

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR COLUMBIA COUNTY, OREGON

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STATE OF OREGON  
COLUMBIA COUNTY  
RECORDED OR FILED

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ELIZABETH HUSER, CO. CLK  
BY: *[Signature]* DEF

In the Matter of Adopting the Port Westward )  
Urban Renewal Plan, Creating an Urban Renewal )  
Area at Port Westward, in Columbia )  
County, Oregon )

ORDINANCE 2001-06

The Board of County Commissioners for Columbia County, Oregon, ordains as follows:

Section 1.                    Title

This Ordinance shall be known as Ordinance No. 2001-06, the "Port Westward Urban Renewal Plan Ordinance."

Section 2.                    Authority.

This Ordinance is adopted pursuant to ORS 457.095 and ORS 203.035.

Section 3.                    Purpose

This Ordinance is to adopt the Port Westward Urban Renewal Plan, in order to create an urban renewal area containing the Port Westward Industrial Site and portions of the City of Clatskanie in Columbia County, Oregon.

Section 4.                    History

The Columbia County Development Agency (hereinafter referred to as the "Agency"), an urban renewal agency, was created under ORS Ch. 457 in 1999 to address "blighted areas" in Columbia County. Chapter 457 permits the Agency to identify blighted areas in the County and to create one or more urban renewal areas that encompass such blighted areas. In order to create an urban renewal area, the Agency must seek approval and adoption of an urban renewal plan by the County Board of Commissioners through the adoption of an ordinance conforming with ORS 457.095.

The Agency submitted an application for the County's consideration of the Port Westward Urban Renewal Plan (hereinafter referred to as the "Plan") and accompanying report (hereinafter referred to as the "Report"), on March 4, 2001. The Plan and Report were then forwarded to the Columbia County Planning Commission for its recommendation on April 27, 2001. The Planning Commission considered the Plan and Report on May 7, 2001. After hearing evidence and testimony and considering the Staff Report, the Planning Commission voted to recommend that the Board of County Commissioners approve the Plan. Final Order DR 01-21 was signed by Jeff VanNatta, Chair of the Planning Commission on May 11, 2001, and was forwarded to the Board of County Commissioners.

The Plan and Report were forwarded to the City of Clatskanie pursuant to ORS 457.105 for approval by the City Council. On May 2, 2001, the City of Clatskanie signed Resolution No. 2001-12, adopting the Plan. The Plan and Report were also forwarded to the governing body of each taxing district affected by the Plan on May 4, 2001, pursuant to ORS 457.085. No recommendations or comments were received by the County from the governing bodies of such taxing districts.

On May 3<sup>rd</sup>, the County mailed notice of a public hearing before the Board of County Commissioners to consider the Plan for the Port Westward Urban Renewal Area, to each household of record owning real property within the Clatskanie School District, in accordance with ORS 457.120(4)(a). The County also faxed notice of public hearing to two papers of general circulation in Columbia County, the Chronicle and the Clatskanie Chief, for publication on May 9, 2001, and May 12, 2001 (the Chronicle), and May 10, 2001, and May 17, 2001 (the Clatskanie Chief), according to the specifications of ORS 457.095(4)(b).

The Board of County Commissioners held a public hearing to review and consider the Plan and accompanying Report, the recommendation of the Planning Commission, and public testimony and evidence on May 23, 2001. At said public hearing, Ordinance 2001-06 was read for the first time, evidence and testimony was received into the record, the public hearing was closed, and the matter was continued for deliberations to June 13, 2001, at or after 10:00 a.m. On June 13, 2001, Ordinance No. 2001-06 was read for the second time at a the regularly scheduled meeting of the Board of County Commissioners. Thereafter, the Board of County Commissioners deliberated on the adoption of the Ordinance, and voted to approve Ordinance No. 2001-06, adopting the Plan, thereby creating the Port Westward Urban Renewal Area, effective September 11, 2001.

Section 5.                    Findings

- A) The Board of County Commissioners adopts the findings of fact and conclusions of law set forth in the Staff Report to the Board of County Commissioners dated May 22, 2001. The Staff Report is attached hereto as Exhibit "A" and is incorporated herein by this reference.
- B) The Board of County Commissioners adopts additional findings of fact and conclusions of law which are attached hereto as Exhibit "B" and are incorporated herein by this reference.

Section 6.                    Adoption.

The Port Westward Urban Renewal Plan, which is attached hereto as Exhibits "C," and is incorporated herein by this reference, is hereby adopted. This Ordinance, along with the Resolution passed by the City of Clatskanie shall be forwarded to the Board of the Columbia County Development Agency and shall thereafter be recorded with the Clerk of Columbia County, Oregon, without cost.

Section 7.                    Severability.

If for any reason any court of competent jurisdiction holds any portion of this Ordinance or any portion or portions of the attached Exhibits "A", "B", or "C", to be invalid, such portion or portions shall be deemed a separate, distinct and independent portion, and any such holding shall not effect the validity of the remaining portions thereof.

Section 8.                    Effective Date.

The effective date of this Ordinance is September 11, 2001.

Dated this 13th day of June, 2001.

Approved as to form

By: Sarah Tyson  
Office of County Counsel

BOARD OF COUNTY COMMISSIONERS  
FOR COLUMBIA COUNTY, OREGON

By: [Signature]  
Chair

Attest:  
By: [Signature]  
Recording Secretary

By: [Signature]  
Commissioner

First Reading: 5-23-01  
Second Reading: 6-13-01  
Effective Date: 9-11-01

By: [Signature]  
Commissioner

**COLUMBIA COUNTY BOARD OF COMMISSIONERS****STAFF REPORT**

5/22/01

**Port Westward Urban Renewal Plan & Report**  
**Review**

**FILE NUMBER:** DR 01-21

**APPLICANT:** Columbia County Development Agency  
c/o Board of County Commissioners  
County Courthouse, Room 331  
St. Helens, OR 97051

**OWNER:** Port of St. Helens  
P.O. Box 598  
St. Helens, Oregon 97051

**PROPERTY LOCATION:** Port Westward; Clatskanie, Oregon

**REQUEST:** Urban Renewal Plan at Port Westward

**TAX ACCT. NUMBER:** 8400-000-00300, 400, 401, et al

**SIZE OF PROPERTY:** 905 Acres

**EXISTING ZONING:** Resource Industrial Planned Development (RIPD)

**BACKGROUND:**

The Columbia County Development Agency ("Agency"), an urban renewal agency, was created under ORS Ch. 457 in 1999 to address "blighted areas" in Columbia County. Chapter 457 permits the Agency to identify blighted areas in the County and to create one or more urban renewal areas ("Area") that encompass such blighted areas. The Agency is now attempting to adopt an Ordinance which would formally create an Area encompassing the blighted areas in and around the City of Clatskanie. The Area includes the Port Westward Industrial Park and portions of the City of Clatskanie. In order to adopt the Port Westward Urban Renewal Plan, the Agency must follow the procedures set out in ORS Ch. 457. According to ORS Ch. 457, the Agency forwarded the Port Westward Urban Renewal Plan ("Plan") and accompanying Report ("Report") to the Columbia County Planning Commission for a recommendation. The Planning Commission held a hearing on May 7, 2001. After hearing testimony and considering evidence, the Planning Commission voted to forward its recommendation to the Board of County Commissioners to adopt the Plan. Final Order DR 01-21 was signed by Jeffrey VanNatta, Chair of the Planning Commission, on May 11, 2001.

In addition to being forwarded to the Planning Commission, the Plan and Report were also forwarded to the City of Clatskanie and to all of the taxing districts effected by the Plan. The City of Clatskanie met on May 2, 2001, to consider the Plan. Having considered the Plan and accompanying Report, the City Council signed Resolution No. 2001-12, approving the Plan, which was forwarded to the Columbia County Development Agency. The Taxing Districts met to consider the Plan on May 18, 2001. No recommendations were forwarded to the Board of Commissioners from the taxing districts.

According to ORS Ch. 457, the Plan and Report must meet specific statutory requirements which are set forth in this staff report. The Plan and Report are intended to guide future development at Port Westward by indicating methods of attracting new business to the Port Westward site, and setting forth the means to finance such methods, including tax increment financing.

The Columbia County Board of Commissioners, acting for the County, will meet to consider the Plan and adopt an Ordinance which formally creates the Area, allowing for the implementation of the Plan by the Agency. In order to adopt the Ordinance, the Board of Commissioners must make certain statutory findings as set forth in ORS 457.095. These required findings are set forth in the staff report.

The Port Westward site is located 7 miles northeast of the City of Clatskanie. The site totals 905 acres. A 535 MW electric generating plant, 1,250 foot dock, 1.3 million barrel tank farm, and related facilities, are currently located on 120 acres of the site. Dredge-fill takes up another approximately 300 acres which is no longer considered resource land. The remainder of the 905 acres (485 acres) is designated for future industrial expansion. The site has deep-water port facilities, and access to Burlington Northern Railroad. The property is zoned Resource Industrial Planned Development (RIPD) and is within the Clatskanie Rural Fire Protection District.

#### **APPLICABLE CRITERIA & FINDINGS:**

OREGON REVISED STATUTES, URBAN RENEWAL AGENCIES; PLANS; ACTIVITIES, state;

**457.085 Urban renewal plan requirements; accompanying report; contents; approval required.** (1) An urban renewal agency shall provide for public involvement in all stages in the development of an urban renewal plan.

**Finding 1:** The Agency has provided for public involvement in all stages in the development of the Plan. Soon after its creation, the Agency appointed an Urban Renewal Advisory Committee ("Committee") to advise the Agency on issues related to the Plan and Report, including economic feasibility and infrastructure. The Plan Advisory Committee is made up of voting and non-voting members. Voting members include mostly citizens and institutional representatives from the Clatskanie area. Several meetings of the Committee have been held during which Committee members were involved in developing an infrastructure improvement plan, and financing alternatives. On April 23, 2001, the Committee approved the Plan and Report that is being presented to the Planning Commission for recommendation. In addition, given that the majority of impact from additional industry at Port Westward, will be on Clatskanie area residents, several public meetings were held in the City

of Clatskanie. Such meetings were open for all residents to express their concerns regarding the Plan, and to comment on solutions to transportation problems surrounding the site. Furthermore, all Citizen Planning Advisory Committees in the County, which consist of cross sections of citizens from each CPAC area, were sent a copy of the draft version of the plan dated April 4, 2001, as well as the April 19, 2001 version with accompanying report dated April 19, 2001, and addendums to the report dated April 23, 2001, and were provided the opportunity to comment on such documents, to the Planning Commission. Notice was placed in all newspapers of general circulation within Columbia County announcing the opportunity to be heard during the 1<sup>st</sup> public hearing scheduled for May 7, 2001 before the Columbia County Planning Commission. Notice of the hearing before the Board of County Commissioners was placed in the Clatskanie Chief on May 10 and May 17, 2001, and the Chronicle on May 9 and May 17, 2001. Finally, notice was sent to all households in the Clatskanie School District, notifying them that the Board of Commissioners will consider the Plan on May 23, 2001, at the Quincy Grange, in the City of Clatskanie.

Continuing with ORS 457.085:

- (2) An urban renewal plan proposed by an urban renewal agency shall include all of the following:
- (a) A description of each urban renewal project to be undertaken.
  - (b) An outline for the development, redevelopment, improvements, land acquisition, demolition and removal of structures, clearance, rehabilitation or conservation of the urban renewal areas of the plan.

**Finding 2:** Section V of the Plan, Urban Renewal Projects, provides a description of each urban renewal project that is anticipated to be undertaken under the Plan. The projects will be undertaken in two phases. Phase I projects consist of improvements to roads and related utility work, storm drainage and process water system improvements, evaluation of alternative access corridors for development in Phase II, rail access to the Port Westward site, water access to the Port Westward site, water supply improvements, fire and life safety facility improvements, and reimbursement to the City of Clatskanie and Columbia County under ORS Ch. 457. Phase II projects consist of improvements to additional area roads, other infrastructure, and water access to the site. Section III of the Plan, Outline of Urban Renewal Activities, provides a general outline of the activities to be undertaken in the Plan area, consisting of improvements to existing and future roads serving the site, improvements to utilities, rail facilities, fire and safety facilities, as may be needed to serve the Plan area, and improvements to the water supply system in the Plan area. In addition, Section VIII, Relocation Methods, and Section IX, Property Acquisition and Disposition, explain that there are no plans to relocate existing businesses or residents unless needed for public improvements, and any property acquisition that may be necessary to carry out the Plan, must be acquired in accordance with state law.

Continuing with ORS 457.085(2):

- (c) A map and legal description of the urban renewal areas of the plan.

**Finding 3:** Section IV of the Plan, Urban Renewal Area Boundaries, includes a map of the urban renewal area boundaries as Figure 2, with a legal description incorporated by reference. The legal description which is incorporated is currently being checked for legal sufficiency and will be added to the Plan as Appendix 1 prior

to being adopted by the Board of County Commissioners.

Continuing with ORS 457.085(2):

- (d) An explanation of its relationship to definite local objectives regarding appropriate land uses and improved traffic, public transportation, public utilities, telecommunications utilities, recreational and community facilities and other public improvements.

**Finding 4:** The relationship of the plan to local objectives regarding appropriate land use, improved traffic, public transportation, public utilities, telecommunication utilities, recreational and community facilities and other public improvements, is explained in Section VI of the Plan, Relationship to Local Plans and Objectives. The Plan addresses local objectives found in the Columbia County Comprehensive Plan, the Columbia Pacific Economic District (COL-PAC), Overall Economic Development Program (1999-2000), and the Lower Marine Enterprise Zone. Section VII of the Plan, Proposed Land Uses, also describes policies that implement the "Rural Industrial" land designation in the Comprehensive Plan. Such policies "restrict industrial development on land zoned Resource Industrial Planned Development to those uses which:..." in part "(a)re located with adequate rail and/or vehicle and/or deep port and/or airstrip access"; and which "(c)ompliment the rural facilities and services existing and/or planned for the area." The Plan is consistent with these policies because they indicate that concurrent with siting of industrial development in a rural industrial zone, transportation, rail, and water should be adequate.

Continuing with ORS 457.085(2):

- (e) An indication of proposed land uses, maximum densities and building requirements for each urban renewal area.

**Finding 5:** Section VII of the Plan, Proposed Land Uses, and other sections of the Plan indicate that the land use proposed for Port westward is rural industrial and must meet the rural industrial policies found in the Columbia County Comprehensive Plan, as well as the zoning requirements found in the Columbia County Comprehensive Plan. This section also explains that development at Port Westward would be governed by the Zoning Ordinance and Comprehensive Plan; the Plan itself does not propose any change to land use. Maximum densities will be set forth in any application to site a particular structure at Port Westward. Each application for a conditional use permit or for site design review will go through the appropriate Columbia County planning procedure. Furthermore, all development will have to meet the State Building code and the appropriate applications will have to be filed. The adoption of the Plan does not relieve any prospective developer from following through with all applicable planning and building processes. Furthermore, Section VII also explains that the Plan does not contemplate the adoption of any new or amended zoning regulations in order to follow through with the Plan.

Continuing with ORS 457.085(2):

- (f) A description of the methods to be used for the temporary or permanent relocation of persons living

in, and businesses situated in, the urban renewal area of the plan.

**Finding 6:** Section VIII of the Plan, Relocation Methods, explains that the plan does not contemplate the need for relocation of either existing businesses or residents, except where it may be necessary for public improvements. Therefore, it is not necessary to set forth methods to be used for temporary or permanent relocation of persons and businesses in the Plan at this time. The Plan goes on to say that relocation is required the Agency shall follow all relevant "requirements of State law" which include statutes relating to relocating displaced persons and businesses and compensation under eminent domain.

Continuing with ORS 457.085(2):

(g) An indication of which real property may be acquired and the anticipated disposition of said real property, whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition.

**Finding 7:** Section IX of the Plan, Property Acquisition and Disposition, indicates that any "(p)roperty acquisition for public improvement projects that are authorized by the Plan may occur as necessary without amendment to the Plan. Where such property is acquired under the Agency's power of eminent domain, the Agency will conform to State law in all aspects of the acquisition. Property acquisition for private redevelopment may be undertaken after minor amendment of the Plan to specific the property to be acquired, the purpose of its acquisition, and a schedule for the acquisition and disposition of the property." Accordingly, the current plan does not propose the acquisition or disposition of any real property, or set out a time line for such acquisition or disposition. However, due to the nature of the projects set forth in the Plan, including road improvements, water and sewer improvements, and rail improvements, it may become necessary to either acquire or dispose of real property in order to carry through the projects. When and if it becomes necessary to acquire or dispose of real property, such action must be done in accordance with all applicable state and federal laws, including but not limited to, eminent domain, and relocation of displaced persons and businesses, and a minor plan amendment will then set forth a time line for the acquisition and disposition.

Continuing with ORS 457.085(2):

(h) If the plan provides for a division of ad valorem taxes under ORS 457.420 to 457.460, the maximum amount of indebtedness that can be issued or incurred under the plan.

**Finding 8:** ORS 457.420 to 457.460 provides for Tax Increment Financing in conjunction with an Urban Renewal Agency. Specifically, ORS 457.420(1) states that "(a)ny urban renewal plan may contain a provision that the ad valorem taxes, if any, levied by a taxing district in which all or a portion of an urban renewal area is located shall be divided as provided in section 1c, Article IX of the Oregon Constitution, and ORS 457.420 to 457.460. Ad valorem taxes shall not be divided if there is no provision in the urban renewal plan for the division." Section 1c, Article IX of the Oregon Constitution states that "(t)he Legislative Assembly may provide that the ad valorem taxes levied by any taxing unit, in which is located all or part of an area included in a redevelopment or urban renewal project, may be divided so that the taxes levied against any increase in the assessed value, as defined by law, of property in such area obtaining after the effective date of the ordinance or



resolution approving the redevelopment or urban renewal plan for such area, shall be used to pay any indebtedness incurred for the redevelopment or urban renewal project.” Section X of the Plan, Tax Increment Financing, provides for the division of ad valorem taxes according to Section 1c, Article IX of the Oregon Constitution, to finance the indebtedness used to fund the projects and activities undertaken in the Plan. Furthermore, Section X (B) of the Plan, Tax Increment Financing, establishes the maximum indebtedness that may be issued or incurred under the Plan, \$34,000,000, as required by ORS 457.085(2)(h).

Continuing with ORS 457.085(2):

- (i) A description of what types of possible future amendments to the plan are substantial amendments and require the same notice, hearing and approval procedure required of the original plan under ORS 457.095 as provided in ORS 457.220, including but not limited to amendments:
- (A) Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area.
- (B) Increasing the maximum amount of indebtedness that can be issued or incurred under the plan.

**Finding 9:** Section XI of the Plan, Amendments to the Plan, complies with ORS 457.085(2)(i) by establishing three types of Plan amendments including: Substantial amendments, Commission-approved amendments, and Minor amendments. The Plan states:

“A. Substantial Amendments.

Substantial amendments are those amendments that would

Increase the maximum amount of indebtedness to be issued or incurred under the Plan or

Add land to the Area that totals more than one percent of the existing area of the Area.

Substantial amendments shall be adopted using the same process required for adoption of the Plan as described in ORS 457.085 through ORS 457.135 (1999 Edition). This process generally includes:

- Citizen involvement;
- A presentation of the amendment to the Columbia County Planning Commission for its recommendation;
- Consulting with the taxing districts (County, City, Fire District, School District) that levy taxes within the Area.
- Representatives of the County Development Agency meeting with the governing bodies of the County and the City of Clatskanie.
- Providing notice to individual households within the Clatskanie School District of the public hearing before the County Commission.
- Consideration and adoption of a non-emergency ordinance by the County and a resolution by the

City approving the urban renewal plan.

- Publication of notice of adoption of the plan.

B. Commission-Approved Amendments

Commission-Approved amendments consist of amendments that

Add a project not already authorized under the Plan which has a cost in year 2001 dollars of more than \$500,000

Extend the termination date of the Plan, as stated in Section XII

Commission-Approved amendments shall be adopted using the same process as for substantial amendments except that the additional notice provisions of ORS 457.120 (1999 Edition) shall not be required. Generally this means that notice of the public hearing before the County Board of Commissioners to individuals or households within the Clatskanie School District shall not be required.

C. Minor Amendments

Minor amendments are defined as all those amendments not defined as Substantial or Commission-Approved amendments. Minor amendments shall be adopted by Resolution of the Agency at a public meeting of the Agency for which notice has been provided that conforms to State law.”

Continuing with ORS 457.085(2):

- (j) For a project which includes a public building, an explanation of how the building serves or benefits the urban renewal area.

**Finding 10:** There are no public buildings included in the projects described in the Plan. Therefore no explanation of how a public building serves or benefits the urban renewal area is necessary to comply with the requirements of ORS 457.085.

Continuing with ORS 457.085:

- (3) An urban renewal plan shall be accompanied by a report which shall contain:

- (a) A description of physical, social and economic conditions in the urban renewal areas of the plan and the expected impact, including the fiscal impact, of the plan in light of added services or increased population;

**Finding 11:** The Urban Renewal Plan is accompanied by the Port Westward Urban Renewal Report,

("Report"), which describes the conditions within the urban renewal area ("Area") that make it a blighted area, and which provides estimates of the cost and schedule of the projects to be undertaken as well as the fiscal impact of the Plan. Section II of the Report, Physical, Social and Economic Conditions in the Urban Renewal Area, provides a description of physical, social, and economic conditions in the urban renewal area. Section III of the report also discusses "the expected impact, including the fiscal impact, of the Plan in light of added services or increased population."

Continuing with ORS 457.085(3):

- (b) Reasons for selection of each urban renewal area in the plan;
- (c) The relationship between each project to be undertaken under the plan and the existing conditions in the urban renewal area;

**Finding 12:** Section IV of the Report, Reasons for Selection of Each Urban Renewal Area in the Plan, sets forth the reasons for the selection of the one area included in the Plan, ("the Plan contains only one Area, which has been selected because it is characterized by blight, as described in Section I."). Section V of the Report, The Relationship Between Each Project to be Undertaken Under the Plan and the Existing Conditions in the Urban Renewal Area, goes on to supply the nexus between the existing condition in the Area that have hindered growth in the Area, and the project or projects needed to mitigate the conditions. Projects with their associated Existing Conditions include: Road Improvements, Substandard roads and inadequate access to the site; Storm Drainage System Improvements, Development for industrial use will create additional runoff and will require the discharge of industrial process water; Evaluation of Alternative Access Corridors for Development in Phase II, Substandard roads and inadequate access to the site; Rail Access to Port Westward Site, rail facilities on site inadequate for serving industrial users; Water Access to Port Westward Site, Additional water access will be needed to serve development of the site; Water Supply Improvements, Inadequate water supply for industrial development; Fire and Life Safety Facility Improvements, Inadequate facilities and equipment for providing industrial fire safety and life safety; and Other Infrastructure, Utility deficiencies in and serving the Site.

Continuing with ORS 457.085(3):

- (d) The estimated total cost of each project and the sources of moneys to pay such costs;

**Finding 13:** Section VI of the Report, The Estimated Total Cost of Each Project and the Sources of Moneys to Pay Such Costs, includes the required table of the costs and sources. According to the Report, the Agency shall assume debt service on infrastructure debt incurred by Columbia County ("County"), the City of Clatskanie ("City") and the Port of St. Helens ("Port"). The Agency will service the debt from tax increment under ORS 457.420 to 457.460. (See finding 8 and finding 15).

Continuing with ORS 457.085(3):

(e) The anticipated completion date for each project;

**Finding 14:** Section VII of the Report, The Anticipated Completion Date for Each Project, sets forth the anticipated completion date for each project, with completion dates running from 2003 to 2012.

Continuing with ORS 457.085(3):

(f) The estimated amount of money required in each urban renewal area under ORS 457.420 to 457.460 and the anticipated year in which indebtedness will be retired or otherwise provided for under ORS 457.420 to 457.460;

**Finding 15:** Section VIII of the Report, The Estimated Amount of Tax Increment Revenues Required and the Anticipated Year in Which Indebtedness Will be Retired or Otherwise Provided For, explains that just over 55 million dollars in tax increment revenues will be required to retire the debt incurred by the County, City and Port (approximately 34 million dollars). Table 1 in Appendix A to the Report sets out the projected tax increment funds available for debt service each year and shows projected revenues and expenditures for the Debt Service Fund. (The Debt Service Fund will receive the tax increment revenues and will pay debt service on loans.) The Report shows that based on estimated tax increment and terms of debt service, the debt will be retired in the year 2019-2020.

Continuing with ORS 457.085(3):

(g) A financial analysis of the plan with sufficient information to determine feasibility;

**Finding 16:** Section IX of the Report, A Financial Analysis of the Plan with Sufficient Information to Determine Feasibility, states, "Table 2 in the Appendix shows the projected tax increment revenues from FY 02/03 to FY 20/21. These projections are based on three currently anticipated projects and one future project. The assessed values for the anticipated projects are based on market value estimates provided by the companies proposing the projects adjusted downward for taxable assessed value. Table 1 as noted above shows the projections for the Debt Service Fund that show the projected revenues as servicing the 33,400,000 in debt necessary to finance the projects in the Plan. Table 3. Is the projected Project Fund, showing the revenues from debt proceeds and the expenditures on projects. This table shows that the proceeds of the debt, along with interest earnings, are sufficient to cover estimated urban renewal share of the project costs.... This information provides a basis for determining that the plan is financially feasible." The information provided in Tables 1-3 in the Appendix to the Report is sufficient to determine the economic feasibility of the Plan. The analysis of the anticipated taxable value after the projects are completed, and the revenue from debt proceeds and expenditures on projects, as well as the tax increment revenues from 2003 to 2021 show that debt proceeds and interest earnings are sufficient for the Agency to service the debt as set forth in the Plan.

Continuing with ORS 457.085(3):

(h) A fiscal impact statement that estimates the impact of the tax increment financing, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area; and

**Finding 17:** Section X of the Report, Fiscal Impact statement that Estimates the Impact of the Tax Increment Financing, Both until and After the Indebtedness is Repaid, Upon All Entities Levying Taxes Upon Property in the Urban Renewal Area, states, “(t)he fiscal impacts of the Plan on taxing districts that levy taxes within the Area are a function of the property tax revenues that would have been raised by virtue of the increase in property value within the Area that would have occurred without the Plan. To the extent that future development within the Area will not occur but for the improvements financed by the Plan, the tax revenues from that development are not in fact lost. If development outside the Area occurs because of economic demand created by development of the Site, those positive impacts will offset to some extent the taxes not raised on growth within the Area itself.

Table 4. in the Appendix shows the revenues foregone by the taxing districts that levy taxes within the Area, assuming that 50% of the development that is projected to occur in the Plan would occur without the Plan. The figures are calculated by multiplying the district’s permanent rate by the projected incremental assessed value (“increment”) without the Plan. No impacts are shown to the City of Clatskanie because the portion of the Area within the City does not have assessed value. No impacts are shown to the Clatskanie School District because under the current state funding formula, property taxes foregone by the School District will be matched by additional state funds.”

This analysis assumes that without the water, rail, road, and other improvements to the Area, there will be little or no additional or expanded industrial siting at Port Westward. The tax revenues foregone by the tax districts that levy taxes in the area are listed in Table 4 of the Report. The tax impacts to the taxing districts in Areas after the indebtedness is repaid does not appear to be discussed in the Report and should be included prior to the Board’s adoption of the plan.

Continuing with ORS 457.085(3):

- (i) A relocation report which shall include:
  - (A) An analysis of existing residents or businesses required to relocate permanently or temporarily as a result of agency actions under ORS 457.170;
  - (B) A description of the methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area in accordance with ORS 281.045 to 281.105; and
  - (C) An enumeration, by cost range, of the existing housing units in the urban renewal areas of the plan to be destroyed or altered and new units to be added.

**Finding 18:** Section XI of the Report, Relocation Report, states that, “No residents or businesses will be required to relocate permanently or temporarily;” and that, if required, “relocation assistance shall be provided in accordance with State Law.” “No existing housing units are to be destroyed or altered.” Because

the Plan does not anticipate the need to relocate residents or businesses, it is not necessary to describe the methods of relocation or existing housing units in the Report.

Continuing with ORS 457.085:

(4) An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095.

**Finding 19:** The Planning Commission reviewed the Plan & Report and accepted testimony from interested parties at the May 7, 2001 public hearing. Final Order DR 01-21 was signed by Chairman VanNatta on May 11, 2001 recommending approval of the Plan & Report with two recommendations.

Continuing with ORS 457.085:

(5) An urban renewal plan and accompanying report shall be forwarded to the governing body of each taxing district affected by the urban renewal plan and the agency shall consult and confer with the taxing districts prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095. Any written recommendations of the governing body of each taxing district shall be accepted, rejected or modified by the governing body of the municipality in adopting the plan.

**Finding 20:** The Plan and Report were forwarded to the governing body of each taxing district (listed in Table 4 of the Appendix to the Report) for their review prior to presentation of the Plan to the Board of County Commissioners. No written recommendations of such taxing districts were received by the County Board of Commissioners to be accepted, rejected or modified.

Continuing with ORS 457.085:

(6) No urban renewal plan shall be carried out until the plan has been approved by the governing body of each municipality pursuant to ORS 457.095 and 457.105. [1979 c.621 s.2; 1983 c.544 s.1; 1987 c.668 s.1; 1987 c.447 s.130; 1991 c.459 s.332; 1997 c.541 s.444]

**Finding 21:** A portion of the Area of the proposed Plan extends beyond the boundaries of the County and into the boundaries of the City of Clatskanie.. The Area proposed for the Plan encompasses property under the jurisdiction of the County and the City of Clatskanie. Therefore, the Plan must be approved by the Board of County Commissioners pursuant to ORS457.095. (See Finding 22), and by the City under ORS 457.105. The County must approve the Plan by ordinance. The City may approve the Plan by resolution. The City of Clatskanie met to consider the Plan on May 2, 2001. The City Council signed resolution No. 2001-12 on May 2, 2001, approving the Plan. Resolution No. 2001-12 has been forwarded to the Agency and, upon approval of the Plan by the County, will be recorded in the Columbia County Clerk's records.

The County will hold a hearing on May 23, 2001, to consider the adoption of Ordinance No. 2001-06, approving the Plan.

Continuing with Oregon Revised Statutes:

ORS 457.095 governs the County's adoption of the Plan and Report as follows:

**“ 457.095 Approval of plan by ordinance; required contents of ordinance; notice.** The governing body of the municipality, upon receipt of a proposed urban renewal plan and report from the municipality's urban renewal agency and after public notice and hearing and consideration of public testimony and planning commission recommendations, if any, may approve the urban renewal plan. The approval shall be by non-emergency ordinance which shall incorporate the plan by reference. Notice of adoption of the ordinance approving the urban renewal plan, and the provisions of ORS 457.135, shall be published by the governing body of the municipality in accordance with ORS 457.115 no later than four days following the ordinance adoption. The ordinance shall include determinations and findings by the governing body that:

- (1) Each urban renewal area is blighted;
- (2) The rehabilitation and redevelopment is necessary to protect the public health, safety or welfare of the municipality;
- (3) The urban renewal plan conforms to the comprehensive plan and economic development plan, if any, of the municipality as a whole and provides an outline for accomplishing the urban renewal projects the urban renewal plan proposes;
- (4) Provision has been made to house displaced persons within their financial means in accordance with ORS 281.045 to 281.105 and, except in the relocation of elderly or disabled individuals, without displacing on priority lists persons already waiting for existing federally subsidized housing;
- (5) If acquisition of real property is provided for, that it is necessary;
- (6) Adoption and carrying out of the urban renewal plan is economically sound and feasible; and....”

**Finding 22:** The Plan and accompanying Report were forwarded to the Columbia County Planning Commission for its recommendation. Having heard testimony and considered evidence, the Planning Commission voted to forward its recommendation of approval of the Plan to the Board of County Commissioners. The Board of Commissioners gave notice of a public hearing to be held on May 23, 2001, by causing public notice to be published in the Clatskanie Chief and the Chronicle on four separate dates, in accordance with ORS 457.115, and by sending personal notice of the hearing to each household within the Clatskanie School District according to ORS 457.120. The Board of Commissioners will hold a public hearing on May 23, 2001, to hear public testimony and consider evidence. If the Board votes to approve the Plan, the approval shall be by non-emergency ordinance(Ordinance 2001-06), and shall incorporate the Plan by reference. The Ordinance shall also adopt the 6 findings set forth above in ORS 457.095. Upon adoption of Ordinance 2001-06, notice of adoption of the ordinance approving the Plan, and the provisions of ORS 457.135, shall be published by the governing body of the municipality in accordance with ORS 457.115 no later than four days following the ordinance adoption.

Following with Columbia County Comprehensive Plan Policies:

ECONOMY

GOALS:

1. To strengthen and diversify the economy of Columbia County and insure stable economic growth.
2. To utilize Columbia County's natural resources and advantages for expanding and diversifying the economic base.

POLICIES: It shall be a policy of the County to:

1. Encourage the creation of new and continuous employment opportunities
2. Encourage a stable and diversified economy.
3. Reflect the needs of the unemployed and of those persons who will enter the labor market in the future.
4. Place the County in the position of being able to respond to market opportunities by providing technical assistance in locating available sites for development.
5. Encourage the activity of the community organizations which work for sound economic development.
6. Preserve prime maritime industrial sites from pre-emptive uses until needed for industrial uses.
7. Protect identified aggregate resources until they are extracted, and plan for the reclamation and future productive uses of those sites.
8. Reserve valuable industrial sites for industrial uses.
9. Encourage the trade and service sectors and the recreation industry to insure greater revenue spending locally.
10. Support improvements in local conditions in order to make the area attractive to private capital investment. Consideration of such factors as the following shall be undertaken:
  - A. Tax incentives



- B. Land use controls and ordinances
  - C. Capital improvements programming
11. Coordinate with public utility companies to insure energy supplies are available to areas programmed for development and redevelopment.
  12. Encourage new industrial growth within the urban areas so as to utilize existing public facilities.
  13. Encourage industry which needs or can benefit from the locational advantages of an airport and its facilities, to locate adjacent to one of the airports in the County. Create an Airport Industrial district to facilitate this policy. *[added 7-93]*

Continuing with the Comprehensive Plan Goals and Policies:

### INDUSTRIAL DEVELOPMENT

#### GOALS:

1. To strengthen and diversify the economy of Columbia County and insure stable economic growth.
2. To utilize Columbia County's natural resources and advantages for expanding and diversifying the industrial base.
3. To encourage industrial growth in Columbia County to diversify its economy. New industry should locate to take maximum advantage of existing public and private investments.

POLICIES: It shall be policy of the County to establish, implement, and maintain an industrial development program that:

1. Encourages the creation of new and continuous employment opportunities.
2. Encourages a stable and diversified economy.
3. Reflects the needs of the unemployed and of those persons who will enter the labor market in the future.
4. Places the County in the position of being able to respond to market opportunities by providing technical assistance in locating available sites for development.

5. Recognizes the existence of sites suitable to be developed as deep-water ports but are not needed at this time.
6. Reserves valuable industrial sites for industrial use.
7. Supports improvements in local conditions in order to make the area attractive to private capital investment. Consideration of such factors as the following shall be undertaken:
  - A. Tax incentives
  - B. Land use controls and ordinances
  - C. Capital improvements programming
8. Coordinates with public utility companies to insure energy supplies are available to areas programmed for development and redevelopment.
9. Assures land which is already used as industrial or irrevocably committed to industry shall be so designated.
10. Directs labor intensive industries and/or industries needing extensive public facilities to sites within urban growth boundaries.
11. Directs industries that are either land extensive, resource related, marine related, and/or incompatible with urban populations to those sites which are appropriate to the use and are currently zoned for that use.
12. Is consistent with the exception statements for those sites requiring an exception to the applicable resource goal.

Continuing with Comprehensive Plan Goals and Policies:

### RESOURCE INDUSTRIAL DEVELOPMENT

#### GOAL:

It is a goal of the County to provide for industrial development on rural lands when such development can be shown to support, utilize, or in some manner be dependent upon, the natural resources of the area.

POLICIES: It shall be a policy of the County to:

1. Designate as Rural Industrial in the Plan those lands which are currently being utilized or which are recognized as being needed to accommodate rural and natural resource industries.
2. Implement the Rural Industrial plan designation through the use of a single Resource Industrial Planned Development zone.
3. Restrict industrial development on land zoned Resource Industrial Planned Development to those uses that:
  - A. Are not generally labor intensive;
  - B. Are land extensive;
  - C. Are located with adequate rail and/or vehicle and/or deep water port and/or airstrip access;
  - D. Complement the character and development of the surrounding area;
  - E. Are consistent with the rural facilities and services existing and/or planned for the area; and,
  - F. Will not require facility and/or service improvements at public expense; or,
  - G. Are not appropriate for location within Urban Growth Boundaries due to their hazardous nature.

**Finding 29:** Development resulting from implementation of the Plan will help to meet Comprehensive Plan Goal and Policies for the 'Economy, Industrial Development, and Resource Industrial Development'. The Plan will specifically encourage the creation of new and continuous employment opportunities; encourage a stable and diversified economy; reserve valuable industrial sites for industrial use, support improvements in local conditions in order to make the area attractive to private capital investment considering tax incentives, land use controls and ordinances, and capital improvements programming.

**COMMENTS:**

1. The Clatskanie Fire District has reviewed the application and has no objection to its approval as submitted.
2. The County Sanitarian has reviewed the application and has no objection to its approval as submitted.
3. The Soil & Water Conservation District states, "Our board must meet to consider this; we will

return their comments to you by 4/23/01.”

4. The Scappoose CPAC states, “On unanimous vote, CPAC recommended that Land Dev. Services deem this application incomplete and remove it from the Planning Commission agenda because the “Port westward Urban Renewal Plan,” submitted as part of the application, is a clearly a draft document with numerous errors, and is missing a substantial number of elements which are required by ORS 457.085 “Urban Renewal Plan Requirements.” Those missing requirements include the Financial Plan.”
5. Oregon Fish & Wildlife (East) commented, “We are very interested in future plans for the site. Endangered and sensitive species are present. The area provides important habitat for many varieties of wildlife, as portions of the site are wetlands. Hunting and fishing are important recreational uses of adjacent lands and waters. Hunting is used to reduce agricultural damage on adjacent properties.”
6. The Clatskanie CPAC has reviewed the application and has no objection to its approval as submitted.
7. The Clatskanie School District has reviewed the application and has no objection to its approval as submitted. “Clatskanie School District supports the Urban renewal Plan for Port Westward.”
8. Pam Rensch of the St. Helens CPAC comments, “This is out of our CPAC area.”
9. ODOT - Rail comments that they are considering the proposal further, and will have comments in the form of a letter of support back to us in the near future.
10. The Port of St. Helens commented by letter dated 4/16/01 in support of the Urban Renewal Plan.
11. Michael Sheehan of the Scappoose CPAC commented by letter dated 4/18/01 requesting the plan be deemed incomplete and taken off the agenda for the Planning Commission hearing of May 7, 2001.
12. Don Rice, President of the Beaver Drainage District commented, “we continue to have interest in the protection of the levee and the involved parties need to understand the potential for closing the levee to truck traffic particularly in high water situations. Water Quality and quantity is also important to us. How will storm water and discharge water be handled?”
13. Letter from Claudia Howells, ODOT Rail Division Manager, which supports the Plan and any rail infrastructure improvements.
14. Letter from Thelma Bonar opposed to the Port Westward Proposed Urban Renewal Plan.
15. “Explanation Of Urban Renewal Tax Increment Financing” prepared by the County Assessor on

May 7, 2001.

No other comments were received from adjoining property owners or affected government agencies as of the date of the Planning Commission meeting.

**CONCLUSION:**

Based upon testimony received, and after giving due consideration of the findings in this staff report, Staff recommends and the Board of County Commissioners Approves the Port Westward Urban Renewal Plan.

**EXHIBIT B**  
**Supplemental Findings and Conclusions**

1) The Urban Renewal Area as outlined in the Plan is a "blighted area" as defined in ORS 457.010(1), and is therefore eligible for inclusion in the Urban Renewal Plan. ORS 457.010(1) defines "blighted areas" as those "areas that, by reason of their deterioration, faulty planning, inadequate or improper facilities, deleterious land use or the existence of unsafe structures, or any combination of these factors, are detrimental to the safety, health or welfare of the community...." The statute lists several conditions which characterize the existence of blight, including inadequate streets, other rights of ways, and utilities; a prevalence of depreciated values, impaired investments and social and economic maladjustments to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered; and a growing or total lack of utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare.

An Urban Renewal Analysis for Port Westward was prepared by the Portland Development Commission and Lyle Steward, AIA, AICP, listing several factors that show the inadequacy of streets, rights of ways, and utilities in the proposed Area. The report indicates that the buildings at the site of Port Westward exhibit structural deficiencies which make them unsafe to occupy. Second, the existing rail spur from Burlington Northern Railroad Astoria to Portland branch was removed from the upstream end of the docks at the site. The tracks on the rest of the site are minimally adequate and must be rebuilt if they are to be utilized by a heavy industrial user. Third, the water supply system serving the site is insufficient to service any significant new development at the site. Finally, the roads, including Kallunki Rd., the main access from Highway 30 to Port Westward, is narrow and not built to withstand large traffic volumes. The report also explains that the improvement to land value ratio shows that, at least for the private non-utility portions of the site, the ratio is 1:1, indicating that there is a "severe underutilization of the land, and a need for new development and the improvements necessary to encourage such activity." An additional road study has shown that extensive road improvements to Hermo, Kallunki, Quincy Mayger, and Beaver Falls Roads are necessary before development of the site will be maximized. Construction traffic will further degrade the roads leading to the site, and residential, industrial and emergency services traffic will not be able to safely travel on the roads unless improved. The evidence suggests that the existence of these inadequate roads and other utilities and services has dissuaded industry from developing at the site despite its deep water access to the Columbia River, and its designation as Resource Industrial Planned Development land in the Columbia County Comprehensive Plan.

The Port Westward Urban Renewal Plan and accompanying Report sets forth the existence of the blight existing at Port Westward and surrounding roads. The Report specifically discusses the problems with unsafe buildings on site, inadequate water, rail, and roads leading to and from the site, and inadequate fire service to the site. In addition, the Report also sets out problems that may arise depending upon the type of industry that may wish to develop on site, including, the existing sanitary sewer treatment, drainage, soils, electrical service, wetlands, and environmental conditions. The existence of these current and possibly/likely problems in the Area suggest that the Area is blighted, and is therefore, eligible for inclusion in an urban renewal plan under ORS Ch. 457.

2) The rehabilitation and redevelopment of the blighted area outlined in the Urban Renewal Plan is necessary to protect the public health, safety and welfare of the citizens of Columbia County. As set forth in the Report, 801 acres of the 921 acre site have been vacant for many years, and remain vacant despite the County's and Port of St. Helens' attempts to attract industry to the Area. The obvious consequence of such vacancy is that the industrial property is not creating jobs or economic benefits for North County residents. Evidence has shown that residents of the northern areas of the County must commute to find family wage jobs. The health, safety and welfare of the citizens of the County will be well served by the creation of family wage jobs in the Area. By rehabilitating and redeveloping the blight in the Area, industry offering family wage jobs will be more likely to locate at Port Westward.

3) The Port Westward Urban Renewal Plan conforms to the Columbia County Comprehensive Plan as a whole and provides an outline for accomplishing the urban renewal projects. Section VI of the Plan sets forth the relevant portions of the Columbia County Comprehensive Plan, including its Rural Industrial, Economy, Industrial Development and Public Facilities and Services Goals and Policies. First, the Economy Goals are aimed at diversification of the economy to ensure stable growth, and using the County's natural resources and advantages to diversity the economic base. The Plan conforms to these goals because its projects will encourage the industrial development necessary to diversity the economy, and to ensure stable growth, and also takes advantage of the deep water port available at Port Westward, and the other natural resources that make the site attractive as industrial land.

Second, the Industrial Development Goals and Policies are also aimed at diversifying the County's economy and insuring stable economic growth, and also at using the County's natural resources and advantages to diversify the economic base. These Goals and Policies are further aimed at encouraging industrial growth and locating industry to take advantage of existing public and private investments. The Plan conforms to the Industrial Development Goals and Policies by implementing infrastructure improvements that are necessary to attract industrial development at the site. The Plan specifically conforms with Policies 1, 2, 3, 4, 6, 7, and 9. By providing a method to overcome siting problems at Port Westward, the Plan is encouraging development at the site that would likely not otherwise have sited there. This development will fulfill other policies such as creating economic diversity in the County, and by encouraging new and continuous employment opportunities for local residents who would otherwise have to commute to work.

Third, the Resource Industrial Development Goal is aimed at providing "industrial development on rural lands when such development can be shown to support, utilize, or in some manner be dependent upon, the natural resources of the area." The Plan conforms to this goal because its purpose is to attract industry that will rely upon the natural resources located at the site. For example, the site has a deep water port which is a significant benefit for industries in transporting their goods. In addition the proximity of the Columbia River will provide water for electrical generation, as well as for other purposes. The site has been designated for industrial use largely based upon its location on the deep water port. By seeking to attract industry in need of such natural resource, the Plan supports the goal and policies of the Comprehensive Plan.

Finally, the Public Facilities and Services Goal is to "plan and develop a timely, orderly, and efficient arrangement of public services as a framework for urban and rural development." The

policies are aimed at providing adequate public facilities and services such as water, law enforcement, fire protection, and solid waste in advance of or concurrent with development. The Plan specifically conforms to Policies 1, 2, 5, 9, and 13, by providing for the improvement of the roads which will improve fire and emergency services access to the site. In addition, the Plan sets forth improvements to the water systems to the site which will serve current and future development to the site. Of most importance, the Plan sets out an orderly and efficient framework for achieving the improvements within the area according to when the improvements are needed as the development increases at the site. For example, the Plan calls for improvements to access corridors in Phase II, other infrastructure including access and utilities to and within the site, and water improvements as appropriate to support new industrial users.

The Port Westward Urban Renewal Plan also conforms to the COL-PAC Overall Economic Development Program (1999-2000) (OEDP), which has as its mission, to "promote and sustain healthy communities in the District through diversification and expansion of the economic base." The plan conforms to this mission by planning a coordinated effort between several organizations including the County, the City of Clatskanie, and the Port of St. Helens to support industrial development which will diversify the Clatskanie economy. As called for in the Goals and Objectives of the OEDP, the Plan organizes a creative approach for funding needed improvements, and attracting outside capital to the Area.

4) No residential displacement will occur as a result of the acquisition and disposition of land redevelopment activities proposed in the Urban Renewal Plan. As set forth in Section VIII, the Plan does not contemplate the need for relocating existing businesses or residents except as may be required in order to improve the roads. If relocation is required, the Agency shall follow all relevant requirements of federal, state and local law. The Agency will house any displaced persons within their financial means in accordance with ORS 281.045 to 281.105 and, except in the relocation of elderly or disabled individuals, without displacing on priority lists, persons already waiting for existing federally subsidized housing, as required by law. There is no acquisition of real property currently provided for in the Plan, except if determined to be necessary to make the improvements provided for in the Plan. When additional information is gathered about the need to acquire real property to make the improvements, the Agency will make a determination that the acquisition is necessary to successfully complete the improvements. Should such acquisition become necessary to complete the projects set forth in the Plan, the Agency will conform to Federal, State, and local law in all aspects of such acquisition, including the law of eminent domain.

5) The adoption and carrying out of the urban renewal plan is economically sound and feasible. The Plan and accompanying Report sets out six projects to be undertaken pursuant to the Plan. These include water and rail improvements, road improvements in two phases, fire and life safety facility improvements, water access improvements, storm drainage system improvements, and other utility improvements in the Area. The Plan is economically sound and feasible because along with its accompanying Report, the Plan sets out the estimated cost to complete the projects and the funding for these projects. Section V of the Report sets out a Table of the costs associated with each improvement. It shows that total projected costs are \$38,223,754, including administrative costs. Grants in the amount of \$1,397,800 are anticipated from Federal EDA funds which leaves



\$33,875,954 to be funded by obtaining loans or issuing bonds over approximately 20 years. The Project Fund will receive the proceeds from the loans or bonds, and will pay for the urban renewal share of the project costs.

Table 1 in the appendix to the Report sets forth tax increment revenues from fiscal year 2002/2003 to FY 2020/2021 that are projected to be available to fund the Debt Service. The Debt Service Fund will receive the tax increment revenues and will pay debt service on the loans or bonds. Based on the projection that at least 4 projects will site within the Area, Table 2 in the appendix to the Report projects that tax increment funds will be sufficient to pay off the debt by fiscal year 2019-2020. County staff in concert with consultants has determined the available tax increment funds based on market value estimates provided by the companies proposing to site in the Area, which were then adjusted downward to establish taxable assessed value. Table 3, projects the Project Fund, including the interest earnings on the Fund. The table shows that the debt, along with the interest earnings are sufficient to cover the estimated urban renewal share of the project costs. The financial analysis in the Plan and accompanying Report supports a finding that the Plan is economically sound and feasible.

6) Although the Plan does not set out any specific obligations of the County, the Columbia County Board of Commissioners and County staff are prepared to assume all contemplated responsibilities under the Plan. These responsibilities may include seeking and securing funding for road and other utility improvements, providing staff time and resources for completing the projects, and otherwise supporting the Port Westward Urban Renewal Plan because of the promise that it presents for Columbia County as a whole.

7) During the hearing on May 23, 2001, several issues were raised to the Board of County Commissioners related to the adoption of the Port Westward Urban Renewal Plan, as follows:

- a) Final Order DR 01-21, from the Columbia County Planning Commission, recommended approval of the Plan and that two actions be taken. The first action was related to studies to be done by the Port of St. Helens before development of the Port Westward site. The Board of County Commissioners finds that Ordinance 2001-06 does not approve development of the site. All development is subject to the relevant federal, state and local laws related to the development. In addition, in assuming its responsibilities under the Plan, the Board of County Commissioners finds that the Port of St. Helens intends to assume and complete activities related to the development of Port Westward, including undertaking appropriate environmental assessments of sites to be developed, delineating wetland areas that may affect development, inventorying natural resources as identified in Goal 5 of the Statewide Planning Goals and Guidelines, and making improvements, as appropriate, to sites that are to be developed, as per the Planning Commissioner's recommendation.

Second, the Planning Commission recommended that the Board perform a financial risk assessment with possible contingency plans to protect the county taxpayers in case of unforeseen events which may affect the tax increment for debt repayment. The Board of County Commissioners finds that tax increment financing

is a good way to fund improvements under the Plan that would otherwise not be funded. The Board finds that the Urban Renewal Plan is financially feasible. Based on the assumptions given in the plan, and the financing possible through loans and bonding, the Plan is economically feasible as presented. This is not to say, however, that all the debt presented in the Plan will be incurred by the Development Agency. The Board of Commissioners finds that as the Plan is implemented, some or all of the debt may be incurred incrementally, as necessary and possible. The Board finds that the County Development Agency will not incur debt without some assurance that the debt can be serviced. Such assurance will be based on, among other things, the development at the site, and the potential tax increment that will result from such development. In addition, the Board of County Commissioners finds that in order to sell bonds, a financial risk assessment will be done by any potential buyer of the bonds, as part of a due diligence consideration. If it appears to a buyer that there is not enough development at the site to trigger sufficient tax increment to service the bonds, then the Agency will not be able to sell such bonds. In this respect, risk assessment is built into the Plan.

- b) The question was raised whether or not property taxes would be raised as a result of the adoption of the Plan. The Board of County Commissioners finds that property taxes for individual tax payers in Columbia County will not be raised by the implementation of the Plan. The Board finds that, rather, it is tax increment raised by the new development within the Urban Renewal Area that will be used to pay for improvements made in the Area. The Board further finds, that after the debt has been retired, the tax increment funds once used to service the debt will be divided among the taxing districts, which will benefit the County and all taxing districts in the long run, while not hurting them in the short run.
- c) A concern with the safety of access roads to the site was raised. The Board of County Commissioners finds that the access roads are in poor condition, which has lead to the inability to attract development to the site in the past. The Board also finds that the poor condition of the roads is one of the primary reasons for adopting the plan because the County, without the help of tax increment financing, is not able to fund road improvements in the area. The Board further finds that the Plan calls for incremental improvements to the Roads, starting with improvements in the City of Clatskanie, based on the safety needs of the City, and that as funds become available, additional road improvements will be made under the Plan. The Board finds that truck traffic can be minimized during construction, and that other access methods (rail and water) will be used to the greatest extent possible until road improvements are made. Finally, the Board of County Commissioners finds that road improvement issues will also be dealt with in the siting permit processes for each business siting at Port Westward, and that it is likely that the road improvements will be made sooner than the Plan anticipates.

- d) A question about specific road improvements in the City of Clatskanie was raised. The Board of County Commissioners finds that the specific road improvements anticipated in the City of Clatskanie is not outlined in the Plan, nor should they be. The Board finds that after the preliminary engineering is done on the various roads involved, the City of Clatskanie, the County and the Development Agency, among others, will then decide what the most appropriate improvements will be. Without additional information, it would not be appropriate to delineate improvements that may not occur.
- e) A question about whether the adoption of an urban renewal plan would allow the City of Clatskanie to annex property into the City was raised. The Board of County Commissioners finds that the adoption of the Plan, in and of itself, will not effect, or prompt the annexation of any property into the City of Clatskanie. The Board further finds, that there is no indication from the City of Clatskanie that it intends to annex any property into the City, and the Board finds that even if the City did plan to annex property into the City, the City would have to follow all annexation and other applicable laws, before it could do so.
- f) A concern that the Port of St. Helens is not entirely responsible for debt service on all debt incurred for "on-site" improvements was raised. At the outset, the Board of County Commissioners finds that all improvements contemplated under the Plan are "on-site" improvements because the boundaries of the Area includes all areas where improvements are to be made, and "off-site" improvements are not permitted under the Plan. Furthermore, the Board of County Commissioners finds that the Port of St. Helens is responsible for incurring substantial debt in order to encourage development at Port Westward, roughly 6 million dollars, which will significantly decrease the Port's ability to participate in other projects, until the debt is retired. The Board further finds that debt service aid is precisely the type of aid that Urban Renewal Agencies are designed to give. The Board also finds, that notwithstanding the above, the Port will be principally responsible for the debt.

The Port will incur the debt, make the improvements, and institute a tariff system for the water and rail users at the site, which will require developers to help pay for the cost of the improvements. Then, when and if the Agency sells bonds, the Port will be able to reduce those tariffs to market rates to encourage other developers to locate at the site, but tariffs will still be in place to help retire the debt. The Agency will only be responsible for servicing debt over and above what the tariff's will service. The Board of County Commissioners finds that it is in the best interest of the County to encourage as much beneficial development at the site as possible, and therefore, it is in the best interest of the County to have the agency help retire debt incurred for water and rail improvements.

**COLUMBIA COUNTY DEVELOPMENT AGENCY**

**PORT WESTWARD URBAN RENEWAL PLAN**

**April 30, 2001**

**PROPOSED PORT WESTWARD URBAN RENEWAL PLAN**

**TABLE OF CONTENTS**

I. INTRODUCTION ..... 1

II. GOALS AND OBJECTIVES ..... 2

III. OUTLINE OF URBAN RENEWAL ACTIVITIES ..... 3

IV. URBAN RENEWAL AREA BOUNDARIES ..... 3

V. URBAN RENEWAL PROJECTS ..... 5

    A. Phase I ..... 5

    B. Phase II ..... 6

VI. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES ..... 7

    A. Columbia County Comprehensive Plan ..... 7

    B. Columbia Pacific Economic District (COL-PAC), Overall Economic Development  
    Program (1999-2000) ..... 8

    C. Lower Columbia Maritime Enterprise Zone ..... 10

VII. PROPOSED LAND USES ..... 11

VIII. RELOCATION METHODS ..... 11

IX. PROPERTY ACQUISITION AND DISPOSITION ..... 12

X. TAX INCREMENT FINANCING ..... 12

    A. General Description of the Proposed Financing Methods ..... 12

    B. Tax Increment Financing ..... 12

XI. AMENDMENTS TO THE PLAN ..... 13

    A. Substantial Amendments ..... 13

    B. Commission-Approved Amendments ..... 13

    C. Minor Amendments ..... 14

XII. DURATION OF THE PLAN ..... 14

## I. INTRODUCTION

Port Westward (the "Site") is located in Columbia County, seven miles northeast of Clatskanie and on the Columbia River. At Port Westward is the 905 acre Site of a former army terminal that in 1960 was deeded to the Port of St. Helens. The Site has deep water access to the Columbia River and has been served with rail in the past. Because of its location and existing and past improvements, the Comprehensive Plan of Columbia County (July, 1984) designates the Site as Rural Industrial and it is zoned as Resource Industrial Planned Development. The objectives for the Site have been to accommodate land extensive industrial uses that complement the surrounding rural area. Except for the 120 acre parcel occupied by PGE's Beaver Generating Facility, the Site is undeveloped.

There have been major obstacles to the development of the Site, primarily consisting of the lack of adequate road access, rail access and water supply. Columbia County has worked for several years in partnership with the Port of St. Helens (the "Port") to attract industrial activity to the Site and to provide the necessary access and utility improvements to support this activity. In 1994, the Port of St. Helens commissioned an analysis of the feasibility of establishing an urban renewal program that could assist in developing these facilities and services, but no action was taken. However, the analysis demonstrated that the Site was eligible for designation as an urban renewal area because of its conditions of "blight" (as defined in ORS 457).

In 1999, serious interest was expressed in locating an industrial facility on the Site and the Columbia County Board of Commissioners again looked to urban renewal. In December, 1999, the County established the Columbia County Development Agency (the "Agency") to serve as the County's urban renewal agency under ORS 457. In the fall of 1999 the Agency began work on an urban renewal plan for Port Westward.

This Port Westward Urban Renewal Plan (the "Plan") has been developed with the assistance of the Port Westward Urban Renewal Advisory Committee. The Plan and the accompanying Port Westward Urban Renewal Report (the "Report") build upon all the previous efforts pertaining to the development of the Site.

The Plan establishes the Port Westward Urban Renewal Area (the "Area"). It states the goals and objectives for the Area and the projects that are planned to achieve those goals and objectives. It calls for tax increment financing of urban renewal projects and sets a maximum amount of indebtedness which is in effect the total amount that may be spent on the projects and administration of the Plan. It also describes how the Plan may be amended in the future.

The Report accompanying the Plan describes the conditions within the Area and provides the anticipated costs and schedule for the projects to be undertaken.

## II. GOALS AND OBJECTIVES

The goals and objectives of the Plan are as follows:

### **Goal 1: Create Living Wage Jobs And Diversify The Columbia County Economy.**

Objectives:

- (1) Provide road, rail and river access to and within the Site.
- (2) Provide public utilities and services to and within the Site.
- (3) Promote and provide incentives, where appropriate, for the location in Port Westward of businesses that create living wage jobs and that diversify the County's economy.

### **Goal 2: Maximize The Use Of Rail And River Transportation As A Means Of Preserving The Capacity Of The Highway 30**

Objectives

- (1) Improve rail access to the Site.
- (2) Promote and provide incentives, where appropriate, for the location in Port Westward of businesses that use rail and river transport.

### **Goal 3: Promote Industrial Development Of Port Westward While Protecting Agricultural Activities and The Natural Environment Surrounding Port Westward, Including That Of The Columbia River, Wetlands And Marshes.**

Objectives

- (1) In siting roads and utility corridors minimize damage to agriculture, forestry and the natural environment.

### **Goal 4: Promote Industrial Development Of Port Westward While Protecting Public Safety And Maintaining The Livability Of The Surrounding Communities.**

Objectives:

- (1) Short term objective: provide safe and efficient road access to the Port Westward Site from Highway 30.

- (2) Long term objective: provide a permanent access corridor to and from Port Westward and Highway 30 designed for ample capacity and safety and to minimize noise and traffic impacts on surrounding property.
- (3) Minimize the negative impacts of operation of industrial facilities, such a noise, smoke and traffic, on surrounding residential and agricultural uses.

### **III. OUTLINE OF URBAN RENEWAL ACTIVITIES**

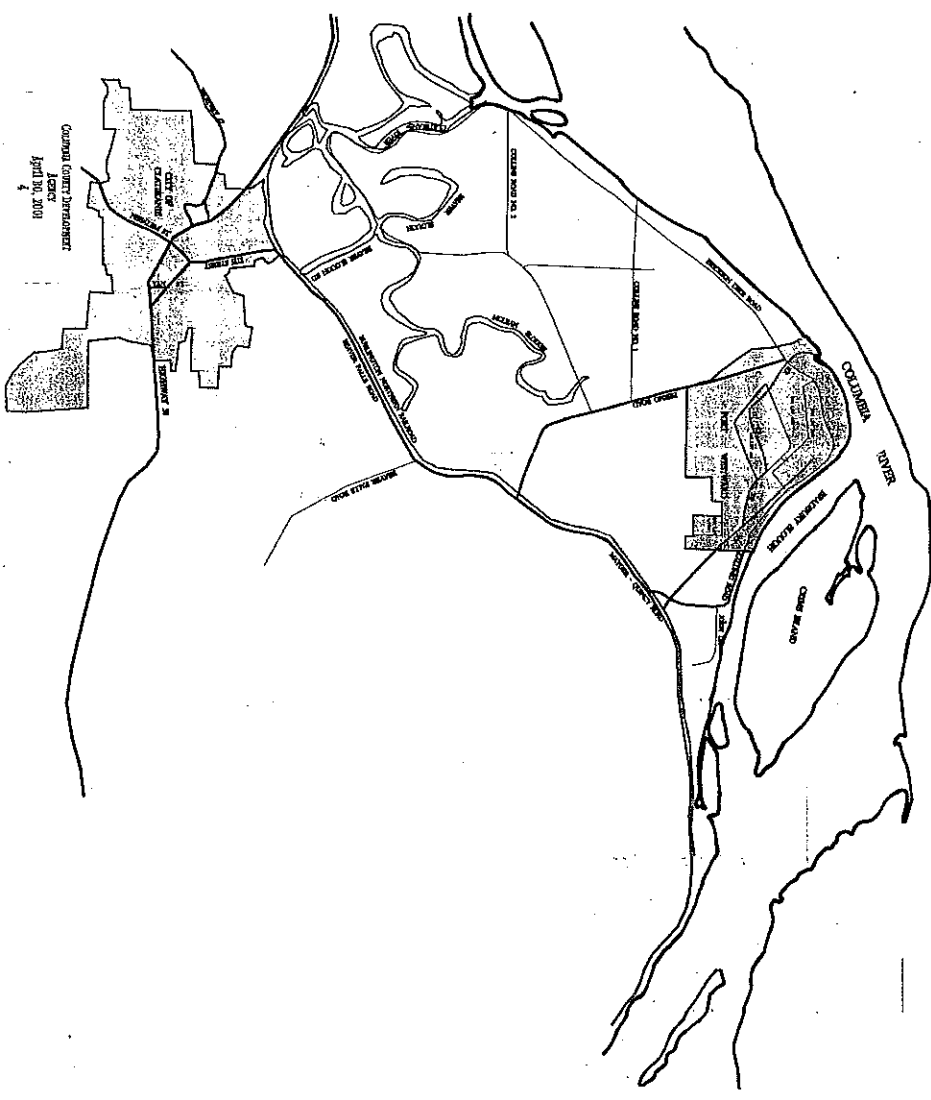
The overall urban renewal activities to be undertaken in the Area will consist of improvements to existing and future roads serving the Site, improvements to utilities, improvements to the rail facilities, improvements to fire and life safety facilities as needed to serve the Area and improvements to the water supply system.

### **IV. URBAN RENEWAL AREA BOUNDARIES**

The boundaries of the Area are shown in Figure 1. A legal description of the Area boundaries is provided in Appendix 1 to the Plan, which Appendix is incorporated within the Plan by reference.



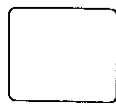
ORDINARY COUNCIL DETERMINATION  
 JUNE 20, 2008



078-638

SHEET  
 1  
 5  
 1

**BASE MAP**  
 FORT WESTWARD URBAN RENEWAL AREA



DESIGNED BY:            DATE:            AND  
 DRAWN BY:            DATE:            AND  
 REVIEWED BY:            DATE:             
 PROJECT NO. AND/OR REF.             
 SCALE:             
 SHEET NO.            OF           

NO.	DATE	REVISION	BY

**ALPHA ENGINEERING INC.**  
 PLANNING • SURVEYING • DESIGN • CONSTRUCTION  
 OFFICE 608-445-8221 • FAX 608-445-8244  
 1000 W. MONROE ST. • SUITE 200 • PORT WISCONSIN, WI 53150

**V. URBAN RENEWAL PROJECTS**

The planned urban renewal projects are described below. The projects are anticipated to be undertaken in two phases, but adjustments to the sequence of the projects may be made without amendment of the Plan. The listing of a project does not mean that the funding for the project will be entirely or even primarily from tax increment funds received pursuant to the Plan. The total costs and the share of costs to be funded under the Plan are shown in the Report.

**A. Phase I**

Road improvements, as described below, are planned to the facilities listed below. The Agency may participate in the improvement to other roads serving the Area (e.g. Collins Road, Alston Mayger Road) if those roads are impacted by traffic generated by development of the Site. The participation of the Agency may be to the extent that the improvements are necessary to achieve the objectives of the Plan.

**1. Road Improvements**

Road improvements, as described below, are planned to the following facilities. Related utility work, such as installation, relocation or replacement of water or sewer lines are included in all the following projects.

a) Hermo Road.

Development of a new two lane road, including base, pavement, drainage and replacement of a water line to serve as primary access to Site.

b) Kallunki Road

Improvements to base, pavement, including safety features, to allow for use as primary access to Site during construction and secondary access after completion of Hermo Road.

c) Quincy Mayger Road

Overlay, shoulders, turnouts and guardrails for the road corridor and alignment and related improvements at the intersection with Beaver Falls Road.

d) Beaver Falls Road

Overlay, shoulders, turnouts and guardrails and alignment and related alignment and related improvements at the intersection with Quincy Mayger Road.

e) Fifth Street

Curbs, sidewalks, drainage and widening.

- f) Highway 30/Van Street/Swedetown Road intersection improvements  
Turn lane, signals and bicycle lanes.

2. Storm Drainage and Process Water System Improvements

Collection and discharge of treated process water from industrial uses and stormwater by development of public collection and discharge sites.

3. Evaluation Of Alternative Access Corridors For Development In Phase II

If found necessary after the use of the existing road corridor is evaluated in terms of safety, efficiency and impacts, a planning effort to identify alternative access corridors to the Site will be undertaken. Previously identified corridors will be re-evaluated and new concepts considered.

4. Rail Access to Port Westward Site.

Improvements to public rail facilities within the Area, including a rail loop within the Site, crossing improvements and turnouts.

5. Water Access to Port Westward Site

Improvements to public water access for industrial purposes to the Columbia River and the Bradbury Slough.

6. Water Supply Improvements

Development of intake on Columbia River, water treatment plant, water storage facilities and distribution facilities.

7. Fire and Life Safety Facility Improvements

Facility improvements to serve industrial demand at the Site and fire and life safety needs related to use of the road corridor.

8. Reimbursements to City of Clatskanie and Columbia County

Reimbursement to City and County for interim interest payments on long term debt.  
Reimbursement to County for costs of preparing urban renewal plan and for administrative costs.

**B. Phase II**

1. Road Improvements

Development of additional improvements to existing access corridor. If an alternative access corridor is identified in Phase I, an amendment to the Plan may be proposed to include this project.

2. Other Infrastructure

Phase II infrastructure improvements will include access and utilities to and within the Site as appropriate to support new industrial users.

### 3. Water Access Improvements

Additional improvements to public water access for industrial purposes to the Columbia River and the Bradbury Slough.

## VI. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES

The Plan has been developed in response to the local goals, objectives and actions contained in the Columbia County Comprehensive Plan, the Columbia-Pacific Economic Development District Of Oregon's (Colpac) Overall Economic Development Program (1999-2000) and the Lower Columbia Marine Enterprise Zone.

### A. Columbia County Comprehensive Plan

The Columbia County Comprehensive Plan (1984) analyzes problems and opportunities relating to the local economy. The Comprehensive Plan lists as problems:

- Limited local market for products produced
- Seasonal, cyclical employment
- Poor road conditions, increasing distance to jobs and markets

The Comprehensive Plan lists as opportunities:

- Deep water access from developable shoreland
- Railroad, highway and airport available to industrial activity
- Port Commission and OEDP Committee committed to support of economic development activity

These problems and opportunities are addressed by the Plan in facilitating the development of industrial uses with regional and national markets and which are less seasonal. It also leverages the advantage of deep water access from the Site and names as partners the Port of St. Helens and the Columbia Pacific Economic Development District. It addresses the need for the improvement of roads by providing the financing for such improvements.

The Comprehensive Plan has the following goals and objectives that pertain to the Plan:

#### **Goals:**

- To strengthen and diversify the economy of Columbia County and insure stable economic growth.
- To utilize the County's natural resources and advantages for expanding and diversifying the economic base.
- To plan and develop a timely, orderly and efficient arrangement of public services as a framework for urban and rural development.

#### **Policies:**

- Encourage the creation of new and continuous employment opportunities.

- Encourage a stable and diversified economy.
- Place the County in the position of being able to respond to market opportunities by providing technical assistance in locating available sites for development.
- Preserve prime maritime industrial sites from pre-emptive uses until needed for industrial uses.
- Reserve valuable industrial sites for industrial use.
- Require that adequate types and levels of public facilities and services be required in advance of or concurrent with development.
- Require that the level of facilities and services provided be appropriate for, but limited to the needs and requirements of the area(s) to be served. The types and level of public facilities allowed within ....Rural Industrial Areas are: (A) public or community water systems, (B) Public or Community Sewage Systems, (C) Collector and/or arterial street systems and (D) Fire protection by a rural fire protection district...

The Plan responds to these goals and objectives by facilitating industrial development that will diversify and strengthen the county's economic base. The Plan also provides a means of developing industrial uses on land that has been planned and zoned for industrial development.

The relationship of the Plan to the provisions of the Comprehensive Plan and Zoning Ordinance pertaining to land use are discussed below in Section VII, Proposed Land Uses.

**B. Columbia Pacific Economic District (COL-PAC), Overall Economic Development Program (1999-2000)**

The Columbia Pacific Economic District (COL-PAC) is a regional economic development organization that has participated in the development of the Plan. COL-PAC has adopted an Overall Economic Development Program (OEDP) that states in part:

Economic development has become a high priority in the COL-PAC District because it generally lacks the infrastructure, capital, support services and labor force skills that are needed to compete in a high tech and knowledge based economy. In recent years, employment and investment in the traditional industries of lumber and wood products, seafood and agriculture have declined significantly. This trend has emphasized the need for the resident labor force to seek employment outside the District, and for the District leadership to develop and attract new industries. The creation of COL-PAC is an approach to coordinate the needs in this region such as strategic planning, infrastructure improvement, business development activities, acquisition of grant funds and business loan programs – all of which will help stimulate economic growth.

The mission of the District can be described as a broad-based vision for creating economic development opportunities and diversification in small rural communities: **“To promote and sustain healthy communities in the District through diversification and expansion of the economic base.”**

The Plan is one means by which this mission is being accomplished – it is based on coordination of several organizations to create investment in infrastructure that supports industrial development that diversifies the economy.

The OEDP also contains goals, objectives and a development strategy. Goals and objectives that to which the Plan relates and responds are as follows:

**GOAL 1 - ADVOCATE THE ECONOMIC DEVELOPMENT INTERESTS OF THE REGION**

**OBJECTIVE:**

Work with NW Oregon Economic Alliance Regional Strategies, Metro, Workforce Quality Council, NW Oregon Regional Partnership Pilot, OEDD, NW Oregon Community Solutions Team, SBDCs, Community Colleges, SBA, financial institutions, businesses, EDA, USDA, state agencies, etc., to make possible economic diversification, business startups, expansions, job retraining, and creation of family wage jobs.

**OBJECTIVE:**

Work with District entities on planning/implementation of infrastructure improvements needed to support growth opportunities.

**GOAL 2- PROMOTE COORDINATION, COOPERATION, AND COMMUNICATION AMONG ECONOMIC DEVELOPMENT GROUPS AND ORGANIZATIONS**

**OBJECTIVE:**

Expand COL-PAC's participation with local economic development committees/councils, ports, cities, and state and federal agencies on regional issues and programs.

**OBJECTIVE:**

Take a proactive role in assisting District partners accomplish economic development projects that have regional implications.

**GOAL 3 - PROVIDE ACCESS TO A RANGE OF RESOURCES INCLUDING FINANCIAL INCENTIVES FOR BUSINESS AND INDUSTRY IN THE REGION**

**OBJECTIVE:**

Work with counties, cities, port districts and other local or regional related organizations to aid them in maximizing utilization of their respective assets to assist business and industry.

**OBJECTIVE:**

Work with District partners, lenders, and state and federal agencies to develop and package financial programs that address District business and industry needs.

The Plan responds to these goals and objectives by bringing the resources of federal, state, regional and local agencies to bear on the need for infrastructure improvements to the Area.

**GOAL 4 - IMPORT OUTSIDE CAPITAL INTO THE REGION FOR ECONOMIC DEVELOPMENT AND PUBLIC WORKS PROJECTS.**

Infrastructure improvements and expansions continue to be major issues for economic development in the region.

**OBJECTIVE:**

Work to develop and offer new business financing programs directly, and actively seek to access other private and public capital to assist District businesses and industries.

**OBJECTIVE:**

Assist in developing creative approaches for leveraging funds and meeting matching requirements.

The Plan results in the attraction to the Area of outside capital and represents a creative approach to leveraging funds and meeting matching requirements.

**C. Lower Columbia Maritime Enterprise Zone**

Cities and counties across Oregon have joined together and formed enterprise zones to foster employment opportunities, business development and competitiveness. Located in economically lagging areas, these zones offer substantial property tax relief to new private capital. Since 1986, the program has benefited hundreds of investments generating tens of thousands of new full-time jobs, as well as the retention of existing employees and work for associated Oregon companies/suppliers. The firms that directly receive enterprise zone benefits are mostly existing companies, though many are new. They come in all sizes and represent a vast array of industries, services and stages of production.

The Lower Columbia Maritime Enterprise Zone (LCEZ) was redesignated in 1997 to offer the tax abatement incentives for business activities that meet minimum investment and employment requirements. The Area is located within the LCEZ, and property tax abatements are anticipated to be available to most or all of the industrial business activities anticipated to locate within the Site.

The Plan amplifies and enhances the Enterprise Zone benefits by providing additional incentives in the form of infrastructure development.

## **VII. PROPOSED LAND USES**

Land uses within the Area are controlled by the County Comprehensive Plan and implementing ordinances. No land use regulations are imposed by the Plan, although the Agency may negotiate land use provisions with particular property owners in exchange for the incentives available under the Plan.

The Area consists of the Site and related road rights of way. The land use provisions of the Comprehensive Plan and implementing ordinances primarily address the Site, which is designated Rural Industrial in the Comprehensive Plan and zoned Rural Industrial - Planned Development (RIPD) in the zoning ordinance. The relevant policies pertaining to Rural Industrial land are as follows:

It shall be a policy of the County to:

1. Designate as Rural Industrial in the (Comprehensive) Plan those lands which are currently being utilized or which are recognized as being needed to accommodate rural and natural resource industries.
2. Implement the Rural Industrial plan designation through the use of a single resource industrial Planned Development Zone.
3. Restrict industrial development on land zoned Resource Industrial Planned Development to those uses which:
  - A. Are not generally labor intensive;
  - B. Are land extensive
  - C. Are located with adequate rail and/or vehicle and/or deep port and/or airstrip access.
  - D. Complement the rural facilities and services existing and/or planned for the area.
  - E. Are consistent with the rural facilities and services existing and/or planned for the area;
  - F. Will not require facility and/or service improvements at public expense; or
  - G. Are not appropriate for location within Urban Growth Boundaries due to their hazardous nature.

The regulations governing development in this zone are found in the Columbia County Zoning Ordinance and other implementing ordinances of the Comprehensive Plan.

## **VIII. RELOCATION METHODS**

The Plan does not contemplate the need for relocation of existing businesses or residents, except where needed for public improvements. Where relocation is so required the, Agency shall follow all the relevant requirements of State law.



## **IX. PROPERTY ACQUISITION AND DISPOSITION**

Property acquisition for public improvement projects that are authorized by the Plan may occur as necessary without amendment to the Plan. Where such property is acquired under the Agency's power of eminent domain, the Agency will conform to State law in all aspects of the acquisition.

Property acquisition for private redevelopment may be undertaken after minor amendment of the Plan to specify the property to be acquired, the purpose of its acquisition, and a schedule for the acquisition and disposition of the property.

## **X. TAX INCREMENT FINANCING**

Tax increment financing as authorized by Article IX(1)(c) of the Oregon Constitution and Chapter 457 of Oregon Revised Statutes shall be used to finance the projects and activities undertaken under the Plan.

### **A. General Description of the Proposed Financing Methods**

The Plan will be financed using a combination of revenue sources. These include:

- tax increment revenues, described in more detail below;
- advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- loans, grants, dedications or other contributions from private developers and property owners; and
- any other source, public or private.

Revenues obtained by the Agency will be used to pay or repay costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

### **B. Tax Increment Financing**

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency as provided in ORS 457.420 through ORS 457.450. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan is \$34,000,000. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

**XI. AMENDMENTS TO THE PLAN**

The Plan may be amended under the terms of this Section of the Plan, which establishes three types of amendments and states the process required for each type. The three types of amendments are substantial amendments, Commission-approved amendments and minor amendments.

**A. Substantial Amendments**

Substantial amendments are those amendments that would

Increase the maximum amount of indebtedness to be issued or incurred under the Plan or

Add land to the Area that totals more than one percent of the existing area of the Area.

Substantial amendments shall be adopted using the same process required for adoption of the Plan as described in ORS 457.085 through ORS 457.135 (1999 Edition). This process generally includes

- Citizen involvement;
- A presentation of the amendment to the Columbia County Planning Commission for its recommendation;
- Consulting with the taxing districts (County, City, Fire District, School District) that levy taxes within the Area.
- Representatives of the County Development Agency meeting with the governing bodies of the County and the City of Clatskanie.
- Providing notice to individual households within the Clatskanie School District of the public hearing before the County Commission.
- Consideration and adoption of a non-emergency ordinance by the County and a resolution by the City approving the urban renewal plan.
- Publication of notice of adoption of the plan.

**B. Commission-Approved Amendments**

Commission-Approved amendments consist of amendments that

Add a project not already authorized under the Plan which has a cost in year 2001 dollars of more than \$500,000

Extend the termination date of the Plan, as stated in Section XII

Commission-Approved amendments shall be adopted using the same process as for substantial amendments except that the additional notice provisions of ORS 457.120 (1999 Edition) shall not be required. Generally this means that notice of the public hearing before the County Board of Commissioners to individuals or households within the Clatskanie School District shall not be required.

### **C. Minor Amendments**

Minor amendments are defined as all those amendments not defined as substantial or Commission-Approved amendments. Minor amendments shall be adopted by Resolution of the Agency at a public meeting of the Agency for which notice has been provided that conforms to State law.

## **XII. DURATION OF THE PLAN**

At the end of the period of twenty five years from the effective date of the ordinance adopting the Plan (the "Expiration Date"), no new urban renewal projects shall be undertaken and no further indebtedness under the Plan shall be issued or incurred. The collection of tax increment funds may continue beyond this date only if necessary to pay principal and interest and indebtedness incurred prior to the Expiration Date.



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076 PAGE 649

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COLUMBIA COUNTY

LEGAL DESCRIPTION  
PORTION WESTWARD URBAN  
COLUMBIA COUNTY RENEWAL AREA  
PARCEL 1  
PAGE 1 OF 2

MAY 18, 2001

A parcel of land in Sections 15, 16, 21, 22, and 23, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon, described as follows:

Beginning at the East quarter corner of said Section 21; thence South  $89^{\circ}37'$  West 1780.20 feet to the centerline of a County Road. Thence North  $16^{\circ}32'$  West 1188.39 feet along the said centerline; thence North  $45^{\circ}39'$  West 1928.31 feet; thence North  $5^{\circ}23'$  West 1472.77 feet; thence North  $6^{\circ}09'$  East 385.00 feet; thence North  $55^{\circ}05'$  West 128.00 feet; thence Northwesterly to the low water line of the Columbia River; thence Northeasterly and Southeasterly in the low water line 11,300 feet, more or less, to the East line of said Section 22, which is 2,400 feet North of the East quarter corner of said Section 22; thence South along the said East line 1109.60 feet to the Northeasterly right-of-way line of a railroad spur to the ammunition storage area; thence South  $45^{\circ}39'$  East 2141.95 feet along said right-of-way; thence along 5679.65 foot radius curve to the left, through a central angle of  $5^{\circ}00'$  for a distance of 495.64 feet; thence South  $50^{\circ}39'$  East 340.88 feet; thence along a 769.02 foot radius curve to the left, through a central angle of  $66^{\circ}42'10''$  for a distance of 895.28 feet; thence North  $62^{\circ}38'50''$  East 95.00 feet to the Northwesterly right-of-way of the Spokane Portland and Seattle Railway; thence Southwesterly 367.60 feet along said Northwesterly right-of-way; thence from a tangent of South  $81^{\circ}13'10''$  West along a 869.02 foot radius curve to the right, through a central angle of  $48^{\circ}07'50''$  for a distance of 730.00 feet; thence North  $50^{\circ}39'$  West 340.88 feet; thence along a 5779.65 foot radius curve to the right, through a central angle of  $5^{\circ}00'$  for a distance of 504.37 feet; thence North  $45^{\circ}39'$  West 865.95 feet; thence West 86.95 feet



COLUMBIA COUNTY

LEGAL DESCRIPTION

PORTION WESTWARD URBAN

COLUMBIA COUNTY RENEWAL AREA

PARCEL 1

PAGE 2 OF 2

MAY 18, 2001

to a point 300.00 feet North and 760.00 feet East of the West quarter corner of said Section 23; thence North 85.16 feet; thence North 45°39' West 947.88 feet; thence South 00°04' East, a distance of 1067.43 feet; thence South 89°37' West, a distance of 76.75 feet to the East quarter corner of said Section 22; thence South 89°37' West, a distance of 694.80 feet; thence North 00°04' West, a distance of 422.80 feet; thence South 89°37' West, a distance of 1015.81 feet; thence North 00°04' West, a distance of 1178.86 feet; thence South 89°37' West, a distance of 545.80 feet; thence South 00°04' East, a distance of 454.00 feet; thence South 89°37' West, a distance of 960.00 feet; thence South 00°04' East, a distance of 1148.00 feet; thence South 89°37' West, a distance of 2113.80 feet; to the point of beginning.



COLUMBIA COUNTY  
PORT WESTWARD URBAN RENEWAL AREA

LEGAL DESCRIPTION

PARCEL 2

HERMO COUNTY ROAD

MAY 18, 2001

That portion of Hermo County Road and the Southeasterly extension there of lying in Sections 21, 28, and 27, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon, more particularly described as follows:

Beginning at a point which is South 89°37'00" West, 1780.20 feet and North 16°32' West, 1188.39 feet from the East quarter corner of Section 21, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon, said point being in the centerline of said Hermo Road; thence Southerly along said centerline, a distance of approximately 3900.00 feet to the South line of said Section 21; thence Southerly along said centerline, a distance of approximately 3500.00 feet to the East line of Section 28; thence Southeasterly along said centerline, a distance of approximately 4025.00 feet to the centerline of the Mayger-Quincy Road and the end of Hermo Road, said point being in the Southwest quarter of the Southeast quarter of Section 27, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon.



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BOOK **076** PAGE **652**

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**COLUMBIA COUNTY  
PORT WESTWARD URBAN RENEWAL AREA**

**LEGAL DESCRIPTION**

**PARCEL 3**

**KALLUNKI ROAD**

**MAY 22, 2001**

That portion of the Kallunki County Road lying in Section 23, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon, more particularly described as follows:

Beginning at a point on the West line of Section 23, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon, which is North approximately 2320.00 feet from the West quarter corner of said Section 23, said point being in the centerline of Kallunki Road; thence Easterly along said centerline approximately 2300.00 feet; thence Southerly along said centerline approximately 3670 feet to the centerline of the Mayger-Quincy Road and the end of Kallunki Road, said point being in the Southeast quarter of the Southwest quarter of Section 23, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon.



COLUMBIA COUNTY  
PORT WESTWARD URBAN RENEWAL AREA

LEGAL DESCRIPTION

PARCEL 4

MAYGER-QUINCY ROAD

MAY 22, 2001

That portion of the Mayger-Quincy Road lying in Section 23, 26, 27, and 34, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon, more particularly described as follows:

Beginning at a point in the centerline of the Mayger-Quincy road which is South 2400.00 feet and West 750.00 feet from the Northeast corner of the Piper Donation Land Claim No. 40 in Section 23, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon; thence Southwesterly along said centerline, a distance of approximately 1450.00 feet to the centerline of Kallunki Road; thence Southwesterly along the centerline of said Mayger-Quincy Road, a distance of approximately 1350.00 feet to the South line of said Section 23; thence Southwesterly along said centerline of Mayger-Quincy Road, a distance of approximately 1200.00 feet to the West line of Section 26, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon; thence Southerly along said centerline of Mayger-Quincy Road, a distance of approximately 4550.00 feet to the centerline of Hermo Road extension; thence Southerly along the centerline of said Mayger-Quincy Road, a distance of approximately 600.00 feet to the South line of Section 27; thence Southerly along said centerline of Mayger-Quincy Road, a distance of approximately 4950.00 feet to the centerline of the Old Columbia River Highway (Beaver Falls Road) and the end of said Mayger-Quincy Road said point being in the Southeast quarter of the Southwest quarter of Section 34, Township 8 North, Rang 4 West, Willamette Meridian, Columbia County, Oregon.





COLUMBIA COUNTY  
PORT WESTWARD URBAN RENEWAL AREA

LEGAL DESCRIPTION

PARCEL 5

BEAVER FALLS ROAD

OLD COLUMBIA RIVER HIGHWAY

PAGE 1 OF 2

MAY 22, 2001

That portion of the Old Columbia River Highway (known as Beaver Falls Road) lying in Sections 33 and 34, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon, and Sections 4, 5, and 8, Township 7 North, Range 4 West, Willamette Meridian, Columbia County, Oregon, more particularly described as follows:

Beginning at a point which is North 800.00 feet and West 150.00 feet from the South quarter corner of Section 34, Township 8 North, Range 4 West, Willamette Meridian, Columbia County, Oregon, said point being the point of intersection of Mayger-Quincy Road and Beaver Falls Road (Old Columbia River Highway); thence Westerly and Southwesterly along the centerline of said Beaver Falls Road, a distance of approximately 2750.00 feet to the West line of said Section 34; thence Southwesterly along the centerline of said Beaver Falls Road, a distance of approximately 600.00 feet to the South line of Section 33; thence Southwesterly along the centerline of said Beaver Falls Road, a distance of approximately 6000.00 feet to the West line of Section 5, Township 7 North, Range 4 West, Willamette Meridian, Columbia County, Oregon; thence Southwesterly and Southeasterly along the centerline of Beaver Falls Road, a distance of approximately 3400.00 feet to the South line of Section 5; thence Southerly along the centerline of said Beaver Falls Road, a distance of 2600.00 feet to the point of intersection of said Beaver Falls Road and Nehalem Street, said point also being the intersection of Beaver Falls Road and Swedetown Road and the end of this parcel, said



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**076** **655**

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COLUMBIA COUNTY  
PORT WESTWARD URBAN RENEWAL AREA

LEGAL DESCRIPTION

PARCEL 5

BEAVER FALLS ROAD

OLD COLUMBIA RIVER HIGHWAY

PAGE 2 OF 2

MAY 22, 2001

point being in the Southwest quarter of the Northeast quarter of Section 8, Township 7  
North, Range 4 West, Willamette Meridian, Columbia County, Oregon.



**COLUMBIA COUNTY  
PORT WESTWARD URBAN RENEWAL AREA**

**LEGAL DESCRIPTION**

**PARCEL 6**

**SWEDETOWN ROAD**

**MAY 23, 2001**

That portion of Swedetown Road lying in Sections 8 and 9, Township 7 North, Range 4 West, more particularly described as follows:

Beginning at a point which is North 600.00 feet and West 200.00 feet from the Easterly Northeast corner of the Bryant Donation Land Claim No. 37 in Section 8, Township 7 North, Range 4 West, Willamette Meridian, Columbia County, Oregon, said point being the intersection of Beaver Falls Road, Nehalem Street, and Swedetown Road; thence Southeasterly along the centerline of said Swedetown Road, a distance of approximately 1800.00 feet to the East line of said Section 8; thence Southeasterly along the centerline of said Swedetown Road, a distance of approximately 1300.00 feet to the Columbia River Highway and the end of this parcel, said point being in the Southwest quarter of the Southwest quarter of Section 9, Township 7 North, Range 4 West, Willamette Meridian, Columbia County, Oregon.



**COLUMBIA COUNTY  
PORT WESTWARD URBAN RENEWAL AREA**

**LEGAL DESCRIPTION**

**PARCEL 7**

**VAN STREET**

**MAY 23, 2001**

That portion of a street know as Van Street lying in Sections 8 and 9, Township 7 North, Range 4 West, more particularly described as follows:

Beginning at a point which is North 1500.00 feet from the Southeast corner of Section 8, Township 7 North, Range 4 West, Willamette Meridian, Columbia County, Oregon, said point being the intersection of the Swedetown Road and Van Street; thence Southerly along the centerline of said Van Street, a distance of approximately 600.00 feet to the Columbia River Highway and the end of this parcel said point being in the Southeast quarter of the Southeast quarter of Section 8, Township 7 North, Range 4 West, Willamette Meridian, Columbia County, Oregon.

**COLUMBIA COUNTY DEVELOPMENT AGENCY**

**REPORT ACCOMPANYING  
PORT WESTWARD URBAN RENEWAL PLAN**

**APRIL 30 , 2001**

**PORT WESTWARD URBAN RENEWAL REPORT**

**TABLE OF CONTENTS**

I. INTRODUCTION ..... 1

II. PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS IN THE URBAN RENEWAL AREA ..... 1

    A. Physical Conditions ..... 1

    B. Social Conditions ..... 5

    C. Economic Conditions ..... 5

III. THE EXPECTED IMPACT, INCLUDING THE FISCAL IMPACT, OF THE PLAN IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION ..... 6

IV. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN .. 6

V. THE RELATIONSHIP BETWEEN EACH PROJECT TO BE UNDERTAKEN UNDER THE PLAN AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA 7

VI. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS ..... 8

VII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT ..... 9

VIII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED OR OTHERWISE PROVIDED FOR ..... 9

IX. A FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY ..... 9

X. A FISCAL IMPACT STATEMENT THAT ESTIMATES THE IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA ..... 10

XI. RELOCATION REPORT ..... 11

    A. Existing residents or businesses required to relocate permanently or temporarily as a result of agency actions ..... 11

    B. A description of the methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area in accordance with ORS 281.045 to 281.105; and ..... 11

    C. An enumeration, by cost range, of the existing housing units in the urban renewal areas of the plan to be destroyed or altered and new units to be added. .... 11

**INTRODUCTION**

This Report (the "Report") on the Port Westward Urban Renewal Plan (the "Plan") contains all the information and analysis required in ORS 457.085(3) for urban renewal reports. The purpose of the Report is to describe the conditions within the urban renewal area (the "Area") that make it a "blighted area" as defined in ORS 457.010(1), to provide estimates of the cost and schedule of the projects to be undertaken and to assess the impact of the Plan.

**I. PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS IN THE URBAN RENEWAL AREA**

**A. Physical Conditions**

The Area (Figure 1) consists of the Port Westward Industrial Site (the "Site") and road corridors serving the Site. The Site is located approximately seven miles northeast of the town of Clatskanie, 62 miles west of Portland off Highway 30.

The conditions described below pertain to the Site. The Site contains 921.01 acres of land in the following tax lots:

Map and Lot	Size
Map 8400 Lot 00300	150.00
Map 8400 Lot 00400	598.92
Map 8400 Lot 00401	119.24
Map 8422 Lot 00100	52.85
	921.01

The land is owned by the Port of St. Helens (the "Port") and leased to PGE (Portland General Electric), with the exception of Map 8422, Lot 00100, which is owned by the Port and not subject to any lease. Lot 401 is used by PGE as the site of its Beaver Generating Plant. The remaining property subject to the Lease is vacant and available for industrial development. PGE and the Port cooperate in the process of attracting industrial users to the Site.

The Site consists of flat terrain on the south shore of the Columbia River and Bradbury Slough. It has 4,000 feet of frontage on the Columbia River and 5,000 feet of frontage on Bradbury Slough. It is protected from the 100 year flood plain of the Columbia River by a system of dikes that were constructed in 1912. (The operation of this dike system is under the jurisdiction of the Beaver Drainage District.)

The size of the Area is estimated to be 970 acres. This represents 0.02% of the size of Columbia County.

## 1. Structures

### a) Buildings

The site was developed during World War II by the Federal Government as the Beaver Army Terminal Ammunition Depot with facilities to transfer explosives from train to ship. The Army terminal was decommissioned in the early 1960s. While some of the buildings still exist on the site (security guardhouse, storage, office and maintenance buildings), they exhibit structural deficiencies, making them unsafe to occupy.

### b) Rail

An existing spur track from the Portland & Western Astoria-to-Portland short line serves the site. The rail spur was removed from the upstream end of the dock (see below). The tracks on the rest of the site are old and in poor condition.

### c) Dock

A 1250-foot dock on the northern edge of the site, adjacent to a 40-foot channel, provides berthing for large cargo ships on the Columbia River. It is well-maintained and is still functional. However, depending on the types of use, one dock may not be adequate for multiple users of the Port Westward site. A second dock, sited closer to Bradbury Slough, will be necessary to fully support additional Maritime users.

## 2. Water Supply System

Water for the Beaver Generating Plant operation is drawn from Bradbury Slough under an existing State-issued water rights permit. There is enough capacity to supply the generating plant and its employees. A water treatment facility purifies the water to varying standards including potable water and demineralized water needed for the generators. The water distribution system currently in place serves the plant, the dock and the headquarter facility area. The existing water facilities are adequate to serve the PGE facility, but are insufficient for any significant new development.

The Port of St. Helens holds a permit to draw 30 cubic feet per second (cfs) of water from the Columbia River for use on-site. However, the existing water treatment facility lacks the capacity to treat the volumes of water that will be required to adequately serve anticipated industrial users.

## 3. Sanitary Sewer Treatment

A small sand-filter treatment system, septic tanks and drainfields for domestic and industrial waste were built by PGE in the 1970s. A 3000-gallon septic tank and drainfield was built in 1974 to serve PGE's generating plant. It is capable of treating 2300 gallons of liquid waste a day and was designed for 50 employees (three 17-person shifts). Two 1500-gallon septic tanks and drainfield were built in 1976 to serve five or six buildings at the Port Westward site entrance. It was sized for 23 employees and can handle 375 gallons per day. Both sewage treatment systems are being used to capacity.



Based on the interest in the Site expressed to date, future users of the Site are anticipated to have low demands for sanitary sewer facilities, because they will have relatively small workforces and their industrial processes do not produce waste water. If future users of the Site differ in this respect, then additional facilities will be required.

#### 4. Road System/Access

The main access from Highway 30 to the Port Westward site is over narrow, winding county roads which are not built to withstand large traffic volumes or heavy loads. The primary route into the site (Kallunki Road) is a two lane, narrow shouldered road built on a levee. It follows the perimeter of the site along Bradbury Slough with access roads into the Beaver Generating Facility. Because it is built on a dike, the road is limited in width and capacity.

Existing access roads to the site constrain its use for any type of facility that will generate even minimal truck traffic to import raw materials or distribute finished goods. In a 1988 Port Westward Access Road Study, the Oregon Department of Transportation and W&H Pacific recommended an improved access road consisting of two 12-foot travel lanes with eight-foot shoulders.

Access to the Site from Highway 30 is planned for a road corridor consisting of Van Street, 5th Street, Beaver Falls Road, Quincy Mayger Road and Hermo Road, with Kalunki Road being used for construction access and secondary access. This corridor has several sections that are too narrow, that lack turnouts, that lack guardrails and have other deficiencies that would contribute to safety and efficiency problems.

The Site is also served by Alston Mayger Road from the east. This road is not anticipated to be a truck access route, but it may receive employee traffic. Portions of the road may need improvement in the future.

#### 5. Drainage and Process Water Discharge

The Study Area is protected from the 100-year flood, as determined by FEMA, by a series of dikes originally constructed in 1912. The drainage facilities are administered by the Beaver Drainage District. A \$2 million, property-owner financed improvement project was completed in 1978 which included dike, pump and drainage improvements.

New development on the Port Westward site is anticipated to require the discharge of process water, which would be treated and cooled to ambient temperatures prior to discharge. There are no centralized facilities that can collect and discharge these waters. In addition, development of the Site will increase surface and stormwater runoff, which will also require collection and discharge.

#### 6. Soils/Fill

The unfilled portions of the Port Westward site consist of unconsolidated, river floodplain deposit according to the "Geologic Summary" of the 1988 Port Westward Road Access Study, prepared by WH Pacific. Approximately 300 acres of the site have been filled to an elevation of 13-20 feet. Unfilled areas are eight to ten feet. The water table is extremely high. Depending on the state of the Columbia River tide, water levels have been measured as high as one foot above mean sea level.

The soils have a limited ability to support a load. Fill is necessary to stabilize the soils and raise the ground elevation above the water table. Development on portions of the Site will require fill and/or construction of structures on pilings.

#### 7. Electrical Service

The site is currently served by the Clatskanie Peoples Utility District, Clatskanie substation, with a 12,470 volt distribution system capable of carrying four megawatts of power to the site. The Clatskanie Public Utility District (Clatskanie PUD) plans to build a substation on the Site to serve anticipated industrial users. Additional electricity may be generated by expansion of the Beaver Generating Facility and other users of the Site.

#### 8. Wetlands

Wetlands have been mapped at the Site but the US Army Corps of Engineers and the Division of State Lands have not delineated wetlands that would be under their jurisdiction. Permits are required to fill or develop within designated wetlands.

#### 9. Environmental Conditions

A Level I Environmental Site Assessment was prepared by Dames and Moore in 1993 for the Port Westward site. Its purpose was to assess the use, storage, disposal or manufacture of hazardous materials and wastes at the site due to past and/or current land use practices, and to assess the potential for soil and/or groundwater contamination resulting from these practices.

Several areas of potential environmental concern were identified including:

- Former Beaver Army Terminal
- PGE electric generating plant
- Petroleum contamination at the archeological site
- Storage tanks at the farm operation near the southwest corner of the property
- Potential asbestos-containing building materials

The study recommends that a limited Phase II subsurface assessment be conducted to determine whether soil or groundwater contamination actually exists.

Depending on the results of the Level II assessment, some form of clean-up may be required before the property can develop. Environmental contamination can render sites undevelopable unless means exist to clean the site to State and Federal environmental quality standards.

#### 10. Fire Service

Fire and life safety services to the Area are provided by the Clatskanie Rural Fire Protection District. The District has two substations that serve the Area in addition to the main station in Clatskanie. These are located in Quincy and in Delena (Alston Corners). Current capital equipment and facilities are inadequate to serve industrial development of the Site or to provide life safety services for the increased traffic generated by development of the Site.

**B. Social Conditions**

There are no residents in the Area.

**C. Economic Conditions**

The most relevant economic condition of the Area is that most of the Site is vacant. Of the 921 acres of the Site, 801 are vacant. These acres that are planned and zoned for industrial use are not in use, and are not creating jobs or economic benefits for the County.

The FY 2000/2001 assessed value of the tax code area that contains the Site (the only part of the Area with assessed value) is \$143,854,365. The assessed value of the tax lots composing the Site is difficult to determine, because most of it is utility value that is assessed by the Department of Revenue (“centrally assessed”) and disaggregated only on a tax code area basis. Only one lot is not centrally assessed, as shown below.

Map and Lot	2000 Assessed Value
Map 8400 Lot 00300	Centrally Assessed
Map 8400 Lot 00400	Centrally Assessed
Map 8400 Lot 00401	Centrally Assessed
Map 8422 Lot 00100	88,140

Since the taxable assessed value in the Area is largely composed of the utility value (mostly from the PGE Beaver Generating Plant), it is estimated that 95% of the utility value of this tax code area is within the Area. Therefore the assessed value of the Area would currently be \$89,631,476 or 3.2% of the total assessed value in Columbia County.

In FY 2000/01 utility value totaled \$99,492,365 (69%) of the total in the tax code area. Utility values from energy facilities can fluctuate with overall energy market and this may result in some volatility in tax revenues.

Historic data on the taxable assessed value in tax code area 05-10 are:

	Real	Personal	Utility	Total
FY 2000/01	43,039,180	1,322,590	99,492,595	143,854,365
FY 1990/2000	39,681,710	1,109,560	65,019,726	105,810,996
FY 1998/99	37,889,220	1,024,300	69,133,853	108,047,373
FY 1997/98	36,327,750	993,550	59,549,714	96,871,014

## **II. THE EXPECTED IMPACT, INCLUDING THE FISCAL IMPACT, OF THE PLAN IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION**

The Plan intends to facilitate development that is consistent with the Columbia County Comprehensive Plan and its implementing ordinances. In a general sense, the impacts of industrial development of the site have been judged to be acceptable by virtue of its Comprehensive Plan designation as Rural Industrial and its zoning as Resource Industrial Planned Development.

Development of the Site will create jobs, which may in turn, result in population growth. Columbia County, however, has a rate of unemployment that is substantially higher than the average for the Portland-Vancouver PMSA (Portland Primary Metropolitan Statistical Area) and it is likely that a large proportion of the jobs created will be filled by existing County residents.

Development of the Site will also create demand for utilities and services. Industrial uses usually require transportation facilities and services and in many locations these are met primarily by trucks using the existing road system. The Site, however, can be served by ships and barges using a combination of existing docks and future facilities called for in the Plan. The Site is also served by rail, and the Plan anticipates the improvement of an on-site rail loop to accommodate industrial users. Therefore, the demand for road access and the impact of truck traffic will be much less than would result from similarly sized sites without rail and water access.

In addition, the Plan calls for improvements to the road system that will directly serve the Site and participation in efforts to improve other roads that may be affected by increased traffic demand.

## **III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN**

The Plan contains only one Area, which has been selected because it is characterized by blight, as described in Section I.

**IV. THE RELATIONSHIP BETWEEN EACH PROJECT TO BE UNDERTAKEN UNDER THE PLAN AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA**

Project	Existing Condition
Road Improvements	Substandard roads and inadequate access to the Site.
Storm Drainage System Improvements	Development for industrial use will create additional runoff and will require the discharge of industrial process water
Evaluation Of Alternative Access Corridors For Development In Phase II	Substandard roads and inadequate access to the Site.
Rail Access to Port Westward Site	Rail facilities on Site inadequate for serving industrial users.
Water Access to Port Westward Site	Additional water access will be needed to serve development of the Site.
Water Supply Improvements	Inadequate water supply for industrial development.
Fire and Life Safety Facility Improvements	Inadequate facilities and equipment for providing industrial fire safety and life safety.
Other Infrastructure	Utility deficiencies in and serving the Site.

**V. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS**

Project	PWURP	Port	Grants	Total Cost
Water*	1,750,000	1,750,000		3,500,000
Rail*	1,200,000	1,200,000		2,400,000
Phase I Road Improvements	5,200,000		1,397,800	6,597,800
Phase IA Road Improvements	5,000,000			5,000,000
Fire District Improvements	565,000			565,000
Storm Drainage Improvements	2,750,000			2,750,000
Phase II Road Study	750,000			750,000
Improvements to Water Access	1,500,000			1,500,000
Phase II Road Improvements	7,000,000			7,000,000
Phase II Other Infrastructure Improvements	5,500,000			5,500,000
				0
<b>Admin.</b>				0
Debt Issuance Costs	484,000			484,000
General Operating Expenses	395,530			395,530
Legal, Financial and Other Consultants	581,424			581,424
Reimbursement to County, Port and City	1,200,000			1,200,000
<b>TOTAL</b>	33,875,954	2,950,000	1,397,800	38,223,754

The Columbia County Development Agency ("Agency") will be authorized through the Port Westward Urban Renewal Plan ("Plan") to pay off certain Port of St. Helens ("Port") debt incurred by the Port for the development of water and rail infrastructure at Port Westward. The Port shall institute a tariff, or use fee system ("Tariffs") for Port Westward water and rail users. Tariffs will be used to service the debt incurred by the Port to make such infrastructure improvements. The Tariffs will be initially sufficient to service the debt and administrative, operational, and maintenance expenses. However, when the Agency issues debt to finance infrastructure improvements, as described in the Plan, the Port may reduce its Tariffs on water and rail to market rates, consistent with other Columbia River Port rates, in order to attract new Port Westward development and retain existing Port Westward development, such as Cascade Grain Products, Westward Power, and Portland General Electric. At such time, Agency shall pay for the remaining portion of the debt incurred by the Port for such infrastructure improvements, in an amount not to exceed 3.5 million dollars. Provided, however, that to the extent Tariffs are available, over and above Tariffs necessary to pay for the Port's reasonable and necessary administrative, operating, and maintenance costs for water and rail improvements, such Tariffs shall be applied to retiring the debt incurred for such infrastructure improvements.

**VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT**

Anticipated completion dates for the urban renewal projects described above are shown in the table below.

<b>Project</b>	<b>Completion Date (FY Ending June 30)</b>
Water	2003
Rail	2003
Phase I Road Improvements	2003
Phase IA Road Improvements	2004
Fire District Improvements	2009
Storm Drainage Improvements	2012
Phase II Road Study	2007
Improvements to Water Access	2012
Phase II Road Improvements	2012
Phase II Other Infrastructure Improvements	2012

**VII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED OR OTHERWISE PROVIDED FOR**

The Table 1. in Appendix A shows projected revenues and expenditures for the Debt Service Fund. (The Debt Service Fund will receive the tax increment revenues and will pay debt service on loans.) The Project Fund will receive the proceeds of the loans and pay for the urban renewal projects.

The projections in Table 1. show that just over \$55 million in tax increment revenues will be required to retire the approximately \$34 million in debt necessary to finance the Plan. Table 1. also shows that this debt is anticipated to be completely retired in FY 19/20.

**VIII. A FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY**

Table 2 in the Appendix shows the projected tax increment revenues from FY 02/03 to FY 20/21. These projections are based on three currently anticipated projects and one future project. The assessed values for the anticipated projects are based on market value estimates provided by the companies proposing the projects adjusted downward for taxable assessed value.

Table 1. as noted above shows the projections for the Debt Service Fund that show the projected revenues as servicing the \$33,400,000 in debt necessary to finance the projects in the Plan.

Table 3. is the projected Project Fund, showing the revenues from debt proceeds and the expenditures on projects. This table shows that the proceeds of the debt, along with interest earnings, are sufficient to cover estimated urban renewal share of the project costs.

This information provides a basis for determining that the Plan is financially feasible.

**IX. A FISCAL IMPACT STATEMENT THAT ESTIMATES THE IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAID, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA**

The fiscal impacts of the Plan on taxing districts that levy taxes within the Area are a function of the property tax revenues that would have been raised by virtue of the increase in property value within the Area that would have occurred without the Plan. To the extent that future development within the Area will not occur but for the improvements financed by the Plan, the tax revenues from that development are not in fact lost. If development outside the Area occurs because of economic demand created by development of the Site, those positive impacts will offset to some extent the taxes not raised on growth within the Area itself.

Table 4. in the Appendix shows the revenues foregone by the taxing districts that levy taxes within the Area, assuming that 50% of the development that is projected to occur in the Plan would occur without the Plan. The figures are calculated by multiplying the district's permanent rate by the projected incremental assessed value ("increment") without the Plan. No impacts are shown to the City of Clatskanie because the portion of the Area within the City does not have assessed value. No impacts are shown to the Clatskanie School District because under the current state funding formula, property taxes foregone by the school district will be matched by additional state funds.

Table 5. in the Appendix shows the fiscal impacts (gains in revenue) on taxing districts after the indebtedness issued for the Plan is repaid. These consist of each district's permanent rate multiplied by the difference between the projected assessed value with the Plan and without the Plan. Again, the Clatskanie School District or the City of Clatskanie are not impacted.



**X. RELOCATION REPORT**

**A. Existing residents or businesses required to relocate permanently or temporarily as a result of agency actions**

No residents or businesses will be required to relocate permanently or temporarily.

**B. A description of the methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area in accordance with ORS 281.045 to 281.105; and**

Relocation assistance, if required, shall be provided in accordance with State law.

**C. An enumeration, by cost range, of the existing housing units in the urban renewal areas of the plan to be destroyed or altered and new units to be added.**

No existing housing units are to be destroyed or altered.

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 1: DEBT SERVICE FUND

Fiscal Year	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
<b>REVENUES</b>										
Beginning Balance	0	2,073	2,537	10,197	15,909	8,695	21,370	423,883	63,302	141,723
Tax Increment Revenues	89,391	116,835	230,590	344,758	249,350	269,081	1,396,128	1,350,587	3,146,010	5,302,170
Interest	2,682	3,629	7,070	10,955	8,435	8,594	43,166	65,951	98,178	167,568
Total Revenues	92,073	122,537	240,197	365,909	273,695	286,370	1,460,664	1,840,421	3,307,491	5,611,462
<b>EXPENDITURES</b>										
Bond Debt Service										
Borrowing 1*	90,000	120,000	230,000	350,000	265,000	265,000	1,036,781	831,581	1,241,981	968,381
Borrowing 2*								945,537	945,537	945,537
Borrowing 3*									978,249	978,249
Borrowing 4										2,038,019
Total Bond Debt Service	90,000	120,000	230,000	350,000	265,000	265,000	1,036,781	1,777,118	3,165,768	4,930,187
Short Term DS	0	0	0	0	0	0	0	0	0	0
Total Expenditures	90,000	120,000	230,000	350,000	265,000	265,000	1,036,781	1,777,118	3,165,768	4,930,187
Ending Balance	2,073	2,537	10,197	15,909	8,695	21,370	423,883	63,302	141,723	681,275
Borrowing 1 assumes interest in deferred until FY 2008/09										
Borrowings 2 and 3 include capitalized interest sufficient to make interest payments until 2008/09 and 2009/10.										

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 1. DEBT SERVICE FUND (CONTINUED)

Fiscal Year	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20
<b>REVENUES</b>								
Beginning Balance	681,275	1,783,893	3,314,294	4,904,258	6,330,760	7,598,414	8,710,867	9,972,686
Tax Increment Revenues	5,418,960	5,770,053	5,738,731	5,487,411	5,250,093	5,025,568	5,105,781	5,182,874
Interest	203,445	280,135	371,020	458,878	537,348	606,672	675,825	753,847
Total Revenues	6,303,680	7,834,081	9,424,045	10,850,547	12,118,201	13,230,654	14,492,473	15,909,407
<b>EXPENDITURES</b>								
Bond Debt Service								
Borrowing 1*	557,981	557,981	557,981	557,981	557,981	557,981	557,981	557,981
Borrowing 2*	945,537	945,537	945,537	945,537	945,537	945,537	945,537	945,537
Borrowing 3*	978,249	978,249	978,249	978,249	978,249	978,249	978,249	978,249
Borrowing 4	2,038,019	2,038,019	2,038,019	2,038,019	2,038,019	2,038,019	2,038,019	2,038,019
Total Bond Debt Service	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787
Short Term DS	0	0	0	0	0	0	0	0
Total Expenditures	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787
Ending Balance	1,783,893	3,314,294	4,904,258	6,330,760	7,598,414	8,710,867	9,972,686	11,389,620

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 2: PROJECTED INCREMENTAL ASSESSED VALUES AND TAX INCREMENT REVENUES

Fiscal Year Ending June 30	2003	2004	2005	2006	2007	2008	2009	2010	2011
Project 1	8,939,113	11,683,495	12,059,000	12,445,770	12,844,143	13,254,468	125,849,559	121,182,590	116,835,593
Project 2	0	0	11,000,000	11,030,000	11,060,900	11,092,727	11,125,509	11,159,274	194,967,025
Project 3	0	0	0	11,000,000	1,030,000	1,060,900	1,092,727	1,125,509	1,159,274
Project 4	0	0	0	0	0	1,500,000	1,545,000	1,591,350	1,639,091
Total	8,941,116	11,685,499	23,061,005	34,477,776	24,937,050	26,910,103	139,614,804	135,060,733	314,602,993
Tax Rate Per \$1,000 AV	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000
Tax Increment Revenues	89,391	116,835	230,590	344,758	249,350	269,081	1,396,128	1,350,587	3,146,010
Fiscal Year Ending June 30	2012	2013	2014	2015	2016	2017	2018	2019	2020
Project 1	112,830,654	109,133,137	105,734,395	102,469,937	99,548,571	96,906,137	94,477,413	92,249,374	90,210,008
Project 2	220,731,063	210,292,899	200,379,596	190,964,998	182,024,262	173,533,787	165,471,159	187,075,582	178,342,810
Project 3	194,967,025	220,731,063	210,292,899	200,379,596	190,964,998	182,024,262	173,533,787	165,471,159	187,075,582
Project 4	1,688,263	1,738,911	60,598,430	80,058,588	76,203,243	72,545,094	69,074,412	65,781,961	62,658,971
Total	530,219,017	541,898,024	577,007,334	573,875,135	548,743,090	525,011,296	502,558,788	510,580,095	518,287,372
Tax Rate Per \$1,000 AV	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000
Tax Increment Revenues	5,302,170	5,418,960	5,770,053	5,738,731	5,487,411	5,250,093	5,025,568	5,105,781	5,182,874

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 3: PROJECTED PROJECT REVENUES AND EXPENDITURES

Fiscal Year Ending	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
<b>REVENUES</b>											
Beginning Balance	0	1,172,000	5,867,000	1,529,705	867,042	3,404,120	393,927	387,030	258,240	244,535	229,786
Long Term Debt Proceeds	6,400,000	7,000,000			5,000,000						15,000,000
Short Term Debt Proceeds	0	0	0	0				0	0	0	0
Interest	96,000	105,000	88,005	22,946	13,006	51,062	19,696	23,150	13,594	12,918	378,441
<b>Total</b>	<b>6,496,000</b>	<b>8,277,000</b>	<b>5,955,005</b>	<b>1,552,651</b>	<b>5,880,047</b>	<b>3,455,182</b>	<b>413,623</b>	<b>410,180</b>	<b>271,834</b>	<b>257,454</b>	<b>15,608,227</b>
<b>EXPENDITURES</b>											
<b>Capital Projects</b>											
Water					1,750,000						
Rail		1,200,000									
Phase I Road Improvements	5,200,000										
Phase IA Road Improvements		1,000,000	4,000,000								
Fire District Improvements		80,000		360,000				125,000			
Storm Drainage Improvements						750,000					2,000,000
Phase II Road Study						750,000					
Improvements to Water Access						1,500,000					
Phase II Road Improvements											7,000,000
Phase II Other Infrastructure											5,500,000
<b>Admin.</b>											
Debt Issuance Costs	64,000	70,000	0	0	200,000	0	0	0	0	0	150,000
General Operating Expenses	10,000	10,000	10,300	10,609	10,927	11,255	11,593	11,941	12,299	12,668	13,048
Legal, Financial and Other	50,000	50,000	15,000	15,000	15,000	50,000	15,000	15,000	15,000	15,000	15,000
Consultants											
Reimbursement to County, Port and City			400,000	300,000	500,000						
<b>Total Expenditures</b>	<b>5,324,000</b>	<b>2,410,000</b>	<b>4,425,300</b>	<b>685,609</b>	<b>2,475,927</b>	<b>3,061,255</b>	<b>26,593</b>	<b>151,941</b>	<b>27,299</b>	<b>27,668</b>	<b>14,678,048</b>
<b>ENDING BALANCE</b>	<b>1,172,000</b>	<b>5,867,000</b>	<b>1,529,705</b>	<b>867,042</b>	<b>3,404,120</b>	<b>393,927</b>	<b>387,030</b>	<b>258,240</b>	<b>244,535</b>	<b>229,786</b>	<b>930,179</b>

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 4: PROJECTED TAX REVENUES FOREGONE

Fiscal Year	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
Increment with Plan	8,939,113	11,683,495	23,059,000	34,475,770	24,935,043	26,908,095	139,612,795	135,058,723	314,600,982	530,217,005
Increment with/out Plan	4,469,556	5,841,748	11,529,500	17,237,885	12,467,522	13,454,047	69,806,397	67,529,362	157,300,491	265,108,502
REVENUES FOREGONE										
Taxing District	Permanent Rate									
Columbia County	1.3956	8,153	16,091	24,057	17,400	18,776	97,422	94,244	219,529	369,985
Columbia Vector	0.1279	572	1,475	2,205	1,595	1,721	8,928	8,637	20,119	33,907
Columbia 4H Extension	0.0571	255	658	984	712	768	3,986	3,856	8,982	15,138
Columbia 911	0.2554	1,142	2,945	4,403	3,184	3,436	17,829	17,247	40,175	67,709
Clatskanie Library	0.2868	1,282	3,307	4,944	3,576	3,859	20,020	19,367	45,114	76,033
Clatskanie Parks and Rec.	0.3483	1,557	4,016	6,004	4,342	4,686	24,314	23,520	54,788	92,337
Clatskanie Rural Fire PD	1.7198	7,687	19,828	29,646	21,442	23,138	120,053	116,137	270,525	455,934
Rainier Cemetery	0.0709	317	817	1,222	884	954	4,949	4,788	11,153	18,796
Port of St. Helens	0.0886	396	1,022	1,527	1,105	1,192	6,185	5,983		23,489

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 4: PROJECTED TAX REVENUES FOREGONE (CONTINUED)

Fiscal Year	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20
Increment with Plan	541,896,011	577,005,320	573,873,120	548,741,074	525,009,279	502,556,770	510,578,076	518,287,372
Increment with/out Plan	270,948,005	288,502,660	286,936,560	274,370,537	262,504,639	251,278,385	255,289,038	259,143,686
Taxing District	Permanent Rate	REVENUES FOREGONE						
Columbia County	1.3956	402,634	400,449	382,912	366,351	350,684	356,281	361,661
Columbia Vector	0.1279	36,899	36,699	35,092	33,574	32,139	32,651	33,144
Columbia 4H Extension	0.0571	16,474	16,384	15,667	14,989	14,348	14,577	14,797
Columbia 911	0.2554	73,684	73,284	70,074	67,044	64,176	65,201	66,185
Clatskanie Library	0.2868	77,708	82,743	78,689	75,286	72,067	73,217	74,322
Clatskanie Parks and Rec.	0.3483	94,371	100,485	99,940	91,430	87,520	88,917	90,260
Clatskanie Rural Fire PD	1.7198	465,976	496,167	493,473	471,862	432,149	439,046	445,675
Rainier Cemetery	0.0709	19,210	20,455	19,453	18,612	17,816	18,100	18,373
Port of St. Helens	0.0886	24,006	25,561	24,309	23,258	22,263	22,619	22,960

Taxing District	Totals
Columbia County	3,871,002
Columbia Vector	354,759
Columbia 4H Extension	158,379
Columbia 911	708,408
Clatskanie Library	795,502
Clatskanie Parks and Rec.	966,086
Clatskanie Rural Fire PD	4,770,241
Rainier Cemetery	196,657
Port of St. Helens	245,751
NW Rebnal ESD	426,598

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 5: ANNUAL REVENUES GAINED AFTER REPAYMENT OF INDEBTEDNESS

Fiscal Year	Permanent Rate	FY 22/23 and after Revenues Gained
Taxing District		
Columbia County	1.3956	332,833
Columbia Vector	0.1279	30,503
Columbia 4H Extension	0.0571	13,618
Columbia 911	0.2554	60,910
Clatskanie Library	0.2868	68,398
Clatskanie Parks and Rec	0.3483	83,065
Clatskanie Rural Fire PD	1.7198	410,150
Rainier Cemetery	0.0709	16,909
Port of St. Helens	0.0886	21,130
NW Regional ESD	0.1538	36,679