

2021 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2021 Application Packet](#) and [2021 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 30, 2021 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Primary applicant jurisdiction

City of Dallas

Mailing address

187 SE Court St., Dallas, Oregon 97338

Website

<http://www.dallasor.gov>

Contact person name

Charlie Mitchell

Contact person title

Economic & Community Development Director

Contact phone

(503) 831-3565

Contact email

charlie.mitchell@dallasor.gov

Would you like to receive TGM news and updates?

Yes

Authorized representative name, if different from the applicant contact

Brian Latta

Authorized representative title

City Manager

Phone
(503) 831-3502

Email
brian.latta@dallasor.gov

List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?

Project name and location

Project title
Dallas Mill Site Redevelopment

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map
Dallas Mill Site Map.pdf

Option 2: Project area description

ODOT region (1-5)
Region 2

[ODOT Region Map](#)

Type of grant
Category 2: Integrated Land Use & Transportation Planning

Summary description of project
Within Dallas, Oregon exists a large former wood products mill site that has been vacant and largely unutilized for over a decade. The mill was operated for many years by Willamette Industries, later by Weyerhaeuser. In 2009 Weyerhaeuser officially closed the mill and sold the property in 2012 to an industrial dismantler company. Today, the site is mostly clear of mill equipment and structures (a few remain). There is no currently identified end use for the property, which encompasses over 66 acres among 10 tax lots. An existing short line railroad is within the site. The property owner, the City and regional economic development staff believe the site has potential to accommodate a variety of industrial, commercial and even potentially higher-density residential uses. The current concept focuses on rezoning portions of the site from industrial to commercial, addressing the identified commercial land deficiency in Dallas, and creating a new public roadway bisecting the site from east-west.

Project cost table

TGM funds	Consultant \$125,000.00	Local reimbursement	Total TGM funds requested
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requested

\$125,000.00

Local match

**Minimum Match
(Calculated)**

\$17,045.45

**Match to be
provided**

**Labor, supplies and services during
project**

**Payment when Intergovernmental
Agreement is signed**

Certifications

Certifications

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

Certifications checkbox

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project.

Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

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 and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Certification: Clear transportation relationship

By checking this box, I certify that the project meets this eligibility criterion.

2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and 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 are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

Certification: Adoption of products to meet project objectives

By checking this box, I certify that the project meets this eligibility criterion.

3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

Res. 3471.pdf

Award criteria

Criterion 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.

Response instructions are on page 8 of the 2021 Application Instructions.

Explain how your proposed project addresses a need and supports TGM objectives

This proposal addresses the potential to daylight and improve Ash Creek drainage; improve traffic flow, which may further facilitate the expansion of West Valley Hospital; provides new commercial land; opening underutilized industrial land for redevelopment; new community entryway/corridor, connecting Highway 99W to Main Street; new medium/high density residential development traditionally serving low to moderate income population; job creation opportunities, particularly for the underrepresented and historically disadvantaged.

The city desires a redevelopment plan that includes recommendations for new public roadway connections and rezoning options to meet current and future community needs. The city has limited options for new commercially-zoned parcels. The city has no interest in acquiring the mill site, but rather to actively facilitate redevelopment opportunities. Along with regional economic development partners, the city would aim to actively market the site for redevelopment, armed with a viable redevelopment plan. This proposal will result in a redevelopment plan for the mill site, and transportation analysis necessary to determine

whether an amendment to our transportation system plan is needed.

The City recently completed a Housing Needs Analysis and an Economic Opportunities Analysis which concluded the city has a deficiency of nearly 100 acres of commercially zoned land, as well as deficiency in medium & high density residential lands. The EOA demonstrated that Dallas has a surplus of industrial lands. The City Council has prioritized the redevelopment of the mill site as one of its top priorities.

The city's Economic Development Commission identified transportation connectivity and access as a major challenge/opportunity to the redevelopment of the mill site. The east/west street concept bisecting the site would provide a safer, more efficient and comfortable traffic pattern for moving persons and vehicles to and through the main arterials of the city.

This project supports these objectives:

1.1 This project will allow the City to improve connectivity around a key community entry corridor and more effectively utilize a large vacant parcel. This project would enhance access and travel on existing and new roadways, sidewalks, bike lanes, and transit routes. It will support future land uses by adding new additional local capacity and a redundant entry point.

1.2 Deliverables should include recommendations for appropriate, strategic, and cost-effective siting, design, and management of transportation facilities and services supporting the movement of goods and the provision of services.

1.3 The City of Dallas is committed to creating an inclusive, welcoming and equitable environment. This commitment includes ensuring underserved populations are engaged meaningfully, early and throughout the process. We aim to prioritize the needs of vulnerable groups and those with fewer options such as seniors, people with disabilities, youth, people of color and lower income individuals. It would be our goal to apply an equity lens throughout the project to ensure needs and priorities of underserved groups are meaningfully addressed in outcomes.

The City of Dallas is served by the Salem Transit System. The proposed street connection through the mill site, and the potential for medium/high density residential development on the site would provide a welcome opportunity for expanded transit service to the underserved and disadvantaged residents of Dallas.

1.4 The site is a major community barrier, with limited or no access through or around. This project would improve access and provide safe and convenient walking, biking and transit opportunities, supporting a healthy and active lifestyle. It's anticipated the street extension through the site would be classified as an arterial street; roadway would have sidewalks and bike lanes on both sides of the street.

3.1 This project envisions the redevelopment of not only the former mill site, but once the new Urban Renewal District is formed neighboring areas may redevelop as well. Neighborhoods and centers thrive when residents, workers and visitors can move within and between them safely, easily and by their mode of choice.

3.2 This area already exists (from an underlying land use perspective) and has historically existed as an employment center.

3.3 As envisioned, the project could provide development opportunities for new higher density residential development with enhanced access to places of employment and services.

4.1 This project impacts the built environment and essentially "recycles" land that is underutilized and of marginal value in its current state. It is well-located within the community and its proximity to existing services.

5.1 This project proposes to examine enhancing the Ash Creek drainage, potentially daylighting all or a portion of the stream through the site, which is currently underground through most of the area.

The concept of a mix of commercial and residential uses within close proximity to each other may reduce the need for long vehicle trips, reducing emissions of air pollution and greenhouse gases.

Criterion 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 Governor's Regional Solutions Team priority
- 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

Response instructions are on page 10 of the 2021 Application Instructions.

Explain how your proposed project is timely and urgent

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 Governor's Regional Solutions Team priority
- 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

Explain how your proposed project is timely and urgent

The Mill Site Redevelopment project is timely and urgent for the following reasons:

1. Market natural forces have had ample time and opportunity for redevelopment to occur, and yet the site remains "stuck" in the same state for well over a decade.
2. The City Council has made this project a Priority in its Strategic Plan, identifying the current fiscal year as the time to apply for a TGM grant and begin forming the new Urban Renewal District.
3. The current property owners and their representatives are supportive of this project.
4. The 2021 EOA identifies a deficiency of Commercial Land.
5. The 2020 HNA identifies a deficiency of Medium and High Density Residential Land.

Clearly, if left alone, the site has demonstrated little chance of redevelopment. Intervention is required. The current configuration of the street network, parcel size, site condition and land uses are not in alignment with redevelopment, as evidenced by no change in over 10 years. Meanwhile, Dallas has enjoyed strong and steady population growth over the same period and has witnessed new residential subdivision development, downtown building renovations and other new.

While many communities in Oregon face a shortage of Industrial sites, Dallas today finds itself in the opposite situation, with an abundance of industrial land and a shortage of commercial land. New commercial opportunities have explored Dallas and moved on due to a lack of available land. Meanwhile, Dallas runs the risk of a continued "bedroom community" environment to nearby Salem, forcing additional regional transportation stresses as Dallas residents travel east in search of employment, shopping and entertainment opportunities.

The community needs to take the necessary steps to mitigate this pattern of commuting and retail leakage by creating new local employment and commercial opportunities. This project can aid in this effort by opening up a large undevelopable site and attracting new investment into the community. From a land use utilization perspective, this approach is ideal as it reuses existing and served real estate within the heart of the community, rather than converting bare land or annexing new land or expanding the Urban Growth Boundary.

The community is faced with this issue through no fault of its own and the opportunity exists not due to

poor planning or previously overlooked opportunities but purely due to changes in global market forces that ultimately led to the closure of wood products manufacturing facilities throughout the Pacific Northwest. This site is perhaps unique due to its proximity to other viable or flourishing land uses, such as the downtown commercial area, established residential neighborhoods, other industrial uses and health care facilities.

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

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

Response instructions are on page 11 of the 2021 Application Instructions.

Explain how your proposed project approach supports policy decision

We want to create a redevelopment plan for the former mill site which we believe will address the following goals: transportation connectivity and options, safety, community and neighborhood health, economic vitality, social equity, housing options and availability, and strategic public and private investments. The City of Dallas will use the TGM grant to hire a consultant to work with our community, including historically disadvantaged and underserved persons, and develop the redevelopment plan that incorporates the extension of Monmouth Cutoff Road through the former mill site and identifies a strategic mixed land use zoning plan.

When implemented, the redevelopment plan will address commercial and medium/high density residential land deficiencies identified in our 2020 Housing Needs Analysis and 2021 Economic Opportunities Analysis. These two analyses have been incorporated into the city's comprehensive plan.

The consultant will work closely with the city's Economic Development Commission which will act as an advisory committee on this project. The commission's membership includes representatives from Polk County, Salem Health – West Valley Hospital, Pacific Power, local non-profits serving historically disadvantaged and underserved populations in Dallas, as well as local business owners. The commission will be responsible for finalizing project goals and objectives, reviewing the work of and providing feedback to the consultant as the work develops, and hosting public outreach and engagement.

Dallas has an aging population with 21.2% of our population over the age of 65. Our racial diversity is small with 92.4% being white alone, 5.3% Hispanic, 2.9% two or more races and 1.4% Asian alone. All other races identified in the US Census are less than 1%. According to the US Census 13.4% of our population is in poverty. Dallas is a rural Oregon community. As this project gets underway we will work with the consultant to ensure we engage with our older populations, as well as provide published meeting notices and advertisements in English and Spanish.

Public engagement will be solicited throughout the planning process. Engagement opportunities include a series of community-wide open house events, and the Economic Development Commission meetings. The open house events will be located at the Dallas Senior Center, local churches and businesses to engage with our underserved populations in a non-government type setting.

Criterion 4: Proposed project has community support (up to 5 points)

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

Response instructions are on page 13 of the 2021 Application Instructions.

Upload letters of support from stakeholders here

City of Dallas TGM grant support - Chemeketa.pdf

Dallas letter of support 2021 - Pacific Power.pdf

Dallas URDAC_Letter of Support_TGM Grant_07.22.2021.pdf

DDA Support Letter.pdf

DMP_TGM_support_letter.docx.pdf

Letter of Support - Polk County.pdf

Letter of Support for Dallas TGM Grant Application - PCDC.pdf

TGM Grant Support Letter - Chamber.pdf

TGM Letter_Dalton.pdf

TGM support Dallas - SEDCOR.pdf

West Valley Letter of Support.pdf

Criterion 5: Proposed project sponsor is ready and capable (up to 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 and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 14 of the 2021 Application Instructions.

Explain how proposed project sponsor is ready and capable

The City of Dallas has received 11 letters of support. These represent a fairly diverse cross section of the community. Some of the entities represented, notably the Polk Community Development Corporation, prides themselves on their efforts to provide key services to the underserved and underrepresented populations of the Dallas area. Also included is a letter for support from the current mill site property owners.

The City of Dallas is ready to begin work on this proposed project in 2021. There is staff time and funding for the funding match allocated. The proposed project will be jointly managed by the City of Dallas' Economic & Community Development Director, Charlie Mitchell and the City Manager, Brian Latta. Mitchell has 25 years of economic and community development experience in Oregon. He will be assisted by City Planner, Chase Ballew. The City also enjoys a capable and diverse Economic Development Commission which stands ready to assist as needed, as well. This project has been identified by the Dallas City Council in 2021 as a Priority project and will also be included as a Top Priority project (one of three) in the City's forthcoming, under development Economic Development Strategy 2022-2026.

If applicable, list local jurisdiction's TGM projects within last 10 years and their status**If applicable, list local jurisdiction's TGM projects within last 10 years and their status**

TGM File Code	Project Title	Status
C2B1-12	Dallas Mill Employment Area Plan	This project was awarded a grant in 2013. The purpose of this project was to determine redevelopment of the

site with industrial and employment opportunities. The work has been completed.

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement Dallas2021.pdf

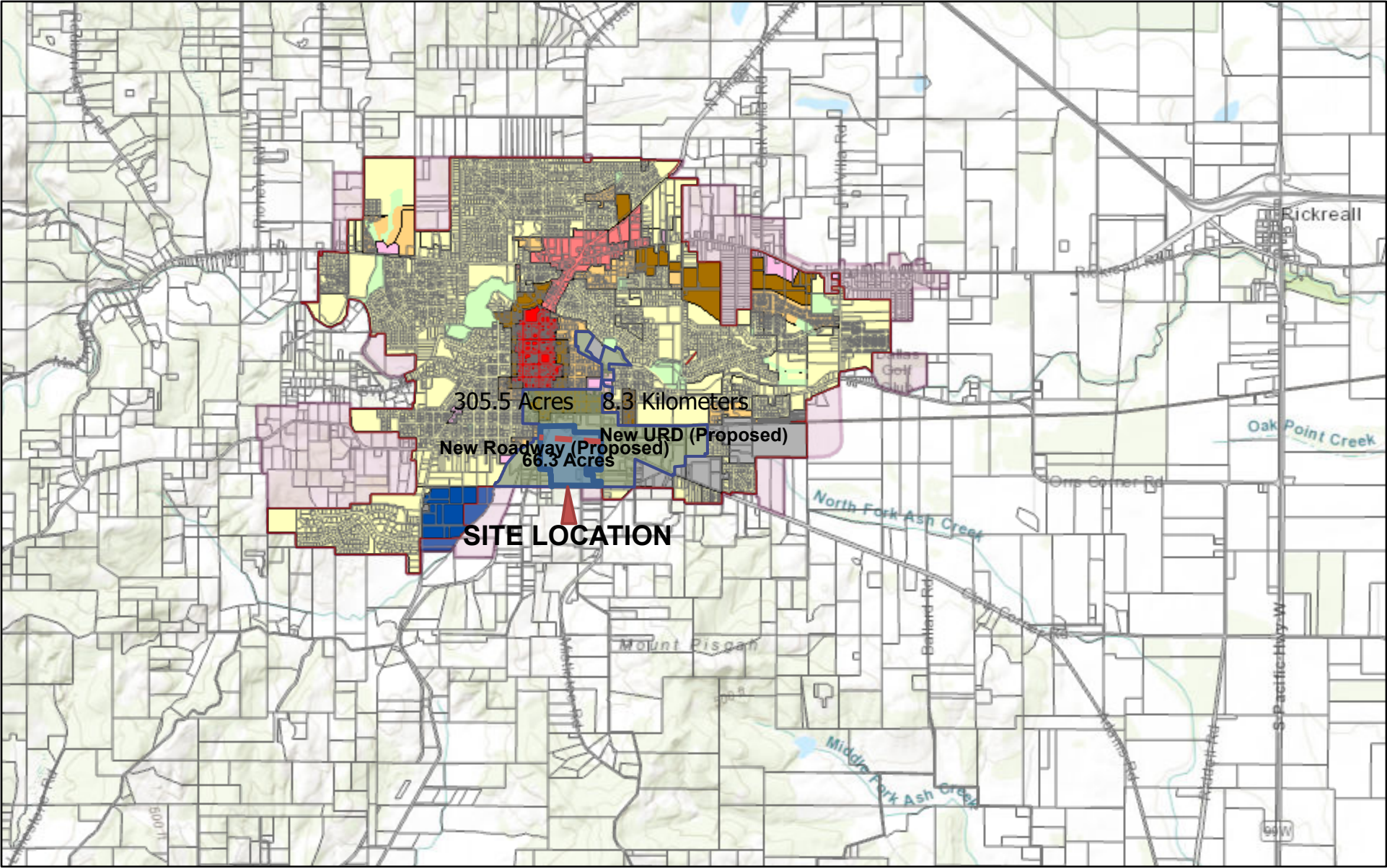
[Download the Racial & Ethnic Impact Statement form here](#)

Today's date
7/27/2021

If you encounter any issues with the submittal process, please contact:

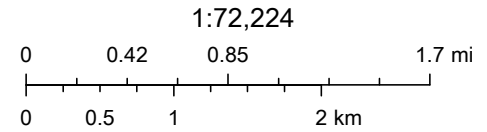
Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.state.or.us

Dallas Mill Site



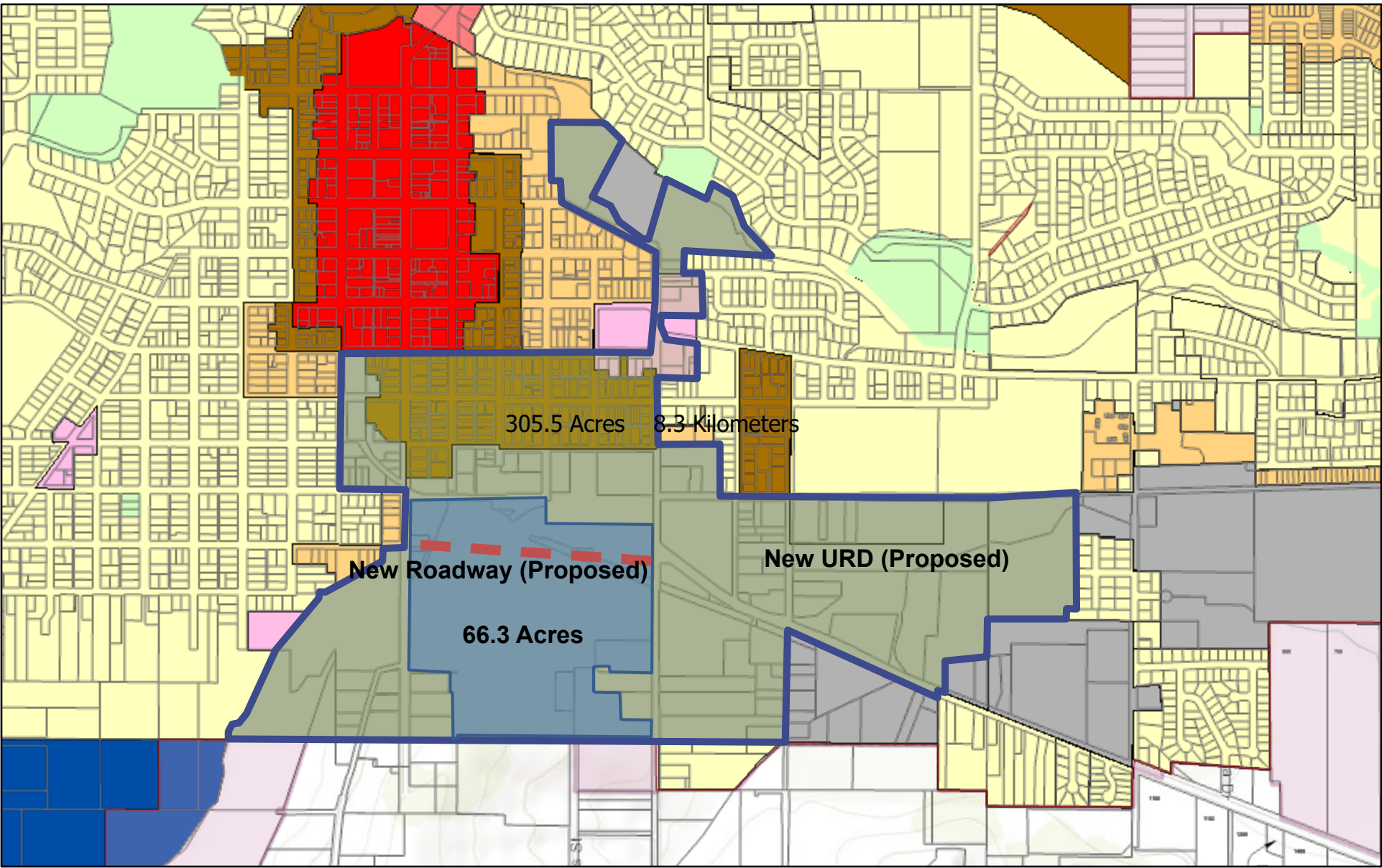
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- | | | | |
|-----------------------|---------------|-------------------------------|----------------------------|
| Urban Growth Boundary | 400 Scale | RL Residential Low Density | POS Park and Open Space |
| City Limits | Dallas Zoning | RM Residential Medium Density | CN Commercial Neighborhood |
| Taxlots | AR5 | RH Residential High Density | CG Commercial General |



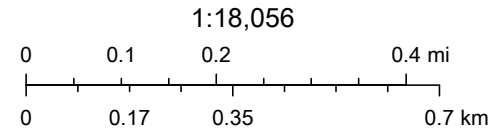
Oregon Metro, Bureau of Land Management, State of Oregon, State of

Dallas Mill Site



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|-----------------------|-----------|----------------------------|-------------------------------|
| Urban Growth Boundary | 400 Scale | Dallas Zoning | RM Residential Medium Density |
| City Limits | 200 Scale | AR5 | RH Residential High Density |
| Taxlots | 100 Scale | RL Residential Low Density | POS Park and Open Space |



Oregon Metro, Bureau of Land Management, State of Oregon, State of

RESOLUTION NO. 3471

A Resolution Approving an Application to the Transportation and Growth Management (TGM) Program of the State of Oregon for a Grant to conduct a feasibility study and analysis regarding the extension of Monmouth Cutoff Road through the Mill Site property to Main Street.

WHEREAS, the City of Dallas adopted the Dallas Strategic Plan (2021-2025) on June 21, 2021 (Plan); and

WHEREAS, the Plan identified five City Council Priorities and 13 Actions; and

WHEREAS, the Plan identifies "Prepare the former mill site for redevelopment: * * * apply for a TGM grant to conduct a feasibility study and analysis regarding the extension of Monmouth Cutoff Road through the Mill Site property to Main Street, as well as determining appropriate land uses if an extension were to occur" as an Action under the Plan; and

WHEREAS, the Oregon Department of Transportation and the Department of Land Conservation and Development jointly manage the Transportation and Growth Management (TGM) Program that, among other things, provides grant assistance to local governments to assist local governments in complex planning projects that involve land use and transportation issues; and

WHEREAS, the City Council has determined, and hereby determines, that it would be in the best interest of the City to apply for a TGM grant for assistance in planning for the Mill Site as identified in the Plan; and

WHEREAS, the City of Dallas is prepared to commit staff and in-kind service to provide for at least the 12 percent local match required under the TYGM Program for a grant for the feasibility study and analysis.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. The Dallas City Council hereby authorizes the Economic and Community Development Director to make application to the Oregon Department of Transportation and Department of Land Conservation and Development Transportation & Growth Management program for grant funds to conduct the above-described feasibility study and analysis related to the Mill Site redevelopment project.

Section 2. This resolution is effective immediately upon approval by the City Council.

Adopted: July 19, 2021

Approved: July 19, 2021



BRIAN W. DALTON, MAYOR

ATTEST:



BRIAN LATTA,
CITY MANAGER

APPROVED AS TO FORM:



LANE P. SHETTERLY,
CITY ATTORNEY

July 19, 2021

David Helton
Region 2 TGM Lead
State of Oregon

RE: City of Dallas Grant Application

Dear Mr. Helton,

I'm writing this letter in support of the Transportation and Growth Management grant application the City of Dallas is submitting.

As the local branch center of Chemeketa Community College, we focus on providing educational opportunities for local residents as a way to improve their situations. With this in mind, we are very interested in the economic viability of the communities we serve. Healthy commercial and industrial districts in the community provide local employment and internship opportunities for our student graduates. They also provide partnership opportunities which improve the student experience.

Awarding the grant to the City of Dallas will provide the necessary resources to develop a solid plan to improve an area of the city that has been an eyesore for many years. This plan will help the city address several needs in the community such as a lack of quality commercial land that can attract new businesses; limited medium and high-density housing; and poor transportation routes in that area of town.

Thank you for considering the City of Dallas grant application. The funding will be put to good use to reinvigorate a town that needs a more vibrant commercial and industrial zone which will in turn provide economic opportunities for the local residents.

Sincerely,

Glen Miller

Glen Miller
Director, Chemeketa Community College – Polk Center

July 23, 2021

Region 2 Transportation Growth Management
Lead David Helton

Dear David:

I applaud the City of Dallas efforts to apply for this grant for a design feasibility, rezoning and planning analysis to redevelopment of the 60-plus-acre formally known as the Dallas Mill Site. Serving as the electric utility for the City of Dallas, we know we are only as strong the economies of the communities we serve. In the plan, the City of Dallas would continue to facilitate growth and expansion potential and hopes to create a new Urban Renewal District that would include the mill site and several hundred acres. Opening this underutilized industrial land for development and while providing new commercial land into the City's inventory will create a stronger economic community.

As a future where our vast, modern energy grid connects local communities to the low-cost and reliable energy I believe this redevelopment analysis will achieve their goals. It's an ambitious vision, but it's achievable.

Sincerely,

Diana Knous

Diana Knous
Regional Business Manager
Pacific Power



Joe Koubek, Chair
City of Dallas Urban Renewal District Advisory Committee
565 SE Mifflin Street
Dallas, Oregon 97338
503.480.4093
Joekoubek.565@gmail.com

July 21, 2021

ODOT
David Helton, Region 2 TGM Lead
Salem, Oregon 97301

LETTER IN SUPPORT OF CITY OF DALLAS' TRANSPORTATION & GROWTH MANAGEMENT
GRANT APPLICATION

Sir,

I have been a resident of Dallas since 2000. I currently serve as the Chair of the City of Dallas Urban Renewal District Advisory Committee and have been a member of this committee since 2011.

My knowledge, involvement and experience as a resident of Dallas and as an active participant in Dallas municipal government leads me to feel well-qualified to write this letter in support of the City of Dallas' Transportation and Growth Management Grant application.

You may be aware of Dallas' proud history as a mill town, supplied by the forests of the nearby Coast Range. For example, Willamette Industries was born here in 1906. The Gerlinger Straddle Carrier was invented and built in Dallas starting in 1918. Now closed, abandoned, and mostly vacant; these properties, known as the Dallas Mill Site, consists of more than 60 acres and hold huge potential for future industrial, commercial, retail and residential development.

Conceptual plans for the properties could include open space, trails, and parks. There is a large stretch of Ash Creek running through the property that, once uncovered and restored, could be the centerpiece of a development project. Plans also include roadway extensions and other improvements to traffic flow, adding new Commercial land into the City's inventory, cleanup of vacant sites, creation of temporary and permanent jobs, and development of much-needed medium and high-density housing.

The City of Dallas has lacked the expertise and funding to initiate design and feasibility studies, re-zoning or planning projects crucial to get this redevelopment project out of the minds and off the drawing boards of forward-thinking visionaries and into the realm of reality. Those of us that know and understand the potential of this property and of this project envision the degree of economic revival, community character, and pride the City, the County and possibly the region could derive from the ultimate redevelopment of this property.

Please consider Dallas as a well-situated, prime candidate, and perfect fit for a Transportation and Growth Management Grant.

Please contact me with any questions.

Respectfully,

Joseph E Koubek



July 17, 2021

Dallas Downtown Association

RE: Transportation & Growth Management (TGM) grant application to the State of Oregon

In 1904 Dallas had a small saw mill built by the Gerlinger family. It was strategically placed to process all the lumber being cut in the Coast Range. He built railroad tracks, lumber camps, infrastructure to support the lumber industry. It eventually became Willamette Industries and in the late 1980's it was international.

Our historic downtown prospered from Willamette Industries. Employment, retail, local government. Then when the sawmill closed the old downtown went with it.

This grant would begin the process of re-purposing a site that would bring life into the whole community. Not only in attracting commerce and residents but allowing a tax flow that would help continue development. To be able to develop the site into multi-purpose use would be a 21st century re-awakening for our beautiful historic downtown.

Respectfully;

A handwritten signature in black ink that reads "Penny Marlene Cox". The signature is fluid and cursive, with a large, stylized initial "P" and a decorative flourish at the end.

Penny Marlene Cox

Current president of the DDA

Dallas Mill Properties, LLC

PO Box 1139

Dallas, OR 97338

(503) 586-9715

CairnsPeterL@gmail.com

July 22, 2021

Region 2 TGM Lead, David Helton,

The City of Dallas is working to submit a Transportation & Growth Management (TGM) grant application to the State of Oregon for a design feasibility and planning/re-zoning analysis project for the ultimate redevelopment of the 60-plus-acre former Dallas Mill Site. We are in support of this effort and the following initiatives as outlined by the City of Dallas:

- Rezoning some of the site from Industrial to Commercial, addressing the nearly 100 acres of Commercial deficiency in Dallas as identified in the 2021 Economic Opportunities Analysis.
- The southern area of the site, which is heavily wooded and steep-sloped and unsuitable for Industrial or Commercial use, may be considered for medium/high density residential use.
- The City would aim to continue to facilitate the growth and expansion potentials of current Industrial tenants at the north end of the site.
- Current concept introduces the concept of a new public roadway to bisect the site from east/west, connecting Monmouth Cutoff Rd./SE Uglow Ave. with south Main Street.
- The City is also proposing to form a new Urban Renewal District that would include the mill site.
- Proposal potentially addresses the following issues:
 - Potential to improve Ash Creek drainage
 - Improvements to traffic flow, congestion and circulation
 - Providing new Commercial land into the City's inventory
 - Opening up underutilized Industrial land for redevelopment
 - Potential for new community entryway and corridor
 - Potential for new medium/high density residential development
 - New job creation opportunities

Best Regards,

DocuSigned by:

Richard Wayper

7DDAFFEF3F9A4C2...

Richard Wayper

Owner/Member

DocuSigned by:

Mark Stoller

A6F7F6FA693142B...

Mark Stoller

Owner/Member

DocuSigned by:

Peter L Cairns

9089F7D1C31B4B6...

Peter Cairns

Property Manager

DocuSigned by:

Brian H. Smith

7B44A55127DB4FF...

Brian H. Smith

Owner/Member

DocuSigned by:

Everett White

373D0850A2704B1...

Everett White

Owner/Member

DocuSigned by:

George Grabenhorst

F1451733301E449...

George Grabenhorst

Listing Broker



POLK COUNTY

POLK COUNTY COURTHOUSE * DALLAS, OREGON 97338
(503) 623-8173 * FAX (503) 623-0896

BOARD OF COMMISSIONERS

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MIKE AINSWORTH

LYLE R. MORDHORST

GREGORY P. HANSEN

Administrative Officer

July 16, 2021


Charlie Mitchell, City of Dallas
Re; TGM Grant letter of support.

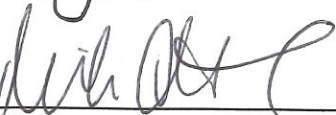
Mr. Mitchell,

The Polk County Board of Commissioners (BOC) would like to lend their official letter of support to your Transportation and Growth Management (TGM) grant application package.

The BOC understands the objectives in applying for this TGM grant and believes that the entire county prospers from the expected evolution of this now retired 60 acre mill site. We realize the potential for job creation and economic vitality across the region will be the result from these early steps of planning and we support the request for funding to aid in that work.

POLK COUNTY BOARD OF COMMISSIONERS



Craig Pope, Chair

Mike Ainsworth, Commissioner

Lyle Mordhorst, Commissioner



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☎ 503-831-3173
Fax: 503-831-3188

657 Main St.
Dallas, OR 97338

Mailing Address:
P.O. Box 33
Dallas, Oregon
97338

Website:
www.polkcddc.org

July 23, 2021

To Whom It May Concern,

This letter is written in support of a Transportation & Growth Management (TGM) grant application being submitted to the State of Oregon by the City of Dallas. The project is for a design feasibility and planning/re-zoning analysis project for the ultimate redevelopment of the 60-plus-acre former Dallas Mill Site.

The rezoning will focus on some of the site from Industrial to Commercial, addressing the nearly 100 acres of Commercial deficiency in Dallas as identified in the 2021 Economic Opportunities Analysis recently completed by the City.

This comprehensive project is a top tier economic development priority for the City to expand its transportation and economic growth potential to the southern area of the City limits by:

- Cleaning up a former 60-plus-acre lumber mill site,
- Expanding the Urban Renewal District to the south to include this site,
- Rezoning the area for industrial, commercial and some needed residential use,
- Facilitating and expanding the growth of some current Industrial tenants,
- Introducing the concept of a public roadway expansion at the southeast side of the site to connect industrial, commercial and residential traffic to the expanded Urban Renewal District,
- Improving traffic flow, congestion and circulation,
- Potentially improving the Ash Creek drainage, and
- Creating new job creation opportunities.

Polk Community Development Corporation (Polk CDC) as a strong community and economic development partner with the City of Dallas fully supports the City's application for funding for this top tier priority economic development project.

Sincerely,

Rita Grady
Executive Director
Polk CDC

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Attention: Region 2 TGM Lead David Helton

Re: Dallas Mill Site

Hello David,

We, at the Dallas Area Chamber of Commerce, are writing this letter of support on behalf of the redevelopment of the Dallas Mill Site, in Dallas, OR.

Rezoning of this area is of the utmost importance to Dallas as it allows the opportunity to bring in additional commercial business as well as adding commercial property our our City's limited inventory. This is vital for economic growth and stability.

It has been previously identified that new commercial business would also stimulate and provide opportunities to open up underutilized Industrial land for redevelopment, improve traffic flow and circulation with Dallas, and build new residential developments. Rezoning of this area would also open up job opportunities which is invaluable to Dallas as we do not want to become a "bedroom community" and love that our residents could work, live and play in our hometown. The benefits that come from this on a community level cannot be measured.

The Chamber of Commerce supports our local economic growth and development, small businesses and community. The review, re-zoning and redevelopment of this site, would bring business growth and opportunity to Dallas that is currently not available.

We look forward to seeing the effects of this project in our town.

Thank you for your time and consideration,

A handwritten signature in black ink, appearing to read "Lisa Preston". The signature is fluid and cursive, with the first name "Lisa" being more prominent than the last name "Preston".

Lisa Preston
Dallas Area Chamber of Commerce
President 2021



From the office of the *Mayor*

David Helton, Region 2 TGM Lead

RE: TGM Grant – Letter of Support

Dear Mr. Helton

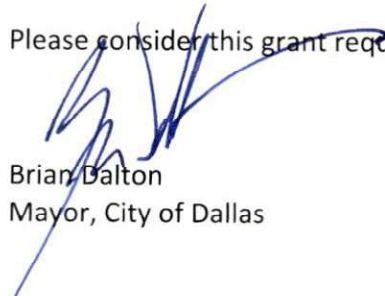
As Mayor of Dallas, I am writing in strong support of the City's Transportation & Growth Management (TGM) grant application for a design feasibility and planning/re-zoning analysis covering the derelict 60-acre former Weyerhaeuser lumber mill site on the south side of town. This grant is of vital importance to us taking control of our future with regard to the revitalization of not only this important industrial site, but recapturing the vigor of our once vibrant economy.

The former lumber mill on the site loomed large in the history of our community, providing living wage jobs to several generations of families and forming the basis of what was to become Willamette Industries, the owner/manager of 1.7 million acres of timberland and operating more than 100 mills in twenty-three states, plus three foreign countries. In 2002 Willamette was acquired by Weyerhaeuser which operated the mill until closing it abruptly in 2009.

For the past 12 years, the Weyerhaeuser site, auctioned off and stripped of its valuable equipment, has sat neglected and blighted in classic rust-belt, eyesore fashion. Even in light of Oregon's robust economy of the past many years, this zoned and serviced industrial site has drawn little interest from buyers or developers with no clear path to a successful use of the site emerging over time.

It is my sense that without some sort of jump start - revisioning the potentials of this property - it will be stuck in this same downward spiral it has endured for years long into the future. This TGM planning and analysis grant is our best shot I can conceptualize to start the process of returning this site to productivity and ending this destructive cycle of neglect and decay that is so painful to those of us who so clearly remember its celebrated past and long for a brilliant future.

Please consider this grant request with great favor. It will be money well spent.


Brian Dalton
Mayor, City of Dallas

July 23, 2021

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

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Erik Andersson

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Executive Council

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Rich Duncan Construction

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N. Levin Industrial Real Estate

Steve Powers
City of Salem

Steve VanArsdale
Garmin AT, Inc.

To Whom It May Concern:

I am writing in support of the application submitted to the Transportation & Growth Management Program (TGM) by the city of Dallas for design, feasibility, planning, and rezoning for the redevelopment of the former Weyerhaeuser mill site. As the regional economic development organization serving the Mid-Willamette Valley, SEDCOR is very supportive of the city's efforts to address the commercial land deficiency identified in its 2021 Economic Opportunities Analysis.

While SEDCOR generally works to support traded-sector job creation in the communities we serve, we recognize that the site's location in the city makes it more attractive as a mix of uses. Moreover, the community needs the additional residential inventory envisioned at the site to provide much-needed workforce housing.

The rezoning of purely industrial lands often raises concerns with economic development organizations. However, we see great opportunity for Dallas to meet a variety of community needs with redevelopment of the old mill site. Another Mid-Valley project, the Granary District in McMinnville, has successfully created many opportunities for different types of businesses and provided economic diversity for that community. Over the last few years, we have seen increased demand for smaller parcels of industrial and commercial land and a reconfigured and rezoned mill site will allow many small and medium size businesses to invest, grow and flourish in the city of Dallas.

A reimagining of this site will help redefine downtown Dallas, improve traffic flow, and unlock the potential of downtown by driving more people to the city's unique and attractive core. We have seen a new level of energy in Dallas, and we anticipate this project will encourage diverse job creation and other exciting opportunities for residents of the community.

Thank you for your consideration.



July 23, 2021

Region 2 TGM Lead David Helton,

This letter is intended to convey Salem Health, and Salem Health West Valley Hospital's support for the proposed re-zoning of the former Dallas Mill site. While the proposal will be an overall benefit to the city and the residents in general, I would highlight one specific benefit to West Valley Hospital and our ability to meet the needs of the community for the foreseeable future.

The ability of a new public roadway to connect the Monmouth Cutoff Rd with Main Street would result in a significant decrease in traffic flow around the hospital. While most business would enjoy the traffic volume on Uglow and Washington St.'s we are challenged with access given this traffic. As we grow and are forced to use land across Uglow for parking and connecting services, this challenge is expected to worsen over the coming years.

WVH in its current state is landlocked and therefore limited in our ability to grow in physical space and hindering our ability to meet the needs of the community in the coming decade. Rerouting the traffic coming into Dallas from the southwest will have a significant impact on traffic flow bringing potential for land consolidation and patient flow into play that will greatly improve our options moving forward.

Additionally and on a separate note, I continue to hear from various business leaders and commercial developers that the City is lacking in available land for development, in particular commercial land. As I understand it, this proposal will add some much needed inventory to Dallas.

Thank you for considering this topic in hopes of support moving forward.

Respectfully,

Brandon Schmidgall, RN, MBA
Chief Administrative Officer
West Valley Hospital

Salem Health
Hospitals and Clinics
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