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# Coos Bay Empire District Urban Renewal Report

August 30, 1995

Prepared for:

City of Coos Bay  
500 Central Avenue  
Coos Bay, Oregon 97420

ADOPTED BY ORDINANCE 216 BY THE COOS BAY CITY  
COUNCIL ON AUGUST 30, 1995

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I. INTRODUCTION

The Coos Bay-Empire District Urban Renewal Report has been prepared to provide the essential background information on the area to the Renewal Agency, the Planning Commission, the City Council and the citizens of the community. The report has been prepared to comply with State Law regarding Urban Renewal (ORS 457.085). It is intended to be used in conjunction with the Coos Bay-Empire District Urban Renewal Plan. The capitalized headings at the beginning of each major section of this report directly correspond to the information required by ORS 457.

## II. DESCRIPTION OF EXISTING CONDITIONS AND ANTICIPATED IMPACTS

### A. Physical Conditions

#### 1. General Description

The Renewal Area encompasses 271.3 acres, all within the Coos Bay city limits. In general, the area borders the bayfront adjacent to Empire Boulevard from Wisconsin Avenue north to the shoreline. At the intersection of Empire Boulevard and Newmark Avenue the Renewal Area heads East on either side of Newmark Avenue to the intersection with Ocean Boulevard where it continues East to the property lines generally half way between Norman Avenue and LaClair Street. (See Exhibit 1 in the PLAN, page 7)

#### 2. Existing Land Use

The focus of the Renewal Area is centered around Newmark Avenue, Empire Boulevard and the bayfront. The perimeters of the Renewal Area are generally Michigan Avenue, Jackson Avenue, Marple Avenue and Norman Avenue. However, the properties East of Norman Avenue are included to the ends of Lund and Stark Avenues. The area encompasses what was the historic downtown of the City of Empire and the newer commercial areas that have developed more recently along Newmark Avenue and Ocean Boulevard to the East. Approximately 30% of the land area is vacant and underutilized. The other two primary uses are retail and service commercial and single family residential. The other land uses such as multi-family, manufacturing/processing and public storage comprise less than 10% of the total area. These percentages are for the land areas suitable for development and do not include street rights of way which encompass 92.3 acres in the Renewal Area. (See Exhibit II in the PLAN, page 9)

#### 3. Comprehensive Plan Designations

The entire Urban Renewal Area is located within the City limits and therefore, the Coos Bay Urban Growth Boundary. The City Comprehensive Plan designates the planned uses for all of the land within the Urban Growth area. (See Exhibit III in the PLAN, page 11)

The Renewal Area is planned for three primary uses: Commercial, Residential and Industrial. However, the major planned use is Commercial accounting for 51% of the developable areas. The waterfront adjacent to the primary commercial area remains planned for Industrial although the major industrial site has been cleared and

now lies fallow. The remainder of the waterfront from Noble Avenue south is planned for Commercial on the bay front side of Empire Boulevard. The land and blocks fronting on Newmark Avenue and Ocean Boulevard are all planned for Commercial. East of the intersection of Newmark Avenue and Ocean Boulevard is a large triangular shaped area all planned and mostly developed for commercial uses.

The residential areas, especially the High Density Residential designations are all adjacent to the planned Commercial. The Low Density Residential is planned for the blocks south of Jackson and East of Empire Boulevard south of Noble.

#### 4. Land Use Analysis

The City's Comprehensive Plan provides general descriptions of the land use designations within the city limits as follows:

**Commercial:** These areas are intended to provide for all other retail trade, commercial service and professional activities that constitute the essential base of the city's economy. Appropriate locations for commercial development include (1) established commercial areas, and (2) highway corridors not committed to less intensive land uses.

The commercial area along Newmark Avenue and Ocean Boulevard is an established commercial area. This primary commercial area is targeted for specific project improvements in the Renewal Plan. The purpose of the projects is to improve the viable commercial areas to function more efficiently and present a more attractive and aesthetically pleasing image to the community. The older commercial area West of Main Street on Newmark Avenue is intended to be revitalized in a manner that will attract tourists to stop and utilize the commercial services.

The commercial area along Empire Boulevard north of Michigan Avenue has the potential to be revitalized for Commercial purposes consistent with the plan. The area south of Michigan Avenue has very limited viability and should rather be improved to enhance the visual and recreational potential along this section of the boulevard.

**High Density Residential:** Higher density residential areas shall be located in the vicinity of the downtown, central business district and around the neighborhood commercial area in Empire. Thus, the location of this high density residential land capitalizes on commercial and employment centers and has convenient vehicular access to major arterial streets.

The high density residential areas are generally identified as intended in the

comprehensive plan. The areas within the Renewal District are adjacent to the commercial area in three primary locations: North of Schetter Avenue for a half block from Empire Boulevard to Main Street, between Salmon Street and Michigan Avenue from Cammann Street to Woolridge Avenue and at the eastern end of the district adjacent to Norman Avenue and along Newmark Avenue to within a half block of Wilbur Avenue.

**Low Density Residential:** Low density residential areas will comprise the balance of Coos Bay's residential pattern. It will be located in fringe areas generally away from commercial centers and will extend from existing low density development.

The low density residential areas comprise approximately 12 per cent of the developable land area in the district. These areas are in two locations: a half block south of Jackson Avenue between Empire Boulevard and Schoneman and east of Empire Boulevard to Marple Street from Noble Avenue south to Wisconsin Avenue. The area south of Jackson Avenue is the location where there are unimproved public rights of way. This is an area where public street and sidewalk improvements are planned. The area east of Empire Boulevard is comprised of larger single family homes, some of historic interest. This area is zoned for commercial but should be retained as residential.

**Industrial:** Industrial land is intended to provide an area where more intense uses are allowed to locate. Such land use activities are those which are not generally compatible with less intense commercial and other industrial uses.

With the exception of Eureka Fisheries, there is no industrial use of the areas planned for Industrial. The majority of the land is vacant. The developed uses include the Souse Brothers employee training facility, a boat service and repair business, an apartment building and the city boat ramp. Based on the Renewal Plan, the area from Newmark Avenue south and west of Mill Street is better suited to be planned for commercial and commercial recreation.

## **B. Blighting Conditions**

There are several blighting conditions in the Renewal Area. These conditions were identified during a visual inspection of each lot, block and street rights of way in July, 1995. In addition, the city public works department provided information relative to existing sanitary sewer conditions. The primary conditions illustrating blight include:

- Vacant and underutilized land**
- Deteriorated and vacant structures**
- Unimproved public street rights of way**
- Sanitary sewer structural, capacity and infiltration problems**

There is a large amount of vacant and underutilized property in the renewal district. Over 80.5 acres totalling 45% of the available developable property is vacant. There are three primary locations of vacant land. The largest amount of vacant acreage is along Empire Boulevard and the waterfront area. This area represents the largest expanse of vacant land that could be utilized for productive purposes. Much of this land was the site of a major lumber mill which has since been closed and demolished. The second area is a cluster of smaller vacant lots in the primary commercial area. These are generally in the area from Empire Boulevard east to Main Street. Larger vacant and undeveloped parcels exist further east off Newmark Avenue on Main Street, Ackerman Avenue and Norman Avenue.

There are 19 deteriorated or vacant residential and commercial structures. These conditions are scattered throughout the district. This determination was made based on a visual inspection of each lot and structure in the area.

There are 4,400 linear feet of unimproved public street rights of way. The majority of the rights of way are located north and south of Newmark Avenue on Schetter, Main, Salmon and Woolridge Avenues.

The sanitary sewer system has some structural and infiltration problems primarily along Ocean Boulevard. There are other locations with problems on Empire Boulevard, Newmark Avenue, Morrison Street, Schoneman Street and in the blocks between Schetter Avenue and Jackson Avenue between Marple and Cammann Streets.

All of these conditions contribute to the blighted conditions evidenced in the area in general. Other properties as well not specifically identified, illustrate a lack of regular maintenance.

### **C. Social and Economic Conditions**

The local economy in the City of Coos Bay has traditionally been dominated by employment in the wood products industry. The wood products industry which includes logging, sawmills, plywood and veneer processing, pulp and paper board and paper manufacturing represents over 50% of the region's economy. While the wood products industry continues to play a major role in both the local and regional economy its contribution to the economy is expected to continue to decline. In the past decade, the number of timber industry jobs has fallen by nearly one-half in Coos County. An examination of the past 15 years shows that wood products employment in Coos County has declined by 65%, falling from an average of 5,000 in 1978 to 1,750 in 1993. While this trend is expected to taper off, uncertainty surrounding the availability of federal timber and adverse market conditions will continue to impact the wood products industry.



Employment growth in Coos County in recent years has come largely from non-manufacturing industries. Non-manufacturing employment in Coos County has increased by nearly 3,300 in the past ten years, a 24% increase. Some of the growth in non-manufacturing occurred as the coastal economy recovered from the recession and the loss of population of the early 1980's. In recent years, however, most of the growth has occurred because of the demand generated by the increasing number of retired persons who have moved to the area. Growth among businesses that serve tourists and other travelers has been evident.

Coos County saw employment for all occupations fall by just over 1,200 between 1980 and 1990, a reduction of 5%. The heaviest job losses, as noted above, occurred among those categories most closely identified with the timber industry, trucking, and longshoring. However, growth in the trade and service industries fueled increases in the employment of sales workers, executives, and protective service workers during that time.

Occupational projections show that increases are anticipated in professional and technical occupations: sales services, and construction. Losses are projected for forestry, and fishing jobs. (Oregon Employment Division, "Business & Employment Outlook 1992, Volume 1" and Oregon Employment Department, "Regional Economic Profile, Region 7 1993")

#### **D. Renewal Area Qualifications**

ORS 457.420 specifies that the Renewal Area identified in the Plan along with other renewal areas in the City may not exceed 25% of the City's land area or 25% of the City's assessed value. This plan meets that requirement.

##### **1. Land Area**

The total land area in the Renewal Area is approximately 271.3 acres, all within the city limits of Coos Bay, Oregon. The City's total land area is approximately 10,213.95 acres. There are two existing urban renewal districts that encompass city land; the Coos Bay Urban Renewal District totalling 1,004.79 acres and the County Urban Renewal District totalling 995.98 acres. The Empire District Urban Renewal Plan encompasses 271.3 acres. The three districts total 2,272.07 acres or approximately 22.2 per cent of the City's land area.

##### **2. Assessed Value**

The total assessed value of the Empire District Renewal Area as of October, 1994 was approximately \$32,032,329 which amounts to approximately 5.5% of the City's assessed value of \$577,245,694. The Coos Bay Downtown Renewal Area's base value was \$44,096,000 in January 1988 with an increment in value of \$19,389,402,

totalling \$63,485,402 as of 1994. The \$63,485,402 represents 11% of the city's base value. Together, the two districts include 16.5%, not including personal property or public utility values. This satisfies the ORS requirement of being less than 25% of the total City assessed value.

## **E. Condition of Area Infrastructure**

### **1. Transportation/Access**

Newmark Avenue, Ocean Boulevard and Empire Boulevard are the major arterials in the Renewal Area. Newmark Avenue and Ocean Boulevard provide east/west access from the Empire area to downtown Coos Bay, Highway 101 and the city of North Bend. Empire Boulevard provides north/south access connecting Newmark Avenue with the bayfront boulevard. This is the direct access from Highway 101 to Charleston and the ocean beaches. Newmark Avenue and Ocean Boulevard are fully improved and in good condition. However, there are locations where there is no sidewalk and there is a total absence of any bike lanes.

Empire Boulevard is a two lane paved road that is serving as an arterial but has been built to major collector standards. The boulevard is in average condition. There are no curbs, sidewalks, bike lanes or storm drainage in the right of way.

The local access streets are in average condition but many lack curbs, sidewalks and storm drainage. Most importantly, there are several streets that are totally unimproved and lack a paved surface, curb, sidewalks or bikelanes. There is approximately one mile or 4,400 linear feet of unimproved right of way.

### **2. Water, Sanitary Sewer and Storm Drainage**

There are no current deficiencies in the provision of water service to the Renewal Area.

The Coos Bay-North Bend Water Board has conducted detailed planning for the regional water system in order to ensure adequate water service to the area over the long term.

There are deficiencies in the existing sanitary sewer system. These deficiencies are primarily structural problems and infiltration of ground water. The major problem is in Ocean Boulevard from Norman Avenue to its intersection with Newmark Avenue and continuing on Newmark Avenue to Schoneman. There are other problems with lines north of Schetter Avenue and in Empire Boulevard.

**F. Impacts on City Services and Costs**

Planned improvements to the primary commercial area and the bayfront in the Renewal Area will encourage rehabilitation as well as new development. By encouraging the use of vacant and under utilized land, the base assessed value within the area should increase substantially. This improved assessed value will benefit the taxing districts when the tax increment process is completed because the districts will then have a much higher assessed valuation on which to levy taxes. Without the planned project improvements, it is unlikely that any rehabilitation or new development will occur.

The redevelopment and revitalization of the commercial and bayfront properties may result in added demands on the City Police Department in terms of patrols, property crime enforcement and traffic enforcement. Likewise, greater development will mean an increase in the demand for fire protection services. However, given the assumption that over the next twenty years, the City will grow as projected, and that the area is presently served by City Police and Fire Departments, renewal and redevelopment should not require significantly larger budgets than already required.

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**REASONS FOR SELECTION OF THE RENEWAL AREA INVOLVED IN THE PROGRAM**

The Urban Renewal Area was selected for the purpose of providing a more attractive shopping and living environment for the Empire District. This will be accomplished by improving the appearance of the primary commercial area, redeveloping the bay front properties for commercial and recreation uses, improving the visual access to the bay by removing deteriorated structures and providing overlooks and by providing pedestrian and bike circulation systems between the waterfront and the commercial areas.

The principal reason for selecting this area was to eliminate the blighting conditions and influences which are inhibiting private investment in the Empire District. Such blighting conditions are described in detail in Section II.B.

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**RELATIONSHIP BETWEEN THE PROJECTS TO BE UNDERTAKEN IN THE PROGRAM AND EXISTING CONDITIONS IN THE AREA**

The Urban Renewal Area as expressed above, is an area around which projects have been planned. The existing conditions in the area include deficiencies related to the lack of infrastructure/public amenities which prevents proper development and investment in the area. The proposed projects are designed to correct the deficiencies described in this Report. The projects will provide the infrastructure necessary to encourage development and revitalization of the Urban Renewal Area in accordance with the City's Comprehensive Plan.

CITIZEN PARTICIPATION

activities and projects identified in the Plan and Report were undertaken with the participation of citizens of the community and owners of land and businesses with the Empire Renewal District. Meetings regarding Urban Renewal and the types of projects suitable for the area were held from January through May, 1995 by the City of Coos Bay.

Two informational meetings, which were open to the public and advertised in the newspaper and the radio were held in July and August of 1995. In addition, the City Council specifically discussed the Empire District Urban Renewal Plan on their agendas during the months of July and August to permit public comment on the program. **Public Hearings were conducted by the Planning Commission on August 25, 1995 and by the Urban Renewal Agency and the Coos Bay City Council on August 30, 1995.**

RELOCATION REPORT

- A. **An analysis of existing residents or businesses required to relocate permanently or temporarily as a result of Renewal Agency actions under ORS 457.170.**

The plan provides for the acquisition of property.

- B. **A description of the methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in the Renewal Area in accordance with ORS 281.045 through 281.105.**

The Renewal Agency will adopt a resolution, similar to the City's, establishing administrative rules relating to requirements for making relocation payments to persons displaced by City public improvement projects, and establishing eligibility procedures and appeal procedures. These regulations are intended to comply with the requirements of Oregon State Law governing relocation assistance to displaced persons. The Renewal Agency will prepare and maintain information in its office relating to the relocation program and procedures, including eligibility for and amounts of relocation payments, services available, and other relevant matters.

- C. **An enumeration, by cost range, of the existing housing units in the Renewal Area of the Plan to be eliminated or altered, and new units to be added.**

Specific housing units in the Renewal Area to be removed or altered and new units to be added have not been finalized. No new units are planned.

## PROJECT COSTS AND TIMING

The following sections outlines the proposed Renewal Area projects, their costs, expected year of implementation and the sources of funds to make the improvements.

### A. Projects

The projects have been identified to achieve the objectives of the Urban Renewal area. The projects relate to the Urban Renewal Plan for the identified area. (See **Exhibit V in the PLAN, page 22**). The Urban Renewal Plan depicts the waterfront improvements, street and pedestrian improvements, entrance gateways, public amenities and open space and parking improvements and other elements of the program that will be phased in over the course of the 20 year planning period.

To guide the timing of development in the Renewal Area as efficiently and effectively as possible, projects have been grouped into three phases.

#### Phase I FY 1996/97 through 1999/2000

Phase I projects include the following:

- o Theme Gateways on Empire Boulevard and at the Y intersection of Newmark Avenue and Ocean Boulevard.
- o Clean up and clearing of the vegetation and beach area along Empire Boulevard
- o Improving two blocks of Newmark Avenue to manage traffic and improve the pedestrian/shopping environment.
- o Development of a park and monument attraction on the waterfront.
- o Formalizing a Theme and providing funds for implementation
- o Establishing a Housing Rehabilitation Program.

#### Phase II FY 2000-01 through 2004-05

Phase II projects include the following:

- o Rehabilitating the existing pier as a boardwalk
- o Improving two blocks of Newmark Avenue to manage traffic and improve the pedestrian/shopping environment.
- o Landscaping Empire Boulevard in association with ODOT street improvements.
- o Providing an information sign at the intersection of Empire Boulevard and Newmark Avenue.
- o Improving sidewalks on Wall Street and Cammann Avenue
- o Providing additional funds to the Housing Rehabilitation Program



**Phase III FY 2005-06 through 2015-16**

Phase III projects include the following:

- o A viewing area and restroom facility on Empire Boulevard
- o Developing a parking lot on Newmark Avenue for RVs
- o Providing an information kiosk and garden at the intersection of Newmark Avenue and Empire Boulevard
- o Acquiring property for a new Motel
- o Continuing to rehabilitate the existing pier/boardwalk.
- o Making additional street and sidewalk improvements to Mill, Michigan and Newmark Avenue.

**B. Source of Funds**

Tax increment revenues are planned to be the major source of funds for the projects within the Renewal Area. Additional sources of revenue might include:

- \* State funds for eligible projects including the boat ramp and street improvements.
- \* Community Development Block Grants for waterfront improvements and housing rehabilitation program.
- \* Tax Increment Bonds for project improvements.
- \* General Obligation Bonds for project improvements.

**C. Project Costs**

Project costs are listed by Phase in the following table. Design, engineering, administrative costs and contingencies are included and incorporated into the total costs. Because all projects will not be implemented immediately, an inflation factor has been included in the cost estimates. It has been assumed that the inflation factor will be 5% per year over the life of the Plan. Design and contingencies have been added as 25% of the project estimate after the adjustment for inflation.

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Phase I FY 1996-97 through 1999-2000	Program Year	Estimated Cost (Current \$)	Estimated Cost (Inflated @ 6%)	Design & Contingency @ 25%	Total
1 Gateway Theme - Empire Blvd.	2	30,000	34,729	8,682	43,411
2 Gateway Theme - Y	2	50,000	57,881	14,470	72,352
3 Vegetation Clean-up	3	30,000	36,465	9,116	45,581
4 Beach Clean-up	3	50,000	60,775	15,194	75,969
5 Newmark Upgrade - 50%	4	170,000	216,968	54,242	271,210
6 Park Area/Monument Attraction (including property acq.)	5	750,000	1,005,072	251,268	1,256,340
7 Theme Development and Implementation	5	100,000	134,010	33,502	167,512
8 Housing Rehabilitation Program.	5	<u>50,000</u>	67,005	-	<u>67,005</u>
	sub total	1,230,000			1,999,379
<b>Phase II FY 2000-01 through 2004-05</b>					
1 Pier/Boardwalk - part 1	7	600,000	886,473	221,618	1,108,092
2 Newmark Upgrade - 50%	9	170,000	276,912	69,228	346,140
3 Empire Blvd. Landscaping	9	60,000	97,734	24,433	122,167
4 Housing Rehab Program	10	100,000	171,034	-	171,034
5 Information Sign	10	20,000	34,207	8,552	42,758
6 Sidewalks - Wall St. and Cammann	10	<u>20,000</u>	34,207	8,552	<u>42,758</u>
	sub total	970,000			1,832,950
<b>Phase III FY 2005-06 through 2015-16</b>					
1 Viewing Area - (including property acq.)	14	616,500	1,281,659	320,415	1,602,074
2 Public RV Lot (including property acq)	15	310,700	678,219	169,555	847,774
3 Motel Site	15	250,500	546,810	136,703	683,513
4 Mill Street Sidewalk - curb and gutter	17	92,500	222,612	55,653	278,265
5 Street Improvements	18	265,000	669,642	167,410	837,052
6 Garden Corner - Info Kiosk	19	131,500	348,909	87,227	436,136
7 Pier/Boardwalk - part 2	20	<u>400,000</u>	1,114,385	278,596	<u>1,392,981</u>
	sub total	<u>1,535,200</u>			<u>6,077,795</u>
<b>GRAND TOTAL \$</b>		<b>3,735,200</b>			<b>\$ 9,910,124</b>

**D. Future Public Improvements**

As private development occurs within the Renewal Area, or as the Agency attempts to stimulate it, future public improvements, including streets, sidewalks, landscaping, utility replacement or lighting will be undertaken to permit, or compliment the new development.

**E. Estimated Completion Date**

It is estimated that projects will be completed by the year 2016.

I. FINANCIAL ANALYSIS OF THE PLAN

A. Anticipated Tax Increment Funds

As of July 1, 1994 there was an estimated Real Market Value of taxable property with the current Downtown Urban Renewal Area boundaries of \$63,485,402. This represents 11.0% of the Real Market Value of all property within the City of Coos Bay which had a value of \$577,345,694. This estimated percentage is important because State Law limits the valuation within the renewal area(s) to no more than 25% of the value of the City. This July 1, 1994 Real Market Value within the Empire Areas was approximately \$32,550,000. When added to the Real Market Value within the Downtown Urban Renewal Area, the total percentage of the City's value with Urban Renewal Areas would be approximately 16.63%, well within the 25% limit.

TABLE II

Real Market Value  
Estimated Frozen Base by Property Type - July 1, 1994

Property Type	Valuation
Land & Improvements	\$39,052,161
Personal Property	766,547
Mobile Homes	109,103
Exempt	<u>(7,339,055)</u>
 Total Real Market Value:	 \$32,588,756

Note: The valuations are compiled from Assessor records for individual tax lots.

Source: Coos County Assessor & Moore & Breithaupt & Associates, Inc.

Greater detail on the Land and Improvement Values included within the boundaries of the Renewal Area are shown on Tables III and IV "Compiled Assessed Values" and "Land and Improvement Assessed Values" on the following page.

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COMPILED ASSESSED VALUES

	<i>Land</i>	<i>Improvement</i>	<i>Mobile H.</i>	<i>Pers. Prop.</i>	<i>Exempt</i>
	424,487	154,000	-	-	-
	186,674	165,036	8,900	-	8,850
	160,017	4,662,887	-	-	4,817,526
	781,097	849,937	-	31,934	437,629
	351,522	572,457	-	-	1,031
9DA					
300-6400	818,593	964,272	862	14,600	14,320
9DC					
00-201	73,814	35,698	-	-	-
9DD					
400-2700	58,285	91,092	-	-	7,500
0AA					
00-1200	313,043	195,899	15,173	-	7,500
0AB					
00-1300	101,987	411,034	-	26,077	1,174
0AC					
00-2800	1,461,230	1,791,031	31,398	307,639	252,608
0BA					
500-11500	1,348,201	2,501,040	-	46,135	250,789
0BB					
00-9200	1,978,311	3,932,296	-	235,553	963,910
0BC					
200-5900	378,561	967,453	-	-	-
0BD					
00-3200	844,742	2,120,449	52,770	104,609	4,226
0AB					
	1,309,807	3,455,046	-	-	556,083
20AD	1,631,560	2,236,327	-	-	15,909
20AA					
	231,164	1,162,686	-	-	-
20AC					
	99,913	188,813	-	-	-
LS	12,553,008	26,457,453	109,103	766,547	7,339,055
	12,553,008				
vements	26,457,453				
e Home	109,103				
nal Property	766,547				
pt	<u>(7,339,055)</u>				
	32,547,056				

PROJECTED LAND AND IMPROVEMENT VALUES

Year	Real Property Classification*	100	101	200	201	211	300	700**	Cumulative New & Remodel***	Projected Values Assuming 4% Growth
1994		279,813	6,353,988	1,437,316	13,151,686	1,008,076	1,689,494	7,802,529		32,588,756
1994	Index*	1.13	0.90	0.97	0.97	0.83	0.94	0.95	0.95	
1995		247,622	7,059,987	1,481,769	13,558,439	1,214,549	1,797,334	8,213,188	3,100,000	37,010,859
1996		219,135	7,844,430	1,527,597	13,977,772	1,463,313	1,912,057	8,645,461	3,563,158	38,491,293
1997		193,924	8,716,033	1,574,842	14,410,075	1,763,027	2,034,104	9,100,486	4,050,693	40,030,945
1998		171,615	9,684,481	1,623,549	14,855,747	2,124,129	2,163,940	9,579,459	4,563,887	41,632,183
1999		151,871	10,760,534	1,673,762	15,315,203	2,559,192	2,302,064	10,083,641	5,104,091	43,297,470
1999	Index	1.00	0.93	0.97	0.97	0.90	0.95	0.95	0.95	
2000		151,871	11,570,467	1,725,527	15,788,869	2,843,546	2,423,225	10,614,359	5,672,728	45,029,369
2001		151,871	12,441,363	1,778,894	16,277,185	3,159,496	2,550,763	11,173,009	6,271,292	46,830,544
2002		151,871	13,377,809	1,833,912	16,780,603	3,510,551	2,685,014	11,761,062	6,901,360	48,703,765
2003		151,871	14,384,741	1,890,630	17,299,590	3,900,612	2,826,331	12,380,066	7,564,590	50,651,916
2004		151,871	15,467,464	1,949,104	17,834,629	4,334,014	2,975,085	13,031,648	8,262,726	52,677,993
2004	Index	0.98	0.93	0.97	0.97	0.93	0.97	0.95	0.95	
2005		154,971	16,631,681	2,009,385	18,386,216	4,660,230	3,067,098	13,717,524	8,997,607	54,785,112
2006		158,133	17,883,528	2,071,531	18,954,862	5,011,000	3,161,956	14,439,499	9,771,165	56,976,517
2007		161,361	19,229,600	2,135,599	19,541,095	5,388,172	3,259,749	15,199,473	10,585,437	59,255,578
2008		164,654	20,676,989	2,201,648	20,145,458	5,793,733	3,360,566	15,999,445	11,442,565	61,625,801
2009		168,014	22,233,322	2,269,741	20,768,514	6,229,820	3,464,501	16,841,521	12,344,805	64,090,833
2009	Index	0.97	0.95	0.97	0.97	0.97	0.97	0.95	0.95	
2010		173,210	23,403,497	2,339,939	21,410,839	6,422,495	3,571,650	17,727,917	13,294,532	66,654,466
2011		178,567	24,635,260	2,412,308	22,073,030	6,621,129	3,682,114	18,660,965	14,294,244	69,320,645
2012		184,090	25,931,852	2,486,916	22,755,701	6,825,906	3,795,994	19,643,121	15,346,573	72,093,470
2013		189,783	27,296,687	2,563,830	23,459,485	7,037,017	3,913,396	20,676,970	16,454,287	74,977,209
2014		195,653	28,733,355	2,643,124	24,185,036	7,254,656	4,034,428	21,765,231	17,620,302	77,976,298
2009	Index	0.97	0.95	0.97	0.97	0.97	0.97	0.95	0.95	
2010		201,704	30,245,636	2,724,870	24,933,027	7,479,027	4,159,205	22,910,770	18,847,686	81,095,349
2016		207,942	31,837,512	2,809,145	25,704,152	7,710,337	4,287,840	24,116,600	20,139,670	84,339,163
2017		214,374	33,513,170	2,896,025	26,499,126	7,948,801	4,420,453	25,385,894	21,499,653	87,712,730
2018		221,004	35,277,022	2,985,593	27,318,686	8,194,641	4,557,168	26,721,994	22,931,213	91,221,239
2019		227,839	37,133,707	3,077,931	28,163,594	8,448,083	4,698,112	28,128,415	24,438,119	94,870,089
2020		234,886	39,088,112	3,173,125	29,034,633	8,709,364	4,843,414	29,608,858	26,024,336	98,664,892
2021		242,150	41,145,382	3,271,263	29,932,611	8,978,726	4,993,211	31,167,219	27,694,038	102,611,488
2022		249,639	43,310,928	3,372,436	30,858,362	9,256,418	5,147,640	32,807,599	29,451,619	106,715,948
2023		257,360	45,590,450	3,476,738	31,812,745	9,542,699	5,306,845	34,534,314	31,301,704	110,984,585
2024		265,320	47,989,948	3,584,266	32,796,644	9,837,834	5,470,974	36,351,910	33,249,162	115,423,969
2025		273,525	50,515,735	3,695,120	33,810,973	10,142,097	5,640,180	38,265,168	35,299,118	120,040,928

95 09 0188

Notes:

**Real Property Classifications are:**

- 100 Residential land or land
- 101 Residential land w/ improvements
- 200 Commercial land
- 201 Commercial land w/ improvements
- 211 Highest and best use Commercial land
- 300 Industrial land; light industrial w/ improvements; heavy industrial improved
- 700 Multiple housing land, mobile home park, house with apt.(s), duplexes thru 5 or more units

**Indexed Projections and Beginning Value**

Index numbers are values used to inflate or deflate following values from previous value.

1994 Index is Coos County Assessor's except for Class 700 and New/Remodel which is estimated by Moore Breithaupt & Assoc.(MBA)

The beginning assessed value for 1994 is the sum of the property classes less exempt values plus the amounts for mobile homes and personal property.

The mobile home value added is \$109,000 and the amount of personal property added is \$766,547. The \$537,600 of exempt value is exempt values in oth

The projected 1995 value is based on the 1994 Index with the same exempt, mobile home and personal property values as in 1994.

1995 and later year Indexes are by MBA and project a gradual halt in the decline of Class 100. Other inflating values slow or remain constant in the projecti

**Constant Growth Projection**

The projection based on a 4% growth rate uses the County Index for 1994 to 1995. the

The total is then inflated annually by 4% without regard to the components.

Certain parcels may be acquired for public purposes in the course of the project. The current value of such properties is less than \$1,000,000. Due to the

relatively small amount proposed for acquisition no explicit change in the estimated frozen base has been assumed.

**New and Remodel Assumptions**

New & Remodel is the value of new construction and remodels in the area. the 1995 value is provided by the City.

Included at the request of City staff is a prospective \$1,500,000 new assisted living and residential development.

The estimated value of \$32,550,000 as of July 1, 1994 is the estimated frozen base value of the Renewal Area. Projected increases in value within the area above the frozen base produce the Incremental Value used as half of the formula for determining the annual Tax Increment Revenue which is projected to flow to the Urban Renewal Agency.

The other critical component for projecting Tax Increment revenue is the projected composite tax rate of the seven tax districts overlapping the Renewal Area. They are:

- \* City of Coos Bay
- \* Coos Library
- \* Coos County
- \* Port of Coos Bay
- \* School District 9
- \* Coos County ESD
- \* Southwest Oregon Community College

The fiscal year 1994-95 composite tax rate for these districts was \$27.1321 per \$1,000 of Assessed Value. This tax rate does not reflect the effects of the State's property tax limitation measure found in Article XI of the Oregon Constitution. Because tax rates are capped by the measure, the actual tax rate may be less than it would otherwise have been. Such is the case in Code Areas 9 and 69 overlapping School District 2 and containing the Urban Renewal Area. Table V on the following page shows the detail of these rates. The rate is projected to gradually decline as overall property values increase more rapidly than do the tax levies of the overlapping districts. Eventually this decline is projected to halt as levies increase as a result of voter approved tax increases and bond issues.

The incremental value in the Urban Renewal Area is multiplied times the "not compressed composite tax rate" to calculate the amount of Tax Increment Revenue that will be generated if the Agency chooses to "levy" the full amount. For this analysis we have assumed that the agency will levy the full amount.



COMPOSITE TAX RATE

Code Area 9.00 & 69

	<i>Tax Rate per \$1,000 Assessed Value</i>		
	<u>Limited</u>	<u>Unlimited</u>	<u>Total</u>
<b>Governmental</b>			
Library Dist.	0.6335		0.6335
Coos County	0.9138	0.5851	1.4989
Coos Bay	5.8231	0.8628	6.6859
Port of Coos Bay	<u>0.5262</u>	<u>0.0111</u>	<u>0.5373</u>
	7.8966	1.459	9.3556
<b>Education</b>			
S.D. 9	14.841		14.841
ESD	1.2264		1.2264
SWOCC	<u>1.7091</u>		<u>1.7091</u>
	17.7765	0	<u>17.7765</u>
		<b>Total Rate</b>	27.1321

Table VI on the following page titled "Projection of Tax Increment Revenue" shows for each year of the project the projected value of taxable property within the area. For 1995 that value is estimated to be \$36,700,000. The value is projected to increase at a rate of 4% per year. The column showing "Growth Over Frozen Base" is the projected tax increment each year. The net estimated tax rate shown in the last column is the rates which are projected were the tax limitation measure not in place. After 2005, the tax rates are assumed to stay essentially level, reflecting probable voter approval from time to time of General Obligation Bond Issues, and new tax bases. Were there none of these, and property value continued to grow more rapidly than tax levies, the rates would continue to slowly decline. The Annual Tax Increment Revenue column on the table assumes a 90% collection rate in 1997, a 93% collection rate in 1998, and 95% in 1999, 97% in 2000, and 100% thereafter.

PROJECTION OF TAX INCREMENT REVENUE

Est. Urban Renewal Area Frozen Base Value (1994) **32,600,000**

Fiscal Year	Projected/1 Dev. Area RMV	Project Values	Growth Over Frozen Base	Annual T.I. Revenue	Cumulative T.I. Revenue 2/	Net Estmt'd Tax Rate 3/
1995	37,000,000	0	4,400,000		0	\$27.00
1996	38,480,000	0	5,880,000		0	\$26.60
1997	40,019,000	0	7,419,000	176,000	176,000	\$26.30
1998	41,620,000	0	9,020,000	219,000	395,000	\$26.10
1999	43,285,000	0	10,685,000	262,000	657,000	\$25.80
2000	45,016,000	0	12,416,000	305,000	962,000	\$25.30
2001	46,817,000	0	14,217,000	353,000	1,315,000	\$24.80
2002	48,690,000	0	16,090,000	391,000	1,706,000	\$24.30
2003	50,638,000	0	18,038,000	430,000	2,136,000	\$23.85
2004	52,664,000	0	20,064,000	469,000	2,605,000	\$23.40
2005	54,771,000	0	22,171,000	503,000	3,108,000	\$22.70
2006	56,962,000	0	24,362,000	536,000	3,644,000	\$22.00
2007	59,240,000	0	26,640,000	586,000	4,230,000	\$22.00
2008	61,610,000	0	29,010,000	638,000	4,868,000	\$22.00
2009	64,074,000	0	31,474,000	692,000	5,560,000	\$22.00
2010	66,637,000	0	34,037,000	749,000	6,309,000	\$22.00
2011	69,302,000	0	36,702,000	807,000	7,116,000	\$22.00
2012	72,074,000	0	39,474,000	868,000	7,984,000	\$22.00
2013	74,957,000	0	42,357,000	932,000	8,916,000	\$22.00
2014	77,955,000	0	45,355,000	998,000	9,914,000	\$22.00
2015	81,073,000	0	48,473,000	1,066,000	10,980,000	\$22.00
2016	84,316,000	0	51,716,000	1,138,000	12,118,000	\$22.00

Tax Rates will decline as overall property value increases faster than levys. New tax bases, and voter approved debt will counteract declines. Rate assumed to stabilize after approximately 10 years of gradual decline.

- 1/ Assumed annual growth rate of 4%
- 2/ Tax Increment Revenue attributable to Tax Rate, Valuation, and tax collection efficiency.
- 3/ Estimated Tax Rate of all taxing jurisdictions levying within proposed Urban Renewal area.

**B. Estimated Amount of Money Required Under ORS 457**

Table VII on the following page titled "Analysis of Borrowing and Tax Increment Debt Retirement Capacity" illustrates the anticipated Tax Increment Revenues collected through the fiscal year 2016. These revenues, along with some other interest earnings are required to repay the indebtedness incurred by the Agency for the projected life of the project.

It is anticipated that the Urban Renewal Agency's indebtedness will be incurred through:

1. Repayment of monies advanced by the City.
2. Sale of Bonds and short-term notes.
3. Lease purchase financings.
4. Contract indebtedness for projects.
5. Contract indebtedness for administrative support and other services from the City.

**C. Anticipated Year in Which Indebtedness will be Retired or Otherwise Provided for Under ORS 457.450**

The Agency should be able to redeem the outstanding amount of bonded indebtedness requiring Tax Increment Revenues in Fiscal Year 2016. This will be accomplished through the use of the accumulated balance in the Debt Service Reserve Account, plus annual revenues entering the Debt Service Retirement Fund throughout the life of the project. Should any funds remain available after satisfying all indebtedness, the balance will be transferred to the County Treasurer for use by all the overlapping taxing districts.

**ANALYSIS OF BORROWING AND TAX INCREMENT  
DEBT RETIREMENT CAPACITY**

95 09 0188

FISCAL YEAR	TAX INCREMENT	INTEREST EARNINGS <sup>11</sup>	LAND SALE AND OTHER REVENUE <sup>12</sup>	TAX INC. BONDS SOLD <sup>13</sup>	---D/S RESERVE FUNDS		FUND 5 END BAL.	-----Use of Increment-----		NON-BOND DEBT <sup>16</sup>	TOTAL <sup>14</sup> PROJECT EXPENDITURES	BOND COVERAGE RATIO <sup>17</sup>	ACCUMLTD BALANCE LESS PROGRAM ADMN. <sup>18</sup>
					PAYMENT	PAYMENTS		PROGRAM ADMIN.					
1995	0	0	0	0	0	0	0	0	0	0	0	0	0
1996	0	0	0	0	0	0	0	0	0	0	0	0	0
1997	176,000	0	0	0	0	0	0	20,000	0	0	0	0	156,000
1998	219,000	7,800	0	1,100,000	110,000	112,200	112,200	0	0	110,000	1,078,000	208.57%	242,800
1999	262,000	12,140	0	0	0	116,688	116,688	0	0	0	0	249.52%	380,400
2000	305,000	19,020	0	1,050,000	105,000	228,456	228,456	105,000	105,000	0	924,000	143.87%	566,300
2001	353,000	28,315	0	0	0	237,594	237,594	212,000	212,000	0	0	166.51%	700,900
2002	391,000	35,045	0	0	0	247,097	247,097	212,000	212,000	0	0	184.43%	878,500
2003	430,000	43,925	0	0	0	256,981	256,981	212,000	212,000	1,100,000	1,100,000	202.83%	400
2004	469,000	20	0	0	0	267,261	267,261	212,000	212,000	0	0	221.23%	215,400
2005	503,000	10,770	0	0	0	277,951	277,951	212,000	212,000	470,000	470,000	237.26%	3,100
2006	536,000	155	0	0	0	289,069	289,069	212,000	212,000	255,000	255,000	252.83%	26,000
2007	586,000	1,300	0	0	0	300,632	300,632	212,000	212,000	0	0	276.42%	351,300
2008	638,000	17,565	0	0	0	312,657	312,657	212,000	212,000	0	0	300.94%	742,400
2009	692,000	37,120	0	0	0	325,163	325,163	212,000	212,000	0	0	326.42%	1,204,400
2010	749,000	60,220	0	0	0	338,170	338,170	212,000	212,000	1,600,000	1,600,000	353.30%	143,700
2011	807,000	7,185	0	1,600,000	160,000	514,897	514,897	212,000	212,000	200,000	1,608,000	138.66%	485,100
2012	868,000	24,255	0	0	0	535,493	535,493	582,000	582,000	0	0	149.14%	731,500
2,013	932,000	36,575	100,000	0	0	556,912	556,912	582,000	582,000	280,000	280,000	160.14%	873,100
2,014	998,000	43,655	0	0	0	579,189	579,189	582,000	582,000	840,000	840,000	171.48%	424,500
2,015	1,066,000	21,225	0	0	0	602,356	602,356	582,000	582,000	440,000	440,000	183.16%	418,100
2016	1,138,000	20,905	0	0	0	614,404	614,404	582,000	582,000	1,395,000	1,395,000		142,700
	12,118,000	427,195	100,000	3,750,000	375,000			5,452,000	5,452,000	6,690,000	9,990,000		

Notes:

1. Interest is assumed to accrue at 4% per year on prior year's balance.
2. Proceeds from land sale.
3. Bond issues are level debt service with serial maturities. Average interest on Bond Issue #1 = 6.5%, #2 = 6.5%, #3 = 5.0%. Maturities are 18, 16 and 5 years bonds. Bonds are not called prior to maturity.
4. Total project expenditures are net bond proceeds plus non-bond debt (see: f.n. 6).
5. 10% of new bond proceeds applied to DSR which accumulates at 4% per year. Balance used to pay off bonds.
6. \$6,690,000 in Non-bond (short term notes or project contracts, etc.) paid from Debt Retirement Fund.
7. A required bond coverage ratio of approximately 125% for issuance of new bonds is assumed.
8. Debt Service has first call on money in fund.

Moore Breithaupt & Assoc., Inc.

**D. Project Revenues and Expenditures**

Based upon estimated project costs and projections of tax increment and other revenues, the overall plan appears to be financially feasible. The exact components of some of the projects and the years in which specific components can or should be accomplished will depend upon the actual flow of tax increment revenues from year to year.

Table I on page 15 summarizes a strategy for accomplishing the desired projects on a phased basis over the life of the project. The cost estimates of the projects have been increased from current dollar value to a future dollar value by inflating current cost estimates by 5% annually. If future inflation is higher than 5% in coming years, project costs will be higher. However, this situation would reasonably be expected to increase property values and the need for tax levies in excess of those permitted by existing tax bases,, which in turn could result in higher than projected tax increment revenues.

**E. Statement of Fiscal Impact on Other Jurisdictions**

Due to the effect of Article XI Property Tax Limitations, education taxing districts will not experience a negative or positive effect from the Coos Bay - Empire District Urban Renewal Area. Any local tax revenue gain or loss is offset through the State Formula with State School Support.

There will be no revenue effect on government taxing districts as long as the composite tax rate remains below the \$10 per \$1,000 property tax limit imposed by Article XI. It is projected that this will remain the situation in Code Areas 9 and 69. Should the \$10 limited be exceeded, the degree of compression experienced by each government taxing district would be made slightly more severe due to the existence of an urban renewal "tax rate" which must be fitted into the \$10 limit.

Because all taxing districts overlapping the Urban Renewal Area are denied the ability to tax the increase in value within the area while the project is in effect, their tax rates are somewhat higher than they would otherwise be. This elevation in rates, however, is offset with the City of Coos Bay where all overlapping tax rates are reduced proportionately to permit collection of the Urban Renewal "levy."

**IX. APPENDIX**

**A. ORS Requirements**

The following matrix describes where in the Urban Renewal Report the requirements of ORS 457.085 are satisfied.

<b>ORS Requirement</b>	<b>Applicable Urban Renewal Plan Sections</b>
457.085(3)(a)	II
457.085(3)(b)	III
457.085(3)(c)	IV
457.085(3)(d)	VII
457.085(3)(e)	VII
457.085(3)(f)	VII, VIII
457.085(3)(g)	VIII
457.085(3)(h)	VIII

**RECORDING # 95090188**  
 I, Mary Ann Wilson,  
 Coos County Clerk, certify  
 the within instrument  
 was filed for record at



4:28 ON 09/07/1995  
 M. BRIGHT Deputy

# pages 69 Fee \$ 353.00

# Site Location

Empire  
Renewal District  
City of Coos Bay, Oregon

## Legend

— Renewal District Boundary

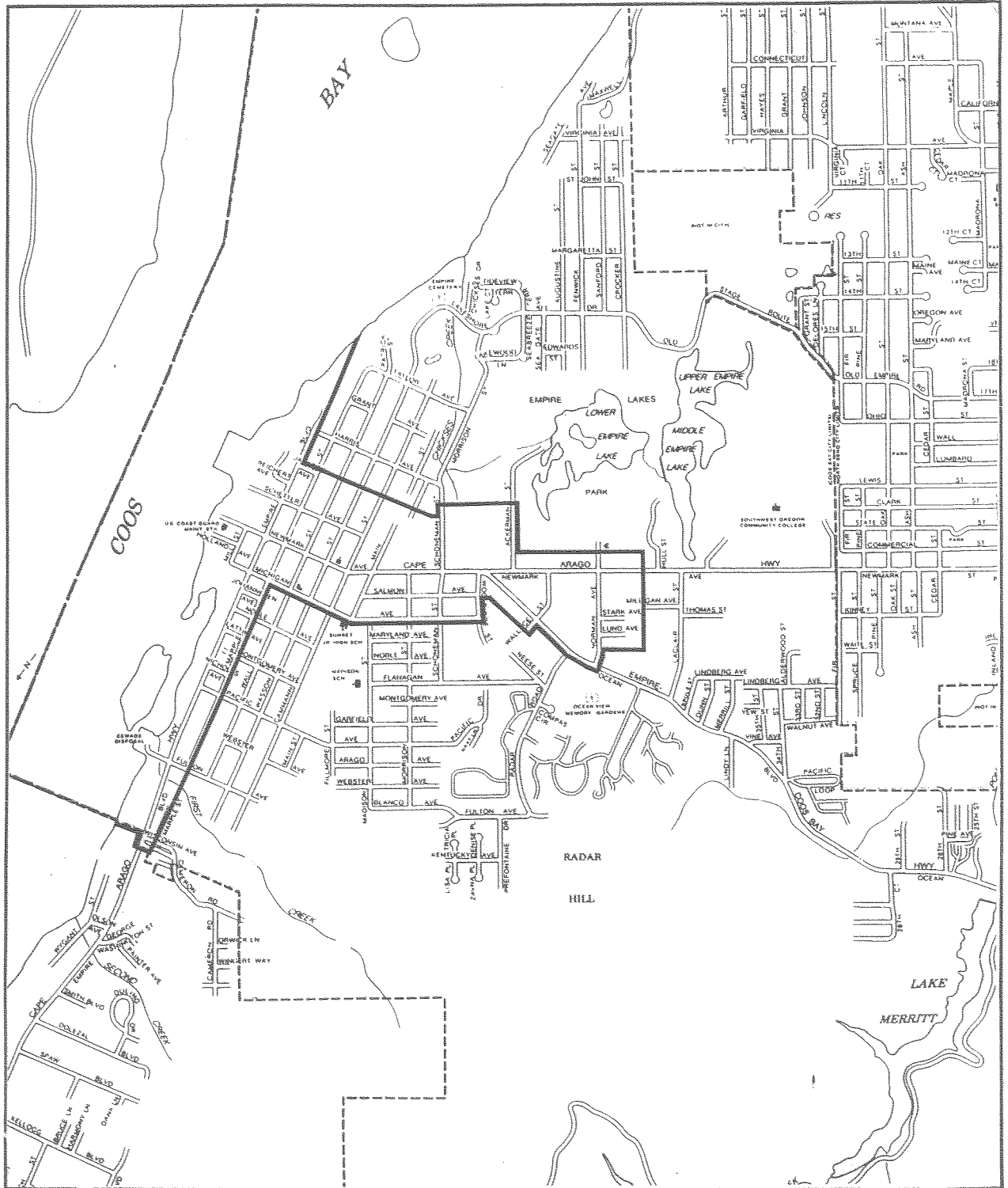
- - - - - City Limits



North

Not to Scale

The Benkendorf Associates Corp.  
522 S.W. Fifth Avenue, Suite 703 - Portland, OR - 97204  
Moore, Breithaupt & Associates  
484 State Street, Suite 250 - Salem, OR - 97301  
Richard F. Turi Architecture and Planning  
P.O. Box 1107 North Bend, OR - 97459














# Existing Land Use

Empire  
Renewal District  
City of Coos Bay, Oregon

## Legend

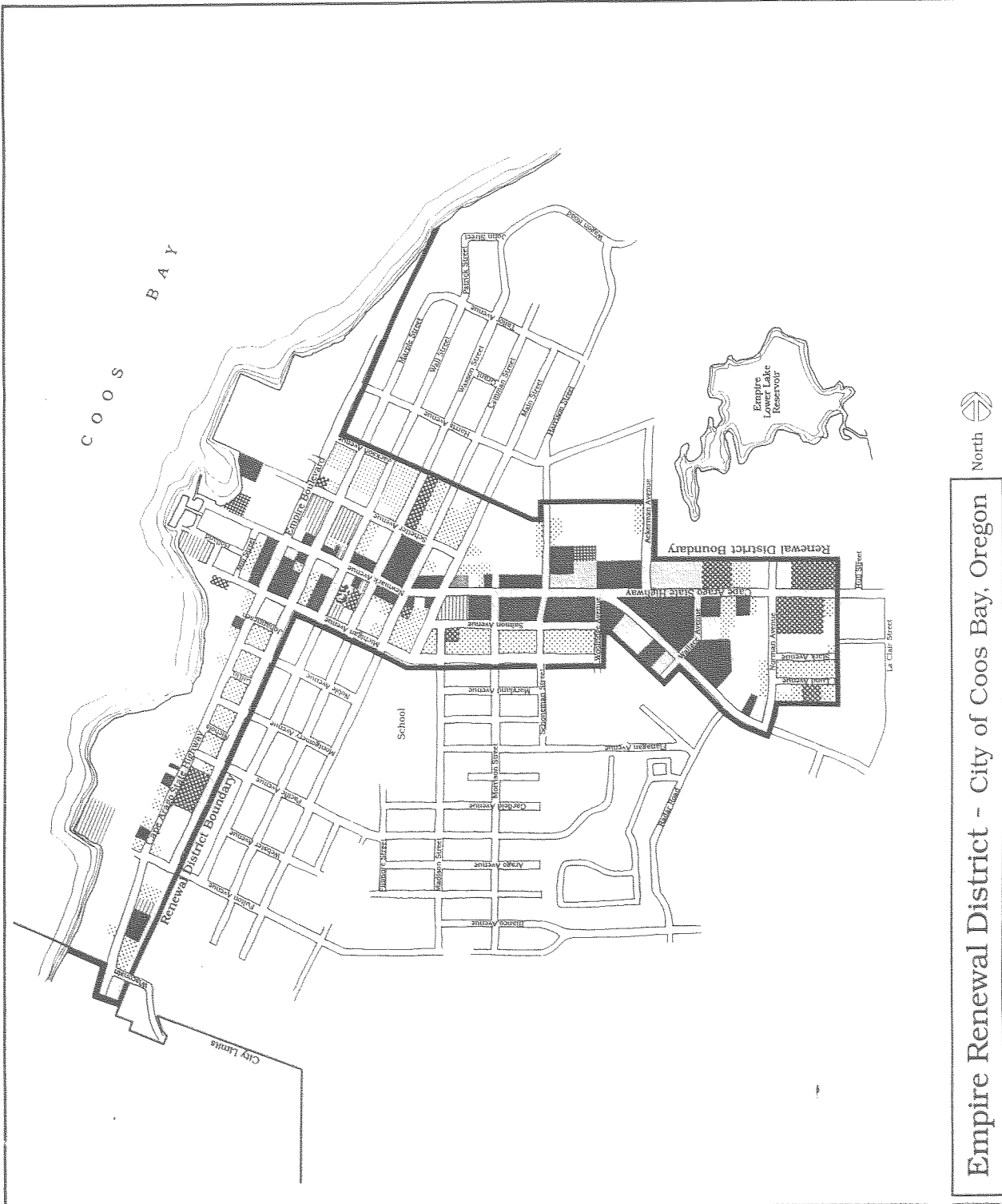
-  Commercial
-  Auto/Boat Service
-  Multi-Family
-  Single Family
-  Institutional
-  Public Storage
-  Manufacturing/Process
-  Parks
-  Vacant

Renewal District Boundary

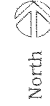
City Limits

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Richard P. Turi Architecture and Planning  
P.O. Box 1107 North Bend, OR - 97459



Empire Renewal District - City of Coos Bay, Oregon

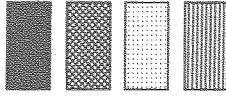


North

# Existing Plan Designations

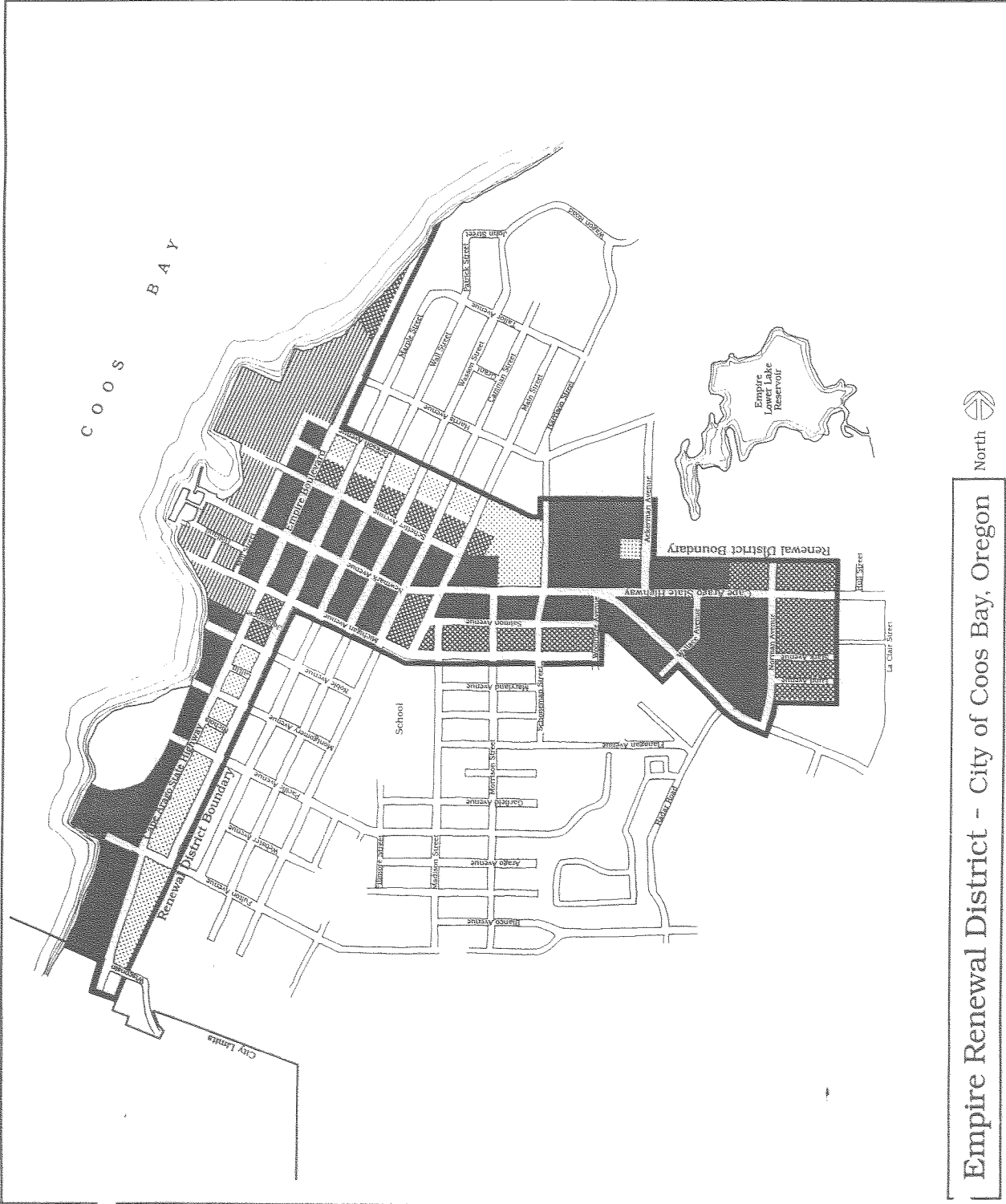
Empire  
Renewal District  
City of Coos Bay, Oregon

## Legend

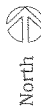


Renewal District Boundary  
City Limits  
Not to Scale

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Empire Renewal District - City of Coos Bay, Oregon










North

# Existing Zone Designations

Empire  
Renewal District  
City of Coos Bay, Oregon

## Legend

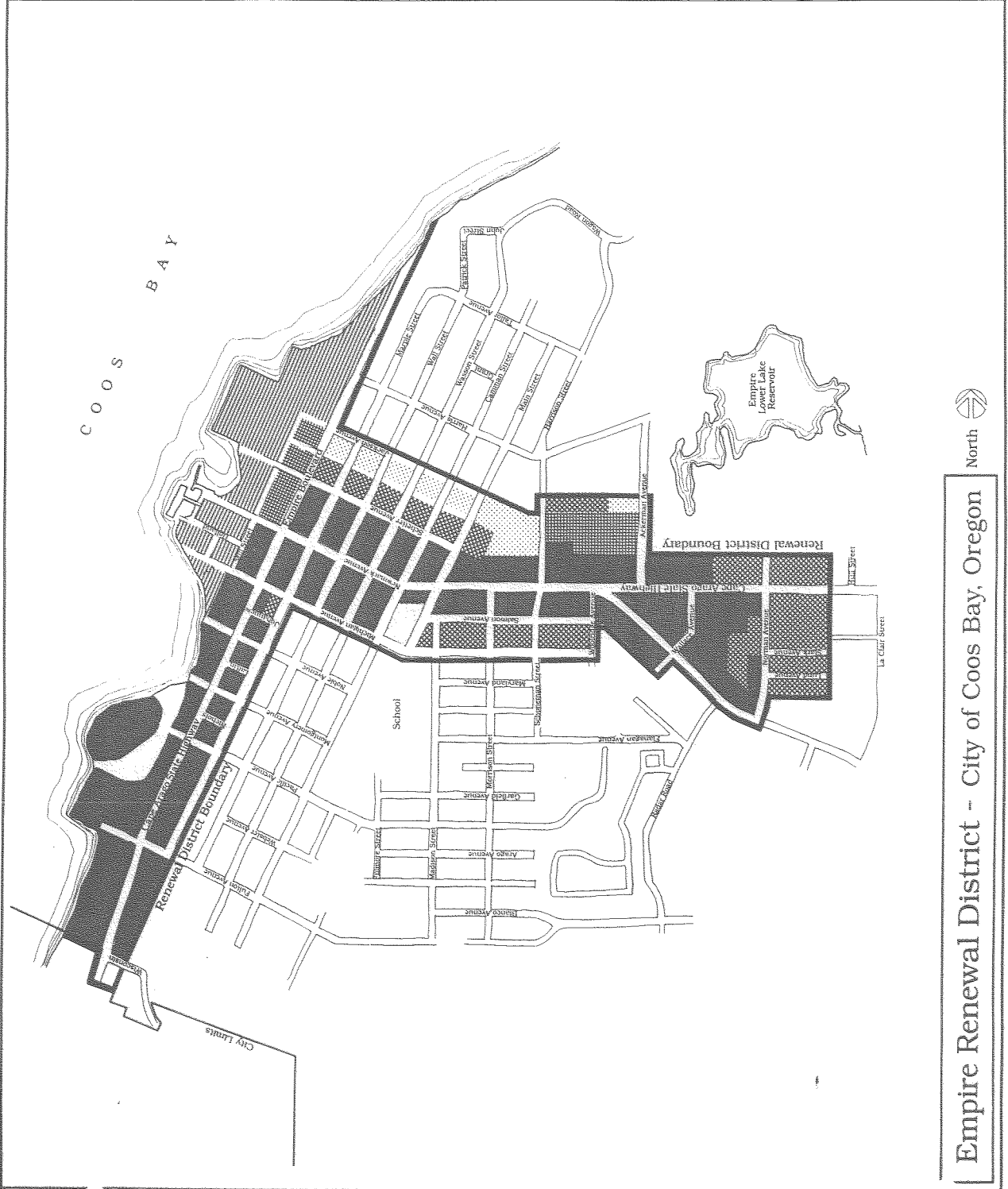
-  General Commercial District
-  Industrial/Commercial
-  Waterfront Industrial
-  Single Family and Duplex Residential District
-  Multiple Residential District
-  Residential Professional District

 Renewal District Boundary

 City Limits

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Empire Renewal District - City of Coos Bay, Oregon



North

# Urban Renewal Plan

## Empire Renewal District

City of Coos Bay, Oregon

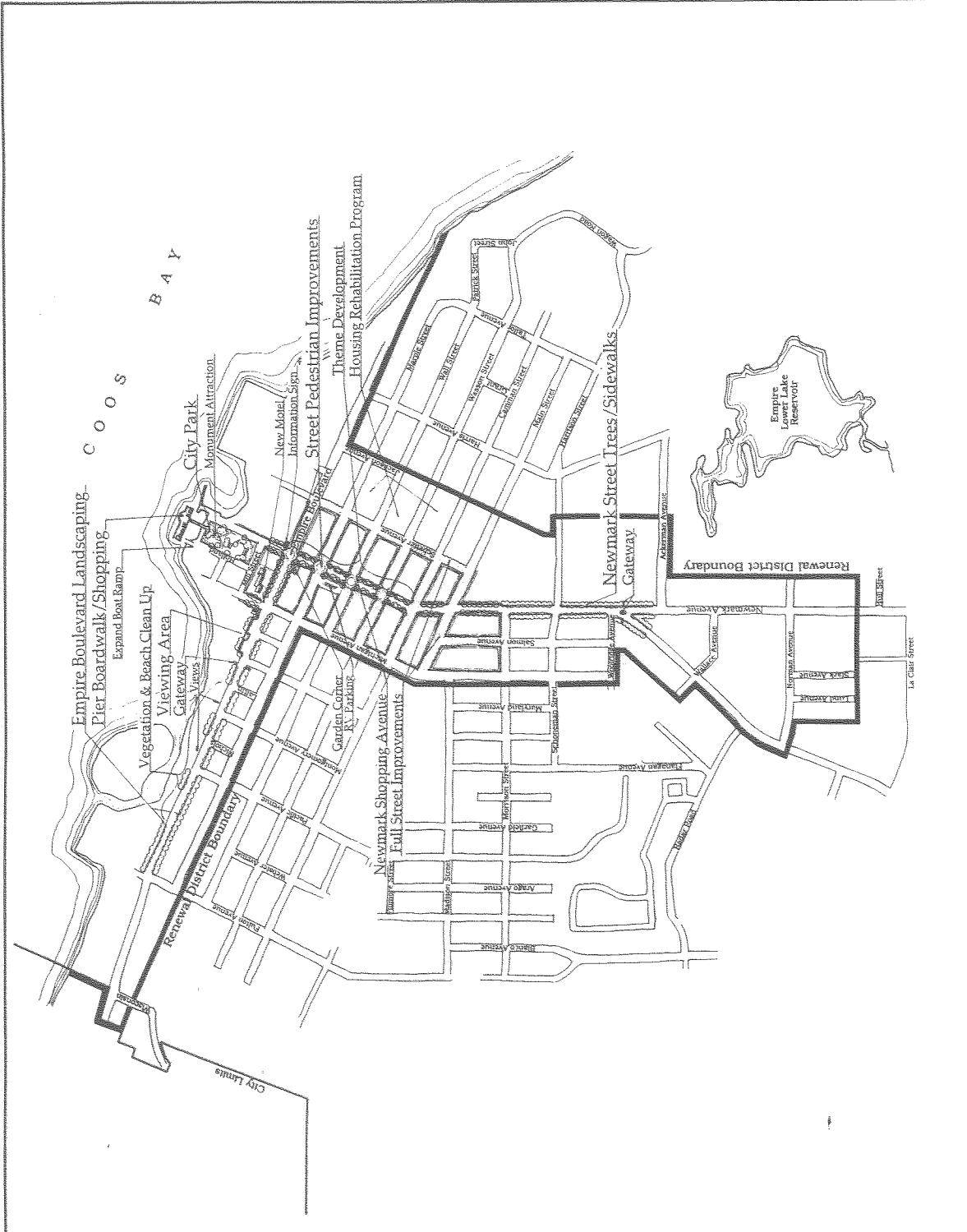
### Legend

— Renewal District Boundary

— City Limits

Not to Scale

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 P.O. Box 1107 North Bend, OR - 97459



Empire Renewal District - City of Coos Bay, Oregon

## **EMPIRE URBAN RENEWAL DISTRICT**

### **Plan Ordinances and Resolutions Index**

August 30, 1995      Ordinance No. 216 Adopting the Plan

#### **AMENDMENTS**

Feb. 18, 1997      Resolution URA 97-3 Making a Minor Plan Amendment

May 19, 1998      Ordinance No. 252 Establishing the Maximum Indebtedness

May 19, 1998      Ordinance No. 253 Selecting Option for Collection of Ad Valorem  
Property Tax Revenues

Sept. 18, 2001      Resolution URA 01-04 Making a Minor Plan Amendment to  
Acquire Property on Empire Blvd, on the Waterfront, on Newmark  
Avenue and within the historic downtown area.

Feb. 4, 2003      Resolution URA 03-01 Making a Minor Plan Amendment to adjust  
the boundaries to include the Newmark Avenue Widening Project

**Urban Renewal Agency of the City of Coos Bay**  
**Resolution URA 97 - 3**

**A RESOLUTION OF THE URBAN RENEWAL AGENCY OF THE CITY OF COOS BAY, COOS COUNTY, OREGON, MAKING A MINOR PLAN AMENDMENT TO THE COOS BAY EMPIRE DISTRICT URBAN RENEWAL PLAN.**

WHEREAS, City of Coos Bay Ordinance No. 216 adopted an urban renewal plan and established an urban renewal district in the Empire District of Coos Bay; and

WHEREAS, the Coos Bay Empire District Urban Renewal Plan Section III B identifies infrastructure as a project type; and

WHEREAS, the Coos Bay Empire District Urban Renewal Plan, Section III B authorizes the renewal agency to "improve or construct public facilities and utilities including but not limited to sidewalks, parking areas, restrooms, pedestrian amenities and public open space and recreation uses"; and

WHEREAS, infrastructure improvements are required within the district; and

WHEREAS, the City of Coos Bay Design Review Board has recommended inclusion of infrastructure, sidewalks and street lighting as projects in phase 1 of the rehabilitation of the Empire District;

NOW, THEREFORE, BE IT RESOLVED, that Section III (C) phase (1) (3) of the Coos Bay Empire District Urban Renewal Plan be amended to read as follows:


Street Improvements: Improvements are planned for Newmark between Empire Boulevard and Wall Street. The purpose of these improvements is to create a pedestrian shopping environment by providing street trees, pedestrian crossings at intersections, benches and other street furniture consistent with a design theme.

To encourage rehabilitation and development of commercial, vacant and residential land and aid in the attraction of new businesses, the renewal agency may improve or construct public facilities and utilities including but not limited to sidewalks, parking areas, restrooms, pedestrian amenities and public open space and recreation uses. Improvements may occur within public rights of way, easements or on public property.

The foregoing resolution was duly adopted by the Urban Renewal Agency of the City of Coos Bay, Coos County, Oregon, this 18th day of February, 1997.

  
\_\_\_\_\_  
Joe Benetti, Chair

ATTEST:

  
\_\_\_\_\_  
Don Spangler, Secretary

98 05 1136

RECORDING # 98051136  
I, Marjann Wilson,  
Coos County Clerk, certify  
the within instrument  
was filed for record at



3:24 PM ON 05/27/1998  
By M. BRIGHT Deputy

ORDINANCE NO. 252

# pages 18 Fee \$ 98.00

**AN ORDINANCE OF THE CITY OF COOS BAY, AMENDING THE 1988 CITY OF COOS BAY URBAN RENEWAL PLAN AND THE EMPIRE URBAN RENEWAL PLAN, TO ESTABLISH AN AMOUNT OF MAXIMUM INDEBTEDNESS AS REQUIRED BY ORS 457.190(3)(c)**

The City of Coos Bay ordains as follows:

**Section 1. Findings.**

(a) On May 20, 1997, the voters of the State of Oregon adopted Ballot Measure 50, amending the Oregon Constitution by imposing limitations on ad valorem taxation of real property. As part of legislation implementing Measure 50, the 1997 Oregon Legislative Assembly enacted Oregon Laws 1997, Chapter 541, amending ORS Chapter 457 and making changes to the means whereby urban renewal projects are funded by ad valorem property tax revenues, by providing a means whereby municipalities with an existing urban renewal plan, defined by ORS 457.010(4) as an urban renewal plan adopted by ordinance prior to December 6, 1996 ("an existing plan"), may continue to collect ad valorem property tax revenues sufficient to fund projects in the existing plan.

(b) Under ORS 457.435(2), a municipality with an existing plan must make a one time choice of one of three options for the collection of ad valorem property taxes to pay, when due, indebtedness issued or incurred to carry out the existing plan, as permitted by Article XI, Section 11(16) of the Oregon Constitution.

(c) Under ORS 457.190(3)(c)(B), a municipality with an existing plan that intends to collect ad valorem property taxes using one of the three options under ORS 457.435(2) must make a substantial amendment to establish the maximum amount of indebtedness that may be issued or incurred under the existing plan.

(d) The City of Coos Bay adopted the "1988 City of Coos Bay Urban Renewal Plan" by Ordinance No. 130 on September 20, 1988, and amended the 1988 Plan by Ordinance No. 210 on October 4, 1994 (the "1988 Plan"). The City of Coos Bay adopted the "Coos Bay Empire District Urban Renewal Plan" by Ordinance No. 216 on August 30, 1995 (the "Empire Plan").

RETURN TO: Deputy Recorder  
City of Coos Bay  
500 Central Avenue  
Coos Bay OR 97420

(e) The Urban Renewal Agency of the City of Coos Bay ("the Agency"), acting as the duly constituted urban renewal agency of the City of Coos Bay, has undertaken a review of the scope and cost of projects in the 1988 Plan and the Empire Plan and the schedule for their completion as these dates were anticipated on December 5, 1996, as required by ORS 457.190(3)(c)(B). The methodology for calculating the maximum indebtedness for the urban renewal plans pursuant to ORS 457.190(3) is set forth in "Exhibit A," which is attached hereto and hereby incorporated by reference as an additional finding. A full description of the review for the 1988 Plan and the Empire Plan are set forth in "Exhibit B" and "Exhibit C" respectively, which are attached hereto and hereby incorporated by reference as an additional findings. The methodology and description of the review of the scope and costs of projects constitutes a good faith means of determining an estimate of the scope and costs of projects as the scope and costs of projects would have been anticipated on December 5, 1996.

(f) On April 8, 1998, the Agency, acting by and through its duly designated representative Urban Renewal Agency Chairperson Joe Benetti, met with the City Council of the City of Coos Bay and the Board of Commissioners of Coos County, governing bodies of affected municipalities under ORS 457.437(1), to review the proposed maximum amount of indebtedness for the 1988 Plan and the Empire Plan and the Agency's recommended option for the collection of property tax revenues for the 1988 Plan and the Empire Plan. On April 15, 1998, the Board of Commissioners of Coos County met and adopted a resolution in favor the recommendations of the Agency.

(g) The City Council of the City of Coos Bay has considered the material presented by the Agency, all information presented and all matters discussed at the meetings with affected municipalities as required by ORS 457.437(1), the action taken by the affected municipalities, if any, and finds that, based upon a good faith estimate of the scope and costs of projects in the 1988 Plan, including but not limited to increases in costs of projects due to reasonably anticipated inflation and the schedule for their completion as the completion dates were anticipated as of December 5, 1996, the maximum amount of indebtedness that may be issued or incurred under the 1988 Plan is \$45,055,764.00. A full description of the determination of the amount of maximum indebtedness for the 1988 Plan is set forth in "Exhibit D," which is attached hereto and hereby incorporated by reference as an additional finding.

(h) The City Council of the City of Coos Bay has considered the material presented by the Agency, all information presented and all matters discussed at the meetings with affected municipalities as required by ORS 457.437(1), the action taken by the affected municipalities, if any, and finds that, based upon a good faith estimate of the scope and costs of projects in the Empire Plan, including but not limited to increases in costs of projects due to reasonably anticipated inflation and the schedule for their completion as the completion dates were anticipated as of December 5, 1996, the maximum amount of indebtedness that may be issued or incurred under the Empire Plan is \$12,550,011.00.



A full description of the determination of the amount of maximum indebtedness for the Empire Plan is set forth in "Exhibit E," which is attached hereto and hereby incorporated by reference as an additional finding.

(i) Each urban renewal area described in the 1988 Plan and the Empire Plan continues to be blighted, due to reasons and findings set forth in the 1988 Plan and the Empire Plan, and rehabilitation and redevelopment in each urban renewal area is necessary to encourage economic development, reverse deterioration and protect and improve public health, safety and welfare of the City of Coos Bay.

(j) The 1988 Plan and the Empire Plan conforms to the Comprehensive Plan for the City of Coos Bay and provides an outline and procedure for accomplishing the urban renewal projects.

(k) The 1988 Plan and the Empire Plan anticipates the acquisition of property, which is necessary to accomplish the urban renewal projects in the plans, and, if persons will be displaced by such acquisition, provision has been made for compliance with ORS 457.095(4).

(l) Adopting and carrying out the 1988 Plan and the Empire Plan is economically sound and feasible as supported by the attached exhibits.

(m) The City of Coos Bay will assume and complete the activities and projects prescribed to it by the 1988 Plan and the Empire Plan.

(n) The amendments to the 1988 Plan and the Empire Plan were forwarded to the Coos Bay Planning Commission for its consideration at its May 12, 1998 regular meeting.

(o) A public hearing was advertised and held before the City Council of Coos Bay on May 19, 1998 at a regularly scheduled meeting.

**Section 2. Establishment of Maximum Debt for 1988 City of Coos Bay Urban Renewal Plan.** The 1988 City of Coos Bay Urban Renewal Plan is hereby amended to add the following provision to "Chapter 7: Fiscal Impact Statement":

"Maximum Amount of Indebtedness

The maximum amount of indebtedness that may be issued or incurred under this 1988 City of Coos Bay Urban Renewal Plan is \$45,055,764.00."

**Section 3. Establishment of Maximum Debt for Coos Bay Empire District Urban Renewal Plan.** The Coos Bay Empire District Urban Renewal Plan is hereby amended to add the following to subsection F to Section I of the Plan:

**"F. Maximum Amount of Indebtedness**

The maximum amount of indebtedness that may be issued or incurred under this Coos Bay Empire District Urban Renewal Plan is \$12,550,011.00."

**Section 4. Severability.** The sections, subsections, paragraphs, and clauses of this ordinance are severable. The invalidity of any one section, subsection, paragraph or clause shall not affect the validity of the remaining sections, subsections, paragraphs or clauses.

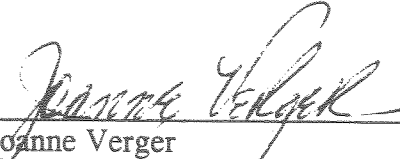
**Section 5.** This Ordinance shall take effect 30 days after enactment by the Council and signature by the Mayor.

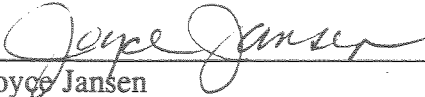
The foregoing ordinance was enacted by the City Council of the City of Coos Bay this 19<sup>th</sup> day of May, 1998, by the following vote:

Yes: Mayor Verger and Councilors Benetti, McKeown, Spangler, and Weeks

No: None

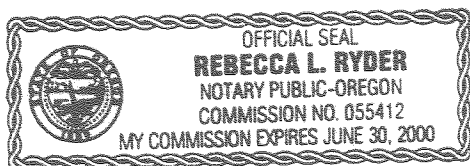
Absent: Councilors Miller and Stufflebean

  
\_\_\_\_\_  
Joanne Verger  
Mayor of the City of Coos Bay  
Coos County, Oregon

ATTEST:  
  
\_\_\_\_\_  
Joyce Jansen  
Deputy Recorder of the City of Coos Bay  
Coos County, Oregon

STATE OF OREGON,            )  
County of Coos                ) ss.  
City of Coos Bay             )

On this 20<sup>th</sup> day of May, 1998, before me appeared Joanne Verger, to me personally known, who, being duly sworn, did say that she, Joanne Verger, was the Mayor for the City of Coos Bay, an Oregon municipal corporation, and Joyce Jansen, Deputy Recorder of the City of Coos Bay, and that the foregoing instrument was signed and sealed on behalf of the City of Coos Bay by the authority of the members of the City Council for the City of Coos Bay, and did acknowledge the foregoing instrument to be the free act and deed of the City of Coos Bay.



*Rebecca L. Ryder*  
\_\_\_\_\_  
Notary Public for Oregon  
My Commission expires 6/30/2000

Exhibit "A"**Methodology for Calculating Maximum Debt for Urban Renewal Plans  
Pursuant to ORS 457.190(3)**

The enactment of Ballot Measure 50 resulted in a number of changes to ORS Chapter 457, which establishes urban renewal agencies and provides for the taxing mechanism to fund urban renewal projects. ORS 457.190(3) was amended to require a substantial plan amendment setting the "*maximum amount of indebtedness*" that may be incurred under existing urban renewal plans. "*Indebtedness*" includes only the principal, and not the interest, incurred in financing projects. ORS 457.010(9). Under ORS 457.190(3)(c)(B), an urban renewal agency must set its maximum amount of indebtedness by making a "*good faith estimate[] of the scope and costs of projects, including but not limited to increases in costs due to reasonably anticipated inflation, in the existing urban renewal plan and the schedule for their completion as completion dates were anticipated as of December 5, 1996.*"

The City of Coos Bay Urban Renewal Agency has two urban renewal districts, each with its own plan. The "City of Coos Bay Urban Renewal Plan" (referred to by the Coos County Assessor as the "Coos Bay City" plan) was adopted in 1988 and encompasses downtown Coos Bay, the historic Marshfield waterfront and portions of Eastside. The "Empire Urban Renewal Plan" was adopted in 1995 and encompasses commercial Empire and adjacent properties.

This paper evaluates both the "Coos Bay City" and "Empire" urban renewal plans in order to establish the "*maximum amount of indebtedness*" that may be incurred under these existing plans, pursuant to ORS 457.190(3), which requires consideration of three factors for each plan:

- i. Updated estimates of the costs of projects planned on December 5, 1996;
- ii. Estimated increases in the costs of these projects due to inflation;
- iii. Estimated increases in urban renewal property tax revenues authorized by Ballot Measure 50.

**The following methodology which was used to determine the "*maximum amount of indebtedness*" for each plan.**

**A. Updated Urban Renewal Project Cost Estimates**

The Coos Bay Urban Renewal Agency met on February 24, 1998 and among other things reviewed then updated the projects planned for both the Coos Bay City and Empire urban renewal plans.

1. Coos Bay City Urban Renewal Plan Projects

Being the older of Coos Bay's two urban renewal plans, six of the Coos Bay City Plan's thirty-one adopted projects have been completed. Another three projects were dropped from further consideration as the Agency felt it no longer desirable to pursue them. The remaining 22 projects represent ongoing Agency goals and their completion is expected. These projects are categorized as:

Waterfront Projects	8
Core Area Revitalization Projects	9
Utilities and Transportation Projects	5
Total Coos Bay City Plan Projects	22

2. Empire Urban Renewal Plan Projects

Being the newer of Coos Bay's two urban renewal plans, and being only three years old, none of the Empire Plan's twenty-one projects have been completed. Each of these represent ongoing Agency goals and their completion is expected. These projects are categorized as:

Phase I Projects	8
Phase II Projects	6
Phase III Projects	7
Total Empire Plan Projects	21

3. Updated Urban Renewal Project Cost Estimates

The updated cost for each of both plan's projects was then estimated in 1998 dollars. Exhibit "B" presents the updated 1998 estimated costs for the Coos Bay City urban renewal projects. Exhibit "C" presents the updated 1998 estimated costs for the Empire urban renewal projects. The aggregate total of these is summarized below:

Coos Bay City urban renewal projects	\$31,645,000
Empire urban renewal projects	\$ 9,910,124

Inflation will increase the cost of each project over time, since resources are insufficient to

allow completion of all projects at once. Based on analysis of a ten-year average of changes in construction costs, it is reasonable to estimate annual project costs to inflate at 2.56% per year until all projects have been completed.<sup>1</sup>

**B. Estimated Urban Renewal Property Tax Revenue for Projects**

Under Ballot Measure 50, property tax revenue increases are allowed to increase to a maximum of 3% per year, plus an additional amount resulting from increases in value resulting from new construction. With this 3% growth, and based on analysis of the average value of new construction as reflected in building permits issued by the City of Coos Bay over a ten year period, it is reasonable to estimate that urban renewal property tax revenues will increase by 4.43% per year for the Coos Bay City district and by 4% per year for the Empire district until all projects have been completed.<sup>2</sup>

**C. Calculation of ORS 457.190(3)(c)(B) Maximum Allowable Debt**

On February 24, 1998 and again on March 31, 1998, the Coos Bay Urban Renewal Agency carefully considered the three options available for the collection of urban renewal property taxes after July 1, 1998, pursuant to ORS 457.435, then expressed support for "Option 1" as its preferred method for collecting urban renewal property tax revenues, pursuant to ORS 457.435(2)(a). The ultimate decision rests with the Coos Bay City Council. Selection of "Option 1" will allow sufficient urban renewal property tax revenues to complete all urban renewal projects for both plans, as demonstrated in the scenarios that follow.

**1. Coos Bay City Urban Renewal District Maximum Allowable Debt**

As previously established, the 1998 cost for all Coos Bay City district projects is estimated at \$31,645,000. These can be expected to increase by 2.56% each year until all planned projects have been completed. Urban renewal property tax revenues for Coos Bay City district are estimated at \$979,874 for FY 1998/99. These revenues can be expected to increase by 4.43% each year until all planned projects have been completed. Thus, with costs expected to increase by 2.56% while revenues increase by 4.43% each year, it will take twenty-six years for completion of all Coos Bay City urban renewal projects if 100% of property tax revenues are collected and if all projects are completed on a "cash basis" with no bonded debt-service imposed.

**Under this scenario, the ORS 457.190(3)(c)(B) "maximum amount of indebtedness" for the Coos Bay City Urban Renewal District is \$45,055,764.** Exhibit "D" presents the calculations supporting this conclusion.

**2. Empire Urban Renewal District Maximum Allowable Debt**

As previously established, the 1998 cost for all Coos Bay City district projects is estimated at

\$9,910,124. These can be expected to increase by 2.56% each year until all planned projects have been completed. Urban renewal property tax revenues for Empire district are estimated at \$481,269 for FY 1998/99. These revenues can be expected to increase by 4.00% each year until all planned projects have been completed. Thus, with costs expected to increase by 2.56% while revenues increase by 4.43% each year, it will take nineteen years for completion of all Empire district urban renewal projects if 100% of property tax revenues are collected and if all projects are completed on a "cash basis" with no bonded debt-service imposed.

Under this scenario, the ORS 457.190(3)(c)(B) "maximum amount of indebtedness" for the Empire Urban Renewal District is \$12,550,011. Exhibit "E" presents the calculations supporting this conclusion.

< UrbanRenewalMethodology.980321.wpd >  
Revised 03/24/98

- Attached Exhibits: B. Coos Bay City Urban Renewal District; Summary of Planned Projects
- C. Empire Urban Renewal District; Summary of Planned Projects
- D. Coos Bay City Urban Renewal District; Calculation of "Maximum Allowable Debt" Pursuant to Ballot Measure 50
- E. Empire Urban Renewal District; Calculation of "Maximum Allowable Debt" Pursuant to Ballot Measure 50
- F. "RS Means Building Construction Cost Data, 1988."

.....  
**End notes**

1. Although the estimate may be conservative, it is nevertheless reasonable to conclude that Coos Bay's urban renewal project costs will increase 2.56% per year until completed. A ten year average of the percent increase in building construction costs was examined and provides the basis for the estimate. Recognizing that inflationary costs will vary from year to year, an average was used to normalize the estimate, with ten years selected as a reasonable

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span against which to predict inflationary trends during the period when urban renewal projects are being completed.

The following percent increases in inflationary costs from 1987 to 1997 are based on "Historical Cost Indexes" as set forth in "RS Means Building Construction Cost Data, 1998." Exhibit "F" presents these data.

The percent increase in cost from year to year was obtained by subtracting each year's cost index by the previous year's cost index, then dividing that by the earlier year's figure. For example:

$$\begin{aligned}
 \text{First year's cost index} &= 87.7 \\
 \text{Second year's cost index} &= 89.9 \\
 (89.9 - 87.7) \div 87.7 &= 2.51\%
 \end{aligned}$$

Accordingly then, the following annual percent increases in costs between 1987 and 1997 are:

Year	Cost Index	Percent Change
1987	87.7	---
1988	89.9	2.51
1989	92.1	2.45
1990	94.3	2.39
1991	96.8	2.65
1992	99.4	2.69
1993	101.7	2.31
1994	104.4	2.65
1995	107.6	3.07
1996	110.2	2.42
1997	112.8	2.36
<b>Ten Year Average</b>		<b>2.55</b>



2. Based on analysis of the average value of new construction as reflected in building permits issued by the City of Coos Bay over a ten year period, it is reasonable to estimate that urban renewal property tax revenues will increase by 4.43% per year for the Coos Bay City District and by 4.00% per year for the Empire District until all projects have been completed.

Historical citywide building permit valuation data for the past ten years are:

Year	Valuation (\$)
1989	10,191,222
1990	7,614,261
1991	10,903,982
1992	14,404,812
1993	11,526,905
1994	7,698,644
1995	12,681,843
1996	13,301,435
1997	12,445,780
1998 (projected)	11,068,424
<b>Average annual increase in value</b>	<b>\$11,183,731</b>

The average annual increase in value over ten years, which is \$11,183,731, is then discounted based on the difference between "taxable value" and "real market value." In order to produce a very conservative revenue figure, a 20% discount is used. Therefore:

$$\$11,183,731 \times 80\% = \$8,946,985$$

Thus, \$8,946,985 represents the average increase in value resulting from citywide new construction for the years 1989-1998. To calculate the increased tax revenue, this figure is then multiplied by the City of Coos Bay permanent tax rate of \$6.37/\$1,000.00 of assessed value:

$$(\$8,946,985 \div \$1,000) \times \$6.37 = \$56,992$$

Thus, \$56,992 equals the estimated ten year average annual increase in tax revenue to the

City of Coos Bay resulting from new construction.

Total property tax revenue to the City of Coos Bay for the 1997/1998 fiscal year is:

1997-98 City Property Taxes	\$3,336,007
Coos Bay City Urban Renewal District	436,736
Empire Urban Renewal District	209,398
Coos Bay aggregate total	\$3,982,141

To calculate the percentage increase in property tax revenue \$56,992 is divided by total property tax revenue of \$3,982,141:

$$\$56,992 \div \$3,982,141 = 1.43\% \text{ Increase in Property Tax Revenues Resulting from New Construction}$$

Total property tax growth, then, is the sum of two percentage rates:

3.00%	From BM 50 annual allowable increase
<u>1.43%</u>	From the taxed value of new construction
4.43%	Total property tax growth anticipated

With development occurring and likely to continue occurring downtown and along the Marshfield and Eastside waterfronts, it is reasonable to conclude that the Coos Bay City district will grow at the annual citywide rate of 4.43%. With development in the Empire district expected, although at probably a slightly lower rate than citywide, it is reasonable to conclude that the Empire district will grow at an annual rate of 4.00% per year.

/////  
 /////  
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Exhibit "B"

**COOS BAY CITY URBAN RENEWAL DISTRICT**

**Summary of Planned Projects**

<b>PROJECT DESCRIPTION</b>	<b>1998 Est. Cost</b>	<b>Target Date</b>	<b>Comments</b>
<b>Waterfront Projects:</b>			
1. Boardwalk	\$ 400,000	Completed	Includes construction and traffic signal.
2. Central Ave. pedestrian rail crossing	\$ 275,000		
3. Observation deck / interpretive displays	\$ 750,000		
4. Mitigation	\$ 1,000,000		Includes land acquisition and site conversion. Limited to Waterfront Projects 2, 3 and 4 (above).
5. Related waterfront development / contingency	\$ 2,500,000		Extension of Sixth Street, etal.
6. New Eastside streets	\$ 1,000,000		
7. Parking structure	\$ 100,000		
8. Boardwalk rest-rooms	\$ 500,000		
9. Front Street reconstruction			Represents 1/2 of project costs; see U&T Project #5. Dropped from further consideration.
10. Front Street boat ramp			
	<b>\$ 6,525,000</b>		
<b>Core Area Revitalization Projects:</b>			
1. Convention / Performing Arts Center (land)	\$ 2,000,000		Land acquisition only.
2. Convention / Performing Arts Center (Phase 1)	\$ 2,000,000		Phases scheduled to accommodate cash-flow.
3. Convention / Performing Arts Center (Phase 2)	\$ 3,500,000	Completed	Phases scheduled to accommodate cash-flow. Opened to traffic.
4. Central Ave. Block 1		Completed	Opened to traffic.
5. Central Ave. Blocks 2 and 3		Completed	Pedestrian plaza improvements.
6. Central Ave. Block 4	\$ 400,000		
6. Modify / remove mail canopies			
7. Building facade revolving loan fund			Dropped from further consideration.
8. Building renovation revolving loan fund			Dropped from further consideration.
9. Waterfront linear park	\$ 350,000		Curtis Ave. to Coalbank St. along waterfront
10. Supplemental core area development	\$ 170,000		
11. Tourist information center	\$ 750,000		
12. City library (land)		Completed	Land acquisition and building construction.
12. City library (construction)	\$ 1,500,000	1998	Land acquisition only.
13. City fire station	\$ 2,000,000		Expansion and remodelling.
14. Parking structure	\$ 1,500,000		Land and construction.
15. Sidewalks	\$ 200,000		To support Front St. waterfront redevelopment. Approximately \$60,000 spent to date.
16. Central Ave. Blocks 2 and 3		Completed	Cannopy removal.
	<b>\$ 14,370,000</b>		

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Exhibit "B"  
**COOS BAY CITY URBAN RENEWAL DISTRICT**  
**Summary of Planned Projects**

PROJECT DESCRIPTION	1998 Est. Cost	Target Date	Comments
<b>Utilities &amp; Transportation Projects:</b>			
1. Infrastructure development	\$ 3,500,000		Streets, sewers, sidewalks and lighting. Cost not estimated in 1988 plan. Project scope is Hy. 101 from Market to Curtis Ave. New access with traffic signal for south town. As recommended by "BATS" study or City capital plan. Represents 1/2 of project costs; see Waterfront #9.
2. Underground utilities	\$ 5,000,000		
3. First St. / Hy. 101	\$ 750,000		
4. Street improvements	\$ 1,000,000		
5. Front Street reconstruction	\$ 500,000		
	<b>\$ 10,750,000</b>		

**PLAN PROJECT TOTALS:**

Waterfront Projects:	\$ 6,525,000
Core Area Revitalization Projects:	\$ 14,370,000
Utilities & Transportation Projects:	\$ 10,750,000
	<b>\$ 31,645,000</b>

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*Exhibit "C"*  
**EMPIRE URBAN RENEWAL DISTRICT**  
**Summary of Planned Projects**

PROJECT DESCRIPTION	1998 Est. Cost	Target Date	Comments
<b>Phase I FY 1996-97 through 1999-2000</b>			
1. Gateway Theme - Empire Blvd	\$ 43,411	1998	
2. Gateway Theme - Y	\$ 72,352	1998	
3. Vegetation Clean-up	\$ 45,581	1999	
4. Beach Clean-up	\$ 75,969	1999	
5. Newmark Upgrade - 50%	\$ 271,210	2001	
6. Park Area/Monument Attraction (including property acq.)	\$ 1,256,340	2001	
7. Theme Development and Implementation	\$ 167,512	2001	
8. Housing Rehabilitation Program	\$ 67,005	2001	
	<b>\$ 1,999,380</b>		
<b>Phase II FY 2000-01 through 2004-05</b>			
1. Pier/Boardwalk - part 1	\$ 1,108,092	2003	
2. Newmark Upgrade - 50%	\$ 346,140	2005	
3. Empire Blvd Landscaping	\$ 122,167	2005	
4. Housing Rehabilitation Program	\$ 171,034	2006	
5. Information Sign	\$ 42,758	2006	
6. Sidewalks - Wall St and Cammann	\$ 42,758	2006	
	<b>\$ 1,832,949</b>		
<b>Phase III FY 2005-06 through 2015-16</b>			
1. Viewing area - (including property acq.)	\$ 1,602,074	2010	
2. Public RV Lot (Including proerty acq.)	\$ 847,774	2011	
3. Motel Site	\$ 683,513	2011	
4. Mill Street Sidewalk - curb and gutter	\$ 278,265	2013	
5. Street Improvements	\$ 837,052	2014	
6. Garden Corner - Info Kiosk	\$ 436,136	2015	
7. Pier/Boardwalk - part 2	\$ 1,392,981	2016	
	<b>\$ 6,077,795</b>		
<b>PLAN PROJECT TOTALS:</b>			
Phase I FY 1996-97 through 1999-2000	\$ 1,999,380		
Phase II FY 2000-01 through 2004-05	\$ 1,832,949		
Phase III FY 2005-06 through 2015-16	\$ 6,077,795		
	<b>\$ 9,910,124</b>		

Exhibit "D"

COOS BAY CITY URBAN RENEWAL DISTRICT

Calculation of "Maximum Allowable Debt"  
Pursuant to Ballot Measure 50

YEAR	COSTS	REVENUES	BALANCE
1	\$31,645,000	\$979,874	\$30,665,126
2	\$31,450,153	\$1,023,282	\$30,426,871
3	\$31,205,799	\$1,068,614	\$30,137,185
4	\$30,908,697	\$1,115,953	\$29,792,743
5	\$30,555,438	\$1,165,390	\$29,390,047
6	\$30,142,433	\$1,217,017	\$28,925,416
7	\$29,665,906	\$1,270,931	\$28,394,976
8	\$29,121,887	\$1,327,233	\$27,794,654
9	\$28,506,197	\$1,386,029	\$27,120,168
10	\$27,814,444	\$1,447,431	\$26,367,013
11	\$27,042,009	\$1,511,552	\$25,530,457
12	\$26,184,037	\$1,578,513	\$24,605,523
13	\$25,235,425	\$1,648,442	\$23,586,983
14	\$24,190,810	\$1,721,468	\$22,469,342
15	\$23,044,558	\$1,797,729	\$21,246,829
16	\$21,790,748	\$1,877,368	\$19,913,380
17	\$20,423,162	\$1,960,535	\$18,462,627
18	\$18,935,270	\$2,047,387	\$16,887,883
19	\$17,320,213	\$2,138,086	\$15,182,127
20	\$15,570,789	\$2,232,804	\$13,337,985
21	\$13,679,438	\$2,331,717	\$11,347,721
22	\$11,638,223	\$2,435,012	\$9,203,211
23	\$9,438,813	\$2,542,883	\$6,895,930
24	\$7,072,466	\$2,655,533	\$4,416,934
25	\$4,530,007	\$2,773,173	\$1,756,834
26	\$1,801,809	\$1,801,809	\$0

PROPOSED MAXIMUM DEBT:

\$45,055,764

98 05 1136

Exhibit "D"

**COOS BAY CITY URBAN RENEWAL DISTRICT**

**Calculation of "Maximum Allowable Debt"  
Pursuant to Ballot Measure 50**

Pursuant to the adopted 1988 Coos Bay City urban renewal plan, total projects are estimated to cost \$31,645,000 in 1998 dollars.

Pursuant to Ballot Measure 50, Coos Bay City District urban renewal revenue for FY 1998/99 is estimated at \$979,874, comprised as follows:

\$460,772	From "division of taxes" allocation
\$519,102	From BM 50 "Special Levy"
<u>\$979,874</u>	

As shown above, the balance of costs decreases to zero at "Year 26," with annual costs inflating at 2.56% per year, and annual revenues increasing at 4.43%.

98 05 1136

Exhibit "E"

**EMPIRE URBAN RENEWAL DISTRICT**

**Calculation of "Maximum Allowable Debt"  
Pursuant to Ballot Measure 50**

YEAR	COSTS	REVENUES	BALANCE
1	\$9,910,124	\$481,269	\$9,428,855
2	\$9,670,233	\$500,520	\$9,169,713
3	\$9,404,458	\$520,541	\$8,883,917
4	\$9,111,345	\$541,363	\$8,569,983
5	\$8,789,374	\$563,017	\$8,226,357
6	\$8,436,952	\$585,538	\$7,851,414
7	\$8,052,410	\$608,959	\$7,443,451
8	\$7,634,003	\$633,318	\$7,000,686
9	\$7,179,903	\$658,650	\$6,521,253
10	\$6,688,197	\$684,996	\$6,003,201
11	\$6,156,883	\$712,396	\$5,444,486
12	\$5,583,865	\$740,892	\$4,842,973
13	\$4,966,953	\$770,528	\$4,196,425
14	\$4,303,854	\$801,349	\$3,502,505
15	\$3,592,169	\$833,403	\$2,758,766
16	\$2,829,391	\$866,739	\$1,962,652
17	\$2,012,896	\$901,408	\$1,111,487
18	\$1,139,941	\$937,465	\$202,477
19	\$207,660	\$207,660	\$0

**PROPOSED MAXIMUM DEBT:**

\$12,550,011

Pursuant to the adopted 1995 Empire District urban renewal plan, total projects are estimated to cost \$9,910,124 in 1998 dollars.

Pursuant to Ballot Measure 50, Empire District urban renewal revenue for FY 1998/99 is estimated at \$481,269, comprised as follows:

\$219,904	From "division of taxes" allocation
\$261,366	From BM 50 "Special Levy"
<u>\$481,269</u>	

As shown above, the balance of costs decreases to zero at "Year 19," with annual costs inflating at 2.56% per year, and annual revenues increasing at 4.00%.



## ORDINANCE NO. 253

### AN ORDINANCE OF THE CITY OF COOS BAY, IMPLEMENTING THE PROVISIONS OF ORS CHAPTER 457, AS AMENDED BY OREGON LAWS 1997, CHAPTER 541, BY CHOOSING AN OPTION FOR THE COLLECTION OF AD VALOREM PROPERTY TAX REVENUES FOR URBAN RENEWAL PLANS IN URBAN RENEWAL DISTRICTS LOCATED WITHIN THE CORPORATE LIMITS OF THE CITY OF COOS BAY

The City of Coos Bay ordains as follows:

#### Section 1. Findings.

- (a) The City of Coos Bay adopted the 1988 City of Coos Bay Urban Renewal Plan (by Ordinance No. 130 on September 20, 1988, and amended the 1988 City of Coos Bay Urban Renewal Plan by Ordinance No. 210 on October 4, 1994 ("the 1988 Plan").
- (b) The City of Coos Bay adopted the Coos Bay Empire District Urban Renewal Plan by Ordinance No. 216 on August 30, 1995 ("the Empire Plan").
- (c) On May 20, 1997, the voters of the State of Oregon adopted Ballot Measure 50, amending the Oregon Constitution, imposing limitations on ad valorem taxation of real property within the State of Oregon. As part of legislation implementing Measure 50, the 1997 Oregon Legislative Assembly enacted Oregon Laws 1997, Chapter 541, amending ORS Chapter 457, by making changes to the means whereby urban renewal projects are funded by ad valorem property tax revenues, and allowing a municipality with an "existing urban renewal plan," defined by Oregon Laws Chapter 541 as an urban renewal plan adopted by ordinance prior to December 6, 1996, to continue to collect ad valorem property taxes to pay when due, indebtedness issued or incurred to carry out urban renewal plans, as permitted by Article XI, Section 11(16) of the Oregon Constitution.
- (d) Under ORS 457.435(2), as amended, a municipality with an existing urban renewal plan must choose one of three options for the collection of ad valorem property taxes to pay when due, indebtedness issued or incurred to carry out the urban renewal plan, as permitted by Article XI, Section 11(16) of the Oregon Constitution:
  - (1) ORS 457.435(2)(a) ("Option 1") provides that amounts shall be collected sufficient to pay the obligations as budgeted for in the existing urban renewal plan from the division of taxes pursuant to ORS 457.440, and, if the amount estimated to be received under ORS 457.440 is insufficient to meet the budgeted obligations for a given tax or fiscal year, amounts shall be collected from a special levy made upon all the taxable property in the municipality that activated the urban renewal agency for the amount of the remainder;

(2) ORS 457.435(2)(b) ("Option 2") provides that amounts shall be collected from a special levy upon all of the taxable property in the municipality that activated the urban renewal plan, sufficient to pay the obligations as budgeted in the existing urban renewal plan, made in the amount stated in the notice given under ORS 457.440(2);

(3) ORS 457.435(2)(c), ("Option 3") provides for the collection of an amount to pay the obligations as budgeted for in the existing urban renewal plan from the division of taxes pursuant to ORS 457.440, and for the collection of the remainder or the amount stated in the notice given under ORS 457.444(2)(c) from a special levy made upon all the taxable property in the municipality that activated the urban renewal agency; provided, however, that the amount to be raised by the division of taxes may be limited to less than the full amount which could be raised by the division of taxes.

(e) The Urban Renewal Agency of the City of Coos Bay met on January 15, 1998, and voted to recommend to the City Council of the City of Coos Bay the adoption of Option 1 for the collection of ad valorem property taxes to pay for indebtedness issued or incurred under the 1988 Plan and the Empire Plan.

(f) On April 8, 1998, the Agency, acting by and through its duly designated representative Urban Renewal Agency Chairperson Joe Benetti, met with the Board of Commissioners for Coos County and the City Council of the City of Coos Bay, governing bodies of affected municipalities under ORS 457.437(1), to review the Agency's recommended option to collect such ad valorem property taxes.

(g) On April 15, 1998, the Board of Commissioners for Coos County adopted a resolution in favor of the option recommended by the Agency.

(h) The City Council of the City of Coos Bay has considered the recommendation of the Urban Renewal Agency, and comments and matters discussed at the meetings described in Subsection (f) of this Section, and the resolutions, if any, in support of or in opposition to the recommended option, and finds that ORS 457.435(2)(a) is the appropriate method of collecting ad valorem property taxes sufficient to pay, when due, indebtedness issued or incurred to carry out the 1988 City of Coos Bay Urban Renewal Plan and the Coos Bay Empire District Urban Renewal Plan, as permitted by Article XI, Section 11(16) of the Oregon Constitution.

## **Section 2. Choice of Option.**

(a) ORS 457.435(2)(a), Option 1, is hereby adopted as the method for collecting ad valorem property taxes sufficient to pay when due, indebtedness issued or incurred to carry out the 1988 City of Coos Bay Urban Renewal Plan as permitted by Article XI, Section 11(16) of the Oregon Constitution.

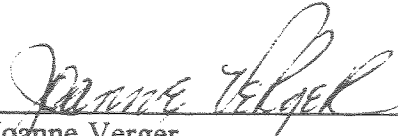
(b) ORS 457.435(2)(a), Option 1, is hereby adopted as the method for collecting ad valorem property taxes sufficient to pay when due, indebtedness issued or incurred to carry out the Coos Bay Empire District Urban Renewal Plan as permitted by Article XI, Section 11(16) of the Oregon Constitution.

**Section 3. Severability.** The sections, subsections, paragraphs, and clauses of this ordinance are severable. The invalidity of any one section, subsection, paragraph or clause shall not affect the validity of the remaining sections, subsections, paragraphs or clauses.


**Section 4.** This ordinance shall take effect 30 days after the enactment by the Council and signature by the Mayor.

The foregoing ordinance was enacted by the City Council of the City of Coos Bay this 19<sup>th</sup> day of May, 1998, by the following vote:

Yes: Mayor Verger and Councilors Benetti, McKeown, Spangler, and Weeks  
No: None  
Absent: Councilors Miller and Stufflebean

  
\_\_\_\_\_  
Joanne Verger  
Mayor of the City of Coos Bay  
Coos County, Oregon

ATTEST:

  
\_\_\_\_\_  
Joyce Jansen  
Deputy Recorder of the City of Coos Bay  
Coos County, Oregon

**Urban Renewal Agency of the City of Coos Bay**  
**Resolution URA 97 - 3**

**A RESOLUTION OF THE URBAN RENEWAL AGENCY OF THE CITY OF COOS BAY, COOS COUNTY, OREGON, MAKING A MINOR PLAN AMENDMENT TO THE COOS BAY EMPIRE DISTRICT URBAN RENEWAL PLAN.**

WHEREAS, City of Coos Bay Ordinance No. 216 adopted an urban renewal plan and established an urban renewal district in the Empire District of Coos Bay; and

WHEREAS, the Coos Bay Empire District Urban Renewal Plan Section III B identifies infrastructure as a project type; and

WHEREAS, the Coos Bay Empire District Urban Renewal Plan, Section III B authorizes the renewal agency to "improve or construct public facilities and utilities including but not limited to sidewalks, parking areas, restrooms, pedestrian amenities and public open space and recreation uses"; and

WHEREAS, infrastructure improvements are required within the district; and

WHEREAS, the City of Coos Bay Design Review Board has recommended inclusion of infrastructure, sidewalks and street lighting as projects in phase 1 of the rehabilitation of the Empire District;

NOW, THEREFORE, BE IT RESOLVED, that Section III (C) phase (1) (3) of the Coos Bay Empire District Urban Renewal Plan be amended to read as follows:

Street Improvements: Improvements are planned for Newmark between Empire Boulevard and Wall Street. The purpose of these improvements is to create a pedestrian shopping environment by providing street trees, pedestrian crossings at intersections, benches and other street furniture consistent with a design theme.

To encourage rehabilitation and development of commercial, vacant and residential land and aid in the attraction of new businesses, the renewal agency may improve or construct public facilities and utilities including but not limited to sidewalks, parking areas, restrooms, pedestrian amenities and public open space and recreation uses. Improvements may occur within public rights of way, easements or on public property.

The foregoing resolution was duly adopted by the Urban Renewal Agency of the City of Coos Bay, Coos County, Oregon, this 18th day of February, 1997.

ATTEST:

  
Don Spangler, Secretary

  
Joe Benetti, Chair

**Urban Renewal Agency for the City of Coos Bay**

**Resolution URA 01-04**

A RESOLUTION OF THE URBAN RENEWAL AGENCY OF THE CITY OF COOS BAY, COOS COUNTY, OREGON, MAKING A MINOR PLAN AMENDMENT TO THE COOS BAY EMPIRE DISTRICT URBAN RENEWAL PLAN

WHEREAS, Article VII of the Coos Bay Empire District Urban Renewal Plan allows for minor amendment to the Plan to be made by Resolution; and

WHEREAS, the Urban Renewal Agency for the City of Coos Bay deems it necessary and proper to make a minor amendment to the Coos Bay Empire District Urban Renewal Plan, Article III, "Outline of Projects and Redevelopment Activities," Section D, "Acquisition and Disposition of Real Property," Subsection 1, "Acquisition," to allow for the acquisition of real property within the historic downtown core of the Empire District to further the purposes of, and the completion of projects set forth in, the Plan; and

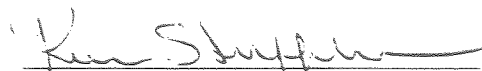
WHEREAS, for the purposes of this minor amendment, the historic downtown core is defined as an area bounded by centerlines of Main Street on the East, Michigan Avenue on the South, Schetter Avenue on the North, and Empire Blvd. on the West;

NOW, THEREFORE, BE IT RESOLVED by the Urban Renewal Agency of the City of Coos Bay that the Coos Bay Empire District Urban Renewal Plan, Article III, "Outline of Projects and Redevelopment Activities," Section D, "Acquisition and Disposition of Real Property," Subsection 1, "Acquisition," is amended to read as follows:

"As described in the above phasing strategy, the intention of the Urban Renewal Agency is to acquire key parcels of land on Empire Boulevard, on the Waterfront, on Newmark Avenue and within the historic downtown core area, defined as an area bounded by centerlines of Main Street on the East, Michigan Avenue on the South, Schetter Avenue on the North, and Empire Blvd. on the West."

Such amendment being subject to the maximum debt limitations set forth in Coos Bay Ordinance No. 252.

The foregoing resolution was duly adopted by the Urban Renewal Agency of the City of Coos Bay, Coos County, Oregon, this 18<sup>th</sup> day of September, 2001.

  
Kevin Stufflebean, Chair

ATTEST:

  
Anna Marie Larson, Secretary

**Urban Renewal Agency for the City of Coos Bay**

**Resolution URA 03-01**

**RESOLUTION OF THE URBAN RENEWAL AGENCY OF THE CITY OF COOS BAY, COOS COUNTY, OREGON, MAKING MINOR PLAN AMENDMENTS TO THE COOS BAY EMPIRE DISTRICT URBAN RENEWAL PLAN**

WHEREAS, the Urban Renewal Agency for the City of Coos Bay finds it desirable to amend the Empire District Urban Renewal Plan (the "Plan") to

- Add the Newmark Avenue widening project as an urban renewal project; and,
- Adjust the boundaries of the Empire Urban Renewal Area (the "Area") by no more than one percent; and,

WHEREAS, ORS 457.085(2)(i) and Article VII of the Plan allows the plan to be amended by resolution of the Agency unless the amendment:

- Adds land to the Area with a total area of more than one percent of the existing area of the urban renewal area;
- Extends the date after which no bonded indebtedness shall be issued with respect to the plan or any project undertaken or to be undertaken under the urban renewal plan;
- Increases the maximum amount of bonded indebtedness excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness issued or to be issued under the urban renewal plan;
- Revises the boundary of the Empire Urban Renewal Area (the "Area"), other than the permitted one percent; or,
- Extends the term of the Plan; and,

WHEREAS, these amendments do not make any change that would prevent the amendments from being adopted by resolution of the Agency;

NOW, THEREFORE, BE IT RESOLVED by the Urban Renewal Agency of the City of Coos Bay that:

1. Article III.C, Phase II, paragraph 2 of the Plan is amended to read as follows:

Street improvements: Continued improvement to Newmark Avenue, including the completion of the Newmark Avenue widening project.

The Newmark Avenue widening project consists of: improvements along the general commercial length of Newmark Avenue from Ocean Boulevard to the District limits; and, improvements along Ocean Boulevard from Newmark Avenue to the District limits. Improvements include pavement, curb and sidewalks, bike lanes, and sanitary and storm systems. The Newmark Avenue widening project will require acquisition of the land described in Exhibit A of this resolution.

RETURN TO: City of Coos Bay  
500 Central Avenue  
Coos Bay OR 97420

COOS COUNTY, OREGON TOTAL \$56.00  
TERRI L. TURI, CMC, COUNTY CLERK

06/19/2003 #2003-8933  
11:39:01AM 1 OF 7

Sidewalk improvements on existing residential streets.

Improvement of Empire Boulevard from Newmark Avenue to the City limits to include a bike lane, landscaping and sidewalks.

2. The boundaries of the Area are hereby amended to add the area described in Exhibit B to this resolution. After this amendment the boundaries of the Area shall be those shown in Exhibit C to this resolution, and Exhibit C shall be substituted for the legal description of the Area in the Plan. The area within the boundaries shown in Exhibit B is 2.645 acres. The existing urban renewal area is 271.3 acres. The changes in the boundaries do not add more than one percent (1.00%) to the existing land area of the Area and do not revise the Area by more than one percent.

3. The Coos Bay Empire District Urban Renewal Plan Report shall be amended by adding the information in Exhibit D of this resolution. Exhibit D states the relationship between the Newmark Avenue widening project and the existing conditions in the Area, estimates the total cost of each of that project, specifies the sources of moneys that will be used to pay such costs, and lists the anticipated date of completion of that project.

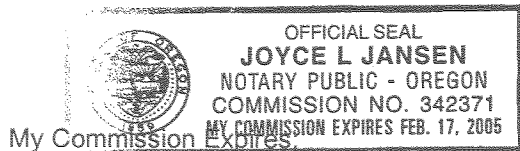
The foregoing resolution was duly adopted by the Urban Renewal Agency of the City of Coos Bay, Coos County, Oregon, this 4<sup>th</sup> day of February, 2003.

  
Kevin Stufflebean, Chair

ATTEST:   
Anna Marie Larson, Secretary

State of Oregon            )  
County of Coos            )  
City of Coos Bay         )

On this 2/4 day of April 2003 before me personally appeared the within named Kevin Stufflebean, Chair of the Coos Bay Urban Renewal District and Anna Marie Larson, Secretary of the Coos Bay Urban Renewal District, and the seal affixed hereto is the official seal of the City of Coos Bay.



  
Notary Public for Oregon

Exhibit A

Land to Be Acquired

**Newmark Avenue Widening Project**

Newmark Avenue Component:

Redevelopment/rehabilitation and restriping of Newmark Avenue to include five (5) lanes at Ocean Blvd. heading east and transitioning back to three (3) lanes until a transition zone back to five (5) lanes beginning at Hull Street, with consistent five (5) lanes from LaClair to district boundaries. Sidewalks on one or both sides of the street, bike lanes on each side of the street, improvements to the stormwater system for the street. Includes the addition of a signal at the intersection of Newmark and LaClair Street will include acquisition of permanent and temporary easements for infrastructure improvements or construction periods. Project includes small wetland mitigation project due to development along Empire Lakes. Will include addition of less than five (5) fire hydrants to provide adequate hydrants in an area of the city that has sub-minimum hydrants for optimum safety.

Ocean Boulevard Component:

Redevelopment/rehabilitation and overlay and restriping of Ocean Boulevard from intersection with Newmark Avenue to district boundaries. To include some digouts as is required for the best resurfacing. May include some sidewalk repair and stormwater improvements. May include addition of fire hydrants to provide adequate hydrants in an area of the city that has sub-minimum hydrants for optimum safety.

Both the Newmark Avenue Component and the Ocean Boulevard Component will include acquisition of permanent and temporary easements for right of way, infrastructure improvements or construction periods.

Connecting work on LaClair Street and outside the district on Ocean Boulevard may also be completed as a part of this project using other, outside funds.



Exhibit B

COOS BAY - EMPIRE URBAN RENEWAL DISTRICT

Legal Description of area to be added to urban renewal area boundary

Beginning at a point on the south right-of-way line of Newmark Avenue and the east line of Section 20, Township 25 South, Range 13 West, Willamette Meridian, Coos County Oregon; thence, Easterly along the south right-of-way line of Newmark Avenue to the northeast corner of Allison's Addition, said point also being located on the east line of the northwest quarter of the northwest quarter of Section 21, Township 25 South, Range 13 West, Willamette Meridian, Coos County, Oregon; thence, Northerly along said sixteenth section line to the north right-of-way line of Newmark Avenue; thence, Westerly along said right-of-way line to the east line of said Section 20; thence, Southerly along said east line of Section 20 to the Point of Beginning.

Exhibit C

COOS BAY - EMPIRE URBAN RENEWAL DISTRICT

Legal Description of amended urban renewal area boundary

Beginning at a point on the high water line on the eastern shore of Coos Bay, said point being North a distance of 961.00 feet and West a distance of 1622.72 feet from the Southeast Corner of Section 19, Township 25 South, Range 13 West, Willamette Meridian, Coos County, Oregon;

thence, South 69° 35' East to the westerly right-of-way line of Cape Arago State Highway;

thence, Southwesterly along said westerly right-of-way line a distance of 214.50 feet;

thence, South 66° 26' East a distance of 190 feet, more or less, to the easterly right-of-way line of South Marple Street extended;

thence, Northeasterly along the said easterly right-of-way line of South Marple Street extended and South Marple Street to the south right-of-way line of Michigan Avenue;

thence, Southeasterly along the said south right-of-way line of Michigan Avenue to the east right-of-way line of Woolridge Street;

thence, North along the east right-of-way line of Woolridge Street to the south right-of-way line of Salmon Avenue extended, said point also being the northeast corner of the Plat of Neese's Addition to Empire and the northwest corner of that parcel described in Coos County Deed Records No. 87-11-8842;

thence, North 88° 27' East along the north line of said parcel a distance of 95.07 feet;

thence, continuing along said parcel boundary South 47° 09' East a distance of 600 feet to the west right-of-way line of Wallace Avenue, said point being located North 66° 33' West a distance of 1732.65 feet from the east 1/4 corner of Section 20, Township 25 South, Range 13 West, Willamette Meridian, Coos County, Oregon;

thence, continuing South 47° 09' East a distance of 60 feet to the easterly right-of-way line of Wallace Avenue;

thence, Northeasterly along said east right-of-way line of Wallace Avenue to the south right-of-way line of Empire-Coos Bay State Highway, also known as Ocean Boulevard;

thence, Southeasterly along the south right-of-way line of Ocean Boulevard to the east right-of-way line of Norman Avenue extended;

thence, Northeasterly along the east right-of-way line of Norman Avenue extended and Norman Avenue to the northwest corner of that parcel described in Coos County Deed Records No. 92-08-0607;

thence, North 89° 37' East a distance of 488.28 feet to a point on the north property line of that parcel described in Coos County Deed Records No. 92-06-1082;

thence, South 71° 01' East a distance of 32.90 feet to the east line of Section 20;

thence, Northerly along the east line of Section 20 to the south right-of-way line of Newmark Avenue;

thence, Easterly along the south right-of-way line of Newmark Avenue to the northeast corner of Allison's Addition, said point also being located on the east line of the northwest quarter of the northwest quarter of Section 21, Township 25 South, Range 13 West, Willamette Meridian, Coos County, Oregon;

thence, Northerly along said sixteenth section line to the north right-of-way line of Newmark Avenue;

thence, Westerly along said right-of-way line to the east line of Section 20, Township 25 South, Range 13 West, Willamette Meridian, Coos County, Oregon;

thence, Northerly, along said east line of Section 20 to a point being S1° 35' 30" East a distance of 925 feet, more or less, from the northeast corner of Section 20, said point also being the northeast corner of the unrecorded Plat of Empire Commercial Tracts;

thence, West along said tracts to the east right-of-way line of Ackerman Street;

thence, North along the east right-of-way line of Ackerman Street a distance of 589 feet, more or less;

thence, West a distance of 60 feet to the west right-of-way line of Ackerman Street, said point being South 71° 23' East a distance of 1041.25 feet from the north 1/4 corner of Section 20;

thence, South 89° 27' West a distance of 914 feet, more or less, to the west right-of-way line of Schoneman Street;

thence, South along the west right-of-way line of Schoneman Street a distance of 225 feet, more or less, to the northeast corner of that parcel described in Coos County Deed Records No. 70-45858;

thence, along the north line of said parcel a distance of 61.45 feet to the north-south 1/4 section line of Section 20, said point also being S 1° 33' 20" East a distance of 571.41 feet from the north 1/4 corner of Section 20;

thence, along said north-south 1/4 section line South 1° 33' 20" East a distance of 10.10 feet to the north right-of-way line of Jackson Avenue;

thence, Northwesterly along the north right-of-way line of Jackson Avenue to the east right-of-way line of North Empire Boulevard;

thence, Northeasterly along the east right-of-way line of North Empire Boulevard to the north line of the William H. Harris Donation Land Claim No. 37;

thence, South 86° 35' 51" West along the north line of said Donation Land Claim extended a distance of 120 feet, more or less, to the high water line on the eastern shore of Coos Bay;

thence, following the boundary of the North Bay Urban Renewal Plan as developed for Coos County by CH2M Hill (Oct. 1986), Southwesterly along said high water line to the north right-of-way line of Harris Avenue;

thence, North 66° 26' West along the north right-of-way line of Harris Avenue and Harris Avenue extended to a line bearing North 23° 34' East which lies 50 feet west of and perpendicular to an existing receiving dock;

thence, South 23° 34' West along said line to the north right-of-way line of Schetter Avenue extended;

thence, South 66° 26' East along the north right-of-way line of Schetter Avenue extended to the high water line of Coos Bay;

thence, Southwesterly along the high water line to the south right-of-way line of Schetter Avenue;

thence, North 66° 26' West along the south right-of-way line of Schetter Avenue and Schetter Avenue extended to a line bearing North 23° 34' East which lies 50 feet west of and perpendicular to an existing receiving dock;

thence, South 23° 34' West to the north right-of-way line of Newmark Avenue extended;

thence, South 66° 26' East along the north right-of-way line of Newmark Avenue extended to the high water line of Coos Bay;

thence, Southwesterly along the high water line to the south right-of-way line of Newmark Avenue;

thence, North 66° 26' West along the south right-of-way line of Newmark Avenue and Newmark Avenue extended to a line bearing North 23° 34' East which lies 50 feet west of and perpendicular to an existing receiving dock;

thence, South 23° 34' West along said line to the centerline of Michigan Avenue extended;

thence, South 66° 26' East along the centerline of Michigan Avenue extended to the high water line;

thence, Southwesterly along said line to the Point of Beginning, said point being located on the high water line on the eastern shore of Coos Bay.

Exhibit D

COOS BAY - EMPIRE URBAN RENEWAL DISTRICT

Additions to Empire Urban Renewal District Report stating the relationship between the Newmark Avenue Widening Project and the existing conditions in the Area, estimating the total cost of each of that project, specifying the sources of moneys that will be used to pay those costs, and listing the anticipated date of completion of each of that project.

Newmark Avenue Widening:

Newmark Avenue from Oak Street (city limits) the eastern district boundary west to Ocean Boulevard is currently a mix of five (5) lane, three (3) lane and two (2) lane road. Through much of its length, sidewalks and bike lanes do not exist. Significant multiple family dwellings exist along this stretch of Newmark, as well as the Community College. Additionally, the Empire neighborhood that stretches to the west has a significant component of low/moderate income individuals. These individuals are less likely to have a car, and more likely to use alternative methods of transportation, such as walking and bicycling. They are currently doing that through an area that does not have sidewalks, or a safe lane for bicycles – putting their safety at risk. This area is also below minimum standards for fire hydrants. Storm drainage in the area is insufficient for the amount of runoff. All of this exists at current development levels, and future development will only worsen the situation. The Charleston area is continuing to grow, and this traffic frequently uses this section of Newmark to access the remainder of the city. Additionally, tourism traffic traveling from the north will use this stretch of Newmark to head to the ocean beaches. Increasing tourism traffic is comprised of large recreational vehicles that further negatively impact the street condition and the safety of pedestrians and bicyclists.

While Ocean Boulevard has sidewalks for much of its length, the condition of the roadway has deteriorated rapidly due to the increasing recreational vehicle traffic and resident traffic from the Charleston area. Rehabilitation of the roadway in this area is necessary if we are going to continue to develop the Empire District and encourage tourism traffic.

Costs of Project and Funding Sources:

Newmark Avenue Widening Project (includes work on Newmark and Ocean Blvd within the district boundaries) – \$2,500,000

Funding Sources: Urban Renewal  
Jurisdictional Exchange Interest Proceeds  
Private funds (commercial property owner or Community College Participation in project)

Connecting work on LaClair Street that is outside the district may be paid with private participation or with funds from the Surface Transportation Program/Fund Exchange. Additional work along Ocean Boulevard outside the district may be paid for with city Jurisdictional Exchange interest earnings.