

**WALDPORT URBAN RENEWAL AGENCY
MAY 14, 2015
MEETING NOTICE AND AGENDA**

THE WALDPORT URBAN RENEWAL AGENCY WILL MEET ON THURSDAY, MAY 14, 2015 AT 2:00 P.M. IN THE CITY COUNCIL MEETING ROOM, 125 ALSEA HIGHWAY TO TAKE UP THE FOLLOWING AGENDA:

1. ROLL CALL
2. CITIZEN COMMENTS AND CONCERNS
3. AGENCY MEMBER COMMENTS AND CONCERNS
4. MINUTES: June 12, 2014 and April 28, 2015 (Budget Committee)
5. DISCUSSION/ACTION ITEMS:
 - A. Options for Amending Urban Renewal #2 Plan
 - B. Potential for Adding Urban Renewal #3 Plan
 - C. Other Issues
7. ADJOURNMENT

The City Council Meeting Room is accessible to all individuals. If you will need special accommodations to attend this meeting, please call City Hall, 264-7417, during regular business hours.

Notice given this 7th day of May, 2015

Reda Q. Eckerman, City Recorder

**WALDPORT URBAN RENEWAL AGENCY
APRIL 28, 2015
BUDGET COMMITTEE MEETING MINUTES**

1. CALL TO ORDER AND ROLL CALL: The meeting was called to order at 5:08 p.m. Agency Members Woodruff, Campbell, Cutter, Gates and O'Brien, and Laypersons Welch and Canfield answered the roll. Members Holland and Christenson, and Laypersons Perkins, O'Neil and Watson were excused. A quorum was present.
2. SELECTION OF BUDGET COMMITTEE CHAIR: Mr. Cutter **moved** to nominate Mr. Campbell as Chair. Ms. Gates **seconded**, and the motion **carried** unanimously.
3. PUBLIC HEARING - Waldport Urban Renewal Agency Budget for FY 2015/2016: Mr. Campbell opened the public hearing. There were no public comments.
4. DISCUSSION/ACTION ON BUDGET: Under the Urban Renewal #1 Construction fund, Mr. Kemp explained the allocation for the Downtown Refinement Plan. Mr. Cutter noted that the City had just finished the work in the downtown area a couple of years ago, and he would like to see the Urban Renewal #1 monies spent on smaller, more visible projects such as directional signage for the Port area. Following a brief discussion, Mr. Cutter **moved** to reduce the line item for Downtown Refinement to \$0, and put the \$37,500 back into Contingency. Ms. Gates **seconded**, and the motion **carried** unanimously. Discussion then ensued regarding the allocation for the Skyline/Chad Waterline Tie-In in the Urban Renewal #2 Construction fund. After it was determined that the City's Water Fund could potentially pay for that project, Mr. Cutter **moved** to reduce that line item to \$0 and to put \$10,000 back into Contingency. A brief discussion ensued regarding the possibility of implementing a third Urban Renewal area. Some concern was expressed regarding the impact that may have on other taxing entities. City Manager Kemp noted that the Urban Renewal Agency would be meeting in May to discuss these issues with the consultant.
Ms. Woodruff **moved** to accept the budget as amended and recommend its adoption to the Waldport Urban Renewal Agency, and to approve taxes for the 2015/2016 fiscal year at the maximum amount from Division of Taxes for the Urban Renewal #2 Plan. Mr. Cutter **seconded**, and the motion **carried** unanimously on a voice vote.
5. ADJOURNMENT: At 5:49 p.m., there being no further business to come before the Committee, the meeting was adjourned.

Respectfully submitted,

Reda Q. Eckerman, City Recorder

APPROVED by the Waldport Urban Renewal Agency this ____ day of _____, 2015.

SIGNED by the Chair this ____ day of _____, 2015.

Susan Woodruff, Chair

**WALDPOR T URBAN RENEWAL AGENCY
JUNE 12, 2014
MEETING MINUTES**

1. CALL TO ORDER AND ROLL CALL: Chair Woodruff called the meeting to order at 3:03 p.m. Chair Woodruff and Agency Members O'Brien, Campbell, Brown, Cutter and Holland answered the roll. Agency Member Gates was absent. A quorum was present.
2. CITIZEN COMMENTS AND CONCERNS: None.
3. AGENCY MEMBER COMMENTS AND CONCERNS: None.
4. MINUTES: The Agency considered the minutes from the July 11, 2013 meeting and the April 29, 2014 Urban Renewal Budget Committee meeting. Member Cutter **moved** to approve the minutes as presented. Member Campbell **seconded**, and the motion **carried** unanimously on a voice vote.
5. PUBLIC HEARING: Chair Woodruff opened the Public Hearing on the Urban Renewal Agency Budget for FY 2014-2015. No comments were received. Chair Woodruff then closed the Public Hearing.
6. DISCUSSION/ACTION ITEMS:
 - A. Consideration of Resolution Adopting Budget for FY 2014/2015: Member Brown **moved** to approve Resolution 14-01. Member Campbell **seconded**, and the motion **carried** unanimously on a voice vote.
 - B. Other Issues: None.
7. ADJOURNMENT: At 3:04 p.m., there being no further business to come before the Agency, the meeting was adjourned.

Respectfully submitted,



Reda Q. Eckerman, City Recorder

APPROVED by the Waldport Urban Renewal Agency this ____ day of _____, 20__.

SIGNED by the Chair this ____ day of _____, 20__.

Chair

MEMO

TO: Waldport Urban Renewal Agency

FROM: Elaine Howard

RE: Options for amending Urban Renewal Plan No. 2

DATE: May 6, 2015

Purpose:

We have been asked to review the Waldport Urban Renewal Plan No. 2 (Plan) to update the financial projections, consider an update to the projects approved in the plan, and potentially add property to the urban renewal area. We are supported in this project by ECONorthwest, the firm that does our financial projections.

Background:

The Plan was adopted in July, 2005. The maximum indebtedness authorized under the plan is \$13,600,000. Maximum indebtedness is the total amount of money that can be spent on projects, programs, and administration of the plan during the life of the plan.

The renewal area has 289.8 acres of land (the original acreage of the area). State limitations limit any increased acreage of the land within an urban renewal area to 20% of the original acreage of the renewal area, or 57.96 acres. Any addition of acreage under 1% of the original area is a minor amendment and can be done by the urban renewal agency through a resolution. Any addition of acreage of one percent or more of the original area is a substantial amendment and must go through a statutorily regulated process for approval, including city-wide notice and adoption of a non-emergency ordinance by the Waldport City Council.

The urban renewal plan has identified projects within the area. It is possible for new projects to be added to the renewal plan. Any addition of a project that costs over \$500,000, as adjusted by inflation, must be approved not only by the urban renewal agency but also by the city council. The requirement for city council review is not required by statute, but is a provision of your urban renewal plan. It was put into urban renewal plans to safeguard for the potential that the urban renewal agency and city council were different bodies.

Projections:

The initial financial projections of the Plan were completed projecting potential tax increment revenues to 2046. With a 3% growth rate in real property assessed value, those tax increment revenues would equal \$2,636,987 in 2046, see Table 1a. (3% is the maximum growth rate allowed in Oregon for assessed value increases on existing property.) While a 3% growth rate is very conservative, your urban renewal area has not exceeded this growth rate in the last five years. The projected \$2.6 million of tax increment revenues is far below the maximum indebtedness estimated for the Plan. When the Plan was adopted, significant development was anticipated in the short-term future in Waldport. However, that development has not occurred and, therefore, the financial projections provided in the 2005 plan are not accurate. The Plan projected \$546,716 of tax increment revenue in this fiscal year. The actual revenue was approximately \$50,000. Unless significant new development occurs, the renewal area will not be able to reach the maximum indebtedness during a reasonable lifespan of urban renewal. The net present value (NPV) of the \$2.6 million is \$1,514,310. You would use this figure if you are trying to estimate the total amount of dollars for projects in today's dollars. This is helpful as most cost estimates for projects are in today's dollars.

Projections were also made looking at the impact on the tax increment revenues if new growth occurs in the Waldport Urban Renewal Area. The first growth scenario would be the inclusion of the medical clinic into the urban renewal area. This can be seen in Table 2a. The inclusion of the medical clinic would add over \$1.1 million of tax increment revenues over the time period from development to FYE 2046. This increases the estimates of tax increment revenues to a projected \$3,786,289 through FYE 2046 or a NPV of \$2,153,706 of tax increment revenues.

Table 3a shows the capacity of the urban renewal area under an aggressive growth scenario. If this growth happens, significant additional tax increment revenues will be realized, an estimated \$12,757,396 of tax increment revenues through FYE 2046, or a NPV of \$6,438,540. A number of developers and a real estate professional in Waldport were interviewed to help support this information. It is very difficult to estimate the amount of new development that may occur in Waldport without preparing a full market study. Given that, projections were made to take the same timeframe as the initial projections, to fiscal year 2046, and indicate the amount of development that would need to occur to enable you to meet your maximum indebtedness of \$13 million. The only certain development that is now under construction is the medical clinic, which is projected to be finished this calendar year, but is presently not within the urban renewal area. The remainder of the projected development is residential single-

family development. A total of 85 single-family properties were projected to be developed over the next 30 years. Projections were based on a cycle of five lots for five years and then three lots for five years. The estimated assessed value of each single-family home was \$250,000 in today's dollars. This was inflated by 3% each year. Given that there has been very little new single-family development within the urban renewal area in the recent past, these projections are **very aggressive**. With this amount of development, you could reach your maximum indebtedness in 2046.

Tables 1b, 2b, and 3b show the projected impacts to the general government taxing jurisdictions in each of the models. Tables 1c, 2c, and 3c show the projected impacts to the education taxing jurisdictions in each of the models. The impacts to the school district and the education service district are *indirect* as they do not received direct distribution of property taxes. The school district and the education service district are funded through the state school fund that allocates based on a per pupil basis. The total impacted taxing jurisdictions will not directly equal the total tax increment revenues projected as the Waldport GO bond is included in the tax increment projections, but is not included as a taxing jurisdiction. That impact of the GO bond is on property tax payers. All financial tables were created by ECONorthwest with input from Elaine Howard Consulting, LLC and the City of Waldport.

Table 1a – Projected Tax Increment Revenues with 3% growth, no new development

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	TIF (Nominal)	Present Value (FYE 2015\$)
2015	\$ 4,417,500	\$ 683,340	\$ 3,734,160	13.5763	\$ 50,696	\$ 50,696
2016	\$ 4,524,673	\$ 683,340	\$ 3,841,333	13.5549	\$ 52,069	\$ 50,308
2017	\$ 4,635,062	\$ 683,340	\$ 3,951,722	13.5336	\$ 53,481	\$ 49,925
2018	\$ 4,748,763	\$ 683,340	\$ 4,065,423	13.5132	\$ 54,937	\$ 49,550
2019	\$ 4,865,874	\$ 683,340	\$ 4,182,534	14.9354	\$ 62,468	\$ 54,437
2020	\$ 4,986,498	\$ 683,340	\$ 4,303,158	14.8749	\$ 64,009	\$ 53,894
2021	\$ 5,110,742	\$ 683,340	\$ 4,427,402	14.8161	\$ 65,597	\$ 53,363
2022	\$ 5,238,714	\$ 683,340	\$ 4,555,374	14.7591	\$ 67,233	\$ 52,845
2023	\$ 5,370,524	\$ 683,340	\$ 4,687,184	14.7037	\$ 68,919	\$ 52,338
2024	\$ 5,506,288	\$ 683,340	\$ 4,822,948	14.6500	\$ 70,656	\$ 51,842
2025	\$ 5,646,126	\$ 683,340	\$ 4,962,786	14.5972	\$ 72,443	\$ 51,356
2026	\$ 5,790,158	\$ 683,340	\$ 5,106,818	14.5462	\$ 74,285	\$ 50,881
2027	\$ 5,938,512	\$ 683,340	\$ 5,255,172	14.4966	\$ 76,182	\$ 50,416
2028	\$ 6,091,316	\$ 683,340	\$ 5,407,976	14.4485	\$ 78,137	\$ 49,961
2029	\$ 6,248,705	\$ 683,340	\$ 5,565,365	14.4014	\$ 80,149	\$ 49,515
2030	\$ 6,410,815	\$ 683,340	\$ 5,727,475	14.3561	\$ 82,224	\$ 49,079
2031	\$ 6,577,789	\$ 683,340	\$ 5,894,449	14.3118	\$ 84,360	\$ 48,651
2032	\$ 6,749,771	\$ 683,340	\$ 6,066,431	14.2687	\$ 86,560	\$ 48,232
2033	\$ 6,926,912	\$ 683,340	\$ 6,243,572	14.2270	\$ 88,827	\$ 47,821
2034	\$ 7,109,368	\$ 683,340	\$ 6,426,028	13.4819	\$ 86,635	\$ 45,064
2035	\$ 7,297,298	\$ 683,340	\$ 6,613,958	13.4626	\$ 89,041	\$ 44,749
2036	\$ 7,490,866	\$ 683,340	\$ 6,807,526	13.0062	\$ 88,540	\$ 42,992
2037	\$ 7,690,242	\$ 683,340	\$ 7,006,902	13.0003	\$ 91,092	\$ 42,736
2038	\$ 7,895,598	\$ 683,340	\$ 7,212,258	12.9947	\$ 93,721	\$ 42,482
2039	\$ 8,107,115	\$ 683,340	\$ 7,423,775	12.9893	\$ 96,430	\$ 42,232
2040	\$ 8,324,978	\$ 683,340	\$ 7,641,638	12.9840	\$ 99,219	\$ 41,984
2041	\$ 8,549,376	\$ 683,340	\$ 7,866,036	12.9788	\$ 102,092	\$ 41,739
2042	\$ 8,780,506	\$ 683,340	\$ 8,097,166	12.9739	\$ 105,052	\$ 41,497
2043	\$ 9,018,571	\$ 683,340	\$ 8,335,231	12.9726	\$ 108,130	\$ 41,268
2044	\$ 9,263,777	\$ 683,340	\$ 8,580,437	12.9716	\$ 111,302	\$ 41,042
2045	\$ 9,516,339	\$ 683,340	\$ 8,832,999	12.9705	\$ 114,568	\$ 40,818
2046	\$ 9,776,478	\$ 683,340	\$ 9,093,138	12.9695	\$ 117,933	\$ 40,596
Total (FYE 2015 to 2046)					\$ 2,636,987	\$ 1,514,310



Table 1b – Projected Taxing Districts Impacts with 3% growth, no new development, general government

FYE	General Government											Subtotal
	Lincoln County General	Lincoln County Animal Service	Lincoln County Extension	Lincoln County Transportation	Lincoln County Library	Port of Alsea	City of Waldport	Waldport Road #3	Pacific Communities Health	Central OR Coast Fire and Rescue	Yachats RFPD	
2015	10,913	426	175	377	954	129	8,357	2,493	1,403	3,066	39	28,330
2016	11,212	437	179	387	980	132	8,604	2,567	1,441	2,738	40	28,718
2017	11,520	449	184	398	1,007	136	8,859	2,643	1,481	2,813	41	29,530
2018	11,837	462	189	409	1,035	140	9,121	2,721	1,522	2,890	41	30,367
2019	12,164	474	195	420	1,063	144	9,392	2,802	1,564	2,970	42	31,229
2020	12,500	488	200	432	1,093	148	9,670	2,885	1,607	3,052	43	32,117
2021	12,847	501	205	444	1,123	152	9,957	2,971	1,651	3,137	44	33,031
2022	13,204	515	211	456	1,154	156	10,252	3,059	1,697	3,224	45	33,973
2023	13,572	529	217	469	1,186	160	10,556	3,150	1,744	3,314	46	34,943
2024	13,951	544	223	482	1,219	165	10,870	3,243	1,793	3,406	46	35,943
2025	14,341	559	229	495	1,253	169	11,192	3,339	1,843	3,502	47	36,972
2026	14,743	575	236	509	1,289	174	11,525	3,439	1,895	3,600	48	38,032
2027	15,157	591	242	523	1,325	179	11,867	3,541	1,948	3,701	49	39,124
2028	15,583	608	249	538	1,362	184	12,220	3,646	2,003	3,805	50	40,248
2029	16,022	625	256	553	1,400	189	12,583	3,754	2,059	3,912	51	41,407
2030	16,475	643	263	569	1,440	195	12,957	3,866	2,118	4,022	53	42,600
2031	16,940	661	271	585	1,481	200	13,343	3,981	2,177	4,136	54	43,829
2032	17,420	679	279	602	1,523	206	13,740	4,099	2,239	4,253	55	45,095
2033	17,915	699	286	619	1,566	212	14,149	4,221	2,303	4,374	56	46,398
2034	18,424	719	295	636	1,610	218	14,570	4,347	2,368	4,498	57	47,741
2035	18,948	739	303	654	1,656	224	15,003	4,476	2,436	4,626	59	49,125
2036	19,488	760	312	673	1,703	230	15,450	4,610	2,505	4,758	60	50,549
2037	20,044	782	321	692	1,752	237	15,910	4,747	2,576	4,894	61	52,017
2038	20,617	804	330	712	1,802	243	16,384	4,888	2,650	5,034	63	53,528
2039	21,208	827	339	732	1,854	250	16,872	5,034	2,726	5,178	64	55,085
2040	21,816	851	349	753	1,907	258	17,375	5,184	2,804	5,326	65	56,688
2041	22,442	875	359	775	1,962	265	17,893	5,339	2,885	5,479	67	58,340
2042	23,087	900	369	797	2,018	273	18,427	5,498	2,967	5,637	69	60,041
2043	23,758	927	380	821	2,077	281	18,982	5,663	3,054	5,799	70	61,809
2044	24,449	954	391	844	2,137	289	19,554	5,834	3,143	5,966	72	63,632
2045	25,161	981	402	869	2,199	297	20,143	6,010	3,234	6,138	73	65,509
2046	25,895	1,010	414	894	2,263	306	20,750	6,191	3,328	6,315	75	67,442
Total	553,652	21,595	8,854	19,121	48,392	6,537	436,528	130,240	71,165	135,564	1,746	1,433,393

Table 1c – Projected Taxing Districts Impacts with 3% growth, no new development, education

FYE	Education				Total
	Oregon Coast CC	Linn-Benton- Lincoln ESD	Lincoln County SD	Subtotal	
2015	680	1,180	18,996	20,856	49,186
2016	699	1,212	19,517	21,427	50,145
2017	718	1,245	20,053	22,016	51,546
2018	737	1,280	20,605	22,622	52,990
2019	758	1,315	21,174	23,247	54,476
2020	779	1,351	21,760	23,890	56,007
2021	800	1,389	22,363	24,553	57,584
2022	823	1,428	22,985	25,235	59,208
2023	846	1,467	23,625	25,938	60,881
2024	869	1,508	24,284	26,662	62,605
2025	893	1,550	24,964	27,408	64,379
2026	918	1,594	25,663	28,176	66,208
2027	944	1,639	26,384	28,967	68,091
2028	971	1,685	27,126	29,782	70,030
2029	998	1,732	27,890	30,621	72,028
2030	1,026	1,781	28,678	31,485	74,085
2031	1,055	1,831	29,489	32,376	76,205
2032	1,085	1,883	30,324	33,293	78,387
2033	1,116	1,937	31,184	34,237	80,636
2034	1,148	1,992	32,071	35,210	82,952
2035	1,180	2,049	32,983	36,212	85,337
2036	1,214	2,107	33,924	37,245	87,794
2037	1,249	2,167	34,892	38,308	90,324
2038	1,284	2,229	35,889	39,403	92,931
2039	1,321	2,293	36,917	40,531	95,616
2040	1,359	2,359	37,975	41,693	98,381
2041	1,398	2,426	39,065	42,889	101,229
2042	1,438	2,496	40,187	44,122	104,163
2043	1,480	2,568	41,355	45,404	107,213
2044	1,523	2,643	42,559	46,726	110,357
2045	1,568	2,720	43,799	48,087	113,596
2046	1,613	2,800	45,076	49,489	116,931
Total	34,493	59,857	963,757	1,058,107	2,491,499

Table 2a – Projected Tax Increment Revenues with 3% growth, medical clinic

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	TIF (Nominal)	Present Value (FYE 2015\$)
2015	\$ 4,417,500	\$ 683,340	\$ 3,734,160	13.5763	\$ 50,696	\$ 50,696
2016	\$ 4,524,673	\$ 683,340	\$ 3,841,333	13.5549	\$ 52,069	\$ 50,308
2017	\$ 6,405,062	\$ 683,340	\$ 5,721,722	13.4806	\$ 77,132	\$ 72,004
2018	\$ 6,571,863	\$ 683,340	\$ 5,888,523	13.4628	\$ 79,276	\$ 71,502
2019	\$ 6,743,667	\$ 683,340	\$ 6,060,327	14.9170	\$ 90,402	\$ 78,780
2020	\$ 6,920,625	\$ 683,340	\$ 6,237,285	14.8579	\$ 92,673	\$ 78,028
2021	\$ 7,102,893	\$ 683,340	\$ 6,419,553	14.8006	\$ 95,013	\$ 77,293
2022	\$ 7,290,629	\$ 683,340	\$ 6,607,289	14.7446	\$ 97,422	\$ 76,573
2023	\$ 7,483,997	\$ 683,340	\$ 6,800,657	14.6905	\$ 99,905	\$ 75,869
2024	\$ 7,683,166	\$ 683,340	\$ 6,999,826	14.6378	\$ 102,462	\$ 75,180
2025	\$ 7,888,310	\$ 683,340	\$ 7,204,970	14.5867	\$ 105,097	\$ 74,505
2026	\$ 8,099,608	\$ 683,340	\$ 7,416,268	14.5370	\$ 107,810	\$ 73,844
2027	\$ 8,317,246	\$ 683,340	\$ 7,633,906	14.4888	\$ 110,606	\$ 73,197
2028	\$ 8,541,412	\$ 683,340	\$ 7,858,072	14.4418	\$ 113,485	\$ 72,563
2029	\$ 8,772,304	\$ 683,340	\$ 8,088,964	14.3960	\$ 116,449	\$ 71,940
2030	\$ 9,010,122	\$ 683,340	\$ 8,326,782	14.3518	\$ 119,504	\$ 71,331
2031	\$ 9,255,075	\$ 683,340	\$ 8,571,735	14.3087	\$ 122,650	\$ 70,733
2032	\$ 9,507,376	\$ 683,340	\$ 8,824,036	14.2666	\$ 125,889	\$ 70,146
2033	\$ 9,767,246	\$ 683,340	\$ 9,083,906	14.2260	\$ 129,228	\$ 69,571
2034	\$ 10,034,912	\$ 683,340	\$ 9,351,572	13.4701	\$ 125,967	\$ 65,522
2035	\$ 10,310,608	\$ 683,340	\$ 9,627,268	13.4524	\$ 129,510	\$ 65,087
2036	\$ 10,594,575	\$ 683,340	\$ 9,911,235	12.9900	\$ 128,747	\$ 62,516
2037	\$ 10,887,062	\$ 683,340	\$ 10,203,722	12.9860	\$ 132,506	\$ 62,165
2038	\$ 11,188,323	\$ 683,340	\$ 10,504,983	12.9821	\$ 136,377	\$ 61,818
2039	\$ 11,498,621	\$ 683,340	\$ 10,815,281	12.9785	\$ 140,366	\$ 61,474
2040	\$ 11,818,229	\$ 683,340	\$ 11,134,889	12.9748	\$ 144,473	\$ 61,133
2041	\$ 12,147,425	\$ 683,340	\$ 11,464,085	12.9712	\$ 148,703	\$ 60,795
2042	\$ 12,486,497	\$ 683,340	\$ 11,803,157	12.9679	\$ 153,062	\$ 60,461
2043	\$ 12,835,741	\$ 683,340	\$ 12,152,401	12.9669	\$ 157,579	\$ 60,141
2044	\$ 13,195,462	\$ 683,340	\$ 12,512,122	12.9662	\$ 162,235	\$ 59,824
2045	\$ 13,565,975	\$ 683,340	\$ 12,882,635	12.9654	\$ 167,029	\$ 59,509
2046	\$ 13,947,603	\$ 683,340	\$ 13,264,263	12.9647	\$ 171,967	\$ 59,196
Total (FYE 2015 to 2046)					\$ 3,786,289	\$ 2,153,706

Table 2b – Projected Taxing Districts Impacts with 3% growth, medical clinic, general government

FYE	General Government											Subtotal
	Lincoln County General	Lincoln County Animal Service	Lincoln County Extension	Lincoln County Transportation	Lincoln County Library	Port of Alesha	City of Waldport	Waldport Road #3	Pacific Communities Health	Central OR Coast Fire and Rescue	Yachals RFPD	
2015	10,913	426	175	377	954	129	8,357	2,493	1,403	3,066	39	28,330
2016	11,212	437	179	387	980	132	8,604	2,567	1,441	2,738	40	28,718
2017	16,512	644	264	570	1,443	195	12,988	3,875	2,122	4,045	41	42,699
2018	16,979	662	272	586	1,484	200	13,374	3,990	2,182	4,159	41	43,931
2019	17,460	681	279	603	1,526	206	13,772	4,109	2,244	4,277	42	45,200
2020	17,955	700	287	620	1,569	212	14,182	4,231	2,308	4,398	43	46,507
2021	18,465	720	295	638	1,614	218	14,604	4,357	2,373	4,523	44	47,853
2022	18,991	741	304	656	1,660	224	15,039	4,487	2,441	4,652	45	49,239
2023	19,532	762	312	675	1,707	231	15,487	4,621	2,511	4,785	46	50,667
2024	20,090	784	321	694	1,756	237	15,948	4,758	2,582	4,921	46	52,138
2025	20,664	806	330	714	1,806	244	16,423	4,900	2,656	5,062	47	53,653
2026	21,256	829	340	734	1,858	251	16,912	5,046	2,732	5,207	48	55,214
2027	21,865	853	350	755	1,911	258	17,416	5,196	2,810	5,356	49	56,821
2028	22,493	877	360	777	1,966	266	17,936	5,351	2,891	5,510	50	58,477
2029	23,139	903	370	799	2,022	273	18,470	5,511	2,974	5,668	51	60,182
2030	23,805	929	381	822	2,081	281	19,021	5,675	3,060	5,832	53	61,938
2031	24,491	955	392	846	2,141	289	19,588	5,844	3,148	6,000	54	63,747
2032	25,197	983	403	870	2,202	298	20,173	6,019	3,239	6,173	55	65,611
2033	25,925	1,011	415	895	2,266	306	20,774	6,198	3,332	6,351	56	67,530
2034	26,674	1,040	427	921	2,331	315	21,394	6,383	3,429	6,535	57	69,507
2035	27,446	1,071	439	948	2,399	324	22,033	6,574	3,528	6,724	59	71,543
2036	28,241	1,102	452	975	2,468	333	22,690	6,770	3,630	6,918	60	73,640
2037	29,060	1,133	465	1,004	2,540	343	23,368	6,972	3,735	7,119	61	75,800
2038	29,904	1,166	478	1,033	2,614	353	24,066	7,180	3,844	7,326	63	78,025
2039	30,772	1,200	492	1,063	2,690	363	24,784	7,394	3,955	7,538	64	80,317
2040	31,667	1,235	506	1,094	2,768	374	25,524	7,615	4,070	7,758	65	82,677
2041	32,589	1,271	521	1,126	2,848	385	26,287	7,843	4,189	7,983	67	85,109
2042	33,538	1,308	536	1,158	2,931	396	27,072	8,077	4,311	8,216	69	87,613
2043	34,523	1,347	552	1,192	3,017	408	27,886	8,320	4,437	8,456	70	90,208
2044	35,537	1,386	568	1,227	3,106	420	28,726	8,570	4,568	8,702	72	92,883
2045	36,582	1,427	585	1,263	3,197	432	29,590	8,828	4,702	8,956	73	95,637
2046	37,658	1,469	602	1,301	3,292	445	30,480	9,094	4,840	9,218	75	98,474
Total	791,137	30,858	12,652	27,323	69,149	9,341	632,969	188,849	101,690	194,173	1,746	2,059,888

Table 2c – Projected Taxing Districts Impacts with 3% growth, medical clinic, education

FYE	Education				Total
	Oregon Coast CC	Linn-Benton-Lincoln ESD	Lincoln County SD	Subtotal	
2015	680	1,180	18,996	20,856	49,186
2016	699	1,212	19,517	21,427	50,145
2017	1,029	1,785	28,742	31,556	74,255
2018	1,058	1,836	29,555	32,448	76,379
2019	1,088	1,888	30,392	33,368	78,567
2020	1,119	1,941	31,255	34,315	80,821
2021	1,150	1,996	32,143	35,290	83,143
2022	1,183	2,053	33,058	36,294	85,534
2023	1,217	2,112	34,001	37,329	87,996
2024	1,252	2,172	34,971	38,395	90,533
2025	1,287	2,234	35,971	39,492	93,146
2026	1,324	2,298	37,001	40,623	95,837
2027	1,362	2,364	38,061	41,788	98,609
2028	1,401	2,432	39,154	42,987	101,464
2029	1,442	2,502	40,279	44,222	104,404
2030	1,483	2,574	41,438	45,495	107,433
2031	1,526	2,648	42,632	46,806	110,553
2032	1,570	2,724	43,862	48,156	113,766
2033	1,615	2,803	45,128	49,546	117,076
2034	1,662	2,884	46,433	50,978	120,485
2035	1,710	2,967	47,776	52,454	123,996
2036	1,759	3,053	49,160	53,973	127,613
2037	1,810	3,142	50,586	55,538	131,338
2038	1,863	3,233	52,054	57,150	135,175
2039	1,917	3,327	53,566	58,810	139,127
2040	1,973	3,424	55,124	60,520	143,198
2041	2,030	3,523	56,728	62,282	147,390
2042	2,089	3,626	58,381	64,096	151,709
2043	2,151	3,732	60,095	65,978	156,186
2044	2,214	3,842	61,861	67,917	160,799
2045	2,279	3,955	63,680	69,914	165,551
2046	2,346	4,071	65,553	71,971	170,445
Total	49,288	85,532	1,377,153	1,511,974	3,571,861

Table 3a – Projected Tax Increment Revenues with 3% growth, aggressive new growth

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	TIF (Nominal)	Present Value (FYE 2015\$)
2015	\$ 4,417,500	\$ 683,340	\$ 3,734,160	13.5763	\$ 50,696	\$ 50,696
2016	\$ 4,524,673	\$ 683,340	\$ 3,841,333	13.5549	\$ 52,069	\$ 50,308
2017	\$ 6,405,062	\$ 683,340	\$ 5,721,722	13.4806	\$ 77,132	\$ 72,004
2018	\$ 6,571,863	\$ 683,340	\$ 5,888,523	13.4628	\$ 79,276	\$ 71,502
2019	\$ 8,000,300	\$ 683,340	\$ 7,316,960	14.9144	\$ 109,128	\$ 95,099
2020	\$ 9,509,289	\$ 683,340	\$ 8,825,949	14.8574	\$ 131,131	\$ 110,409
2021	\$ 11,102,378	\$ 683,340	\$ 10,419,038	14.8045	\$ 154,249	\$ 125,482
2022	\$ 12,783,255	\$ 683,340	\$ 12,099,915	14.7550	\$ 178,534	\$ 140,326
2023	\$ 14,555,753	\$ 683,340	\$ 13,872,413	14.7077	\$ 204,031	\$ 154,943
2024	\$ 15,841,143	\$ 683,340	\$ 15,157,803	14.6598	\$ 222,210	\$ 163,042
2025	\$ 17,191,318	\$ 683,340	\$ 16,507,978	14.6134	\$ 241,237	\$ 171,017
2026	\$ 18,609,006	\$ 683,340	\$ 17,925,666	14.5684	\$ 261,149	\$ 178,873
2027	\$ 20,097,044	\$ 683,340	\$ 19,413,704	14.5249	\$ 281,983	\$ 186,612
2028	\$ 21,658,376	\$ 683,340	\$ 20,975,036	14.4827	\$ 303,776	\$ 194,236
2029	\$ 23,971,586	\$ 683,340	\$ 23,288,246	14.4448	\$ 336,394	\$ 207,818
2030	\$ 26,404,855	\$ 683,340	\$ 25,721,515	14.4082	\$ 370,600	\$ 221,208
2031	\$ 28,963,308	\$ 683,340	\$ 28,279,968	14.3726	\$ 406,458	\$ 234,407
2032	\$ 31,652,262	\$ 683,340	\$ 30,968,922	14.3382	\$ 444,038	\$ 247,420
2033	\$ 34,477,248	\$ 683,340	\$ 33,793,908	14.3047	\$ 483,411	\$ 260,250
2034	\$ 36,660,890	\$ 683,340	\$ 35,977,550	13.4835	\$ 485,105	\$ 252,330
2035	\$ 38,945,281	\$ 683,340	\$ 38,261,941	13.4689	\$ 515,348	\$ 258,996
2036	\$ 41,334,501	\$ 683,340	\$ 40,651,161	12.9631	\$ 526,967	\$ 255,880
2037	\$ 43,832,786	\$ 683,340	\$ 43,149,446	12.9620	\$ 559,301	\$ 262,396
2038	\$ 46,444,526	\$ 683,340	\$ 45,761,186	12.9608	\$ 593,103	\$ 268,845
2039	\$ 50,082,128	\$ 683,340	\$ 49,398,788	12.9598	\$ 640,196	\$ 280,378
2040	\$ 51,559,241	\$ 683,340	\$ 50,875,901	12.9589	\$ 659,298	\$ 278,980
2041	\$ 53,080,667	\$ 683,340	\$ 52,397,327	12.9582	\$ 678,973	\$ 277,590
2042	\$ 54,647,736	\$ 683,340	\$ 53,964,396	12.9574	\$ 699,239	\$ 276,208
2043	\$ 56,261,818	\$ 683,340	\$ 55,578,478	12.9572	\$ 720,142	\$ 274,845
2044	\$ 57,924,322	\$ 683,340	\$ 57,240,982	12.9571	\$ 741,675	\$ 273,491
2045	\$ 59,636,700	\$ 683,340	\$ 58,953,360	12.9569	\$ 763,852	\$ 272,144
2046	\$ 61,400,450	\$ 683,340	\$ 60,717,110	12.9567	\$ 786,695	\$ 270,804
Total	FYE 2015 to 2046)				\$ 12,757,396	\$ 6,438,540

Table 3b - Projected Taxing Districts Impacts with aggressive new growth, general government

FYE	General Government											Subtotal
	Lincoln County General	Lincoln County Animal Service	Lincoln County Extension	Lincoln County Transportation	Lincoln County Library	Port of Alsea	City of Waldport	Waldport Road #3	Pacific Communities Health	Central OR Coast Fire and Rescue	Yachats RFPD	
2015	10,913	426	175	377	954	129	8,357	2,493	1,403	3,066	39	28,330
2016	11,212	437	179	387	980	132	8,604	2,567	1,441	2,738	40	28,718
2017	16,512	644	264	570	1,443	195	12,988	3,875	2,122	4,045	41	42,699
2018	16,979	662	272	586	1,484	200	13,374	3,990	2,182	4,159	41	43,931
2019	21,004	819	336	725	1,836	248	16,704	4,984	2,700	5,152	42	54,549
2020	25,256	985	404	872	2,207	298	20,221	6,033	3,246	6,200	43	65,766
2021	29,745	1,160	476	1,027	2,600	351	23,934	7,141	3,823	7,307	44	77,608
2022	34,481	1,345	551	1,191	3,014	407	27,852	8,310	4,432	8,475	45	90,103
2023	39,476	1,540	631	1,363	3,450	466	31,984	9,542	5,074	9,707	46	103,280
2024	43,097	1,681	689	1,488	3,767	509	34,979	10,436	5,540	10,599	46	112,832
2025	46,901	1,829	750	1,620	4,099	554	38,125	11,375	6,028	11,537	47	122,866
2026	50,895	1,985	814	1,758	4,448	601	41,429	12,360	6,542	12,522	48	133,402
2027	55,087	2,149	881	1,903	4,815	650	44,896	13,395	7,081	13,555	49	144,460
2028	59,485	2,320	951	2,054	5,199	702	48,535	14,481	7,646	14,640	50	156,064
2029	66,004	2,574	1,056	2,280	5,769	779	53,927	16,089	8,484	16,247	51	173,262
2030	72,862	2,842	1,165	2,516	6,368	860	59,599	17,782	9,365	17,938	53	191,352
2031	80,072	3,123	1,280	2,765	6,999	945	65,564	19,561	10,292	19,717	54	210,373
2032	87,650	3,419	1,402	3,027	7,661	1,035	71,832	21,431	11,266	21,586	55	230,364
2033	95,612	3,729	1,529	3,302	8,357	1,129	78,418	23,396	12,290	23,549	56	251,367
2034	101,765	3,969	1,627	3,515	8,895	1,202	83,507	24,915	13,081	25,066	57	267,599
2035	108,202	4,220	1,730	3,737	9,457	1,278	88,832	26,503	13,908	26,653	59	284,579
2036	114,934	4,483	1,838	3,969	10,046	1,357	94,401	28,165	14,773	28,313	60	302,339
2037	121,974	4,758	1,951	4,213	10,661	1,440	100,224	29,902	15,678	30,049	61	320,910
2038	129,333	5,045	2,068	4,467	11,304	1,527	106,311	31,718	16,624	31,864	63	340,324
2039	139,586	5,444	2,232	4,821	12,200	1,648	114,792	34,249	17,942	34,393	64	367,370
2040	143,745	5,607	2,299	4,964	12,564	1,697	118,232	35,275	18,477	35,417	65	378,343
2041	148,029	5,774	2,367	5,112	12,938	1,748	121,776	36,332	19,027	36,473	67	389,644
2042	152,441	5,946	2,438	5,265	13,324	1,800	125,426	37,421	19,594	37,560	69	401,284
2043	156,993	6,123	2,511	5,422	13,722	1,854	129,191	38,545	20,179	38,680	70	413,290
2044	161,682	6,306	2,586	5,584	14,132	1,909	133,069	39,702	20,782	39,834	72	425,656
2045	166,511	6,495	2,663	5,751	14,554	1,966	137,064	40,893	21,403	41,022	73	438,394
2046	171,485	6,689	2,742	5,922	14,989	2,025	141,178	42,121	22,042	42,245	75	451,514
Total	2,679,919	104,528	42,857	92,555	234,239	31,644	2,195,324	654,983	344,469	660,307	1,746	7,042,571

Table 3c – Projected Taxing Districts Impacts with aggressive new growth, education

FYE	Education				Total
	Oregon Coast CC	Linn-Benton-Lincoln ESD	Lincoln County SD	Subtotal	
2015	680	1,180	18,996	20,856	49,186
2016	699	1,212	19,517	21,427	50,145
2017	1,029	1,785	28,742	31,556	74,255
2018	1,058	1,836	29,555	32,448	76,379
2019	1,309	2,271	36,561	40,141	94,689
2020	1,573	2,730	43,963	48,267	114,033
2021	1,853	3,216	51,777	56,846	134,454
2022	2,148	3,728	60,023	65,899	156,002
2023	2,459	4,268	68,717	75,444	178,724
2024	2,685	4,659	75,020	82,365	195,197
2025	2,922	5,071	81,641	89,634	212,500
2026	3,171	5,502	88,593	97,267	230,668
2027	3,432	5,956	95,891	105,278	249,739
2028	3,706	6,431	103,548	113,685	269,749
2029	4,112	7,136	114,896	126,144	299,405
2030	4,539	7,877	126,832	139,249	330,601
2031	4,989	8,657	139,384	153,029	363,402
2032	5,461	9,476	152,575	167,512	397,876
2033	5,957	10,337	166,435	182,728	434,096
2034	6,340	11,002	177,145	194,487	462,086
2035	6,741	11,698	188,350	206,789	491,368
2036	7,160	12,426	200,069	219,655	521,994
2037	7,599	13,187	212,323	233,109	554,019
2038	8,058	13,983	225,134	247,174	587,498
2039	8,696	15,091	242,980	266,768	634,138
2040	8,955	15,541	250,221	274,717	653,059
2041	9,222	16,004	257,678	282,904	672,548
2042	9,497	16,481	265,359	291,337	692,621
2043	9,781	16,973	273,282	300,036	713,325
2044	10,073	17,480	281,444	308,996	734,653
2045	10,374	18,002	289,850	318,226	756,620
2046	10,684	18,540	298,509	327,732	779,246
Total	166,960	289,734	4,665,009	5,121,703	12,164,274

Table 4 – Projected new development for Table 3a

Use	Project Value		CPR	Change in AV	Proposed URA Boundary w/ Taxable Project Value		Construction Complete	Year on Tax Roll (FYE)
	Total	Taxable per Unit			Total AV	AV Increase		
Medical Clinic	1.0	\$ 2,000,000	0.885	\$ 1,770,000	\$ 1,770,000	2015	2017	
none	-	-	-	-	-	-	-	
Residential	5.0	\$ 273,181	0.92	\$ 251,327	\$ 1,256,633	2017	2019	
Residential	5.0	\$ 281,376	0.92	\$ 258,866	\$ 1,294,332	2018	2020	
Residential	5.0	\$ 289,818	0.92	\$ 266,632	\$ 1,333,162	2019	2021	
Residential	5.0	\$ 298,512	0.92	\$ 274,631	\$ 1,373,156	2020	2022	
Residential	5.0	\$ 307,468	0.92	\$ 282,870	\$ 1,414,351	2021	2023	
Residential	3.0	\$ 316,692	0.92	\$ 291,356	\$ 874,069	2022	2024	
Residential	3.0	\$ 326,192	0.92	\$ 300,097	\$ 900,291	2023	2025	
Residential	3.0	\$ 335,978	0.92	\$ 309,100	\$ 927,300	2024	2026	
Residential	3.0	\$ 346,058	0.92	\$ 318,373	\$ 955,119	2025	2027	
Residential	3.0	\$ 356,439	0.92	\$ 327,924	\$ 983,772	2026	2028	
Residential	5.0	\$ 367,132	0.92	\$ 337,762	\$ 1,688,809	2027	2029	
Residential	5.0	\$ 378,146	0.92	\$ 347,895	\$ 1,739,473	2028	2030	
Residential	5.0	\$ 389,491	0.92	\$ 358,332	\$ 1,791,658	2029	2031	
Residential	5.0	\$ 401,176	0.92	\$ 369,081	\$ 1,845,407	2030	2032	
Residential	5.0	\$ 413,211	0.92	\$ 380,154	\$ 1,900,770	2031	2033	
Residential	3.0	\$ 425,607	0.92	\$ 391,559	\$ 1,174,676	2032	2034	
Residential	3.0	\$ 438,375	0.92	\$ 403,305	\$ 1,209,916	2033	2035	
Residential	3.0	\$ 451,527	0.92	\$ 415,404	\$ 1,246,213	2034	2036	
Residential	3.0	\$ 465,072	0.92	\$ 427,867	\$ 1,283,600	2035	2037	
Residential	3.0	\$ 479,025	0.92	\$ 440,703	\$ 1,322,108	2036	2038	
Residential	5.0	\$ 493,395	0.92	\$ 453,924	\$ 2,269,618	2037	2039	
Subtotal - Res	85.0				\$ 28,784,431			
Subtotal - Med	1.0				\$ 1,770,000			
TOTAL					\$ 30,554,431			

CPR: change property ratio from county assessor, changes real market value to assessed value. Residential development was predicated on value of \$250,000 in 2015, inflated annually by 3%.

There are also potential boundary amendments that could be made to the Plan. These amendments would capitalize on potential new development in Waldport and would add in the land where urban renewal could have an impact on helping to jumpstart new development. The potential areas to be added into the urban renewal area are:

1. The medical clinic property, .86 acres. This property would be added in order to allow the urban renewal area to capture the increased assessed value of the development. The assessed value is estimated at \$1,770,000. There would likely be additional tax value of equipment used on the property (personal property).

2. Portions of the industrial park, 27.54 acres. This property would be added in order to allow the urban renewal area to complete projects that would help jumpstart development of the industrial park. This would add new jobs, and potentially significant spinoff development in the residential sector for Waldport. The industrial park could also house the relocation of the public works facility, moving it out of the tsunami zone.
3. A road connection to the industrial park, exact alignment not yet designated. This could allow use of urban renewal funds in the construction of this roadway.
4. The existing public works facility and Lint Slough Road, 2 acres. This would allow use of urban renewal funds in the potential redevelopment of this property.
5. McKinley Marina and portions of Highway 34, 16.64 acres. This would allow use of urban renewal funds in the potential redevelopment of this property, a prime piece of riverfront property.
6. There are other areas in Waldport, especially the downtown commercial core, portions of the Yaquina John Point area and the Alsea Bay Bridge, which could benefit from the use of urban renewal. However, given the limitation of acreage that can be added to the existing urban renewal area, these areas would potentially be a future urban renewal area of its own.

The options for potential amendments to the Waldport Urban Renewal Plan No. 2 areas follows. Again, a minor amendment must be less than 2.89 acres and the total amount of acres that may be added to the Plan are 57.96 acres.

1. Minor amendment: adds in the medical clinic property, .86 acres. The rationale for this amendment would be to capture the increased assessed value of this property within the urban renewal area. The financial projections and project list would also be updated. This would need to be completed prior to January 1, 2016 to capture the value of the clinic property for urban renewal.
2. A. Minor amendment: adds in the medical clinic property, .86 acres and would also add in the existing public works facility and the roadway connecting the facility to the urban renewal area. The addition of the existing facility would allow for assistance in the future development of that area. The area is environmentally significant and any future development to private use would add value to the tax rolls, assisting in providing tax increment to the Agency. These properties total less than 2.89 acres and could be done as a minor amendment. The financial projections and project list would also be updated.

2. B. Minor amendment: adds in the medical clinic property, .86 acres and adds in a cherry stem and the property within the industrial park that would house the new public works facility. The acreage to be added for the new public works facility could not exceed 2.03 acres in order to keep this a minor amendment. The addition of the potential new public works facility land would enable the use of urban renewal funds to assist in that relocation. The financial projections and project list would also be updated.

3. Substantial amendment: adds in the medical clinic property, the existing public works facility, a portion of the industrial park, especially that portion housing the new public works facility, and adds in the McKinley Marina property. A substantial amendment could involve any combination of these properties, and would be a substantial amendment if it adds over 2.89 acres to the urban renewal area. The financial projections and project list would also be updated. The total added area may not exceed 58 acres.

A potential issue with adding all of these areas at this time would be you would have no more capacity to add property to this urban renewal area. If you did not pick the correct road alignment for the industrial park, that would not be able to be put into the urban renewal area in the future.

Recommendation:

1. Adopt a minor amendment that would add in the clinic property. This minor amendment would also update the financial projections and projects in the plan. The addition of this property at approximately \$1.1 million of tax increment revenues over the time period to 2046. If any of the projects exceed the cost of \$500,000 as adjusted by inflation, this would have to be approved not only by the urban renewal agency, but also by the city council. This provision is true in any of the following recommendations.
2. Adopt a minor amendment that would add in the clinic property and the existing public works facility. This recommendation is higher than adding in the future public works facility as any new private development on the existing facility becomes taxable and will add to your tax increment capacity.
3. If the public works facility is going to be moved into the industrial park, you should check the acreage to see if you can add it in through this minor amendment. To add in the public works property, you would also have to add in a cherry stem from the existing urban renewal area termination point to the

public works facility property. The total addition, clinic property, portion of industrial park and cherry stem, cannot exceed 2.89 acres. If this is not sufficient acreage to bring in the public works facility property, you could do this addition through a substantial amendment.

4. Consider an additional future substantial amendment to the urban renewal plan to bring in as much additional property in the industrial park as you can, also bringing in the area where the new roadway connection would be built. It is important to wait to bring in this property until you know the alignment of the roadway, thought to be a recommendation from the upcoming master plan. At that same time you could consider bringing in the McKinley Marina property, but only if the property owner is interested in potential new development on that property. If you decided not to bring in the McKinley Marina property, you could add additional property within the industrial park.
5. The city of Waldport should encourage new single-family residential development in the urban renewal area, and examine whether there is anything the city can do to help facilitate that development.
6. The city of Waldport should prepare a separate feasibility study for the potential of an additional urban renewal area in the downtown commercial core, the Yaquina John Point area and the Alsea Bay Bridge.

1. URBAN RENEWAL #2 – ESTIMATED COST OF PROJECT ACTIVITIES (as of 6/30/2014)

Project Activities	Cost in 2005 Dollars	Actual or Amended Construction Cost (thru 6/30/2014)
✓Crestline Park (see Section 4)	150,000	\$0 (funded outside of UR)
Sidewalks - Range Drive	500,000	
Sidewalks - Crestline Drive	155,000	
Loan to Industrial Owners to pay back through LID for sewer line	705,000	
Upgrade sewer plant to accommodate growth (discuss UV system upgrade)	2,000,000	\$34,017 (for sewer outfall)
✓Water/sewer lines under Lint Slough (8" HOPE)	85,000	\$39,129 (for waterline; sewer line funded outside of UR)
New Water Reservoir in project area	854,000	
Assist and upgrade fire service and other public service facilities (discuss Skyline/Chad waterline tie-in for fire connection)	1,500,000	
Assistance for public or private building rehabilitation and new development, Authority for property acquisition	1,000,000	
✓Path from Crestline Park to ball field	105,000	\$133,773 (includes \$107,507 in grants and contributions)
Partial assistance for road from Hwy 101 to Crestline south o Range	1,000,000	
Administration of renewal plan	375,000	\$33,669
✓Entry sign on Hwy. 101 - sign, landscape, lights	22,500	\$0 (Chamber funded sign; lights paid via Economic Development Fund)
Totals	\$8,451,500	\$240,588

2. UR #2 – PROJECT LIST

(Potential revisions or additions in red text)

Note for discussion: 3% growth projections total \$1.5 million in today's dollars

701A Public Utilities

The development proposed for the renewal area will require the replacement and construction of water, storm and sanitary sewer facilities. The Renewal Agency may participate in funding these improvements. These improvements include:

- New sewer line to connect to industrial land
- Expansion **and modernization** of the sewer treatment plant
- Place water and sewer lines under Lint Slough
- Construct a water reservoir to help serve the renewal area

701B Street Curb, and Sidewalk Improvements

To improve pedestrian safety and traffic circulation within the area, new curb, and sidewalks and a new street will be built within the project area. The Renewal Agency may participate in funding sidewalk and roadway improvements including design, redesign, construction, resurfacing, repair and acquisition of right-of way for curbs, streets, and sidewalks, and pedestrian and bicycle paths. Projects to be undertaken include:

- Construction of curb and sidewalk on Range and Crestline Drives, **including utility relocation, undergrounding or improvements (substantial amendment added area)**
- Assist in construction of a new street between Highway 101 and Crestline Drive
- A lighted and landscaped entry sign on Highway 101
- **Industrial Park street improvements (substantial amendment added area)**

701C Public Parks and Open Spaces

The Renewal Agency may participate in funding the design, acquisition, construction or rehabilitation of public spaces, or parks or public facilities within the renewal Area. Projects to be undertaken include:

- Improvements to Crestline Park
- Construction of a pedestrian path from Crestline Park to ball field
- **Improvements to Kendal Fields**
- **Develop new campground or recreational use along South Coast Highway, tying in with Peterson Park**

701D Other Public Facilities

To further redevelopment of the area, and renewal project objectives, the Agency may participate in development of public facilities. The extent of the Agency's participation in funding such facilities will be based upon an Agency finding on the benefit of that project to the renewal area, and the importance of the project in carrying out Plan objectives. Potential public facilities to be funded include:

- Relocation of Fire station
- Relocation of City Hall
- **Relocation of Public Works facility (minor or substantial amendment added area)**

700. Preservation and Rehabilitation

The Renewal Agency is authorized to participate, through loans, grants, or both, in maintaining and improving exterior and interior conditions of properties within the renewal area.

701. Development and Redevelopment

The Renewal Agency also is authorized to provide loans, or other forms of financial assistance to property owners wishing to develop or redevelop land or buildings within the renewal area, or to persons desiring to acquire or lease buildings or land from the Agency. The Agency may make this assistance available as it deems necessary to achieve the objectives of this Plan.

702. Property Acquisition and Disposition

In order to carry out the objectives of this Plan, the Renewal Agency is authorized to acquire land or buildings for public and private development purposes. The procedures for acquiring and disposing of property are described in Sections 800 and 900 of this Plan.

- Acquisition of property for relocated Public Works facility (minor or substantial amendment added area)
- Disposition of current Public Works facility property (minor amendment added area)
- Acquisition of Kendal Fields (if not transferred to non-profit or other entity such as parks district)

703. Below Market Interest Rate Loans and Incentives

The Agency is authorized to promulgate rules, guidelines and eligibility requirements for the purpose of establishing below-market or market rate loan programs, or other financial incentives to advance the goals and objectives of Waldport Urban Renewal Plan#2. Loans or incentives provided by the Agency may be used for voluntary rehabilitation of buildings, facade improvements, provision of amenities on private property in compliance with adopted design guidelines and standards, construction of new buildings, pre-development assistance, or other activities approved by the Agency.

- Hotel assistance program
- Commercial façade improvement loan/grant program
- Sign abatement program

704. Plan Administration

Tax increment funds may be utilized to pay indebtedness associated with preparation of the urban renewal plan, to carry out design plans, miscellaneous land use and public facility studies, engineering, market, and other technical studies as may be needed during the course of the urban renewal plan. Project funds also may be used to pay for personnel and other administrative costs incurred in management of the renewal plan.

3. UR #2 – POTENTIAL NEW PROJECTS (from Yaquina John Point Study)

Table 7-3: Draft Preferred Transportation Plan - Local Streets and Alleys

Project Number	Name	Description	Functional Designation	Length	Cost (2011 Dollars)	Funded By...
S2 UR2	Kelsie Lane-Forestry Way Extension to US 101*	Extends Kelsie Lane from its current western terminus westward via Forestry Way to intersect with US 101 directly opposite Corona Court. This is the portion of this connection inside the Study Area.	Local Street	1,500'	\$1,080,000	City
S3 UR2	Norwood Drive to Skyline Terrace Connection*	Provides a connection from Norwood Drive Extension (S4) to Skyline Terrace (via S11).	Local Street	500'	\$360,000	Development
S4 UR2	Norwood Drive Extension*	Provides a new north-south connection from the south terminus of Norwood Drive to the new Forestry Way-Kelsie Way extension.	Local Street	1,100'	\$792,000	Development
S7 UR2/ partial	Wedge Drive Connection from Fairway to Forest	Connects Wedge Drive from its eastern terminus west of Fairway Drive to Forest Parkway	Local Street	150'	\$108,000	Development
S9 UR2	Ocean Terrace Extension	Extends Ocean Terrace southward to vacant undeveloped land to south.	Local Street	1,000' **	\$720,000	Development
S10 UR2	Seabrook Lane Extension to Range Drive	Extends Seabrook Lane eastward to connect with Range Drive opposite Fairway Drive.	Local Street	1,000'	\$720,000	Development
	TOTAL			5,000'	\$6,401,000	

Note: S = street project

* This connection was identified in the TSP as a planned trail connection. This Plan has identified it for a full roadway improvement, superseding the planned trail identified in the TSP at this location.

** The length of this connection is unknown and depends upon future development. For purposes of estimating cost, it was assumed to be 1,000 feet long.

Table 7-4: Transportation Plan - Local Pathways and Trails

Project Number	Name	Description	Functional Designation	Length	Cost (2011 Dollars)	Funded By...
P12 UR2	Forest Service North Multi-use path to US 101	Construct multi-use path to connect with Norwood Drive extension (S4) to US 101 slightly north of Wazyata	Multi-use Path	750'	\$72,000	City/ Development
P15 UR2	Sailfish Loop to Seabrook Lane Nature Trail	Improve/sign existing nature trail from Sailfish Loop to Seabrook Lane Trail.	Trail	1,150'	\$66,000	Development
P16 UR2	Seabrook Range Drive Nature Trail	Improve/sign existing nature trail from Seabrook Lane to Range Drive.	Trail	2,200'	\$126,500	Development
P18 UR2	Skyline Drive Trail	Improve existing nature trail from Skyline Drive south terminus to 500' westward.	Trail	500'	\$29,000	Development
	TOTAL			6,500'	\$403,000	

14 These signs should be coordinated with existing signage in the corridor to reduce visual clutter and provide clear direction for motorists, cyclists, and pedestrians. Any new signs within the right-of-way will be subject to approval by ODOT.

Note: P = pathway project

Costs for trails include improvement to trail standards as 3-8 feet wide with soft surface material (wood chips, gravel, earth, or other), with 1-2 foot gravel shoulders. In many cases, the City will elect to retain natural surface, thereby reducing cost. Thus, these cost estimates may be higher than actual costs.

4. CRESTLINE PARK PROJECT DETAIL (from 2005 Parks Master Plan)

Crestline Park	
On-site Improvements:	Estimated Cost:
• ✓Skateboard facility repair and maintenance	\$2,900-4,300
• ✓Public restrooms	\$28-34,000
• Basketball court	TBD
• Covered picnic area	\$21-22,000
• ✓Play equipment (SOME)	\$18-25,000
• ✓Trails, access to Woodland Corridor	\$3,000 (not including labor)
• ✓Bridge	\$25-35,000
• ✓Parking (SOME)	\$4,200 (not including paving)
• Seating, fencing and minor structures	TBD
• Vegetation management	\$2,000 (not including labor)

1. URBAN RENEWAL #3 – POTENTIAL NEW PROJECTS

Project	Note
1. Economic Development	Also UR #2
2. Housing Development and Assistance	
3. Land Acquisition	Also UR #2
4. Commercial Rehabilitation Loans/Grants	Also UR #2
5. Sign Abatement Program	Also UR #2
6. Hotel Assistance Program	Also UR #2
7. Extend 10" water line and 10" sewer line across Alsea Bay	
8. Downtown Highway 101 Refinement Plan	
9. Downtown and Old Town Street, Sidewalk, Parking and Circulation Improvements	
10. Street Lighting and Street Furniture in Old Town and Downtown	
11. Downtown and Old Town Sewer Collection and Storm Drain System Improvements	
12. Mill Street Subsidence Remediation	
13. Port of Alsea Improvements	
14. Erosion Control along Alsea Bay	
15. Improvements for Beach Access and Trails to Port and Beach	
16. Acquisition and Reuse of PUD facility.	
17. Relocation of Public Library into larger facility and sale or reuse of current property	
18. Development of New Campground or Recreational Use along South Coast Highway, tying in with Patterson Park	Also UR #2
19. Yaquina John Point Projects	Also UR #2
20. Parks Improvements	Also UR #2

2. UR#3 POTENTIAL NEW PROJECTS (from Yaquina John Point Study)

Table 7-1: Transportation Plan - US 101 Improvements

Project Number	Description	Functional Designation	Length	Cost (2011 Dollars)	Funded By...
101 Seawall Intermediate Phase	Widen northbound bike lane by restriping (northern portion only ¹). Restripe existing paved section, only concurrent with repaving, providing narrower travel lanes and wider northbound shoulder	State Highway	1,050'	\$3,000	ODOT
101 Seawall Long-term Phase	Widen travel lanes, shoulder/bikelanes to ODOT standards, build retaining wall	State Highway	1,450'	\$890,000	ODOT
101 Seawall Bridgeview Multi-use Path Long-term Phase (P10)	Bridgeview multi-use trail on east side traversing down slope to US 101 at maintenance road intersection (includes 6' retaining walls)	Multi-use Path	330'	\$174,000	City / ODOT
101 Seawall Shoulder bikeway on US 101 east shoulder from maintenance road to Maple (P11)	Widen shoulder to 8' on east side of US 101 from powerline easement maintenance road intersection to Maple Street	Shoulder Bikeway	580'	\$50,000	ODOT
101 South Highway	Provide separated 6' sidewalks both sides for full section and construct continuous two-direction left turn lane from Adahi Avenue to Range Drive, and from Range Drive to Ocean Hills Drive.	State Highway	3,200'	\$1,263,000	ODOT / Development ²
101 South Multi-use Path Parallel to 101 on East Side(P9)	Provide multi-use path from Forestry Way-Kelsie Lane to North Forest Service Drive (10' asphalt path with 2' gravel shoulders each side)	Multi-use Path	450'	\$27,000	City / ODOT
101 South Highway	Realign Patterson State Park Entrance and Ocean Hills Drive	State Highway	NA	\$20,000	Development
101 South (PX1)	Provide protected pedestrian crossing of US101 at Ocean Hills/Patterson State Park Entrance by widening highway, constructing center median island, pedestrian-actuated flashing beacon, and striped crosswalk.	State Highway	NA	\$25,000	ODOT
101 South (PX2)	Protected pedestrian crossing of US 101 immediately south of realigned Forestry Way-Kelsie Lane extension intersection to include constructing center median island, pedestrian-actuated flashing beacon, and striped crosswalk.	State Highway	NA	\$25,000	ODOT

Notes:

101 = US 101 project

1 Southern (curb section) portion remains as-is, because there is inadequate width to accommodate this intermediate improvement in this 400-foot south portion of the seawall section.

2 A relatively small proportion of this project facilitates left turn movements into private developments on US 101, and accordingly, some funding may be provided by those benefitting private developments. In addition, sidewalks may be provided as part of private development in some places. In any case, the majority of funding would come from ODOT.

Table 7-3: Draft Preferred Transportation Plan - Local Streets and Alleys

Project Number	Name	Description	Functional Designation	Length	Cost (2011 Dollars)	Funded By...
S1 UR3	Alley from Range Drive to New Kelsie-Forestry Way Connection	Provides a 20' alley "backage road" for adjacent property access (thereby reducing congestion on US 101) and to serve as a local north-south bicycle and pedestrian connection.	Alley	850'	\$245,000	City

Note: S = street project

* This connection was identified in the TSP as a planned trail connection. This Plan has identified it for a full roadway improvement, superseding the planned trail identified in the TSP at this location.

** The length of this connection is unknown and depends upon future development. For purposes of estimating cost, it was assumed to be 1,000 feet long.

3. UR#3 POTENTIAL NEW PROJECTS (from 2005 Parks Master Plan)

Keady Wayside	
Improvements:	Estimated Cost:
<ul style="list-style-type: none"> Public restrooms in vicinity (inadequate space on-site) Signage: add information kiosk, lower profile and coordinate signage Add improvements to create community gateway 	\$15-18,000 (restrooms) \$5-\$10,000 • \$5-\$10,000 •
Partner: PUD – reorient street lights to increase safety	
Robinson Park	
Improvements:	Estimated Cost:
<ul style="list-style-type: none"> Covered picnic area, interpretive displays 	\$65,000 (Port responsibility)
Partner: Port of Alsea	
Lint Slough Trail	
Improvements:	Estimated Cost:
<ul style="list-style-type: none"> Public restrooms Extension of trail and viewing platform Extension around south end and into Forest Service Property Non-motorized boat launch 	\$15-18,000 \$39,000 • \$200,000 (incl. environ assess. and bridges) • \$35-57,000 •
Partners: ODFW, US Forest Service • candidate for grant funding	
Meridian Park	
Improvements:	Estimated Cost:
<ul style="list-style-type: none"> Irrigation 	\$1,150
Veterans Park	
Improvements:	Estimated Cost:
<ul style="list-style-type: none"> Bench 	\$500 •
candidate for donation of labor and/or materials	
Community Gateway and Landscape Improvements (specific locations to be determined)	
Design amenities and develop planting plans Establish maintenance schedule Improvements:	Estimated Cost:
<ul style="list-style-type: none"> Gateway signs, plantings and other amenities 	TBD
Old Town Playground (site to be determined)	
Site acquisition Improvements:	Estimated Cost: TBD
<ul style="list-style-type: none"> Site preparation for play equipment 	\$10,000

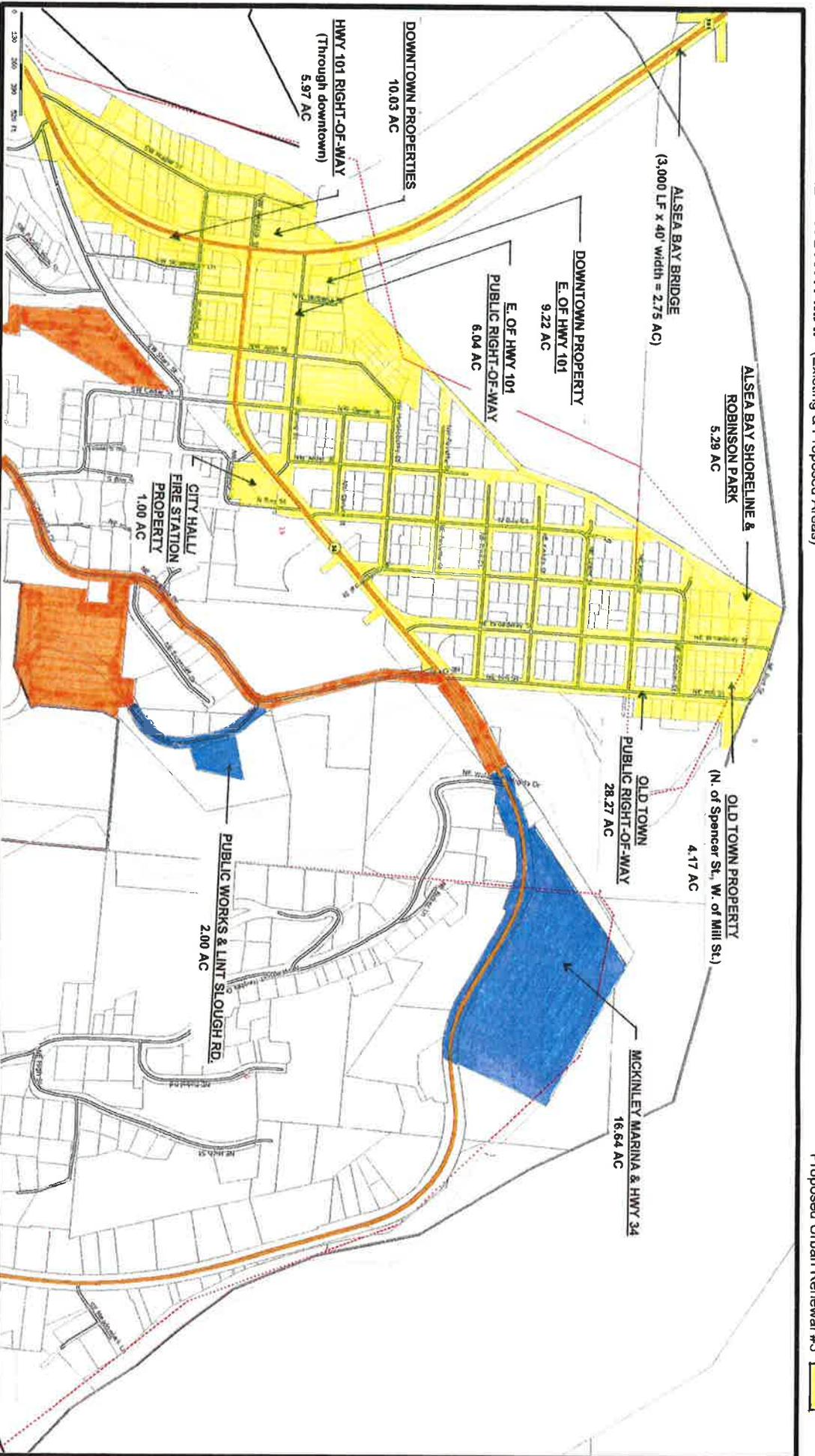
Downtown pedestrian loop	
Identify route east from Keady Wayside Improvements:	Estimated Cost:
<ul style="list-style-type: none"> • Sidewalk improvement along Broadway • Access to bay shore path to include parking and signage, pedestrian path 	\$113,800
<ul style="list-style-type: none"> • View points of bay and bridge • Signature icon to identify trail, mileage signs 	TBD TBD TBD
Partners: Port of Alsea, Urban Renewal District	

LONG TERM:

Priority	Initial Steps
Indoor Pool	Undertake feasibility assessment: <ol style="list-style-type: none"> 1. Identify potential partners 2. Work with aquatics specialists to refine needs and identify costs 3. Identify potential sites 4. Determine funding strategy
Track	INFO NEEDED
Soccer fields	INFO NEEDED
Trail network additions	<ol style="list-style-type: none"> 1. Refine routes for all trail segments identified in the Waldport Transportation System Plan (see Chapter 4 for segment list) 2. Design route through Woodland Corridor to connect to Crestline Park and Kendall Fields 3. Work with South Lincoln County Committee on Trails to develop route to Cape Perpetua
New neighborhood-scale park	<ol style="list-style-type: none"> 1. Identify and evaluate possible sites; work with developer(s) as development plans are discussed with and reviewed by the City to ensure desired site remains available 2. Establish funding mechanism(s) to ensure funds are available to acquire and develop site, when needed

URBAN RENEWAL – NORTH MAP (Existing & Proposed Areas)

- Existing Urban Renewal #2
- Proposed Urban Renewal #2
- Proposed Urban Renewal #3

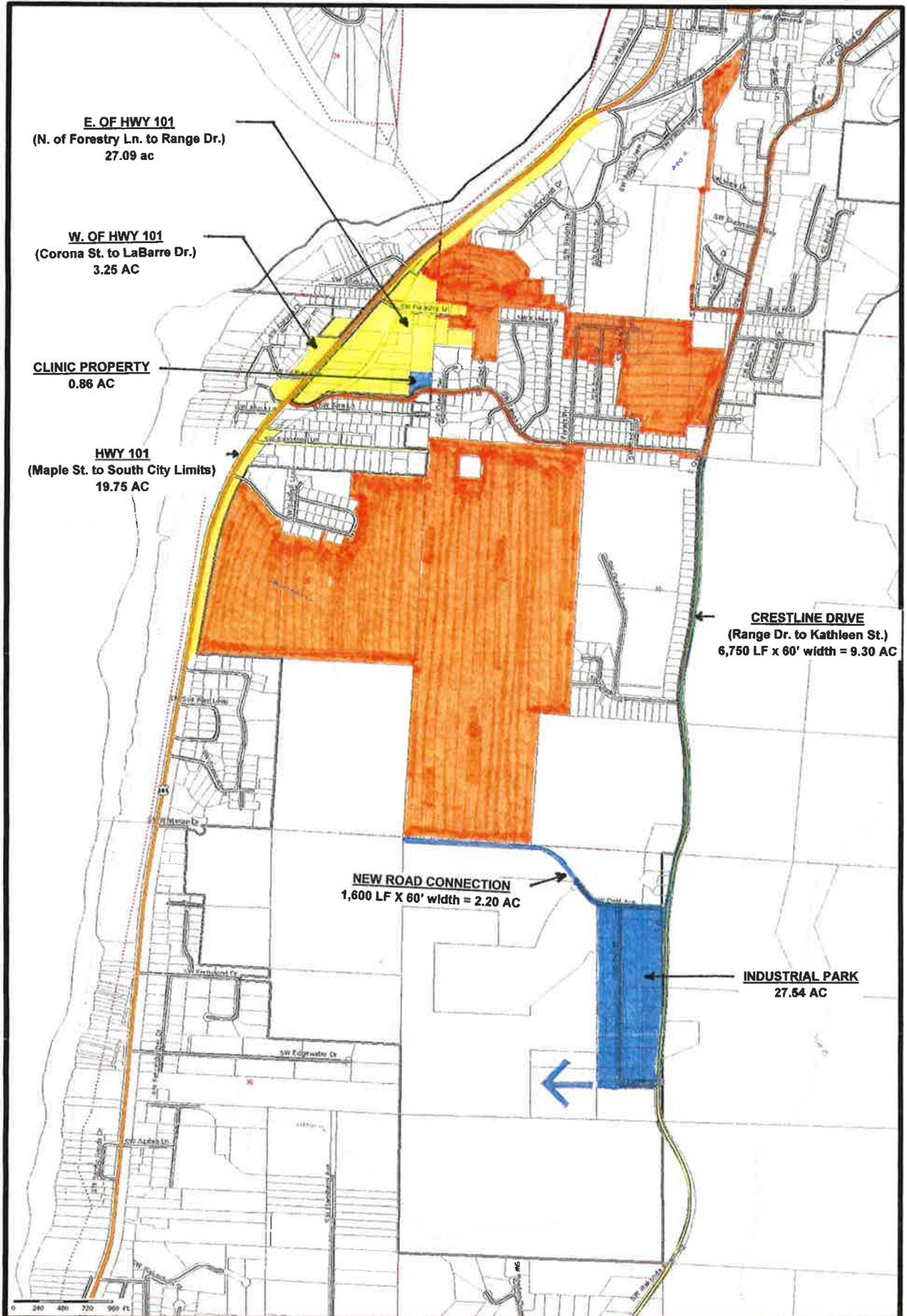


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URBAN RENEWAL – SOUTH MAP (Existing & Proposed Areas)

- Existing Urban Renewal #2
- Proposed Urban Renewal #2
- Proposed Urban Renewal #3



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