

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
2016 GRANT APPLICATION COVER SHEET**

APPLICATIONS DUE 4:00 PM, June 10, 2016

Type of Grant:	Category 2	ODOT Region (1-5):	Region 2
Primary Applicant Jurisdiction:	City of Newberg		
Project Title:	Riverfront Master Plan Update		
Mailing Address:	414 E First Street		
	PO Box 970		
City/Zip:	Newberg	97132	
	Jessica Pelz		
Telephone/Email:	503-554-7744	jessica.pelz@newbergoregon.gov	

	MATCH	
	YES	NO
Other Local Jurisdictions involved in the project:	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

The "old" Riverfront Master Plan was completed prior to finalization of the Phase 1 Bypass through the area. The ultimate Phase 1 Bypass location has impacted many of the previously planned and identified Plan elements. The proposed project would update the Riverfront Master Plan according to current market conditions and transportation infrastructure, creating a workable plan for a multi-modal transportation network through and connecting this area to the rest of the city, a zoning pattern that includes the appropriate mix of residential and employment uses, identified open space areas, and other features unique to the Riverfront area. This project would also expand the study area from the previous Plan to include the former WestRock mill site and more of the adjacent residential neighborhoods north of the Bypass.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Newberg

Project Title: Riverfront Master Plan Update

Budget Breakdown (Based on your response to Award Criterion 3)

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
Task 1: Project Set-Up	\$0.00	\$10,000.00
Task 2: Analysis	\$0.00	\$65,000.00
Task 3: Public Process	\$0.00	\$45,000.00
Task 4: Draft Riverfront Master Plan	\$0.00	\$70,000.00
Task 5: Final Riverfront Master Plan	\$0.00	\$10,000.00
Total TGM Funds Requested:	\$0.00	\$200,000.00
		\$200,000.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$27,272.73
Match to be Provided:	\$27,272.73

Type of Match to be Provided:

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Newberg

Project Title: Riverfront Master Plan Update

Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

The 2002 Riverfront Master Plan envisioned the Bypass location at the north edge of the Riverfront area, allowing for residential uses, a commercial area, and gateway feature between the Bypass and the cliff leading down to the river. Now that the Bypass location has been finalized and is under construction, we know that it will be elevated through the center of the previously planned Riverfront area, thereby negating much of the foundation of the previous plan. Direct vehicular access to the Riverfront area will be limited to two north-south roads, College Street and River Street, with Wynooski Road providing the eastern border of the study area. With such limited access to the area, it will be especially important to identify east-west multi-modal transportation improvements necessary to make the network safe for pedestrians and cyclists while still providing adequate mobility for vehicles.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, compile data, or prepare maps are not eligible. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

The proposed project will result in an updated Riverfront Master Plan that will be ready for adoption by the Newberg City Council. The project will also result in adoption-ready Development Code amendments and Comprehensive Plan amendments necessary to implement the updated Plan.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners) must be submitted with the application to meet this requirement. 500 character limit.

The Newberg City Council adopted Resolution No. 2016-3309 on June 6, 2016, expressing support for a TGM grant application to update the Riverfront Master Plan.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Newberg

Project Title: Riverfront Master Plan Update

Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.

This application was prepared by the following compensated consultant:

Consultant Name:

Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO>

Applicant Title:

Printed Name:

Authorized Signature*:

*Please only include the authorized signature on the mailed hard copy. **DO NOT submit a printed, signed, and scanned version electronically.**

I have mailed in a hard copy of my application with authorized signature.



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2016 GRANT APPLICATION FORM

Instructions: See the [Grant Application Packet](#) for how to respond to each of the Award Criteria

Completed Grant Application Form must not exceed 8 pages, less attachments. Excess pages will be discarded.

Examples of successful applications and help to develop a project approach and budget estimate are available on the TGM Grants page: <http://www.oregon.gov/LCD/TGM/Pages/grants.aspx>.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Newberg	PHONE 503-554-7744
CONTACT PERSON NAME AND TITLE Jessica Pelz, Associate Planner	CONTACT PERSON E-MAIL Jessica.pelz@newbergoregon.gov
PROJECT TITLE Newberg Riverfront Master Plan Update	

Award Criteria

Applications may receive a total of 110 points.

- Up to 100 points are based on an applicant’s written responses to five award criteria.
- Up to 10 bonus points may be awarded for **Project Innovation**: *the application must demonstrate that the project will be innovative in subject matter, approach, or expected outcomes.* Do not write a separate response about how your project meets this criterion; scorers will award points based on the entirety of the application. By the nature of the criterion, most projects will not receive any points.

Projects are selected primarily based on scores for the TGM award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required for a project, the amount of grant dollars available for award within an ODOT region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

1. Proposed Project Addresses a Need and Supports TGM Objectives Up to 40 points

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives (as listed on pages 3-4 of the Application Packet).

The “old” Riverfront Master Plan was completed prior to finalization of the Phase 1 Bypass through the area, and therefore has serious feasibility issues with some of the Plan elements now that the Phase 1 Bypass has a final location and is under construction. The old Plan thought the Bypass would probably be a good deal further north through the area than it actually is, which impacts most of the

Plan features, such as the location of gateway features, the proposed zoning pattern, and proposed vehicular and pedestrian connections. The proposed project would update the Riverfront Master Plan according to current market conditions and transportation infrastructure, creating a workable plan for a multi-modal transportation network through and connecting this area to the rest of the city, a zoning pattern that includes the appropriate mix of residential and employment uses, identified open space areas, and other features unique to the Riverfront area. This project would also expand the scope of the Plan from the previous Plan, which only analyzed a small area largely outside of the city limits and west of the WestRock mill site (formerly SP Newsprint); the new Plan would encompass a larger area that would include the old area but also more of the neighborhoods to the north and the former mill site.

The proposed project meets the TGM objectives in the following ways:

1. Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.

The Riverfront area has unique opportunities, with access to the Willamette River, existing employment sites, and areas prime for redevelopment for potential industrial, commercial and residential development along with open space. This area is primarily composed of low density residential uses, rural residential uses, undeveloped open space areas, Rogers Landing Boat Ramp and park, and the former WestRock mill site. With the Bypass cutting through the area, direct vehicular access to the Riverfront area will be limited to two north-south roads, College Street and River Street, with Wynooski Road providing the eastern border of the study area. With such limited access to the area, it will be especially important to identify east-west multi-modal transportation improvements necessary to make the network safe for pedestrians and cyclists while still providing adequate mobility for vehicles. The Bypass cuts right through the area and is elevated much of the way, including over both River Street and College Street. The City, Chehalem Parks and Recreation District, and ODOT have already begun discussions about using the Bypass right-of-way, including the area underneath the elevated roadway, for a multi-use path that could someday connect all the way to Dundee.

2. Create communities composed of vibrant neighborhoods and lively centers linked by convenient transportation.

The existing Riverfront Master Plan says that it “puts a new focus on Newberg’s riverfront and sets the stage for development of a vibrant neighborhood combining small scale commercial, housing of various types, and open space oriented toward the river.” The updated Plan would have similar objectives to create a vibrant neighborhood with a mix of uses, but may have a somewhat larger scope as it would also include the former WestRock mill site which is prime for redevelopment for mixed use and employment uses. We know that Newberg is deficient in every category of housing, so the plan update would use market analysis to determine the appropriate mix and type of housing for the Riverfront area to help support future commercial and other employment uses. The 2016 tourism strategy (to be adopted by City Council on June 20) anticipates that the Riverfront area will be a well-used outdoor recreation amenity that is connected with the rest of Newberg via a multi-modal network and complementary economic uses. In addition, public comments from recent open houses for the currently underway Newberg Downtown Improvement Plan have expressed a desire to have a trolley use the existing railroad line to run from the Allison Inn and Spa down to the Riverfront area; this is a potentially viable idea that could provide a cross-town connection to link economic centers.

3. Support economic vitality by planning for land uses and the movement of people and goods.

The Riverfront area has unique opportunities, with access to the Willamette River, existing employment sites, and areas prime for redevelopment for potential industrial, commercial and residential development along with open space. The Riverfront study area includes a shuttered paper mill formerly operated by WestRock (formerly SP Newsprint) with a biomass/natural gas cogeneration facility. As part of the Plan update we would anticipate evaluating the feasibility of integrating the cogeneration facility into redevelopment opportunities such as a power source for manufacturing operations or data centers and steam capabilities for manufacturing equipment used in food processing. We would also like to evaluate the feasibility of an eco-district that could provide power and/or steam to residential, commercial, and industrial development within and outside the Riverfront area, such as to the City's wastewater treatment plan and water treatment plant.

The Plan update would also include a feasibility and market study to determine the best mix of uses on either side of the Bypass corridor, which will be a half-mile long elevated feature through the middle of the area previously planned for commercial and residential uses and a gateway feature. The employment area on the east side of the area will be accessible from other uses on the west side of the area via 14th Street, which connects College Street and River Street, and accessible directly from Wynooski Road, which will provide an important direct connection to Highway 219. An important feature of the updated Plan will be a multi-modal transportation plan connecting all of the Riverfront area uses and connecting the Riverfront area with the rest of Newberg. The transportation plan may also identify other potential east-west connections within the Riverfront area to ensure a more robust transportation network.

Updating the Riverfront Plan will help implement Newberg's Economic Development Strategy, which was adopted by City Council in April 2016. In particular, development and redevelopment of the Riverfront area will help meet the Industrial Sector Goal to "Enhance industrial development capabilities and employment opportunities" and the Commercial Sector Goal to "Enhance commercial development capabilities and employment opportunities." There are several objectives and action items listed with these goals that can be directly related to development within the Riverfront area.

4. Save public and private costs with compact land uses and well-connected transportation patterns.

The entirety of the Riverfront Master Plan study area is within Newberg's existing urban growth boundary, so no expansion would be required to accommodate growth in this area. State law recently changed to preclude voter approved annexations; thus, property owners may apply for annexation at any time rather than be held to the biannual election cycle. This could mean that Riverfront area development and redevelopment may happen sooner than would otherwise be expected. Updating the Riverfront Master Plan is important so that development can happen according to a well-thought out and current plan versus a plan that is no longer relevant according to current conditions.

The vehicular transportation infrastructure in the Riverfront area is largely set, as there are topographical and infrastructure (railroad, Bypass) constraints to adding roads in the area. Therefore, it will be even more important that the transportation infrastructure accounts for a robust multi-modal network, and that existing roads are upgraded to accommodate safe pedestrian, cyclist, and ADA standards. The river itself can be considered to be a transportation route, and the Plan should consider ways to capitalize on the river access.

5. Promote environmental stewardship through sustainable land use and transportation planning.

As previously noted, the Riverfront area includes an existing biomass/natural gas cogeneration facility, which may be feasible to be used as a power source for uses within and outside the Riverfront area. This would be a boon for energy efficiency, and is an exciting opportunity to be explored. Development within the Riverfront area would also make use of a former landfill property by using it for public open space. The Riverfront area would include a multi-modal transportation network, making it possible for area residents to bike and walk within the area and to other areas of Newberg.

2. Proposed Project is Timely and Urgent

Up to 25 points

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing or implementing other high priority community initiatives, including supporting a Governor’s Regional Solutions Team priority; or
- resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

The Riverfront Master Plan update is both timely and urgent for two primary reasons, the Phase 1 Bypass location and the shuttered mill site previously operated by WestRock (formerly SP Newsprint):

- Phase 1 Bypass. At the time of the previous Riverfront Plan adoption in 2002, the Bypass was still in the alternatives analysis phase and the final location had not yet been chosen. The Plan envisioned the Bypass would be at the north edge of the Riverfront area, allowing for a commercial area and gateway feature between the Bypass and the cliff leading down to the river, and for residential uses also on the south side of the Bypass. Now that the Bypass location has been finalized and is under construction, we know that it will be elevated through the center of the previously planned Riverfront area, thereby negating much of the foundation of the previous plan. A plan update is necessary to determine the best mix of land uses in the Riverfront with the current Bypass location.
- WestRock mill site (formerly SP Newsprint). At the time of the previous Riverfront Plan adoption, the mill site was fully operational and had just made site improvements. Our present-day reality is that the mill is shuttered, with the equipment being removed from the site. This presents a huge opportunity for the city to have a redevelopable mixed-use and employment site, and there may also be the opportunity to capitalize on the existing energy cogeneration facility for use in the area. A plan update is necessary to determine the market feasibility of mill site redevelopment, and it will also help meet one of the Mid-Valley Regional Solutions priorities to “promote regional workforce development opportunities”.

3. Proposed Project Approach is Reasonable

Up to 20 points

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

The Riverfront Master Plan is anticipated to begin in April 2017 and be adopted by December 2018. The primary project tasks are as follows:

Task 1	Project Set-Up (April 2017 – August 2017)	\$10,000
details:	background information, including review of the existing plan and Development Code regulations; set up the project management team and advisory committee; kick-off meetings with all teams; set up project website and any other social media	
deliverable:	background information memo; project management team and advisory committee rosters	
Task 2	Analysis (June 2017 – February 2018)	\$65,000
details:	existing conditions; feasibility study for cogeneration facility and market/feasibility study for mix of uses in the area and for redevelopment of the WestRock mill site; transportation analysis to provide a multi-modal network; opportunities and constraints analysis	
deliverable:	existing conditions memo; feasibility study report for cogeneration facility; feasibility/market study report to determine mix of uses and redevelopment of the mill site; transportation analysis memo; opportunities and constraints memo	
Task 3	Public Process (June 2017 – February 2018)	\$45,000
details:	stakeholder interviews (also to be held during Task 2); other public process items include open houses (2-3), a walking tour, a web survey, other social media outreach	
deliverable:	public process plan; stakeholder interviews memo; open house summary memos; outcomes and recommendations from the public process	
Task 4	Draft Riverfront Master Plan (March 2018 – September 2018)	\$70,000
details:	draft plan to include: zoning patterns, transportation network, identified open space, any special recommended design standards for development within the Riverfront area (this would require draft Development Code amendments); draft Development Code amendments to update the existing Riverfront District regulations; draft Comprehensive Plan amendments as necessary; Planning Commission/City Council workshop	
deliverable:	draft Riverfront Master Plan; draft Development Code amendments; draft Comprehensive Plan amendments	
Task 5	Final Riverfront Master Plan (October 2018 – December 2018)	\$10,000
details:	public hearings for adoption of the updated Riverfront Master Plan and associated Development Code and Comprehensive Plan amendments	

deliverable:	adopted Riverfront Master Plan; adopted Development Code amendments; adopted Comprehensive Plan amendments	TOTAL \$200,000
<p>The city is unaware of any other planning efforts underway or planned for the Riverfront area now that the Phase 1 Bypass location has been finalized. The city will coordinate with Yamhill County for the areas outside of the Newberg city limits but within the urban growth boundary, with the Chehalem Parks and Recreation District on the location of parks and trails through the area, and with ODOT on matters related to the Bypass right-of-way.</p>		

4. Proposed Project has Community Support

Up to 5 points

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

Newberg is currently working on a new tourism strategy with a group of community partners. The tourism strategy directly references the Riverfront area in the following ways:

“This vibrant downtown is connected to its river – in fact, it’s the ONLY small Oregon wine country town with fully developed Willamette River access for paddlers, boaters, anglers, and more. A network of trails for hikers and cyclists from Parrett Mountain to Main Street to the Willamette Valley Scenic Bikeway attracts active adventurers from urban areas who will come to recreate, then enjoy our local wine, food, and beer.”

“Moon Shot: River Town

What: Downtown Newberg is connected to the Willamette River. Downtown evolves south. Retail, restaurants, bike lanes & sidewalks encourage river to downtown flow. River access is enhanced. Public space improvements include riparian enhancements, outdoor event space, and possible campsites.

Why: Outdoor recreation meets wine country. Unique combination of experiences that appeal to high value market, proximity to downtown and increased spend. Significant lack of water recreation near urban centers.”

“Moon Shot: Reinvent the old mill site (WestRock, formerly SP Newsprint)

What: A mixed use development that connects locals and visitors to the Willamette River. The development turns a liability into a centerpiece of sustainability, culture, outdoor recreation, events, and serves as a public square.”

It’s clear from reading through the draft tourism strategy that the Riverfront area is expected to play a big role in future community revitalization, marketing, and livability. An updated Riverfront Master Plan is an imperative part of this puzzle, and the updated plan will be a guiding document the tourism strategy and community can rely on to guide future development to meet the community’s needs and vision. This project would analyze existing conditions and redevelopment opportunities in the Riverfront area, specifically the former WestRock mill site, and would update the Riverfront Master Plan according to current market conditions and transportation infrastructure, which would

directly benefit the objectives in the tourism strategy. The Newberg City Council is expected to adopt the tourism strategy at their June 20, 2016 meeting.

LIST ATTACHED LETTERS OF SUPPORT
1. Newberg City Council, Resolution No. 2016-3309
2. Tim Potter, Oregon Department of Transportation
3. Chad Freeman, SEDCOR
4. James LaBar, Governor’s Regional Solutions Coordinator – Mid Valley
5. Don Clements, Don Loving, Chehalem Parks and Recreation District
6. Sheryl Kelsh, Chehalem Valley Chamber of Commerce
7. Stan Primozych, Mary Starrett, Allen Springer, Yamhill County Board of Commissioners
8. Click here to enter text.

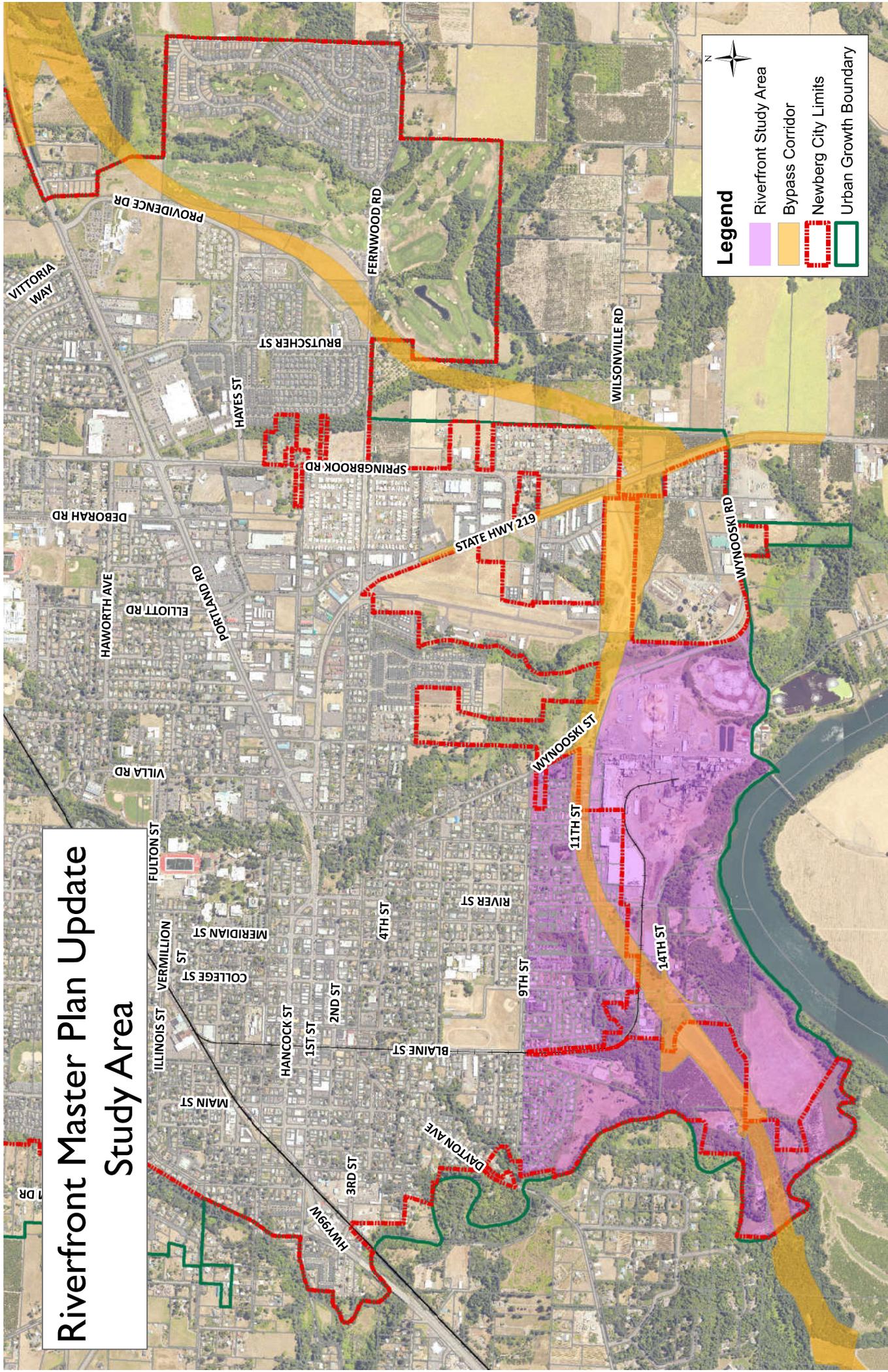
5. Proposed Project Sponsor Readiness and Capacity 10 Points

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

The Newberg City Council adopted Resolution No. 2016-3309, supporting staff to apply for a TGM grant to update the Riverfront Master Plan, and city staff is ready and excited to begin work. Jessica Pelz, AICP, Associate Planner, will be the project manager for the City. Jessica has previously managed the City of Dundee commercial zones project (a TGM code assistance grant project), the City of Dundee Transportation System Plan update, and the City of Newberg Transportation System Plan update, among other long range planning projects for both Newberg and Dundee.

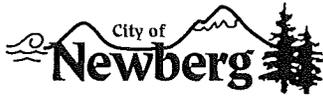
Newberg has a positive history with previous grant projects from TGM, DLCD, and other agencies, which have allowed the city to create exceptional planning documents to guide development now and in the future, and the city is currently working on a TGM grant project for the Newberg Downtown. The Riverfront Master Plan update is no exception; the plan is necessary to ensure the city can best capitalize on the riverfront area in a well-planned and thought out way before future growth happens. This project will require coordination with Yamhill County, ODOT, and the Chehalem Parks and Recreation District, and the city has already begun communications with those entities.

Riverfront Master Plan Update Study Area



Legend

- Riverfront Study Area
- Bypass Corridor
- Newberg City Limits
- Urban Growth Boundary



RESOLUTION No. 2016-3309

**A RESOLUTION SUPPORTING AN APPLICATION TO THE
TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM FOR A
GRANT TO UPDATE THE NEWBERG RIVERFRONT MASTER PLAN**

RECITALS:

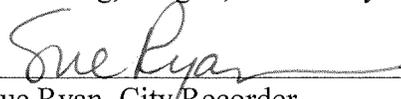
1. The Transportation and Growth Management Program supports community efforts around land use and transportation planning by offering grants to local governments for planning projects that “promote compact, mixed-use, pedestrian friendly development; increase walking, biking, and transit options; or reduce reliance on the state highway system for local travel needs.”
2. City Council adopted the Newberg Riverfront Master Plan in 2002. The Riverfront Master Plan created a comprehensive plan for the riverfront area, including proposed land uses and a transportation network that included parks and trails. There have been many changes over the past decade, including the ultimate location of the Phase 1 Bypass through the Riverfront area and the recent closure of the paper mill site (most recently known as WestRock). These changes impact the base assumptions of the Riverfront Master Plan.
3. The City should apply for a Transportation and Growth Management Program grant of \$200,000.00 to update the Riverfront Master Plan. An update would revisit the assumptions in the prior plan, and craft a new comprehensive outlook for land use and transportation throughout the Riverfront area, allowing the city to capitalize on this asset in the future. Grant applications are due on June 10, 2016, and work on the project would begin in spring 2017 if selected.

THE CITY OF NEWBERG RESOLVES AS FOLLOWS:

1. City Council supports an application to the Transportation and Growth Management Program for a grant to update the Newberg Riverfront Master Plan.
2. The City Manager is authorized to negotiate and execute necessary contracts associated with any resulting awards from the grant application.

➤ **EFFECTIVE DATE** of this resolution is the day after the adoption date, which is: June 7, 2016.

ADOPTED by the City Council of the City of Newberg, Oregon, this 6th day of June, 2016.



Sue Ryan, City Recorder

ATTEST by the Mayor this 9th day of June, 2016.



Bob Andrews, Mayor



Oregon

Kate Brown, Governor

Department of Transportation
Mid Willamette and North Coast Area Manager

885 Airport Road SE, Building P

Salem, Oregon 97301-4788

Telephone (503) 986-2900

Fax (503) 986-2881

June 2, 2016

Transportation Growth Management Review Committee

Re: City of Newberg application to update Riverfront Master Plan

Dear Members,

As Area Manager for ODOT in the Newberg Area, I want to express my support for an update of the Riverfront Master Plan for the City of Newberg. ODOT has had a very productive relationship with the City in development of the Newberg-Dundee Bypass, and want to continue this partnership as their community continues to develop.

ODOT is currently constructing Phase 1 of the Newberg-Dundee Bypass, which bisects this portion of the City. When finished, Phase 1 will be a significant feature of the area, and will undoubtedly affect the surrounding neighborhood. It is important for the City to have open discussion and a concerted planning effort to address the impact of this feature.

It should also be noted that the former SP Newsprint paper mill has closed, and will likely not be operating as a mill in the future. This will also have a significant effect.

Given these substantial changes to the community, and the fact that the Master Plan was last updated in 2002, before the Bypass was a reality, I think it is critical that the City begin the process to plan for the future. This grant is a step in that direction.

Best Regards

Tim Potter

Mid-Willamette and North Coast Area Manager
ODOT Region 2

President

Chad Freeman

2015– 2016

Executive Council

Chair

Patricia Callihan-Bowman
Express Employment
Professionals

Secretary/Treasurer

Daryl Knox
AKT CPAs & Business
Consultants

Chair Elect

Rich Duncan
Rich Duncan Construction

Past Chair

Theresa Haskins
Portland General Electric

Members at Large

Kevin Cameron
Marion County

Brent DeHart
Northwestern Mutual

Kacey Duncan
City of Salem

Mark Hoyt
Sherman, Sherman,
Johnnie & Hoyt, LLP

Nate Levin
Nathan Levin Real Estate

June 9, 2016

Dear Selection Committee:

SEDCOR works with the City of Newberg as the lead economic development entity for the Mid-Willamette Valley. Our role is to leverage public and private partnerships to retain and attract high value jobs and investment to the region. We are excited about the future opportunities in the Riverfront area, and look forward to working with the City of Newberg to explore the possibilities in more depth.

Our understanding is that the proposed Riverfront Master Plan update would include feasibility and market studies to determine the best mix of uses within the area, including for the former WestRock (formerly SP Newsprint) mill site that is now shuttered. We are especially interested in the opportunities presented by the existing cogeneration facility and the possibilities for its future use as an economic development attractor. The Riverfront area has a mix of unique features that can really be a boon for economic development in the future: access to the river, potential future use of the railroad through the area as a connector to downtown and the Allison hotel, a prime employment site ripe for redevelopment, and parks and open space for residents and future workers in the area.

We plan to be involved with the Riverfront Master Plan update, and we look forward to seeing the results of the process and to being active participants in the future development of the area. Please consider awarding the City of Newberg the grant to make this work possible.

Sincerely,



Chad Freeman
President



**REGIONAL SOLUTIONS OFFICE
GOVERNOR KATE BROWN**

June 10, 2018

Dear Selection Committee:

On behalf of Governor Brown's Regional Solutions Program in the Mid-Valley, I strongly support the City of Newberg's Transportation and Growth Management (TGM) grant application for their Riverfront Master Plan update. We are excited about the future opportunities in the Riverfront area, and look forward to working with the City of Newberg to explore the possibilities in more depth.

Our understanding is that the proposed Riverfront Master Plan update would include feasibility and market studies to determine the best mix of uses within the area, including for the former WestRock (formerly SP Newsprint) mill site that is now shuttered. We are especially interested in the opportunities presented by the existing cogeneration facility and the possibilities for its future use as an economic development attractor. The Riverfront area has a mix of unique features that can really be a boon for economic development in the future: access to the river, potential future use of the railroad through the area as a connector to downtown and the Allison hotel, a prime employment site ripe for redevelopment, and parks and open space for residents and future workers in the area.

The Mid-Valley Regional Solutions Team plans to be involved with the Riverfront Master Plan update, and we look forward to seeing the results of the process and to being active participants in the future development of the area. The feasibility and market studies made possible by this TGM grant aligns with multiple Mid-Valley regional priorities, especially with engaging in local government infrastructure assessments and expanding agri-tourism opportunities which highlight local produce, viticulture operations and visitor hospitality amenities. Please consider awarding the City of Newberg the grant to make this work possible and help actualize the region's priorities.

Sincerely,

James LaBar
Governor Kate Brown's Regional Solutions Coordinator – Mid Valley



503-537-2909
fax 503-538-9669
125 South Elliott Road
Newberg, OR 97132
cprdnewberg.org

June 9, 2016

To Whom It May Concern:

We support the City of Newberg Grant application for a Transportation Growth Management (TGM) Grant. We look forward to being part of the planning process and agree with the statements included in the grant application. The Board of Directors will approve our support at its scheduled June 23rd meeting. This will formalize our District support.

We currently have a trail system planned for a connection of Dundee to Newberg along the Willamette River and also the 99W Bypass which is currently under construction.

Again, the District supports this application.

Sincerely,

A handwritten signature in blue ink that reads "Don Clements". The signature is written in a cursive style with a horizontal line underneath it.

Don Clements, Superintendent

A handwritten signature in blue ink that reads "Don Loving". The signature is written in a cursive style with a horizontal line underneath it.

Don Loving, Board President



June 9, 2016

To Whom It May Concern:

The Chehalem Valley Chamber of Commerce (CVCC) urges your support of the application from the City of Newberg for the 2016 TGM Grant.

The CVCC has worked very closely with the City of Newberg over the past 18 months to create a comprehensive Economic Development Strategy for the community. We have an active stakeholder group made up of City of Newberg staff and local business-people that are systematically working through the plan components. The Riverfront Master Plan is one of the most exciting development opportunities in our community and part of our Economic Development Strategy. A significant number of changes have occurred since the development of the initial plan. The plan update is critical to incorporate those changes and ready the area for future development.

A May, 2016 independent tourism analysis by a consulting group (Lookout Inc.), identified the Willamette Riverfront as one of the top three destination development opportunities in Newberg.

From a business, economic development and tourism standpoint development of the Riverfront is the most vital for our community.

The Chehalem Valley Chamber of Commerce represents over 400 businesses in the greater Newberg area and is the single largest business organization in Yamhill County.

Sincerely,

A handwritten signature in black ink that reads "Sheryl Kelsh".

Sheryl Kelsh
President/CEO

115 NORTH COLLEGE STREET, NEWBERG, OREGON 97132
P 503-538-2014 F 503-538-2463
WWW.CHEHALEMVALLEY.ORG



BOARD OF COUNTY COMMISSIONERS

STAN PRIMOZICH • ALLEN SPRINGER • MARY STARRETT

535 NE Fifth Street • McMinnville, OR 97128-4523
(503) 434-7501 • Fax (503) 434-7553
TTY (800) 735-2900 • www.co.yamhill.or.us

June 10, 2016

Dear Selection Committee:

Yamhill County is excited to support Newberg's planning efforts for the Riverfront area. A portion of the redevelopable, and future developable, land in the Riverfront area is outside city limits but within the urban growth boundary and thereby already designated as a future development area for Newberg. We look forward to working with the city on a plan for the area that best meets the community's vision for the future.

The Riverfront area has the potential to be a great economic asset for the City of Newberg, with its potential mix of residential, commercial, and industrial uses, and with the open space that was formerly a county landfill. With the recent closure of the WestRock mill and with construction of Phase 1 of the Bypass underway, it is very timely for the city to update the Riverfront Master Plan according to current conditions. We understand the plan update will include market and feasibility analysis to determine the best mix of uses for the area, as well as traffic analysis for adequate transportation connections through the area. The county has an interest in working toward connecting our cities via multi-use paths, so we will be especially interested in the progress of any potential trails through the area to the rest of Newberg and perhaps outward toward a future connection with Dundee.

We plan to be involved with the Riverfront Master Plan update, and we look forward to seeing the project outcomes. Please consider awarding the City of Newberg the grant to make this work possible.

Sincerely,

Stan Primozich, Vice-Chair
Yamhill County Commissioner



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Sincerely,

Mary Starrett, Chair
Yamhill County Commissioner



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Sincerely,

Allen Springer
Yamhill County Commissioner

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

Chapter 600 of the 2013 Oregon Laws require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

- 1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- Women
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

- 2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

- Women
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

- 3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, on a separate sheet of paper, provide the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

I HEREBY CERTIFY on this 10TH day of June, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

Signature: [Handwritten Signature]
Printed Name: Jessica Pelz
Title: Associate Planner

¹ "Minority persons" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African-Americans, Hispanics, Asians or Pacific Islanders, American Indians and Alaskan Natives.