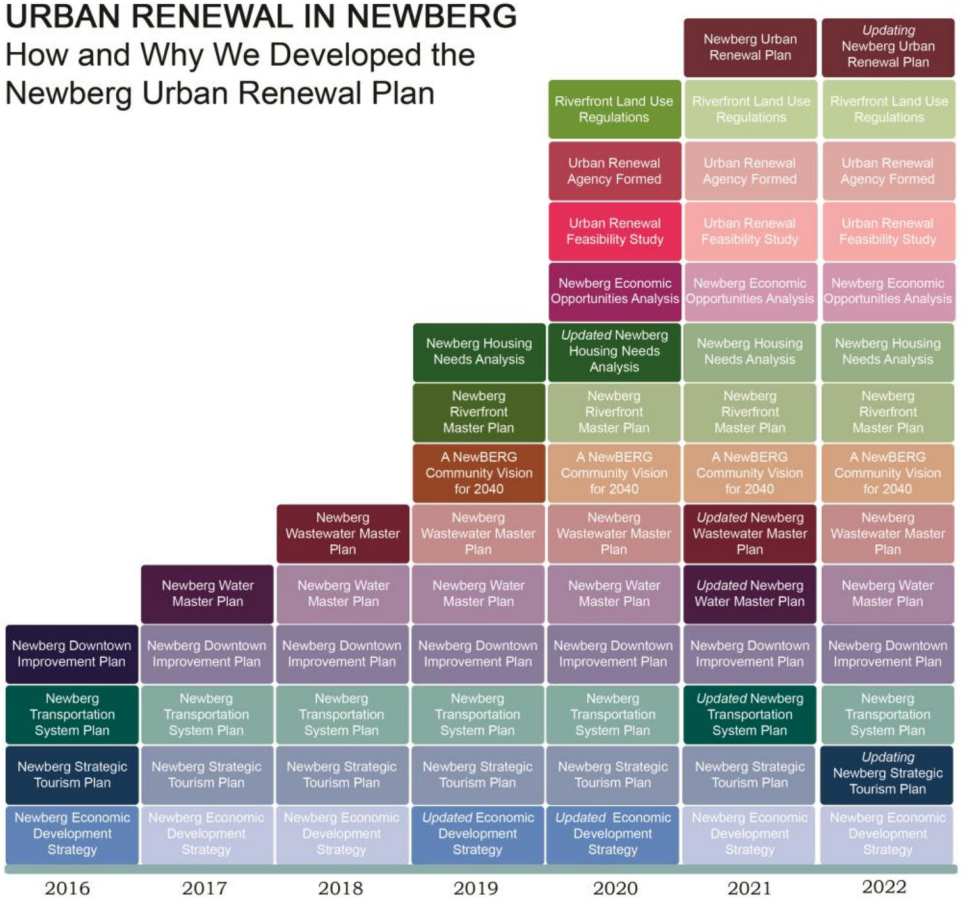
URBAN RENEWAL IMPACT LOCAL SCHOOLS

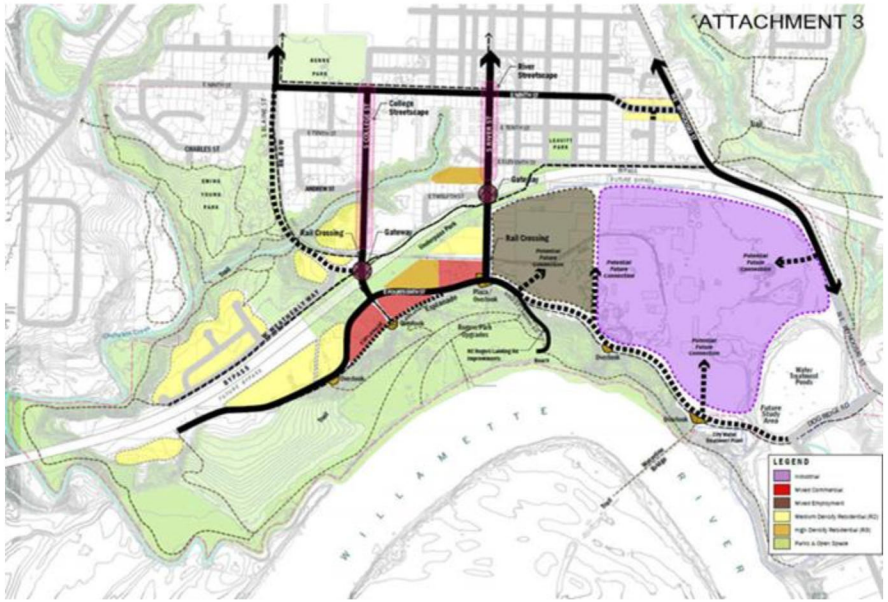


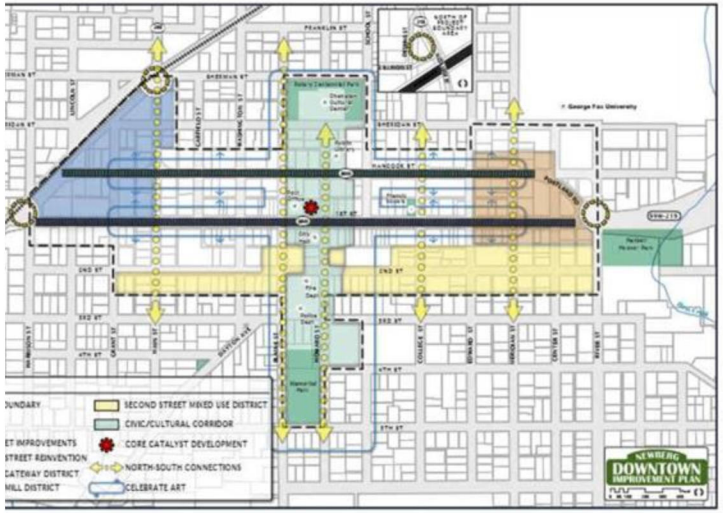
Taxing District	Rate	Property Value	Property Value without UR – 3% Increase	Property Value with UR – 3% increase
Property Value		$100,000	$103,000	$103,000
Yamhill County	$2.5775	$257.75	$265.48	$257.75
Yamhill Extension	$ .0449	$4.49	$4.62	$4.49
Yamhill Soil & Water	$ .0354	$3.45	$3.65	$3.54
TVF&R	$ 1.5252	$152.52	$157.10	$152.52
Chehalem Park & Rec	$ .9076	$90.76	$93.48	$90.76
City of Newberg	$ 2.5750	$257.70	$265.23	$257.5
School District 29J	$ 4.6616	$466.16	$480.14	$466.16
Portland Community College	$ .2828	$28.28	$289.23	$28.28
Willamette Reg ESD	$ .2967	$29.67	$30.56	$29.67
Urban Renewal				$38.62
Total	$12.9067	$1,290.67	$1,329.39	$1,329.39

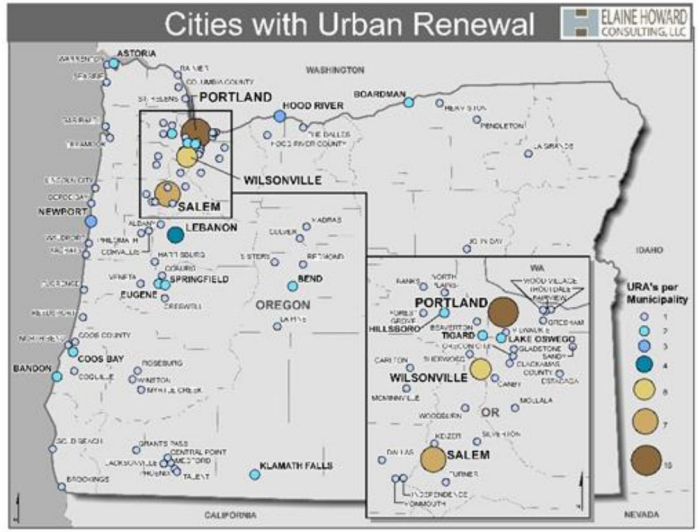
SETTING THE STAGE

URBAN RENEWAL IN NEWBERG
How and Why We Developed the Newberg Urban Renewal Plan



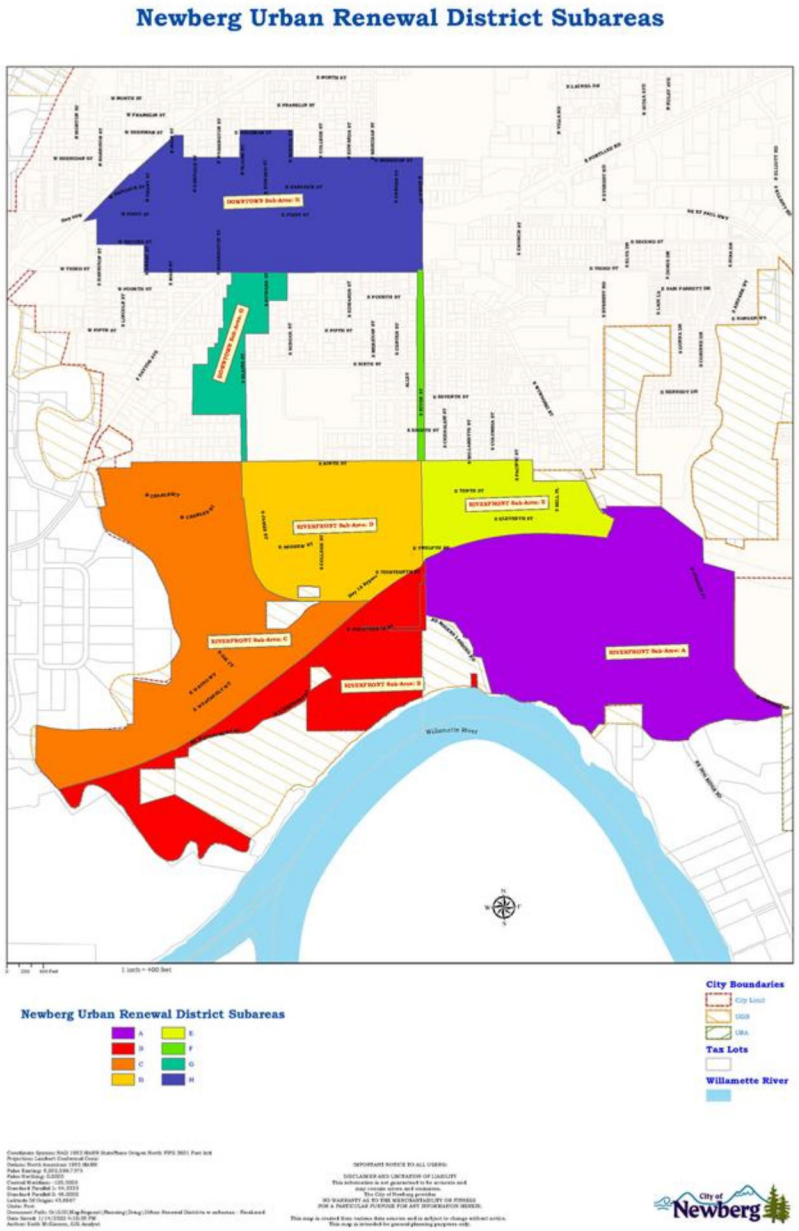






URBAN RENEWAL PLAN & REPORT

- Ad Hoc Citizens Advisory Committee – met 11 times
- Public Engagement: Web page, fact sheets, videos, community presentations, social media
- Planning Commission/City Council briefings
- Informing Taxing Districts on Plan & Report status

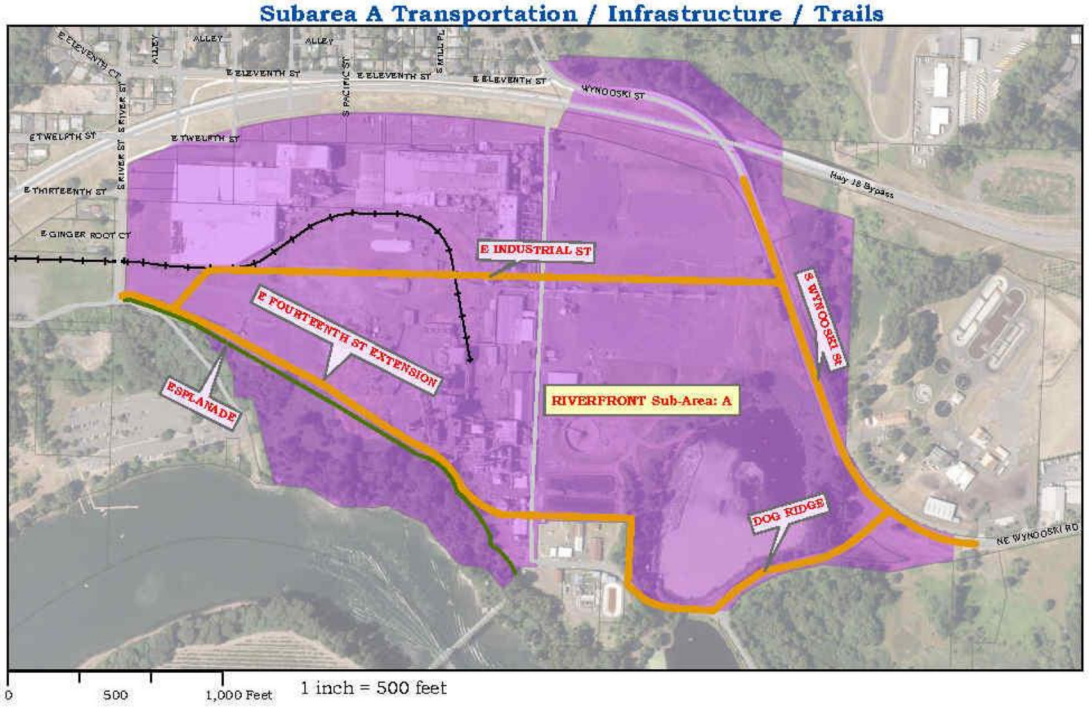


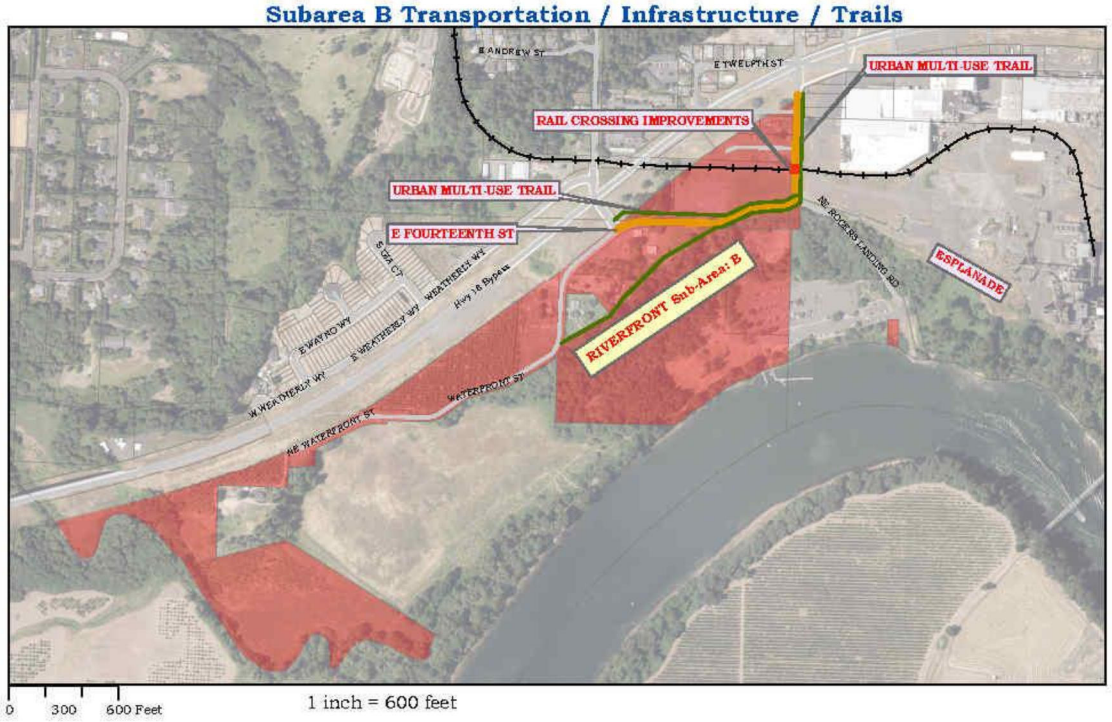
URBAN RENEWAL DISTRICT SUBAREAS

- 540 acres
- $125.8M Maximum Indebtedness
- Downtown & Riverfront
- Connections – Blaine St & River St

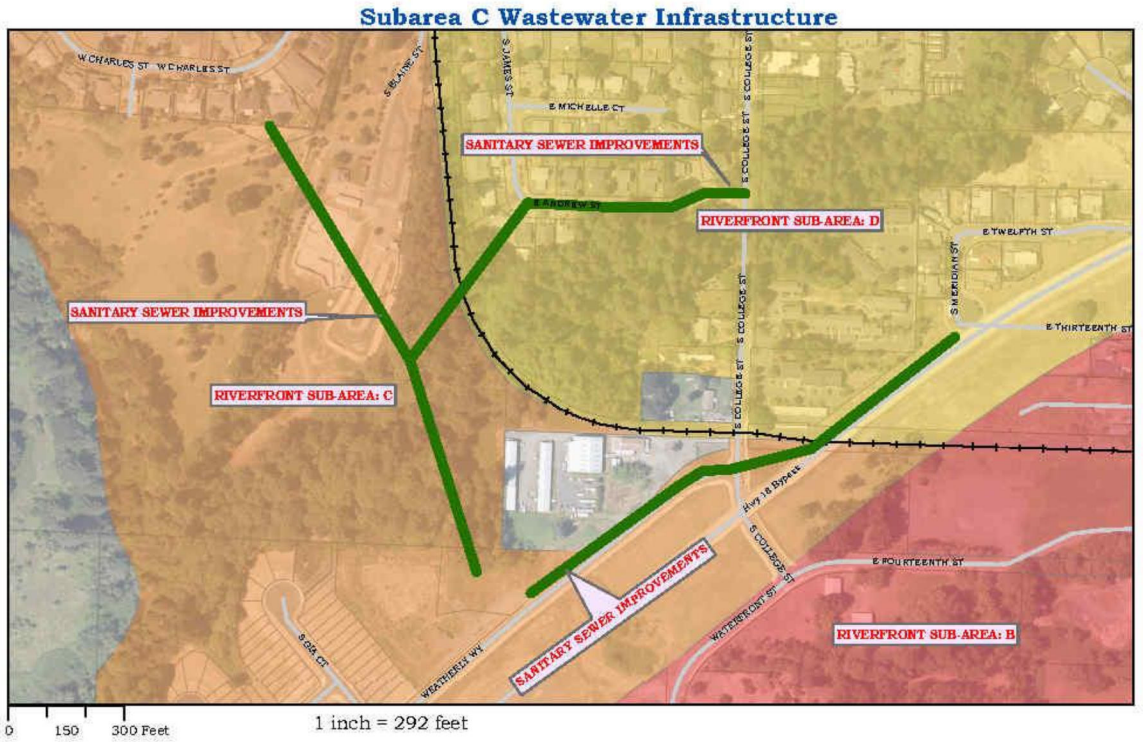
Does Not Increase Property Taxes

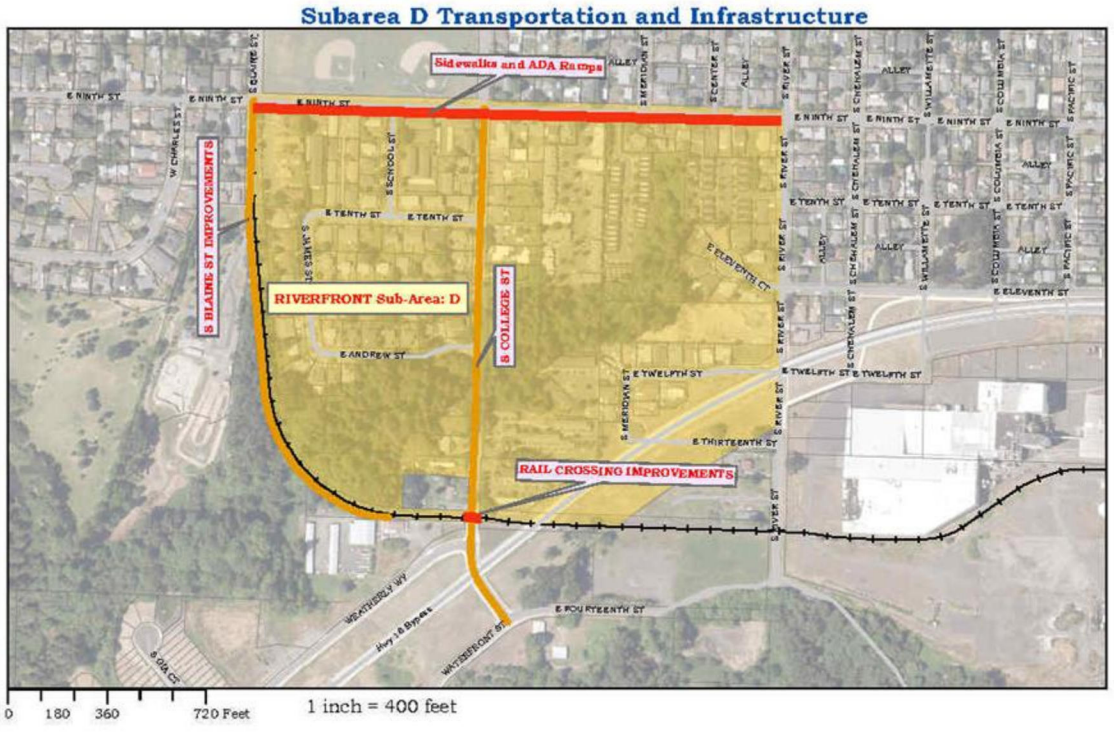
SUBAREAS A & B


Subarea A Transportation / Infrastructure / Trails
E ELEVENTH CT
ALLEY
E ELEVENTH ST
S PACIFIC ST
S MILL PL
WYNOOSKI ST
E TWELFTH ST
S RIVER ST
E THIRTEENTH ST
E GINGER ROOT CT
Hwy 18 Bypass
E INDUSTRIAL ST
E FOURTEENTH ST EXTENSION
ESPLANADE
RIVERFRONT Sub-Area: A
S WYNOOSKI ST
DOG RIDGE
NE WYNOOSKI RD
0
500
1,000 Feet
1 inch = 500 feet


Subarea B Transportation / Infrastructure / Trails
E ANDREW ST
E TWELFTH ST
URBAN MULTI-USE TRAIL
RAIL CROSSING IMPROVEMENTS
URBAN MULTI-USE TRAIL
E FOURTEENTH ST
S 13TH CT
E WAY NO WY
E WEATHERLY WY
W WEATHERLY WY
WEATHERLY WY
Hwy 18 Bypass
NE ROGERS LANDING RD
ESPLANADE
RIVERFRONT Sub-Area: B
WATERFRONT ST
NE WATERFRONT ST
0
300
600 Feet
1 inch = 600 feet

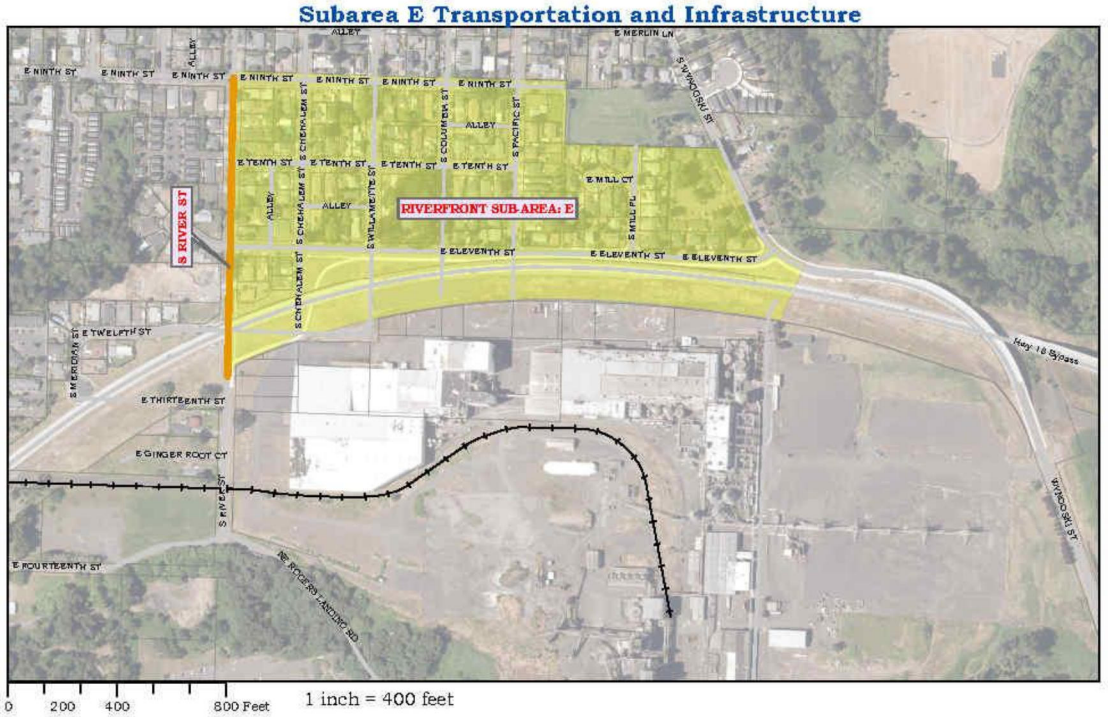
SUBAREAS C & D

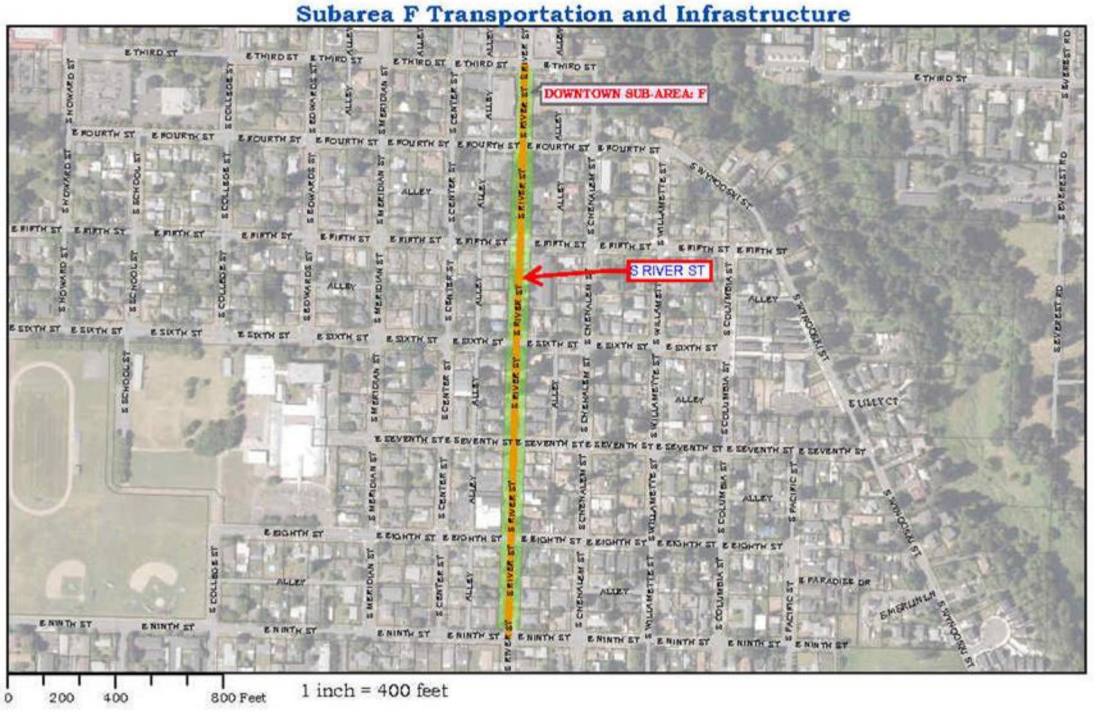




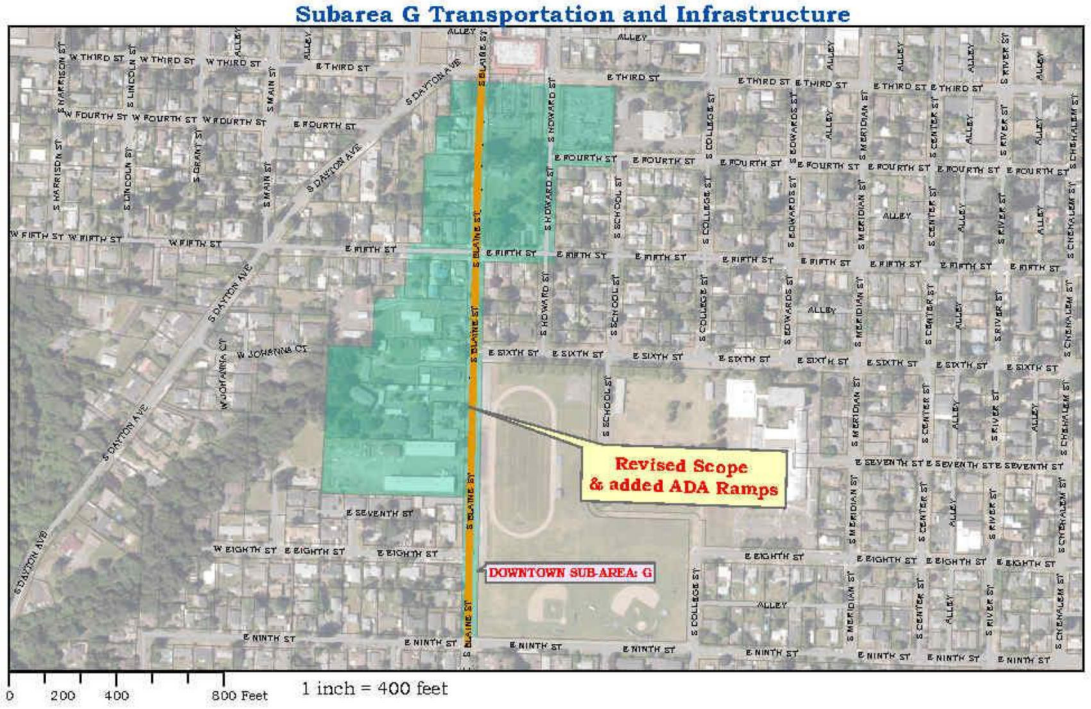
IMPORTANT NOTICE TO ALL USERS
DISCLAIMER AND LIMITATION OF LIABILITY
NO WARRANTY AS TO THE MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE FOR ANY INFORMATION HEREIN

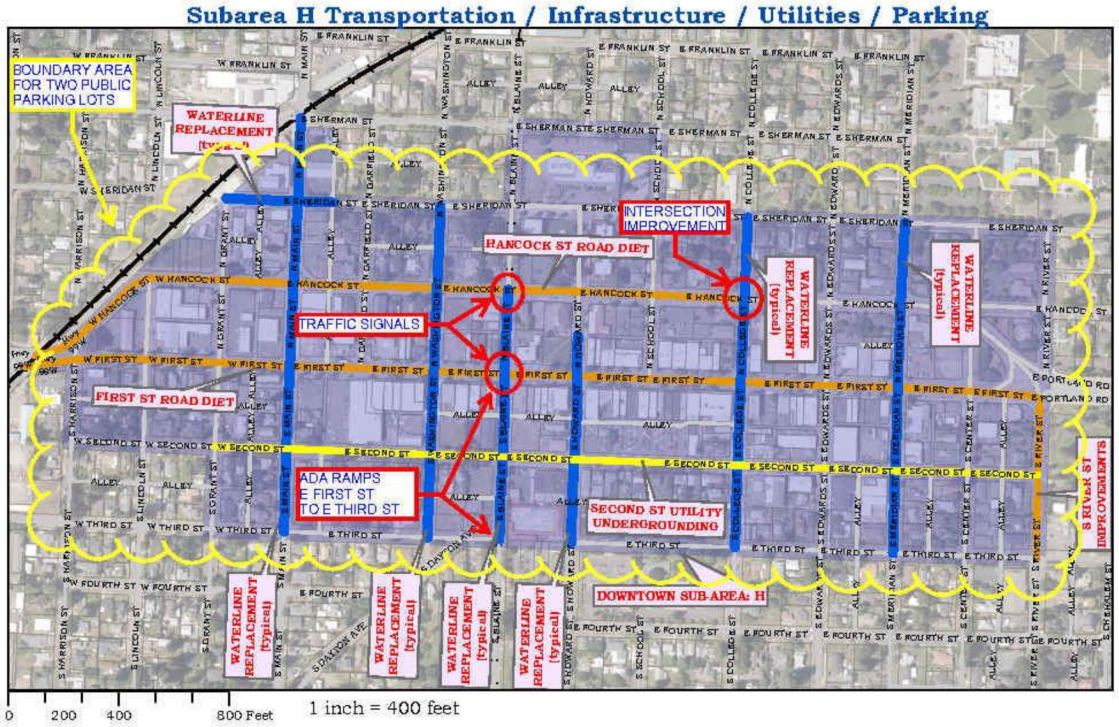
SUBAREAS E & F


Subarea E Transportation and Infrastructure
RIVERFRONT SUB-AREA: E
S RIVER ST
E NINTH ST
E TENTH ST
E ELEVENTH ST
E TWELFTH ST
E THIRTEENTH ST
E GINGER ROOT CT
E FOURTEENTH ST
E MERLIN LN
E MILL CT
E MILL PL
S MERIDIAN ST
S CHEMAWA ST
S COLUMBIA ST
S PACIFIC ST
S WILLAMETTE ST
S WASHOUGAL ST
Hwy 18 Bypass
0
200
400
800 Feet
1 inch = 400 feet


Subarea F Transportation and Infrastructure
DOWNTOWN SUB-AREA: F
S RIVER ST
E THIRD ST
E FOURTH ST
E FIFTH ST
E SIXTH ST
E SEVENTH ST
E EIGHTH ST
E NINTH ST
E LILLY CT
E PARADISE DR
S HOWARD ST
S SCHOOL ST
S COLLEGE ST
S EDWARDS ST
S MERIDIAN ST
S CENTER ST
S CHEMAWA ST
S WILLAMETTE ST
S COLUMBIA ST
S PACIFIC ST
S WASHOUGAL ST
S EVEREST RD
E MERLIN LN
0
200
400
800 Feet
1 inch = 400 feet

SUBAREAS G & H


Subarea G Transportation and Infrastructure
Revised Scope
& added ADA Ramps
DOWNTOWN SUB-AREA: G
0
200
400
800 Feet
1 inch = 400 feet


Subarea H Transportation / Infrastructure / Utilities / Parking
BOUNDARY AREA FOR TWO PUBLIC PARKING LOTS
WATERLINE REPLACEMENT (typical)
INTERSECTION IMPROVEMENT
HANCOCK ST ROAD DIET
TRAFFIC SIGNALS
FIRST ST ROAD DIET
ADA RAMPS E FIRST ST TO E THIRD ST
SECOND ST UTILITY UNDERGROUNDING
S RIVER ST IMPROVEMENTS
DOWNTOWN SUB-AREA: H
0
200
400
800 Feet
1 inch = 400 feet

IMPACT TO CITY OF NEWBERG

Urban renewal projects will be used to spur development which will increase Newberg's tax revenue in the future

Over 30 years: $43,081,980

Does not reduce existing revenues, just impacts future revenues on increased growth

Leverages city tax rate with other permanent rate taxes to create larger funding source for project implementation

FYE	CITY OF NEWBERG		FYE	CITY OF NEWBERG
2024	(57,044)		2040	(1,372,347)
2025	(91,904)		2041	(1,503,949)
2026	(130,557)		2042	(1,644,105)
2027	(173,850)		2043	(1,793,371)
2028	(222,259)		2044	(1,952,340)
2029	(276,308)		2045	(2,121,642)
2030	(336,571)		2046	(2,301,948)
2031	(403,682)		2047	(2,493,975)
2032	(478,332)		2048	(2,698,483)
2033	(561,286)		2049	(2,916,284)
2034	(653,378)		2050	(3,148,242)
2035	(755,529)		2051	(3,395,277)
2036	(868,748)		2052	(3,658,370)
2037	(994,141)		2053	(3,696,665)
2038	(1,132,618)		Total:	(43,081,980)
2039	(1,248,777)			

DURATION PROVISION

- Plan will not exceed 30 years
- Review of Plan every 5 years with required consult and confer

AD HOC COMMITTEE RECOMMENDATION

- Committee recommended on January 25, 2022, the Newberg Urban Renewal Plan and Report be forwarded to the Newberg Urban Renewal Agency for referral to taxing districts

- January 25, 2022, recommended Newberg City Council adopt the Plan

CONSULT/CONFER PROCESS

- The Newberg Urban Renewal Agency referred the Plan to Taxing Districts on February 7, 20221
- Notice sent on February 10, 2022, (Certified & email)
- Met with all taxing districts except PCC and WESD which declined a presentation
- One comment was received by the March 28, 2022, deadline

NEWBERG COMPREHENSIVE PLAN CHAPTERS REVIEWED

- Citizen Involvement
- Air, Water, and Land Resource Quality
- Areas Subject to Natural Hazards
- Open Space Scenic, Natural, Historic and Recreational Resources
- The Economy
- Housing
- Urban Design
- Transportation
- Public Facilities and Services
- Energy

ADDITIONAL DOCUMENTS REVIEWED

- Transportation System Plan
- Wastewater Master Plan
- Water Master Plan
- Stormwater Master Plan
- Economic Development Strategy

PLANNING COMMISSION RECOMMENDATION

- Planning Commission adopted Resolution No. 2021-378 finding the Plan was in conformance with the Newberg Comprehensive Plan

- Recommended the City Council adopt the Newberg Urban Renewal Plan

CITY COUNCIL CONSIDERATION

- Take public testimony on the Newberg Urban Renewal Plan
- Consider taxing district comments

QUESTIONS

2022 NEWBERG CITY COUNCIL MEETING INFORMATION

Meeting Date: 4/4/22 Start: 6:00 p.m. Stop: 8:48 p.m.

Councilors	**Roll Call**	**Appointment BCM Peregrino de Brito**	**Consent Calendar Res 3820**	**Res3814**			
MCBRIDE	X	Yes	Yes	No			
MILDENBERGER	X	Yes	Yes	Yes			
YARNELL HOLLAMON	X	Yes	Yes	Yes			
District 2 Vacant		Vacant	Vacant	Vacant			
ROGERS	X	Yes	Yes	Yes			
BACON	X	Yes	Yes	Yes			
FINDLEY	X	Yes	Yes	Yes			
ROLL CALL VOTES		Yes: 6 No: 0 Absent: 1	Yes: 6 No: 0 Absent: 1	Yes: 5 No: 1 Absent: 1			
MOTION ($1^{st}/2^{nd}$):		Findley/ Bacon	Yarnell Hollamon/Bacon	Findley/Bacon			
Department/ Staff:		Council/CR	HR	Finance/PWS			
Changes:							
Tabled:							

City Recorder
[X] Scheduling on Forward Looking Calendar
[X] Council Timesheets
[2.75] Workmen's Compensation hours