APPENDIX A

Proposed Section 4(f) De Minimis Findings
Appendix A: Proposed Section 4(f) De Minimis Findings

Introduction

According to 23 CFR 774.17, a *de minimis* impact for parks, recreation areas, and wildlife and waterfowl refuges is an impact that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f). This description of the proposed use of recreational and historic property as *de minimis* is in draft form because public input is required on the proposals. After coordination with the official with jurisdiction and after public input is received, the Federal Highway Administration (FHWA) Division Administrator will make the final *de minimis* impact finding.

For the proposed Newberg Dundee Bypass project (proposed project), FHWA proposes a *de minimis* impact finding for the Chehalem Glenn Golf Course, owned and managed by the Chehalem Parks and Recreation District (CPRD). The proposed *de minimis* impact finding is specifically related to CPRD Area #1 and possibly Providence Easement Area #2 (if Design Option 7.5C of the proposed project is selected as part of the Preferred Alternative). Only one *de minimis* is proposed for the entire golf course, even though Design Option 7.4C would impact one small corner of the golf course (CPRD Area #1: 2.1 ac) and Design Option 7.5C would impact two small areas of the golf course (CPRD Area #1 and Providence Easement Area #2: 2.9 ac). There are other benefits, however, to selection of Design Option 7.5C that would benefit both Newberg Providence Hospital and CPRD, which are described in the draft letter below.

FHWA also proposes a *de minimis* impact finding for the SP Newsprint Co, 1301 Wynooski Road, Newberg, Oregon, a historic resource. The proposed *de minimis* finding would be for a right-of-way acquisition of 0.97 acre at the northeast corner of the historic mill parcel resulting from Design Option 5.1C.2, 5.1D.2, or 5.2D. This acquisition would include a portion of the main driveway to the mill from Wynooski Road, landscaping, and miscellaneous site improvements.

Outstanding activities required to finalize the project’s *de minimis* findings are the archaeological site investigations and the Section 106 archaeological finding that will be conducted between the DEIS and the FEIS.

The remainder of this appendix includes two draft letters from ODOT to FHWA regarding the two proposed *de minimis* impact findings.
Chehalem Glenn Golf Course 4(f) De Minimis Finding

DRAFT

Date July 2010

Michelle Eraut
Environmental Program Manager
Federal Highway Administration
Oregon Division
530 Center Street, NE, Suite 100
Salem, Oregon 97301

Subject: Proposed De Minimis Finding for Chehalem Glenn Golf Course
Recreational Property
Newberg Dundee Bypass Project
Pacific Highway (OR 99W) [MP 19.6 - 51.6]
Newberg, Yamhill, Oregon
ODOT Key No. 09320
Federal-Aid No. S091(018)

Dear Ms. Eraut:

This letter requests FHWA approval of a Section 4(f) de minimis finding for the Chehalem Glenn Golf Course associated with the proposed Newberg Dundee Bypass project (proposed project). The proposed project would be an 11-mile, four-lane access-controlled expressway around the cities of Newberg and Dundee, in Yamhill County, Oregon. The proposed project is needed to reduce congestion on the Pacific Highway West, Oregon 99W, through Newberg and Dundee by redirecting traffic to the Bypass. The Bypass is also needed to improve downtown livability in Newberg and Dundee, and the overall flow of traffic through this area. (Figure A-1.)

The proposed project’s Build Alternative has two design options in the vicinity of the Chehalem Glenn Golf Course. This letter includes both design options, each of which would have a proposed de minimis impact finding. The property for which the 4(f) de minimis is proposed is an 192-acre, 18-hole golf course that is open to the public and is publically owned by the Chehalem Parks and Recreation District (CPRD). The difference in impacts to the golf course resulting from the design options are listed below.

Design Option 7.4C would:

- Impact 2.1 acres of the Chehalem Glenn Golf Course.
- Require about 5 acres of the Newberg Providence Hospital campus.
- Fragment the hospital property, leaving an isolated parcel of about 2 acres on the southeast side of the proposed Bypass. The isolated parcel would restrict
Providence’s ability to construct the medical office buildings designated in the hospital’s master plan.

- Design Option 7.4C would have no direct impact to Providence Easement Area #2.

Design Option 7.5C would:

- Impact 2.1 acres of the Chehalem Glenn Golf Course.
- Impact the Chehalem Glenn Golf Course within the Providence Easement Area #2 (2.9 ac), which is Hole 2 of the golf course.
- Accommodates the permanent easements between CPRD and Newberg Providence Hospital that allow relocation of Hole 2.

FHWA proposes a de minimis finding for the Chehalem Glenn Golf Course that would be impacted by property acquisition required for the Bypass. Preliminary engineering for the Build Alternative included avoiding and minimizing property acquisitions and visual and noise impacts to parks. ODOT made efforts to avoid and minimize impacts to the golf course through coordination with CPRD and with the development of specific design options for the proposed project. These include the following:

- ODOT and CPRD have coordinated throughout the development of the Build Alternative. This coordination focused on the minimization of impacts to the Chehalem Glenn Golf Course Area #5 (second nine-hole golf course south of Fernwood Road). Through this effort, CPRD Area #1 was removed from Chehalem Glenn Golf Course Area #5 and designated for transportation use, instead of a recreation use, in the Chehalem Glenn Golf Course Master Plan (See Figures A-2 and A-3). CPRD is holding Area #1 for non-recreational uses.
- Design Options 7.4C and 7.5C require acquisition of property to be used as right-of-way from CPRD Area #1. This acquisition would avoid displacement of several residences northwest of the Fernwood Road and Brutscher Street intersection and would avoid removing this intersection. This intersection provides a primary access route to the golf course.
- Design Option 7.5C requires acquisition of property for right-of-way from Providence Easement Area #2 of the Chehalem Glenn Golf Course (see Figure A-3). Providence Easement Area #2 is currently used as a recreational resource (Hole 2 of the golf course). However, the impacts would be avoided because of the permanent easement between CPRD and Providence and modification of the golf course.

An Environmental Impact Statement (EIS) is being prepared for this project. ODOT will release the Draft EIS (DEIS) to the public in June 2010 for review and comment. An update to this letter will include the following information, after the public hearing:

- The public notice,
- Comment opportunity notices,
- Substantive public and agency comment received on the proposed de minimis,
- Official-with-jurisdiction support letter,
- Response to public and agency comments, especially any comments on project modifications and/or mitigation modifications made in response to those comments.

There is one other 4(f) property in the project. There will be a proposed 4(f) de minimis for the historic resource, SP Newsprint Co., in a separate letter. At this time, the archaeological work is not complete and therefore the historic resources de minimis
finding can not be completed because together archaeological and historic resources fall under cultural resources. Further investigation and analysis on the archaeological resources will be completed between the DEIS and the FEIS.

This submission includes the following four attachments: (1) Map(s) of the golf course in association with proposed project; (2) Summary of public involvement activities and outcomes associated with proposed de minimis finding (PENDING); (3) Written correspondence from official with jurisdiction regarding de minimis finding (PENDING); and (4) FHWA 4(f) de minimis reporting information.

If there are questions, please contact James T. Potter, ODOT, at 503-986-2764 or Rod Thompson, ODOT, at 503-986-2690.

Pending your concurrence, please transmit an approved finding to ODOT’s Geo-Environmental administrative personnel for appropriate distribution.

Sincerely,

James Norman
Environmental Planning Unit Manager

The FHWA makes a 4(f) de minimis finding for the Chehalem Glenn Golf Course for the Newberg Dundee Bypass project as described in this document.

____________________________________________
Phillip A. Ditzler     Date
Oregon Division Administration
Federal Highway Administration

Copies to:
Rod Thompson
James T. Potter
Chris Bell
Sarah Jalving
Emily Mosholosky
Attachments:

1. Map of 4(f) property which includes attributes and features and clearly indicates which portion of the property will be incorporated into the transportation project.
2. 4(f) de minimis Public Outreach Summary (Pending)
3. Written support from Official with Jurisdiction for proposed 4(f) de minimis. (Pending)
4. FHWA Reporting Information for 4(f) de minimis
ATTACHMENT 1

4(f) *de minimis* Property and Project Maps

Newberg Dundee Bypass
Chehalem Glenn Golf Course

ODOT Key No. 09320
Federal-Aid No. S091(018)
Figure A-1. General Proposed Bypass Project Location

- Project Location
- General Proposed Bypass Project Location
- City Limits
- Bypass Approved Corridor
- Bypass Segments 1, 3, 5, 7 and 8.1A
- Bypass Segments 2, 4, 6, and 8.1
- City Limits
- Willamette River
- Yamhill River
- Willamette & Pacific Railroad
- 5
- 99W
Figure A2  Chehalem Glenn Golf Course
Segment 6: Oregon 219 Interchange
Segment 7: East Newberg to East Newberg Interchange
Segment 8.1: East Newberg Interchange
Segment 8.1A: Rex Hill
Design Option: 7.4C

- City Limits
- Bypass Approved Corridor
- Railroad
- Park and Recreation Facilities
  - Bridges, Overcrossings, or Undercrossings
- Fairway Locations
- Segment 6 Right-of-Way
- Design Option 7.4C Right-of-Way
- Segment 8.1 Local Circulation
- Segment 8.1 Right-of-Way
- Segment 8.1A Local Circulation
- Segment 8.1A Right-of-Way

Map ID: DEIS_Base_8x11_ParkDetail_7.4C.mxd  Print Date: March 2010
Public notice  <<include any copies of notices—especially legal notices, or newspaper advertisements, summarize notices provided on project website and any other venues>>

Outreach events <<can include events specific to the de minimis finding and any other project activities in which the de minimis information was presented>>

Comment received on the proposed de minimis.

Response to Comments. Be sure to include any project, mitigation or enhancement modifications that occurred in response to comments.
ATTACHMENT 3
Written Support from Official with Jurisdiction for 4(f) de minimis
Newberg Dundee Bypass
Chehalem Glenn Golf Course
ODOT Key No. 09320
Federal-Aid No. S091(018)

(PENDING)
## ATTACHMENT 4
### FHWA Reporting Information for 4(f) de minimis
#### Newberg Dundee Bypass
#### Chehalem Glenn Golf Course
#### ODOT Key No. 09320
#### Federal-Aid No. S091(018)

<table>
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<tr>
<th>Route.</th>
<th>Pacific Highway West, OR 99W</th>
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<tr>
<td>Project Length in Miles.</td>
<td>11 miles</td>
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<tr>
<td>Has the project received Transportation Enhancements funds? Has an application for TE funds for this project been submitted? Or is it planned?</td>
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</tr>
<tr>
<td>Type of project (bridge, intersection, new alignment, safety, widening). Select only one.</td>
<td>New alignment</td>
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<tr>
<td>Complete project cost.</td>
<td>$753 to $880 million</td>
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<tr>
<td>NEPA Class of action.</td>
<td>Environmental Impact Statement</td>
</tr>
<tr>
<td>Number of 4(f) resources in the project.</td>
<td>2</td>
</tr>
<tr>
<td>List of all 4(f) resources in the project.</td>
<td>Chehalem Glenn Golf Course (recreation) SP Newsprint (historic)</td>
</tr>
</tbody>
</table>
| De minimis mitigation (includes purchase of right-of-way consistent with the Uniform Act). | • Purchase of right of way consistent with the Uniform Act  
• Preliminary engineering included avoiding and minimizing property acquisitions and visual and noise impacts to parks  
• Coordination with CPRD |
<p>| De minimis impacts (e.g. will remove 5 existing parking spaces from 250 space parking lot; will convert x.x acres of Monument land to highway easement, will use 50 sq. ft. of the SE corner of the property). | De minimis impacts would be between 2.1 and 5 acres right of way acquisition, depending on design option chosen. Would cause realignment of Hole 2 of the golf course. Would convert up to 5 acres of recreation land to a transportation use. |
| Size of the de minimis use in acres. | Up to 5 acres |</p>
<table>
<thead>
<tr>
<th><strong>Type of <em>de minimis</em> resource (Historic, Park, Recreation or Wildlife Refuge). Select only one.</strong></th>
<th>Recreation</th>
</tr>
</thead>
</table>
| **Project status (general schedule—bid opening, completion of the environmental process).** | DEIS public release June 2010  
FEIS release late Fall 2010  
ROD Winter 2010 |
| **Anticipated construction start.** | Unknown |
| **Anticipated construction completion.** | 4-5 years from start date |
Dear Ms. Eraut:

This letter requests FHWA approval of a Section 4(f) de minimis finding for the SP Newsprint Co associated with the proposed Newberg Dundee Bypass project (proposed project). The proposed project would be an 11-mile, four-lane access-controlled expressway around the cities of Newberg and Dundee, in Yamhill County, Oregon. The proposed project is needed to reduce congestion on the Pacific Highway West, Oregon 99W, through Newberg and Dundee by redirecting traffic to the Bypass. The Bypass is also needed to improve downtown livability in Newberg and Dundee, and the overall flow of traffic through this area. (See Figure 1).

The proposed project’s Build Alternative has three design options in the vicinity of the SP Newsprint Co. All three design options (5.1C.2, 5.1D.2, and 5.2D) would impact approximately one acre (0.97 ac) for a right-of-way acquisition at the northeast corner of the historic mill parcel. This acquisition would include a portion of the main driveway to the mill from Wynooski Road, landscaping, and miscellaneous site improvements.

Preliminary engineering for the Build Alternative included avoiding and minimizing property acquisitions and visual and noise impacts to historic properties. The Build Alternative would not affect any of the characteristics that make the historic mill listed NRHP-eligible. All of the right-of-way needs are located on what is currently an open storage area. Therefore, there would be a finding of “No Historic Properties Adversely Affected” for this NRHP-eligible resource.
The property for which the 4(f) *de minimis* is proposed is an historic paper mill. The site encompasses approximately 136 acres of land that includes industrial buildings, storage areas, internal traffic circulation systems, and railroad side track and parking areas. It is privately owned and operated. It qualifies as a Section 4(f) resource and for 4(f) protection because it is an NRHP-eligible property that is being impacted by a transportation project.

An Environmental Impact Statement (EIS) is being prepared for this project. ODOT will release the Draft EIS (DEIS) to the public in June 2010 for review and comment. An update to this letter will include the following information, after the public hearing:

- The public notice,
- Comment opportunity notices,
- Substantive public and agency comment received on the proposed *de minimis*,
- Official-with-jurisdiction support letter,
- Response to public and agency comments, especially any comments on project modifications and/or mitigation modifications made in response to those comments.

There is one other 4(f) property in the project. There will be a proposed 4(f) *de minimis* for a recreational property, the Chehalem Glenn Golf Course, in a separate letter.

At this time, the archaeological work is not complete and therefore the historic resources *de minimis* finding can not be completed because together archaeological and historic resources fall under cultural resources. Further investigation and analysis on the archaeological resources within the project areas will be completed between the DEIS and the FEIS.

This submission includes the following four attachments: (1) Map of 4(f) property in association with proposed project; (2) Section 106 Determination of Eligibility (DOE) and Finding of Effect (FOE) (3) Summary of public involvement activities (i.e. all consulting parties per Section 106) and comments associated with proposed *de minimis* finding (Pending) (4) FHWA 4(f) *de minimis* reporting information; and (5) Archaeological FOE (PENDING).

If there are questions, please contact James T. Potter, ODOT, 503-986-2764 or Rod Thompson, ODOT, at 503-986-2690.

Pending your concurrence, please transmit an approved finding to ODOT’s Geo-Environmental administrative personnel for appropriate distribution.

Sincerely,

James Norman
Environmental Planning Unit Manager

The FHWA makes a 4(f) *de minimis* finding for the SP Newsprint Co. for the Newberg as described in this document.
Phillip A. Ditzler     Date
Oregon Division Administration
Federal Highway Administration

Copies to:
Rod Thompson
James T. Potter
Chris Bell
Sarah Jalving
Emily Moshofsky

Attachments:
(1) Map of 4(f) property which includes attributes and features and clearly indicates which portion of the property will be incorporated into the transportation project.
(2) SP Newsprint Co. Section 106 DOE & Section 106 FOE
(3) 4(f) de minimis Public Outreach Summary (PENDING)
(4) FHWA Reporting Information for 4(f) de minimis
(5) Archaeological FOE (PENDING)
ATTACHMENT 1
4(f) *de minimis* Property and Project Maps

Newberg Dundee Bypass
   SP Newsprint Co.
   ODOT Key No. 09320
   Federal-Aid No. S091(018)
ATTACHMENT 2

Section 106 Determination of Eligibility

Section 106 Finding of Effect

Newberg Dundee Bypass

SP Newsprint Co.

ODOT Key No. 09320

Federal-Aid No. S091(018)
**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**SECTION 106 DOCUMENTATION FORM**  
**Individual Properties**

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<tr>
<th>Property Name: SP Newsprint Company</th>
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<tbody>
<tr>
<td>Street Address: 1301 N.E. Wynooski Road, Newberg Oregon 97132</td>
</tr>
<tr>
<td>USGS Quad Name: Newberg</td>
</tr>
<tr>
<td>Township: T 3S Range: R 2W Section: S 30</td>
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<tr>
<td>Tax Lot #: R32902200</td>
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<td>Current Use: Industrial site</td>
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<td>Architectural Classification/Resource Type: Commercial-Industrial Block/Manufacturing Facility</td>
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<tr>
<td>Window Type &amp; Material: N/A</td>
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<td>Roof Type &amp; Material: Various</td>
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<tr>
<td>Condition:</td>
</tr>
<tr>
<td>Integrity:</td>
</tr>
<tr>
<td>[ ] Excellent [ ] Good [ ] Fair [ ] Poor</td>
</tr>
</tbody>
</table>

**Preliminary National Register Findings:**

[ ] National Register listed  
[ ] Potentially Eligible: [ ] Individually [ ] As part of District  
[ ] Not Eligible: [ ] In current state [ ] Irretrievable integrity loss [ ] Lacks Distinction [ ] Not 50 Years

**Photograph 1. North east entrance to SP Newsprint Co.**

**State Historic Preservation Office Comments:**

[ ] Concur  [ ] Do Not Concur:  
[ ] Potentially Eligible Individually  [ ] Potentially Eligible As part of District  [ ] Not Eligible

Signed ____________________________ Date __/__/2009

Comments:
This page intentionally left blank
Property Name: SP Newsprint Company

Street Address: 1301 N.E. Wynooski Road, Newberg Oregon 97132
USGS Quad Name: Newberg
Township: T 3S Range: R 2W Section: S 30
Tax Lot #: R322902200

City, County: Newberg, Yamhill
District, Grouping or Ensemble? District
Name: SP Newsprint Company

Current Use: Industrial site
Date of Construction: ca. 1892/1926

Architectural Classification/Resource Type: Commercial-Industrial Block/Manufacturing Facility
Alterations & Dates: Many over time, see discussion below

Window Type & Material: N/A
Exterior Surface Materials:
  Primary: Concrete
  Secondary: Metal
  Decorative:

Roof Type & Material: Various

Condition: ☒ Excellent ☐ Good ☐ Fair ☐ Poor
Integrity: ☒ Excellent ☐ Good ☐ Fair ☐ Poor

Preliminary National Register Findings:
☐ National Register listed ☐ Potentially Eligible: ☒ Individually ☒ As part of District
☐ Not Eligible: ☐ In current state ☐ Irretrievable integrity loss ☐ Lacks Distinction ☐ Not 50 Years

Photograph 1. North east entrance to SP Newsprint Co.

State Historic Preservation Office Comments:
☐ Concur ☐ Do Not Concur:
☐ Potentially Eligible Individually ☐ Potentially Eligible As part of District ☐ Not Eligible
Signed ___________________________ Date ___________
Comments:
**Property Name:** SP Newsprint Company

**Property Category:**
- [ ] Building
- [ ] Structure
- [x] District
- [ ] Site
- [ ] Object

**Street Address:** 1301 N.E. Wynooski Road, Newberg OR 97132

**City, County:** Newberg, Yamhill

**Architect, Builder or Designer (if known):** Unknown

**Owner:** SP Newsprint Company
- [x] Private
- [ ] Local Government
- [ ] State
- [ ] Federal
- [ ] Other

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**Introduction**

A State Historic Preservation Office (SHPO) reconnaissance level survey (RLS) was conducted for properties within the proposed project’s Area of Potential Effect (APE) in 2005 and 2006. The SHPO concurred with the assessment of these properties in October 31, 2006.

The property at 1301 N.E. Wynooski Road was identified during the RLS. On May 23, 2007 a Section 106 Documentation Form (FOE) for the SP Newsprint Company property was signed by SHPO. The SHPO concurred with the Oregon Department of Transportation’s (ODOT) finding that this historic resource was eligible for listing on the National Register of Historic Places (NRHP), and that there was a finding of no historic properties adversely affected by the proposed project.

However, since 2007, the Federal Highway Administration, ODOT and SHPO have discussed their differing opinions regarding how historic property boundaries are determined for eligibility. They have also discussed that more detail related to eligibility should have been included for historic properties for the proposed project, as well as for future ODOT projects. As a result, this revised Section 106 Documentation Form provides a detailed reassessment of the historic SP Newsprint Company property including the following:

- the Section 106 boundary
- contributing (if any) features within that boundary
- the aspects of integrity which convey the significance of this resource to properly assess the effects under 36 CFR 800.5.

**Description of Property**

The SP Newsprint Company at 1301 N. E. Wynooski Road (Photograph 1) encompasses approximately 136 acres of land that includes industrial buildings, storage areas, internal traffic circulation systems, and railroad side track and parking areas (see Figure 1, SP Newsprint site map). The mill has had various wood operations on this site since the late nineteenth century. Charles K. Spaulding began a saw mill operation at this location in 1892 and in 1927 the Spaulding Pulp and Paper Company began producing unbleached sulfite market pulp. At first some waste wood from the Spaulding Logging Company sawmill was used as pulp material, but by the 1950s only logs were used. After Spaulding’s death, five paper mills in Wisconsin, Minnesota, Michigan, and Illinois purchased the controlling interest in the stock of the company, but the original name was retained.

The mill has been operating continuously since it was opened. Significant physical improvements and technological changes have occurred over the years. In 1965 the mill was purchased by Publishers Paper Company and in 1979 the company made its first step into recycling old newspapers. In 1984 the sulfite pulp mill portion of the overall operation was closed. In 1999 the mill was purchased by Southeast Paper Manufacturing Company, and the name was changed to SP Newsprint Company. Currently the mill produces recycled content newsprint, approximately 1,180 tons per day. The old
newspapers used as raw materials at the mill are sourced from western North America. Customers are primarily newspaper publishers located in the western states. The mill employs approximately 340 people and has provided employment to local residents for over 100 years. It is significant under Criterion A for its significant contribution to the pattern of development of Newberg, Oregon. See Photographs 2 through 4, at the end of the text.

Statement of Significance

Evaluation Criteria

To evaluate a potential historic property for eligibility for the NRHP, the Criteria for Evaluation (36 CFR 60.4) are applied, which state that, “The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and: That are associated with events that have made a significant contribution to the broad patterns of our history; or

A. That are associated with the lives of persons significant in our past; or

B. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

C. That have yielded, or may be likely to yield, information important in prehistory or history.”

In addition to the criteria listed above, to qualify for the NRHP, a historic resource must also have integrity. "Integrity" as defined in National Register Bulletin No. 15, "...is the ability of a property to convey its significance. To be listed in the National Register of Historic Places, a property must not only be shown to be significant under the National Register criteria, but it also must have integrity."

Integrity is determined by the degree to which a property retains the following attributes:

- Location—the place where the historic property was constructed or the historic event occurred
- Design—the combination of elements that create the form, plan, space, structure, and style of a property
- Setting—the physical environment of a historic property
- Materials—the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property
- Workmanship—the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling—the property's expression of the aesthetic or historic sense of a particular time or place
- Association—the direct link between an important historic event or person and a historic property

National Register Eligibility Assessment

Integrity

The SP Mill Newsprint site has changed over the years but retains enough integrity to be considered eligible for the NRHP as a “historic district.” The mill district is in its original location and although the configuration and design of the mill has changed over the years due to the addition of new buildings and
structures and changes to older buildings and structures for technological reasons, the changes were made to improve and continue the use of the mill and were consistent with the evolution of the mill. Updates and improvements to the mill have occurred and new materials and workmanship have been incorporated, but they are consistent with the development of a wood products industrial site. The mill retains its industrial feeling and association with a wood products industry.

**Criterion A.** The mill has been continually operating at this location since 1892. As it has grown and developed, significant physical improvements and technological changes have occurred over the years. The mill is significant for its contributing to the economic development that helped to build Newberg as an industrial regional center and for developing new wood products and pulp industry technological systems that reflect the use of wood products in the United States. Consequently, National Register Criterion A does apply to this historic property.

**Criterion B.** Research indicates that this property is associated with Charles K. Spaulding, a significant person in the history of Newberg and Oregon. Spaulding started one of the two primary early industries; the Spaulding Lumber Mill and the later Spaulding Pulp and Paper Company, established in 1926. The mill is not the only historic resource associated with Spaulding (his Newberg house is listed on the NRHP) and the mill changed ownership over the years. Consequently, National Register Criterion B does not apply to this historic property.

**Criterion C.** The district contains some historic structures but significant physical improvements and technological changes have occurred over the years. Many of the structures shown on the 1929 Sanborn map (Figure 4) including the saw mill building and surrounding facilities, have been removed. Historic resources that remain include the railroad track, a filter plant, Kraft Pulper Area & Fab Shop (formerly the Pulp Building.) and Boiler. The district does express the feeling of a historic mill and it still maintains its association with pulp mills. However, because of its major alterations it has lost a significant amount of its integrity of materials, workmanship, and design. Consequently, National Register Criterion C does not apply to this historic property.

**Criterion D.** The physical material of the historic building(s)/structures and associated above-ground setting within the boundary of the historic property are not the principal source of important information that would contribute to our understanding of history. Therefore, the National Register Criterion D does not apply to this historic property.

**Boundary**

The SP Newsprint historic district consists of the main tax lot (1301 NE Wynooski Road) consisting of approximately 136 acres. This boundary is based on the historic use of the site from its founding in 1892, through the period of significance, which ends in approximately 1965. Historically, the mill structures were primarily located in the central and southern parts of the tax lot. See Figures 1 and 2 for the site boundary of the property and the USGS Quadrangle map.

Because the Recycle Paper Warehouse and De-Inking Plant structure is not historic (as explained below), the boundary ends at the northwest edge of the main tax lot, even though it dissects the building.

The following discussion summarizes the features defined as either eligible/contributing buildings or features or non-contributing buildings or features within the Section 106 boundary based on the source documentation which affirmed their date or time period of construction.
Property Name: SP Newsprint Company
Street Address: 1301 N.E. Wynooski Road, Newberg OR 97132
City, County: Newberg, Yamhill

1929 Sanborn Map
The following features shown on the 1929 Sanborn Map remain on the property (Figure 3). 1). Railroad track. 2). Filter Plant. 3). Kraft Pulp Area and Fab Shop and 4). Boiler. Based on the analysis, all of these features are eligible or contributing buildings or structures, shown in pink on Figure 1.

1971 Aerial Map
The following structures are seen on a 1971 aerial map (see Figure 4): 5. Refiner Building, 6. Shipping-Receiving and Shops Building. 7. Storage tanks, 8. Wood Chip Conveyor, and 9. Paper Machines Building. Based on the analysis, all of these structures are eligible or contributing buildings or structures except for the Paper Machines Building, which is a non-contributing building. The contributing structures are shown in pink on Figure 1.

Buildings or Features Constructed after 1971
The following buildings and structures do not appear on either the 1929 Sanborn Map or the 1971 Aerial Map, and were constructed after 1971: the Paper Machines Building Expansion (not shown on Figure 1); Recycle Paper Warehouse and De-inking Plant (#10), and Storage tanks (#11). Based on the analysis, none of these features are eligible or contributing buildings or structures. Non-contributing structures are shown in purple on Figure 1.

Eligible or Contributing Buildings and Structures
The 1929 Sanborn map (Figure 3) shows that the majority of the structures used for the logging and then pulp making operations were located toward the middle and south portions of the parcel. Many of the structures shown on the 1929 Sanborn map, including the saw mill building and surrounding facilities, have been removed. Historic resources that remain from this period include the railroad track, a filter plant, Kraft Pulper Area & Fab Shop (formerly the Pulp Building) and Boiler. A current map of the SP Mill within the boundaries (from the SP Newsprint website, see Figure 5) and field survey revealed that these resources appear to retain context and integrity and therefore are considered eligible.

As the operations progressed over time, more structures and buildings were built toward the north end of the parcel. When the mill was purchased by Publisher Paper Company in 1965, the processing of newsprint began. An aerial of the mill site in 1971 (Figure 4) shows the Shipping-Receiving/Shops Building, the Refiner Building, large storage tanks (adjacent the southeast corner of the Paper Machines Building), and the wood chip conveyer structure. The expansion of the site during the period of significance (1892-1965) has been both to the north (Refineries building, original portion of the Paper Machines Building, and the Historic Tanks), and to the east (the Wood Chip Conveyer Structure). These structures are thought to have been constructed up to the start of 1965 and appear to retain context, age and integrity and therefore are considered eligible. The boundary is based on the main tax lot configuration as it encompasses the unified historic uses and conveys the interrelationship of all of buildings and structures that reflect the principal activity of a wood processing company, even though it is composed of a variety of buildings and structures of various ages.
### Buildings or Features with an Unknown Construction Date

There are various other buildings, structures, and features on the mill site, located in the middle to south portion, that have unknown construction dates. In addition to the construction of new generating equipment, it appears that some of the older structures have been modified over the years, as evident through window changes and additions. The dense concentration of equipment, machinery, pipes, generators, boilers, stacks, and conveyors, in the central to south portion of the site, contains historic elements that run through it, such as the railroad track and the chip conveyor line. The configuration of these features speaks to the utilitarian characteristics of an industrial plant that has evolved from a logging mill to a pulp plant to a newspaper recycling plant intertwining new and old technology. Because the construction dates cannot be accurately determined “unknown” is shown on the site map to accurately illustrate our assessment that these features likely do not contribute to the historic integrity of the site. However, although not all of the elements can be determined to be historic, the central portion is considered, as a whole to contribute to the historic integrity of the site.

Buildings or features with an unknown construction date are shown in blue on Figure 1. These features likely do not contribute to the historic integrity of the site. They do not contribute because they were not constructed within the historic period, or their integrity has been compromised through alterations made to the exterior of the building(s).

### Non-Contributing Structures

The 1971 aerial shows a smaller version of the Paper Machines building. The history of the mill as outlined in the SP Newsprint website indicates a refiner-mechanical pulp line and one newsprint paper machine started production in 1968 in that building. It further indicates that the paper machine building was expanded when the newsprint capacity was increased in 1984. The existing paper machine building has been altered to such a degree that it has lost its historic integrity and is therefore considered not eligible. The Paper Machines Building is included in the Section 106 boundary because after consulting the bulletin *Defining Boundaries for National Register Properties* (1997), it was determined to use the tax lot which comprised the elements that were used for operation of the mill site during the historic period (up to c. 1965).

The Recycle Paper Warehouse and De-Inking Plant building were constructed in 1979, and are therefore considered not eligible. The southern portion of this non-contributing building was built on the main tax lot comprising the Section 106 historic boundary of the property. The northern portion of this building was constructed on tax lots outside of the Section 106 historic boundary of the property.

Other changes to the district occurred during 1990 to 2001, including the installation of two large gas turbine generators and heat recovery steam generators.
Photograph 2. View of the Southeast side of the mill.

Photograph 3. View of mill from the parking lot.
Photograph 4. View of the mill from north entrance.
10TH ST
WYNOOSKI ST
14TH ST
MICHELLE CT
ST COLLEGE ST
13TH ST
11TH ST
10TH ST
ROGERS LANDING RD
CHEHALEM ST
RIVER ST

Figure 1 Determination of Eligibility - SP Newsprint
1301 Wynooski Street

Section 106 Boundary
Eligible/Contributing Building/Structure
Unknown Construction Date
Railroad
City Limits
Non-Contributing Building/Structure

Map ID: DOE_SP_Newsprint.mxd   Print Date: February 2010

Willamette River
Site #30
1301 Wynooski
Taxlot ID: R3229 02200
Parking Lot
West Driveway

1. Railroad
2. Filter Plant
3. Kraft Pulp Area and Fab Shop
4. Boiler
5. Refiner Building
6. Shipping-Receiving and Shops Building
7. Contributing Storage Tanks
8. Wood Chip Conveyor
10. Recycle Paper Warehouse and De-Inking Plant
11. Storage Tanks
Fencing and Landscaping
Parking Lot
North Driveway
East Driveway
Rivett
Dayton
Locator

Newberg-Dundee BACKS PROJECT
10TH ST
WYNOOSKI ST
CHEHALEM ST
RIVER ST

10TH ST
WYNOOSKI ST
14TH ST
MICHELLE CT
ST COLLEGE ST
13TH ST
Figure 2 Determination of Eligibility
1301 Wynooski Street

Site Location
USGS 7.5 Minute Quad: Newberg
Historic Spaulding Logging Company

Historic Spaulding Pulp & Paper

Figure 3. 1929 Sanborn Fire Map showing location on historic lumber mill and pulp and paper mill sites.
Figure 5. Current Map of the SP Newsprint Site. North (top of page) is 11th Street.  
(Source: SP Newsprint website 2006)
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Oregon Inventory of Historic Properties
Section 106 Level of Effect Form

Agency/Project: Oregon DOT, Newberg Dundee Bypass: Federal Aid No. S091 (018); ODOT Key No. 09320; SHPO Case No. 07-0352

Property Name: SP Newsprint Company
Street Address: 1301 N.E. Wynooski Road, Newberg Oregon 97132
City, County: Newberg, Yamhill

Preliminary Finding of Effect:
☐ No Historic Properties Affected ☑ No Historic Properties Adversely Affected ☐ Historic Properties Adversely Affected

State Historic Preservation Office Comments:
☐ Concur ☐ Do Not Concur:
☐ No Historic Properties Affected
☐ No Historic Properties Adversely Affected
☐ Historic Properties Adversely Affected

Signed: [Signature]
Comments: [Comments]
Date: 2/21/2010

Introduction
A State Historic Preservation Office (SHPO) reconnaissance level survey (RLS) was conducted for properties within the proposed project’s Area of Potential Effect (APE) in 2005 and 2006. The SHPO concurred with the assessment of these properties in October 31, 2006.

A property at 1301 N.E. Wynooski Road was identified during the RLS. On May 23, 2007 a Section 106 Documentation Form (FOE) for the SP Newsprint Company property was signed by SHPO. The SHPO concurred with the Oregon Department of Transportation’s (ODOT) finding that this historic resource was eligible for listing on the National Register of Historic Places (NRHP), and that there was a finding of no historic properties adversely affected by the proposed project.

However, since 2007, the Federal Highway Administration, ODOT and SHPO have discussed their differing opinions regarding how historic property boundaries are determined for eligibility. They have also discussed that more detail related to eligibility should have been included for historic properties for the proposed project, as well as for future ODOT projects. As a result, this revised Section 106 Documentation Form provides a detailed reassessment of the historic SP Newsprint Company property including the following:

- the Section 106 boundary
- contributing (if any) features within that boundary
- the aspects of integrity which convey the significance of this resource to properly assess the effects under 36 CFR 800.5.

Project Description
The Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) are proposing to build the Bypass, an 11-mile, 4 lane access-controlled expressway around the cities of Newberg and Dundee, in Yamhill County, Oregon. The proposed project is needed to reduce congestion on Oregon 99W through Newberg and Dundee by redirecting traffic to the Bypass. The Bypass is also needed to improve downtown livability in Newberg and Dundee, and the overall flow of traffic through this area.

The project is located in the northern part of the Willamette Valley in Yamhill County extending from east of Newberg in the Rex Hill area to just north of Dayton at the junction of Oregon 99W and Oregon 18. The cities of Newberg, Dundee and Dayton, and the surrounding unincorporated areas of Yamhill
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The project is located in the northern part of the Willamette Valley in Yamhill County extending from east of Newberg in the Rex Hill area to just north of Dayton at the junction of Oregon 99W and Oregon 18. The cities of Newberg, Dundee and Dayton, and the surrounding unincorporated areas of Yamhill
County are in the project area. The 11-mile corridor has been divided into 99 segments for ease of description.

Segment 1: Dayton Interchange Area  
Segment 2: Dayton Interchange to Dundee UGB Area  
Segment 3: Dundee UGB to Dundee Interchange Area  
Segment 4: Dundee Interchange Area  
Segment 5: West Newberg (Chehalem Creek) to Oregon 219 Interchange Area  
Segment 6: Oregon 219 Interchange Area  
Segment 7: East Newberg (Oregon 219 to East Newberg Interchange) Area  
Segment 8.1 & 8.1A: East Newberg Interchange and Rex Hill Area

The National Register eligible mill at 1301 N.E. Wynooski Road is located in Segment 5.

Segment 5 (see Figure 2) has three design options. This segment is located in southwestern Newberg, east of Chehalem Creek, and extends to the Oregon 219 Interchange.

**Design Options**

Design Options 5.1C.2 and 5.1D.2 have different Bypass roadway heights between Columbia and Waterfront Streets.

**Design Option 5.1C.2**

Design Option 5.1C.2 is fully depressed between College and River Streets; both streets and the railroad connection to SP Newsprint cross over the Bypass. The Bypass closes 11th Street between Columbia Street and Wynooski Road. The Bypass crosses the Hess Creek North ravine depressed beneath the Sportsman Airpark approach paths and continues semi-depressed to the Oregon 219 Interchange.

Overcrossing structures and bridges in Design Option 5.1C.2 are:

- The Bypass crosses over Hess Creek and Hess Creek Tributary C.
- The SP Newsprint railroad spur, College and River Streets, and Wynooski Road cross over the Bypass.

**Design Option 5.1D.2**

Design Option 5.1D.2 is above-grade on fill. The Bypass crosses over College and River Streets and the railroad connection to the SP Newsprint facility. Both streets and the railroad remain at their existing grades and locations. The Bypass closes 11th Street between Columbia Street and Wynooski Road. The Bypass crosses the Hess Creek ravine depressed beneath the Sportsman Airpark approach paths and continues semi-depressed to the Oregon 219 Interchange.

Overcrossing structures and bridges in Design Option 5.1D.2 are:

- The Bypass crosses over Hess Creek, a Hess Creek Tributary C, the railroad, and College and River Streets.
- Wynooski Road crosses over the Bypass.
**Design Option 5.2D**

Design Option 5.2D is above-grade on fill. In this design option, the section of the Bypass roadway between River Street and the relocated Wynooski Road is closer to SP Newsprint than in Design Option 5.1D.2, allowing 11th Street to remain open. The overcrossing structures and bridges in Design Option 5.2D are the same as those in Design Option 5.1D.2.

**Description of Property**

The SP Newsprint Company at 1301 N. E. Wynooski Road encompasses approximately 136 acres of land that includes industrial buildings, storage areas, internal traffic circulation systems, a railroad side track and parking areas (refer to Figure 1, SP Newsprint site map). The mill has had various wood operations on this site since the late nineteenth century. Charles K. Spaulding began a saw mill operation at this location in 1892 and in 1927 the Spaulding Pulp and Paper Company began producing unbleached sulfite market pulp. At first some waste wood from the Spaulding Logging Company sawmill was used as pulp material, but by the 1950s only logs were used. After Spaulding’s death, five paper mills in Wisconsin, Minnesota, Michigan, and Illinois purchased the controlling interest in the stock of the company, but the original name was retained.

The mill has been operating continuously since it was opened. Significant physical improvements and technological changes have occurred over the years. In 1965 the mill was purchased by Publishers Paper Company and in 1979 the company made its first step into recycling old newspapers. In 1984 the sulfite pulp mill was closed. In 1999 the mill was purchased by Southeast Paper Manufacturing Company, and the name was changed to SP Newsprint Company. Currently the mill produces recycled content newsprint, approximately 1,180 tons per day. The old newspapers used as raw materials at the mill are sourced from western North America. Customers are primarily newspaper publishers located in the western states. The mill employs approximately 340 people and has provided employment to local residents for over 100 years. It is significant under Criterion A for its significant contribution to the pattern of development of Newberg, Oregon.

**Avoidance Alternatives Considered**

Because the SP Newsprint Company in Newberg has been determined eligible for the National Register of Historic Places by SHPO, project alternatives were considered to eliminate or minimize possible project impacts on this historic property. Avoidance alternatives considered include:

- **No-Build Alternative**: Although this alternative would have no effect on the SP Newsprint Company, it would not increase safety and improve the roadway within the project area. This alternative is not considered prudent due to its failure to address the long-standing congestion and increase safety for vehicles, pedestrians and bicyclists.

**Evaluation of Effects Considerations**

*Criteria of adverse effect.* An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. (Excerpted from 36 CFR PART...
OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 LEVEL OF EFFECT FORM

800 -- PROTECTION OF HISTORIC PROPERTIES (incorporating amendments effective August 5, 2004)

Evaluation of Effects
The SP Newsprint site meets National Register of Historic Places (NRHP) Criterion A: Association with events that have made a significant contribution to the broad patterns of our history.

The site is significant under Criterion A for its association with the development of Newberg, and its period of significance is 1892-1965. The site was established in 1892 as a logging mill, began producing pulp in 1927, and became a newsprint plant in 1965. A significant number of the buildings and structures located on the site are associated with this development. Additional buildings and structures constructed after the period of significance (during 1979-2001) are compatible with the character of the site, although they are not contributing features. Industrial sites are large by nature to accommodate the sizeable buildings that house machinery, and structures, such as tanks, conveyors, stacks, and railroad tracks. These attributes remain and this site continues to convey the history of a major economic driving force in the development of Newberg.

(i) The project will only require a small portion of right of way from the mill and no right of way will be required from any contributing building or structure from the mill. Consequently, there is no adverse effect caused by physical destruction or damage to the historic character of the property.
(ii) There is no alteration to any contributing element of the property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines. Consequently, there is no adverse effect caused by alteration to any character defining element of the property.
(iii) The project will not remove the property from its historic location. Consequently, there is no adverse effect caused by removal of any character defining element of the property.
(iv) The project will not change the character of the property's use or physical features within the property's setting that contribute to its historic significance. Consequently, there is no adverse effect caused by change of use or contributing physical features to the property.
(v) A new road alignment will be introduced to the north portion of the site but this will not diminish the integrity of the property's significant historic features. Consequently, there is no adverse effect caused by the introduction of visual, atmospheric or audible elements to the property.
(vi) The project will not result in the neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property. Consequently, there is no adverse effect caused by the neglect of the property.
(vii) The project will not require the transfer, lease, or sale of any contributing elements within the boundary of the property. Consequently, there is no adverse effect caused by the transfer, lease or sale of the property.

Northeast Quadrant
Design Options 5.1C.2 and 5.1D.2 require the acquisition of approximately one acre of land (0.97 ac) within the northeast corner of the historic tax lot site.
OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 LEVEL OF EFFECT FORM

Agency/Project: Oregon DOT, Newberg Dundee Bypass: Federal Aid No. S091 (018): ODOT Key No. 09320:
SHPO Case No. 07-0352

Property Name: SP Newsprint Company
Street Address: 1301 N.E. Wynooski Road, Newberg Oregon 97132
City, County: Newberg, Yamhill

The small right of way acquisition in the northeast quadrant does not impact any of the historic features, and does not require the use of a significant portion of the site (0.97 acres of 136 acres, or less than 1%). The historic features will not be altered and the extensive acreage of the site will continue to support the large structures that are used in the current newsprint recycling plant.

None of the options impact any historic structures nor do they affect any of the characteristics or qualities for which the site is considered eligible under Criteria A, B, C, or D. Therefore, there is no adverse effect to the property.

Coordination and Public Notification
Yamhill County residents and ODOT have discussed ways to relieve traffic congestion on Oregon 99W through Newberg and Dundee for many years. ODOT has conducted several studies since 1990 that have supported the development of the Bypass project. These studies have led to the development the Newberg Dundee Bypass project.

The Bypass project has used an open and ongoing public and agency involvement process. In both the completed Tier 1 Final Environmental Impact Statement and the current Tier 2 Draft Environmental Impact Statement (Design DEIS) process, the public and stakeholders have been actively engaged in the design process to solve current and future transportation needs, avoid or minimize impacts to the natural and built environments, and enhance community livability.

During the Design DEIS phase of the project four public meetings were held that identified the historic resources considered eligible for the National Register of Historic Places. These meetings were on:

- October 11, 2005, held at the Newberg High School;
- December 6, 2005, held at the Newberg Christian Church;
- May 23, 2006, held at the Newberg Christian Church;
- December 7, 2006, held at the Newberg High School.

Additionally, there was a January 5, 2007 meeting, held between ODOT and SP Newsprint representatives to discuss the project.

A cultural resources specialist was present at the meetings to answer any questions the public had about the historic resources in the project area. Questions by individuals, agencies and historical societies concerning historic resources have been addressed by cultural resources specialist generally within one week of receipt.

Public involvement goals for the Design DEIS include broad public information and public engagement, and the goals are continuing to be achieved through extensive media outreach, a project web site, periodic newsletters, well-attended public meetings and design workshops, and stakeholder committees.

There is no Certified Local Government or Landmarks Commission in Newberg and the SP Newsprint Mill is not a city landmark but the Newberg Planning Department, which oversees historic resources, has been involved in project development and has received a copy of the Finding of Effect on the SP Newsprint Company.
Conclusion
Following the guidance given by the National Park Service on Defining Boundaries (NPS Bulletin, 1997), the historic site, therefore, is comprised of the elements that were used for operation of the mill site during the historic period (up to c.1965) and located within the main tax lot owned by SP Newsprint. Some right of way acquisition would be required for the project from the SP Newsprint Mill property, but that effect would not be adverse.

The project effects to the SP Newsprint site require a Section 4(f) review for historic properties because the project would “use” land from the northeast corner of the site. This corner of the site is within the Section 106 boundary established, as described above. A determination of “no adverse effect” by SHPO would allow FHWA to propose a Section 4(f) de minimis finding for the property.

It is the determination of the FHWA and ODOT that the proposed project has an effect on the National Register eligible SP Newsprint Company property, but the effect is “not adverse” according to the criteria set forth in 36 CFR 800.5.
Photograph 1. North east entrance to SP Newsprint Company.
Figure 1: Finding of Effect - SP Newsprint
Segment 5: West Newberg to Oregon 219 Interchange
Design Options: 5.1C.2, 5.1D.2, and 5.2D

Section 106 Boundary
Design Options 5.1C.2 & 5.1D.2
Right-of-Way Acquisition
Design Option 5.2D
Right-of-Way Acquisition
Eligible/Contributing Building/Structure
Non-Contributing Building/Structure

Unknown Construction Date
Taxlot
Bypass Approved Corridor
Railroad
City Limits

Map ID: FOE_SP_Newsprint.mxd  Print Date: February 2010
ATTACHMENT 3

4(f) de minimis Public Outreach Summary

Newberg Dundee Bypass
SP Newsprint Co.
ODOT Key No. 09320
Federal-Aid No. S091(018)

(PENDING)

Public notice <<include any copies of notices—especially legal notices, or newspaper advertisements, summarize notices provided on project website and any other venues>>

Outreach events <<can include events specific to the de minimis finding and any other project activities in which the de minimis information was presented>>

Comment received on the proposed de minimis.

Response to Comments. Be sure to include any project, mitigation or enhancement modifications that occurred in response to comments.
<table>
<thead>
<tr>
<th><strong>Route.</strong></th>
<th>Pacific Highway West, OR 99W</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Name.</strong></td>
<td>Newberg Dundee Bypass</td>
</tr>
<tr>
<td><strong>Project Length in Miles.</strong></td>
<td>11 miles</td>
</tr>
<tr>
<td><strong>Has the project received Transportation Enhancements funds? Has an application for TE funds for this project been submitted? Or is it planned?</strong></td>
<td>No</td>
</tr>
<tr>
<td><strong>Type of project (bridge, intersection, new alignment, safety, widening). Select only one.</strong></td>
<td>New alignment</td>
</tr>
<tr>
<td><strong>Complete project cost.</strong></td>
<td>$753 to $880 million</td>
</tr>
<tr>
<td><strong>NEPA Class of action.</strong></td>
<td>Environmental Impact Statement</td>
</tr>
<tr>
<td><strong>Number of 4(f) resources in the project.</strong></td>
<td>2</td>
</tr>
</tbody>
</table>
| **List of all 4(f) resources in the project.** | Chehalem Glenn Golf Course (recreation)  
SP Newsprint (historic) |
| **De minimis mitigation (includes purchase of right-of-way consistent with the Uniform Act).** | Purchase of right of way consistent with the Uniform Act |
| **De minimis impacts (e.g. will remove 5 existing parking spaces from 250 space parking lot; will convert x.x acres of Monument land to highway easement, will use 50 sq. ft of the SE corner of the property).** | De minimis impact would be approximately one acre (0.97 ac) for a right-of-way acquisition at the northeast corner of the historic mill parcel. |
| **Size of the de minimis use in acres.** | Up to 0.97 acre |
| **Type of de minimis resource (Historic, Park, Recreation or Wildlife Refuge). Select only one.** | Historic |
| **Project status (general schedule—bid opening, completion of the environmental process).** | DEIS public release June 2010  
FEIS release late Fall 2010  
ROD Winter 2010 |
<table>
<thead>
<tr>
<th>Anticipated construction start.</th>
<th>Unknown</th>
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<tbody>
<tr>
<td>Anticipated construction completion.</td>
<td>4-5 years from start date</td>
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ATTACHMENT 5
Archaeological FOE
Newberg Dundee Bypass
ODOT Key No. 09320
Federal-Aid No. S091(018)

(PENDING)