

AD HOC URBAN RENEWAL ADVISORY COMMITTEE

Meeting Minutes

April 26, 2021 5:30 PM

NEWBERG CITY HALL

Meeting held electronically due to COVID-19 pandemic

(This is for historical purposes as meetings are permanent retention documents and this will mark this period in our collective history)

Chair John Bridges called the meeting to order at 5:33pm

ROLL CALL

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

Members Absent: Rick Rogers, excused
Stephanie Findley
Loni Parrish

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

Consultant Present: Elaine Howard, Elaine Howard Consulting

CONSENT CALENDAR:

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

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

NEW BUSINESS:

Revisit Project List

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

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

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

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

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

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

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

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

Member Olson asked what is the impact on Blaine Street.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PUBLIC COMMENTS:

None

ITEMS FROM STAFF:

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

ITEMS FROM COMMITTEE MEMBERS:

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

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

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

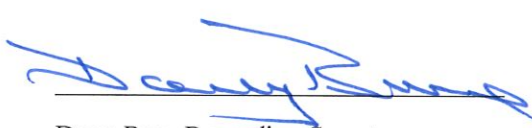
Chair Bridges noted they are also doing public presentations, with the City Club and Rotary Club so they are getting the word out for interested feedback. He noted they have gotten a fair number of comments, questions and participation which is good.

ADJOURNMENT:

Chair Bridges adjourned the meeting at 6:01pm

APPROVED BY THE AD HOC URBAN RENEWAL CITIZENS ADVISORY COMMITTEE this May 24, 2021



John Bridges, UR CAC Chair

Doug Rux, Recording Secretary