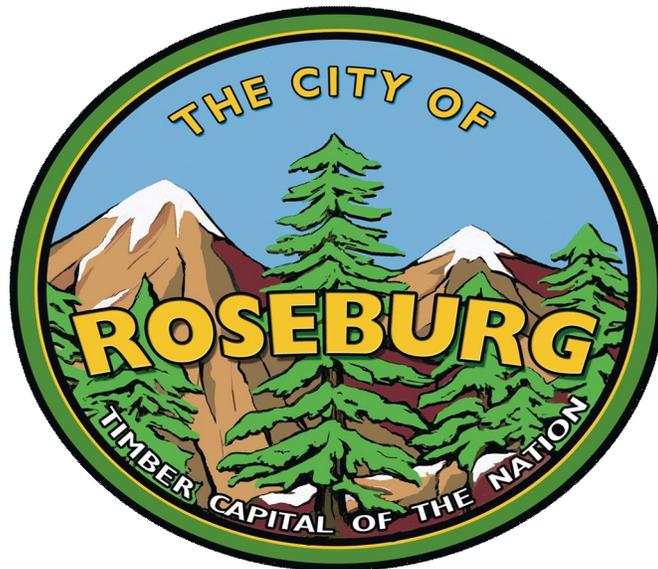


CITY OF ROSEBURG

URBAN RENEWAL PLAN WITH ACCOMPANYING REPORT



**ORIGINAL ADOPTION – AUGUST 7, 1989
SECOND AMENDMENT ADOPTION – DECEMBER 12, 2005**

CHAPTER ONE INTRODUCTION

Overview of Roseburg's Environment

The City of Roseburg, county seat of Douglas County, is located in southwestern Oregon on Interstate Highway 5, approximately 177 miles south of Portland, 67 miles south of Eugene, 97 miles north of Medford and 124 miles north of the California state line. The City is situated on the Umpqua River in the fertile Umpqua Valley. The Coast Range lies between the City and the Pacific Ocean, 80 miles west. The Cascade Range begins 65 miles east of the City.

Roseburg was originally platted as the town site of Deer Creek by Aaron Rose in 1851. In 1857 the town was officially renamed Roseburg. The Oregon & California Railroad extended its tracks from Portland south as far as Roseburg by 1872, and the completion of the railroad link south into California by 1887 started a period of rapid economic growth for the Umpqua Valley and Roseburg.

Roseburg has a Council-Manager form of city government. The Mayor serves as political head of the City, presiding over a Council composed of eight members, elected from four wards or districts.

The 1860 Federal Census reported 325 residents in Roseburg. Population growth was dramatic until the 1920's when relocation of the main north-south rail line via Klamath Falls produced an economic setback. From the 1920's through the 1940's total population hovered in the 4,000 to 5,000 range. In the 1940's the lumber industry began its dramatic expansion and Roseburg recovered from its earlier doldrums. Roseburg's rate of population growth since the 1940's has fluctuated, reflecting its resource-based economy. Population increased from 4,924 in 1940 to a peak of 17, 579 in 1979 and has declined to a current level of 16,264 in March 1989. Roseburg's Comprehensive Plan contains a middle range population projection of 23,630 by the year 2000.

The forest products industry is the mainstay of Roseburg's economy. This industry has experienced wide fluctuations in activity in the past 40 years. It is currently in a period of transition and, as will be discussed later, its importance to the Roseburg economy will likely decline relative to other industries during this Plan's duration.

Agriculture is the area's second largest industry. The lush valleys of the Umpqua basin yield a wide variety of crops and livestock.

The natural beauty of the Roseburg area and the recreational opportunities within easy commuting distance of the City have attracted an increasing number of tourists to Roseburg (and to Douglas County) in recent years. This trend is expected to continue and tourism will play an increasingly important role in the City's economy. In addition to being the county seat

of Douglas County, Roseburg is also an important regional center for state and federal government. Government payrolls have provided an element of stability for the City's economy, and this is expected to continue.

In 1988 total wage and salary employment in Douglas County was 32,380 persons and manufacturing was 10,360 or slightly more than 30% of the total. The forest products industry constituted approximately 90% of total manufacturing employment. In 1972 manufacturing employment constituted 42% of total wage and salary employment. The relative decline in manufacturing (principally forest products) employment since 1972 has been mitigated by substantial increases in non-manufacturing employment, particularly trade, service and government.

Although Roseburg's economic health is still heavily dependent upon the forest products industry, its importance to the City's economy is expected to decline relative to other economic sectors. Roseburg city government recognized the implications of this economic shift some time ago, and this Urban Renewal Plan is a direct result of the City's desire to maintain a viable, balanced economy during a period of structural change in the City's economic base.

As noted earlier, trade and service employment has been increasing. Roseburg is becoming a regional shopping center for a market area which extends beyond the borders of Douglas County. Many major retailers have made significant investments in new facilities at the perimeter of the City, particularly on Garden Valley Boulevard. The influx of new businesses to Roseburg's perimeter in response to its development as a regional market center has been reinforced by the exodus of many businesses from the downtown "core" to the same shopping areas, again particularly Garden Valley Boulevard.

The trends noted earlier – shift in economic base, broadened market area and relocation of activity to the perimeter of the City – have resulted in incompatible uses, property deterioration, uneconomic-sized parcels, infrastructure deficiencies, unproductive land uses and depreciated land values within the Urban Renewal District. These conditions have caused the "blight" which is discussed in the later "Goal" subsection of this chapter.

2005 Update

The North Roseburg Urban Renewal Plan was adopted in 1989. The original focus of the Plan was promoting economic growth and job creation by stimulating development of commercial and industrial land adjacent to Interstate 5. The Renewal Plan has been successful in carrying out many of the original plan goals and projects. However, the original Plan boundary stopped just short of downtown Roseburg, and downtown Roseburg has lost businesses and seen little growth over the last 15 years. To address those problems, Roseburg commissioned a Downtown Master Plan in 1999. The Downtown Plan recommended numerous steps to revitalize downtown Roseburg, but there were few means of funding implementation steps and projects.

The City of Roseburg now is in a position to take two major actions: first, to change the boundary of the North Roseburg Urban Renewal Plan to remove acreage from the original boundary; and second, to bring a major part of downtown Roseburg (including the South Umpqua waterfront area near downtown) into the renewal boundary. Removing developed land from the existing boundary has the benefit of returning over \$23 million in taxable values to Roseburg, the County, and other taxing bodies. Adding downtown land into the boundary will enable Roseburg's Urban Renewal Agency to help fund projects in the Downtown Master Plan, and carry out additional activities in both the original Plan area, in downtown Roseburg, and in the waterfront area.

The Second Amendment to the Urban Renewal Plan made the following changes to the Urban Renewal Plan:

- Removed 116.58 acres of land from the Plan boundary, and added 161.88 acres, bringing the downtown area into the Plan boundary.
- Added additional projects to the list of projects to be carried out under the Plan.
- Changed the maximum indebtedness of the Plan from \$30,150,133 to \$77,250,133.
- Changed the "Amendments" section of the Plan to reflect the current status of wording in ORS 457.

The boundary changes were accomplished within the 20% maximum acreage addition allowed by ORS 457. The original boundary of the Renewal Plan contained 882 acres, which allows up to 176 acres to be added by amendment. The amendment added 161.88 acres of that total. The addition of this acreage required a substantial change to the North Roseburg Urban Renewal Plan.

Events Instigating Urban Renewal District Creation

Roseburg's city government and city leaders have been considering ways to maintain a viable economy in the City during this period of economic base, land use and market area transition. In June 1987, Pacific Power assisted the City of Roseburg with preparation of an Economic Development Assessment. The Assessment was based upon personal interviews with community leaders and telephone interviews with citizens, sampled on a scientific basis. Economic stability, unemployment and jobs were the biggest issues on the minds of citizens. Survey respondents stated that economic development should focus on:

1. better utilization of Roseburg's natural resources,
2. assisting local businesses,
3. economic diversification,
4. publicizing the area and
5. cooperation with State and County economic efforts.

Most important, survey respondents wanted to see City government take an active leadership role in directing economic growth in Roseburg.

The Assessment was followed by an Economic Development Plan in December 1987. Goal One of the Plan was to “promote development that creates new businesses and jobs through the provision of financial incentives and infrastructure.” The first Action Step was “investigate the feasibility of creating an Urban Renewal District. Follow through to implementation.” During early 1988, the Roseburg City Council considered this Action Step. The Council directed the Economic Development Commission to evaluate the feasibility of establishing an Urban Renewal District in North Roseburg. After its evaluation, the Commission recommended the establishment of such a District, suggested a boundary for it and proposed possible projects to include within it. An Urban Renewal District was also evaluated by the Roseburg Planning Commission, and that Commission also recommended implementation.

This decision to implement an Urban Renewal Plan is the result of the public planning and decision-making process just described. Also, as noted later, Urban Renewal District activities proposed are consistent with the economic findings and assumptions and with the goals, objectives and policy statements for economic growth in the City’s 1984 Comprehensive Plan.

The original Renewal Plan boundary did not include downtown Roseburg, the traditional civic and commercial core of Roseburg. With the growth of freeway-oriented businesses, providing easy access and on-site parking, downtown Roseburg has suffered loss of businesses and patronage. New investment in the downtown has been minimal, and no major new investments, public or private, are forecast in the foreseeable future. The lack of investment represents a loss of property values and tax revenue for the City and is a sign of deteriorating conditions in an area. With the Second Amendment to the North Roseburg Urban Renewal Plan, the Renewal Agency will be in position to play a lead role in taking actions and providing incentives for investment and re-investment in downtown Roseburg. Many of the possible improvement actions are outlined in the 1999 Downtown Master Plan.

Definitions

The definitions contained in Oregon Revised Statutes 457.010 are applicable to this Urban Renewal Plan and its accompanying Urban Renewal Report.

Urban Renewal Plan Goal

The Urban Renewal Agency has determined that the land within the Urban Renewal District contains “blighted area (as defined by ORS 457.010) which, by reason of 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.” An expanded discussion of those specific conditions in which blight is manifested is contained in Chapter 1 of the North Roseburg Urban Renewal Report which accompanies this Plan.

THE URBAN RENEWAL DISTRICT HAS BEEN FORMED TO ELIMINATE THIS BLIGHT AND IMPROVE THE ECONOMIC VIABILITY OF THE DISTRICT. THIS IS THE BASIC GOAL OF THE DISTRICT AND THIS PLAN. This goal contains seven supporting policies. They are:

1. Create needed infrastructure to serve existing industrial/commercial activities and encourage the growth of those activities in specific areas.
2. Insure the highest and best use for land by consolidating uneconomic-sized parcels for a definite market, eliminating incompatible mixed use patterns and developing vacant areas.
3. Enhance tax revenues by the elimination of conditions which caused depreciated land values.
4. Stimulate the investment of private capital to provide employment and broaden the City's economic base.
5. Assemble necessary land and construct required infrastructure for a convention center.
6. Exploit the opportunities which will be created by the North Roseburg Interchange and integrate that Interchange with intra-city traffic patterns.
7. Encourage the siting of desirable business activities within the District by specific property marketing, relocation/siting assistance and general area promotion.

To achieve its goal and supporting policies, the Urban Renewal District may exercise any power granted to it by Oregon Revised Statutes Chapter 457 or any other federal, state or local statute, law, ordinance or regulation.

These seven policies are compatible with all goals, objectives and policy statements outlined by the 1984 Roseburg Area Comprehensive Plan. In addition, the Urban Renewal Plan has a specific relationship to definite local objectives regarding appropriate land uses, traffic, public utilities and community facilities. Although not specifically excluded from the Urban Renewal Plan, the Plan does not have a specific relationship to local objectives regarding public transportation, telecommunications utilities and recreational facilities.

The Renewal Plan's policies directly relate to local objectives by reinforcing the following specific policy statements of the City's Comprehensive Plan:

ECONOMIC GROWTH

1. The City shall demonstrate a positive interest in existing and new industries.
3. The City shall encourage activities which strengthen its position as a regional center.
4. The City shall monitor the supply of developable sites to insure opportunity for expansion.
6. The City shall preserve and protect sites for future industrial development.
7. The City shall encourage the development of light industrial parks.
9. The City shall encourage the development of convention and tourist related facilities in the urban area.

TRANSPORTATION

4. The City shall encourage the development of alternate traffic routes which will reduce traffic volumes

ENERGY CONSERVATION

4. The City shall encourage the infilling of vacant land.

PUBLIC FACILITIES AND SERVICES

2. The timing and location of urban development within the urban area shall be based upon the current imminent availability of urban services; particularly public sewer and water.
3. In those portions of the urban area where the full range of urban services is not available, capital improvement programming for that area will be developed prior to extension of services intended to facilitate further development of that area.

Six phases of proposed projects to implement the Urban Renewal District policies are described in Chapter Three of this Plan and their tax increment financing is discussed in Chapters Four, Five and Six of the Accompanying Report.

Urban Renewal Plan Philosophy

The Plan's basic philosophy or the "Mission" of the Urban Renewal District may be defined as "PROMOTE THE ORDERLY IMPLEMENTATION OF INFRASTRUCTURE AND OTHER LAND MANAGEMENT PROJECTS TO ATTAIN THE PLAN'S STATED GOAL AND POLICIES." Since many of the policies are complementary, otherwise inter-related or non-divisible, the Plan defines each policy as being of equal importance to the success of the Plan in some area of the District.

The Plan's philosophy incorporates the following tenets to guide its implementation:

FLEXIBILITY TO MEET UNKNOWN FUTURE NEEDS: This Plan recognizes that each project included within each of the six phases, like each policy, is of equal importance to the success of the Plan in some areas of the District. Since it is, however, not logical or financially possible to pursue all projects simultaneously, this Plan will prioritize each phase. This has been done for analysis purposes only to demonstrate Plan financial feasibility under a set of circumstances which appear to be logical at the time of Plan implementation. The Plan specifically recognizes that phase and project priorities will likely differ from that shown in the Plan due to unknown future events such as level of tax increment revenues, other financing opportunities, the commitment of private capital, changes in community development plans and priorities and actions taken by other governmental bodies which impact the community's environment.

Projects are listed by category in Chapter Three of this Plan to provide a conceptual overview of the types and typical costs of projects likely to be undertaken; they are not to be viewed as definitive. The exact scope of a project should not be determined until shortly before its scheduled implementation. This Plan considers shifting of emphasis between policies, modification of phase priority, allocation of projects between phases and determination of project scope to be minor Plan modifications approvable by resolution of the Urban Renewal Agency if the Plan's philosophy, goal and policies are not altered as a result.

CONSERVATIVE FINANCIAL MANAGEMENT: Future tax increment revenue cannot be forecasted with precision. This Urban Renewal Plan proposes to make maximum utilization of tax increment revenues as they become available for project and other District expenditures and for bond and other debt service. Bonds are structured as serial maturities and will not be issued in anticipation of some projected future level of tax increment

revenues. Bonds will only be issued when tax increment revenues have reached a level which is likely to be sustained and which is sufficient to support the debt structure for its entire life.

COOPERATION WITH PRIVATE ENTERPRISE: Projects proposed in this Plan are designed to encourage private investment and respond to the private business needs of the community. The Plan envisions the Urban Renewal Agency's role as one of partnership with private enterprise to encourage development and engage in activities which private enterprise is not capable of doing for the benefit of the Urban Renewal District as a whole.

CHAPTER TWO URBAN RENEWAL AREA

General Description of Boundary

The boundary of the North Roseburg Urban Renewal Area, as amended by the Second Amendment to the Renewal Plan, is shown in the attached Boundary Map. The legal description of the boundary as amended by the Second Amendment is attached to this Plan as Appendix A.

Boundary Rationale

Although the North Roseburg Urban Renewal District has an irregular boundary, this boundary was selected for specific reasons.

As noted in Chapter One, a shift in the City's economic base, a broadened market area and a relocation of activity to the City's perimeter have resulted in incompatible land uses, property deterioration, uneconomic size parcels, infrastructure deficiencies, unproductive land use and depreciated land values within portions of the City. These conditions have caused the "blight" which is in evidence, and the Urban Renewal District boundary has been structured to include those "blighted" areas.

The central and southern sections of the District were included because they were former major residential areas linked historically to early railroad activities, but which are now in a transition to commercial and industrial uses.

The area west of Interstate Five was selected because the southern portion of this area along Garden Valley Boulevard is developing very rapidly and because the area just to the north represents the City's prime inventory of undeveloped commercial properties.

The airport to the north and the area between it and Interstate Five was included because of its key location between two major transportation systems and because of the impact the North Roseburg Interchange will have upon commercial and industrial development opportunities in this area.

The downtown and waterfront areas of the Plan were included because of signs of lack of public and private investment in the area, stagnant or declining property values and loss of downtown businesses and patronage. Including the downtown and waterfront areas will enable the Renewal Agency to utilize renewal funds to treat these conditions and stimulate new investment in downtown Roseburg.

Existing Land Uses in Area

To facilitate the description of the multitude of land uses which exist in the Urban Renewal District, the following discussion has divided the District into twelve Analysis Areas. These areas are not marked on any map and their boundaries are, in many cases, indistinct or overlapping. They do, however, serve as focal points for a description of the multitude of land uses in the District.

Analysis Area One is the extreme southern part of the District, roughly from Chestnut Avenue to the south. This area was developed under Douglas County rules and annexed to the City. It contains a preponderance of deteriorated residential restructures. The area needs road and storm sewer work. Since it is zoned Industrial, the Urban Renewal District will encourage a consolidation of smaller lots and a transition to industrial use.

Analysis Area Two extends north from Area One to Garden Valley Boulevard, west to the railroad tracks and east to Stephens. It contains a mix of commercial and industrial uses with a few non-conforming residential uses, plus vacant areas. Sanitary sewer facilities in this area are adequate, but the storm sewer is inadequate and the water system needs distribution development. In addition, the streets within the area must be improved. This area is zoned for commercial and light to medium industrial uses. The District proposes to leave the “strip” commercial development on Stephens and Garden Valley Boulevard, but encourage transition to industrial uses for the remainder of the area.

Analysis Area Three lies west of the railroad tracks and south of Garden Valley Boulevard. The southern portion of the area contains the City’s developing light industrial park with access proposed through a rehabilitated Chestnut Avenue rather than north to Garden Valley Boulevard. Existing “strip” commercial development along Garden Valley Boulevard and the residential uses in the extreme western portions of the area would remain unless market demand dictated a higher use for this land.

Analysis Area Four is the portion of the District lying east of Stephens. It presently contains a mixture of industrial and commercial uses. It has a high potential for community shopping but the streets in this area are not suitable for intensive commercial use and must be widened before such use.

Analysis Area Five is located between Stephens and the railroad, north of Garden Valley Boulevard and south of Alameda. It is a commercial and light industrial area with a high potential for growth and is, in fact, presently growing. The majority of the area is the site of an abandoned sawmill.

Analysis Area Six is situated west of the railroad, east of Interstate Five, north of Garden Valley Boulevard and south of the airport. Land uses in this area are predominantly residential and will likely stay that way except for the area between Mulholland and Interstate Five which contains deteriorated residential structures and has commercial potential. This area impacts, and is impacted by, the airport. Residential uses conflict with airport noise. The area’s two hills are an obstruction to the airport’s south approach pattern

Analysis Area Seven is the southwestern corner of the District, west of Interstate Five and north of Garden Valley Boulevard. This area is experiencing the most rapid commercial growth in the City’s history, and the area is becoming the nucleus of a regional shopping, entertainment and health care market. Some existing residential uses in this area may transition to professional uses as the area continues to develop. The area is plagued by traffic congestion, inadequate streets and other infrastructure required to serve existing uses and anticipated future uses.

Analysis Area Eight is a large, nearly vacant tract of land north of Area Seven and west of Interstate Five. This area is the prime inventory of large commercial sites available in the City, and the City wishes to encourage more regional commercial development here. The area will be positively impacted by the North Roseburg Freeway Interchange, and this will enhance its commercial development opportunities. Land acquisition for a convention center is a Plan component. Although it could be constructed anywhere within the District, this Analysis Area is a logical site.

Analysis Area Nine is the northeastern corner of the District between the railroad and Stephens and just east of the southern end of the airport. The area is an underdeveloped light industrial and commercial area with a few residential uses. It has potential for more intensive commercial and industrial development but requires sanitary sewer, storm drains and water distribution.

Analysis Area Ten is the northwestern portion of the District west of the airport, east of Interstate Five and north of Aviation Drive. This area has a mixture of existing uses and is in transition from residential to commercial and industrial predominance. The area will be positively impacted by the freeway interchange and this, together with airport proximity, will dictate the eventual transition of this area to uses higher than residential. The existing mobile home park on the southern portion of the area is bounded on the northwest by industrial development, the airport on the south and the freeway west. The northern half of this area contains a mixture of uses and a portion of the northern area is not inside the City limits but is in the City's Urban Growth Boundary.

Analysis Area Eleven is situated between the southern end of the airport and Interstate Five, north of Mulholland Drive. This area has a potential for industrial and commercial growth associated with both the Interstate Five Interchange and the airport. The City of Roseburg owns all of the property in this analysis area and will continue to promote it for the siting of desirable commercial and light industrial tenants who can benefit from the property's unique location.

Analysis Area Twelve is the Roseburg Municipal Airport. Its future has been discussed in the Airport Master Plan, which is the governing document for this facility. It has been included within the Urban Renewal District to enable District tax increment funds to be used as matching funds in FAA grants for airport maintenance and development. The airport area will also benefit from the new freeway interchange and will combine freeway access with airport access, the two key components of transportation in the Urban Renewal District.

Proposed Land Uses

All Urban Renewal projects proposed for the District are compatible with existing zoning and land use regulations. Project activities of this nature were contemplated and specifically provide for in the City's 1984 Comprehensive Plan and the zoning and land use ordinances which resulted from that Plan.

Please refer to the attached map for an illustration of the Urban Renewal District's current zoning. The City's official zoning map has precise zone boundaries, is the zoning authority for this Plan and is incorporated in this Plan by reference.

The City's zoning laws prescribe permitted land uses, maximum densities and building requirements in the Urban Renewal Area and they are also incorporated in this Plan by reference.

As noted in the preceding discussion of analysis areas, this Urban Renewal Plan proposes to encourage specific types of land uses in some areas of the District. In most cases, uses proposed for encouragement are compatible with existing zoning ordinances. In a few instances, proposed uses will require amendment to zoning ordinances prior to implementation but these proposed uses are, nevertheless, still compatible with the land uses and goals contained in the City's 1984 Comprehensive Plan.

Urban Renewal District Zoning Map

The Second Amendment changed this section of the Plan by inserting a revised "Zoning Map" (attached).

CHAPTER THREE URBAN RENEWAL DISTRICT PROJECTS

Urban Renewal projects proposed for accomplishment with this Plan are listed in Table 1. Projects have been grouped in six phases for purposes of analysis. This Plan recognizes that each project is of equal importance to the success of the Plan in some areas of the District, and it is not logical or financially possible to pursue all projects simultaneously. Phase grouping has been done to demonstrate the Plan's financial feasibility under a set of circumstances which appear to be logical at the time of Plan implementation. Because there are many unknowns concerning future development, future economic conditions, future tax increment revenues and the impact of other government activities, it will be necessary for future Urban Renewal District Boards to adjust the project priority, phase priority, project scope and project magnitude to recognize current conditions.

The project list in Table 1 is intended to provide a conceptual overview of the types and typical costs of projects likely to be included in this Urban Renewal Plan. They are not to be viewed as definitive but are, rather, illustrative of the general magnitude, scope and nature of the activities contemplated by the Plan.

The Second Amendment to the North Roseburg Urban Renewal Plan authorizes the Urban Renewal Agency to participate in funding projects in the following categories:

- Infrastructure improvements, including improvements to streets, curbs, sidewalks, utilities, lighting and traffic signals
- Assistance for rehabilitation and redevelopment of property in the renewal area
- Land assembly and disposition
- Streetscape improvements
- Improvements for pedestrian and bicycle circulation and access
- Assistance for development of new public buildings
- Development of parks and open spaces
- Parking improvements
- Plan administration

Within these categories, the Second Amendment to the Plan adds the following list of specific activities and actions. No priority of funding is implied by the order in which projects are listed.

1. Joint Fire Station and Police Headquarters Building

- a. Undertake planning and architectural studies
 - b. Proceed with site development and building construction
- Benefit of Public Buildings – The proposed public buildings will benefit the District by providing a major new construction project in the downtown area, and by providing increased protective services to the entire renewal project area.

2. Infrastructure Projects on Major Transportation Routes

- a. Edenbower and Stewart Parkway; intersection reconfiguration and widening.

- b. Going north on Stewart Parkway, add a right-turn lane on to Garden Valley.
- c. Add landscaping at the intersection of Garden Valley and Stewart Parkway.
- d. Add a left-turn lane off Stephens to Douglas; provide \$300,000 match for ODOT project.
- e. Chestnut and Stephens; traffic signal.
- f. Douglas Avenue and Jackson; signalization improvements.
- g. Douglas Avenue reconstruction project; Stephens to Chadwick.
- h. Traffic signal fourth leg; Stewart Parkway and Mall entrance.

3. West Avenue Redevelopment (also known as Redevelopment Target Areas 3 and 4 from the 2001 Planning Study)

- a. Conduct a planning study for the redevelopment/development of the area bounded on the north by Chestnut Avenue, on the east by Stephens and bounded on the west and south by the railroad right-of-way.
- b. Where necessary and appropriate, assemble properties for redevelopment by the private sector.
- c. Construct street, sidewalk, street light, storm drainage and other infrastructure development that may be identified in the redevelopment plan.
- d. Provide financial incentives, including low cost loans or grants to assist in public and private rehabilitation and redevelopment efforts.

4. Downtown Roseburg Projects

- a. Construct streetscape improvements throughout the downtown area, to include: entry portals, street lighting, street furniture, new sidewalks, curbs/gutters, sidewalk ramps, tree grates and crosswalks.
- b. Plan for and then construct a connection (walking path, park strip, etc.) between the downtown area, the waterfront area and the area where a new Convention Center may be built.
- c. Where necessary and appropriate, assemble properties for redevelopment by the private sector.
- d. Form a partnership with local banks to offer low-cost financing for façade improvements to downtown buildings.
- e. Implement other projects in the adopted Downtown Roseburg Master Plan, such as reinvesting in the Overpark parking garage.
- f. Provide financial incentives, including low cost loans or grants to assist in public and private rehabilitation and redevelopment efforts.

5. Waterfront Redevelopment

- a. Where necessary and appropriate, assemble properties for redevelopment by the private sector.
- b. Construct street, sidewalk, streetlights, storm drainage and other infrastructure work throughout the waterfront redevelopment area.
- c. Acquire former gas company property adjacent to Deer Creek Park and complete any necessary clean-up of the site.
- d. Plan and then construct a new park at the larger park site.
- f. Provide financial incentives, including low cost loans or grants to assist in public and private rehabilitation and redevelopment efforts.

6. Administration of Plan and Miscellaneous Activities

- a. Administrative expenses for Urban Renewal Agency staffing and for expenses related to project implementation.
- b. The local share or match for state and federal grants.
- c. Economic development projects on the non-air side of the Roseburg airport.

Project costs are stated in 1989 dollars in Table 1. The District's financial analysis in the accompanying Urban Renewal Report contains a provision for the inflation that is expected to occur between the date of this Plan and the estimated date of project commencement.

The bulk of the projects are infrastructure projects: new street construction and/or street improvement, sidewalk construction, storm drainage and rights-of-way associated with street work. Cost estimates for these infrastructure projects have been made in accordance with accepted engineering practices for cities and in conformity with Roseburg's 1984 Comprehensive Plan. Two project types require special explanation, and these are discussed in the paragraphs which follow.

The Plan proposes land acquisition totaling one million dollars in Phases IV, V and IV. This land acquisition may be for two District purposes, small parcel consolidation and a convention center site. During the course of this Plan, the District will likely have opportunities to consolidate existing uneconomical parcels for sale to and use by commercial or industrial activities willing to make a firm purchase commitment. This provision of funds for land acquisition recognizes, specifically for Plan purposes, the District's option of using Urban Renewal funds to finance the short-term acquisition and inventory of small parcels for a definite future market. The bulk of the land acquisition funds will likely be used to assemble a parcel of land for the siting of a convention center.

Each phase includes a category entitled "Promotion and Other Economic Development Projects". This category constitutes approximately 10% of each phase and approximately 10% of the total of all phases. The category has been included to fund a variety of non-infrastructure projects which will likely be required for a successful economic development of the District in conjunction with basic infrastructure expenditures.

These projects are promotional, business development and business assistance activities which enhance or supplement other major Plan expenditures. Examples of such activities may include, but are not limited to, the following:

1. Visitor Center and/or Oregon Products Center.
2. City's Share of Grants.
3. City Revolving Loan Fund for Secondary Financing of new Development or Redevelopment.
4. Specific Property Marketing.
5. General Area Promotion.
6. Complementary Special Studies in Connection with Development.
7. Business Relocation/Siting/Development Assistance.

CHAPTER FOUR PROJECT RELATIONSHIP TO PLAN POLICIES

The projects outlined in Chapter Three were specifically formulated to provide the most effective response to the Urban Renewal District's goal and policies while remaining within the financial and time constraints imposed by the Plan's anticipated tax increment revenue funding. In the following paragraphs each of the Plan's goal-supporting policies will be discussed in relation to the projects.

Improved Infrastructure

The bulk of Urban Renewal expenditures will be for infrastructure. Infrastructure projects, particularly roads, are required throughout the District. They are a necessary prerequisite for meaningful development. Infrastructure projects range from new facilities to expansion of existing, overloaded facilities. All are designed to encourage development or capitalize upon anticipated development.

Highest and Best Land Use

The Urban Renewal Area contains uneconomic-size parcels, incompatible mixed uses and vacant areas, particularly in the older central and southern portions of the District. The initial City centered around and developed outward from the railroad tracks. As the City grew and diversified, and as the railroad lost its economic dominance, the area in the center of the City decayed from quality residential and commercial to a mixed pattern of deteriorating residential, commercial and industrial uses. This area is now bisected by good but overloaded arterials, Garden Valley Boulevard. The provision of collector streets in this area and the consolidation of small parcels as deteriorated residential uses are phased out will enhance this area for commercial and industrial purposes.

Enhanced Tax Revenue

It is a policy of this Urban Renewal Plan to enhance tax revenues by the elimination of conditions which caused depreciated land values. All of the projects proposed for this Plan are designed to promote the economic development (primarily commercial and industrial) of the Urban Renewal Area. As the Area grows with the commitment of private capital, as vacant parcels are eliminated and as land is used more intensively, the value of the properties will increase and tax revenues will be correspondingly enhanced.

Stimulate Private Capital

The projects proposed in this Plan are designed to provide a more attractive environment for the conduct of private enterprise. The competition among cities and regions for the commitment of private capital is becoming intense and many inducements are offered: relocation assistance, short-term loans, tax credits, enterprise zones, etc. At a minimum, an area must offer basic roads and other infrastructure to remain competitive. This Plan's infrastructure, promotion and other economic development projects are designed to help the City of Roseburg stay competitive.

Convention Center

This Plan allocates one million dollars for land acquisition, principally for the siting of a convention center in the District. Land acquisition for such a center was selected as a District project because: (1) a public body is usually in a better position to assemble land for such a purpose than private enterprise and (2) such a center would enhance tax revenues, both directly and through its "multiplier" effect on other business activity. Details of possible land acquisitions for a convention center cannot be determined at this time. A final decision on the cost, location and extent of such land acquisition must await tax increment revenues sufficient to fund it. It is possible the net land cost to the District for a convention center could be zero or considerably less than the amount shown in this Plan if the District is able to re-market the property to private enterprise after its acquisition. At the other extreme, the District may be required to subsidize a convention center by providing its land free or at a below-market rate. In any event, convention center land is incorporated in this Plan as a legitimate Plan objective.

Freeway Interchange

The Oregon Highway Division plans to begin construction of the North Roseburg Freeway Interchange in 1994. Projects in Phases II, III and IV are specifically designed to capitalize upon the new access provided by the Interchange to presently-undeveloped commercial and industrial properties. These properties, particularly the City's large tract west of the airport and the large commercial sites west of the freeway, will become much more attractive and valuable when the Interchange is completed.

Siting Encouragement

This Plan recognizes as a policy that land and infrastructure projects can be made more effective as tools for economic growth by combining them with specific promotional and business assistance projects. As noted earlier, competition for private capital is keen and a city must promote itself.

CHAPTER FIVE RELOCATION PLAN

In carrying out the goal, policies and philosophy of this Urban Renewal Plan, the Urban Renewal Agency may acquire property under circumstances which shall create displaced persons or businesses as “displaced” is interpreted in Oregon Revised Statutes. If the Urban Renewal Agency does acquire developed and/or occupied property, it shall assist displaced persons or businesses in finding replacement facilities. All displaced persons or businesses shall be contacted to determine relocation needs and shall be provided information on available space and given assistance in moving. All relocation activities will be undertaken and payments made in accordance with the requirements of Oregon Revised Statutes 281.045 to 281.105 and any other applicable laws or regulations.

CHAPTER SIX ACQUISITION AND DISPOSITION OF PROPERTY

The Urban Renewal Agency may acquire property within the Urban Renewal Area to achieve the goal and policies of the Plan and implement the proposed Urban Renewal projects. At the time of Plan adoption, no specific property has been identified for acquisition, but property acquisition, including a limited interest in property, will likely be required at a later date to implement planned projects.

Land Acquisition

The Urban Renewal Agency may acquire land without Plan amendment for the following purposes:

1. Rights-of-way acquisition for streets and other transportation systems, utilities, bikeways and walkways, boardwalks and other public access.
2. Other public uses including, but not limited to, parks, expansion or extension of utilities and provision of parking.
3. When such conditions exist as may affect the health, safety and welfare of the Urban Renewal Area such as, but not limited to, the following:
 - a. When such conditions do not permit practical or feasible rehabilitation of a structure and it is determined acquisition of such property and demolition of such structure is necessary for the health, safety and welfare of the Urban Renewal Area.
 - b. When detrimental land uses or conditions such as incompatible uses, unsuitable lot sizes or unsuitable ownership patterns exist and it is determined acquisition of such properties and demolition of the improvements are necessary to remove blighting influences and achieve the objectives of this Plan.
4. For the creation of a convention center within the Urban Renewal District.
5. For the assembly and resale of property to a committed purchaser or a proposed activity in conformance with the Urban Renewal Plan goal and policies.

Land acquisition for any purposes other than those listed above requires a substantial Plan modification.

Property Disposition

The Urban Renewal Agency may sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust or otherwise dispose of any interest in real property or reacquisition of real property which has been acquired in accordance with the provisions of this Urban Renewal Plan.

All real property or reacquisition of real property acquired by the Urban Renewal Agency in the Urban Renewal Area would be disposed of for development or uses permitted in the Plan at its fair re-use value for the specific uses to be permitted. Real property acquired by the Urban Renewal Agency may be disposed of to any other public entity without cost, in accordance with the Plan. All persons and entities obtaining property from the Urban Renewal Agency must use the property for the purposes designated in this Plan and must begin and complete development of the property within a period of time fixed by the Urban Renewal Agency and must comply with other conditions the Urban Renewal Agency established to carry out the purposes of this Plan.

To ensure the provisions of this Plan are carried out and to prevent the recurrence of blight, all real property disposed of by the Urban Renewal Agency, as well as all real property owned or leased by participants assisted financially by the Urban Renewal Agency, is made subject to this Plan. Leases, deeds, contracts, agreements and declaration of restrictions by the Urban Renewal Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitude or any other provisions necessary to carry out this Plan.

Owner Participation

Property owners within the Urban Renewal District who propose to improve their properties and receive any financial assistance from the Urban Renewal Agency must do so in accordance with all applicable provisions of this Plan and with all applicable codes, ordinances, policies, plans and procedures of the City and the Urban Renewal Agency.

CHAPTER SEVEN PLAN ADMINISTRATION

Plan Amendments

This Urban Renewal Plan will evolve and change during the course of its implementation in response to further review and planning and unknown economic, social and other environmental conditions impacting the City.

Types of Plan amendments are:

A. Substantial Amendments

Substantial Amendments are limited to amendments:

- Adding land to the Renewal Area that is in excess of one percent of the existing area of the Plan.
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments shall require the same notice, hearing and approval procedure required of the original Plan, including public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing, special notice of which is provided to individual households as prescribed in ORS 457.120.

B. Other Amendments Requiring Approval by Council Ordinance

The following types of amendments will require adoption by a non-emergency ordinance of City Council, and requiring consultation with taxing districts and presentation to the Planning Commission, but not requiring the special notice prescribed in ORS 457.120.

1. Change of the Plan Duration.
2. Actions which change the goal, policies or basic philosophy of the Plan as outlined in Chapter One.

C. Minor Amendments

Minor Amendments may be approved by the Renewal Agency in resolution form. Such amendments are defined as:

1. Amendments to clarify language, add graphic exhibits, make minor modifications in the scope or location of improvements authorized by this Plan or other such modifications which do not change the basic planning or engineering principles of the Plan.
2. Acquisition of property for purposes specified in Chapter Three of the Plan.
3. Increases in the Renewal Area boundary that are less than one percent of the existing area of the Plan.

Urban Renewal District Boundary Changes

Urban Renewal District boundary changes must be made using procedures described in Plan Amendments.

Financial Reports

The North Roseburg Urban Renewal Agency shall, by August 1, of each year, prepare a statement containing the information required by ORS 457.460.

Plan Duration and Validity

This Plan may remain in effect for a period of not more than thirty (30) years from its effective date of adoption. The Plan may remain in effect after termination of any division of ad valorem taxes used to provide funding for Plan activities. Should a court of competent jurisdiction find any word, clause, sentence, section or part of the Plan to be invalid, the remaining words, clauses, sentences, sections or parts will be unaffected by such finding and will remain in effect for the duration of the Plan.

Maximum Indebtedness

The Second Amendment to this Plan increases the amount of new indebtedness that can be issued under the plan increases the amount of new indebtedness that can be issued under the Plan by forty-seven million, and one hundred dollars (\$47,100,000). This will allow a total indebtedness of seventy-seven million, two hundred and fifty thousand and one hundred and thirty-three dollars (\$77,250,133), including indebtedness previously issued under the plan.

This amount is the principal of indebtedness, and does not include interest or indebtedness incurred to refund existing indebtedness.

**TABLE 1
ROSEBURG URBAN RENEWAL DISTRICT
PROJECT PHASING – ORIGINAL PLAN**

PHASE I

PROJECT	STREET	SIDEWALK	STORM DRAIN	RIGHT-OF-WAY	TOTAL
Chestnut RR Crossing	\$100,000				\$100,000
Chestnut: Stephens to Highland	\$320,000	\$64,000	\$75,000	\$ 25,000	\$484,000
Dee Street		\$10,000			\$ 10,000
Airport	\$100,000				\$100,000
Walnut/Garden Vly Traffic Signal	\$120,000	\$10,000			\$130,000
Ward Street	\$ 75,000	\$14,000	\$10,000		\$ 99,000
North Roseburg Interchange				\$200,000	\$200,000
Promotion & Other Economic Development Projects					\$100,000
TOTAL					\$1,223,000

PHASE II

Airport Road	\$100,000	\$ 20,000	\$50,000		\$170,000
Airport/Stewart Pkwy Traffic Signal	\$110,000				\$110,000
Mulholland/Stewart Pkwy Traffic Signal	\$110,000				\$110,000
Stewart Pkwy: Aviation to Stephens	\$115,000	\$ 65,000	\$34,000		\$214,000
Airport: Stewart Parkway North	\$150,000	\$ 40,000	\$55,000		\$245,000
Channon Street	\$ 80,000	\$ 20,000	\$25,000		\$125,000
Emerald Street	\$ 50,000	\$ 14,000	\$15,000		\$ 79,000
Frontage: Aviation to City limits	\$235,000	\$ 56,000	\$70,000	\$100,000	\$461,000
North Roseburg Interchange	\$220,000			\$100,000	\$320,000
Airport	\$150,000				\$150,000
Interchange Projects		\$480,000			\$480,000
Promotion & Other Economic Development Projects					\$250,000
TOTAL					\$2,714,000

PHASE III

Black Avenue Extension	\$ 75,000	\$15,000	\$ 7,500	\$150,000	\$247,500
Black Place	\$ 80,000	\$15,000	\$ 5,000		\$100,000
Crouch Street	\$ 66,000	\$13,000	\$ 5,000		\$ 84,000
Dogwood Street	\$ 90,000	\$18,000	\$10,000		\$118,000
Hill Place	\$ 80,000	\$16,000	\$15,000		\$111,000
Patricia Street	\$ 32,000	\$ 6,000	\$ 5,000		\$ 43,000
Estelle Street	\$110,000	\$22,000	\$10,000		\$142,000
Convention Center & Utility and Service Roads	\$200,000				\$200,000
Promotion & Other Economic Development Projects					\$200,000
TOTAL					\$1,245,500

PHASE IV

PROJECT	STREET	SIDEWALK	STORM DRAIN	RIGHT-OF-WAY	TOTAL
Garden Valley/ Stewart Parkway Realignment	\$135,000	\$ 25,000	\$200,000		\$360,000
Stewart Parkway: Garden Valley to Broad	\$302,000	\$176,000	\$ 50,000		\$528,000
Land Acquisition				\$250,000	\$250,000
Promotion & Other Economic Development Projects					\$100,000
TOTAL					\$1,238,000

PHASE V

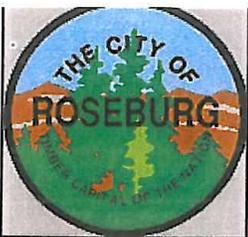
Cedar St: Chestnut to College	\$ 90,000	\$18,000	\$10,000		\$118,000
College: Cedar to Walnut		\$26,000			\$ 26,000
College: Chestnut to Cedar	\$110,000	\$11,000	\$10,000		\$131,000
Neuner	\$ 60,000	\$16,000	\$10,000		\$ 86,000
Post/Alder	\$ 80,000	\$16,000	\$10,000		\$106,000
Walnut	\$130,000	\$26,000	\$40,000		\$196,000
West: College to Alder	\$130,000	\$26,000	\$20,000		\$176,000
Land Acquisition				\$500,000	\$500,000
Promotion & Other Economic Development Projects					\$150,000
TOTAL					\$1,489,000

PHASE VI

Beacon/Fairmont/Cecil		\$70,000			\$ 70,000
Hicks	\$ 50,000	\$16,000	\$10,000		\$ 76,000
Highland		\$10,000			\$ 10,000
Otie/Eden		\$62,000			\$ 62,000
Parks	\$ 35,000	\$ 4,000	\$30,000		\$ 69,000
Land Acquisition				\$250,000	\$250,000
Brooklyn	\$ 57,000	\$17,500	\$22,000	\$ 25,000	\$121,500
Vine	\$190,000	\$50,000	\$60,000	\$100,000	\$400,000
Oakland	\$ 44,000	\$13,500	\$17,000		\$ 74,500
Thomas	\$ 27,000	\$ 8,500	\$10,500		\$ 46,000
John	\$ 27,000	\$ 8,500	\$10,500		\$ 46,000
Fender	\$ 26,000	\$ 8,000	\$10,000		\$ 44,000
Promotion & Other Economic Development Projects					\$125,000
TOTAL					\$1,394,000

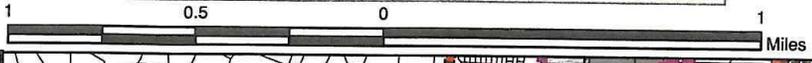
TOTAL COST PHASES I – VI

\$9,303,500

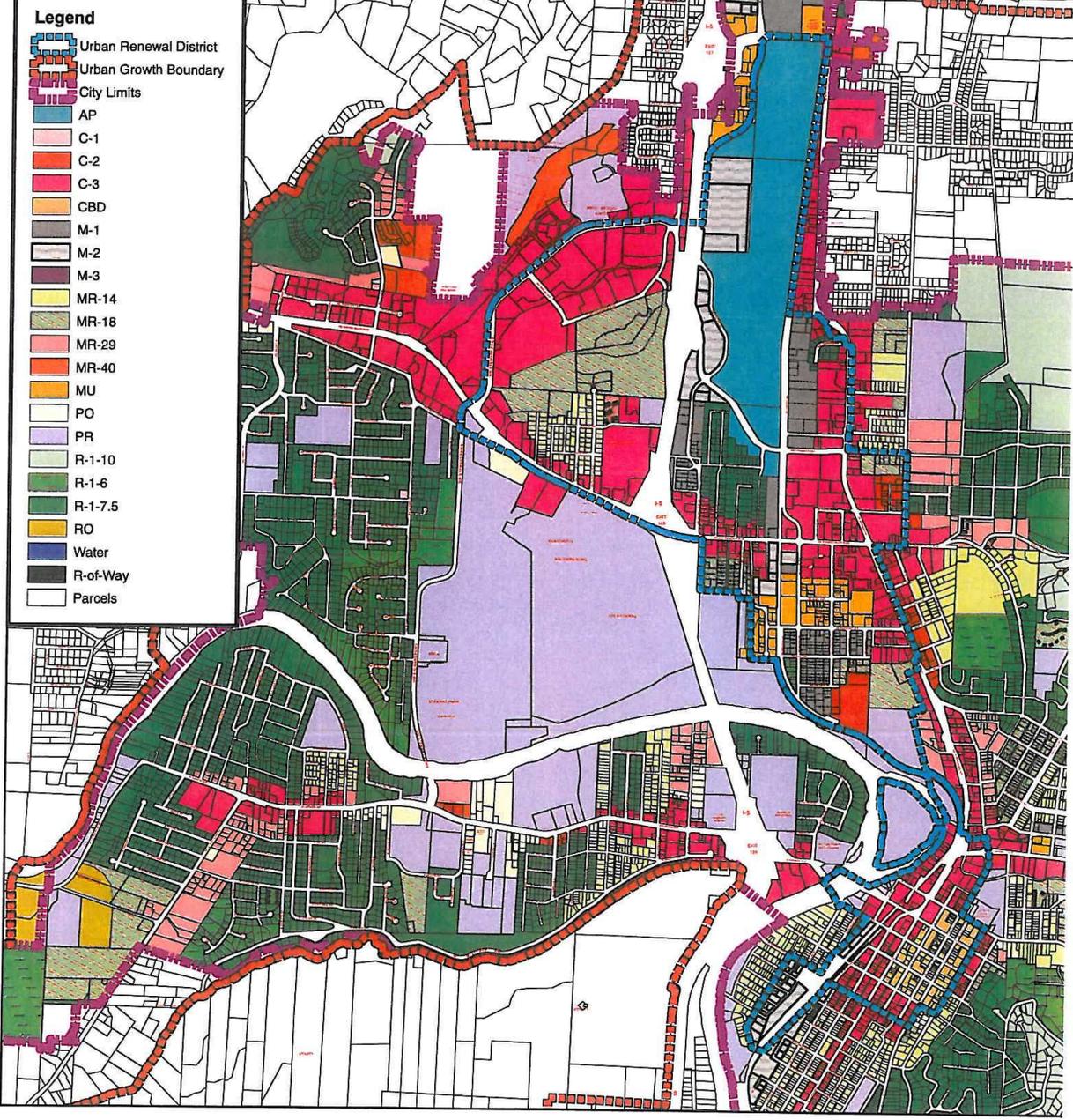


URBAN RENEWAL DISTRICT AREA

DECEMBER 2005 with City Land Use Zoning



- Legend**
- Urban Renewal District
 - Urban Growth Boundary
 - City Limits
 - AP
 - C-1
 - C-2
 - C-3
 - CBD
 - M-1
 - M-2
 - M-3
 - MR-14
 - MR-18
 - MR-29
 - MR-40
 - MU
 - PO
 - PR
 - R-1-10
 - R-1-6
 - R-1-7.5
 - RO
 - Water
 - R-of-Way
 - Parcels



Map for Planning and Public Notice Purposes
Not for determining legal ownership or identification of property boundaries.
File: \\F:\PLANNING\Teresa\Land Use\Urban Renewal 2005.pdf

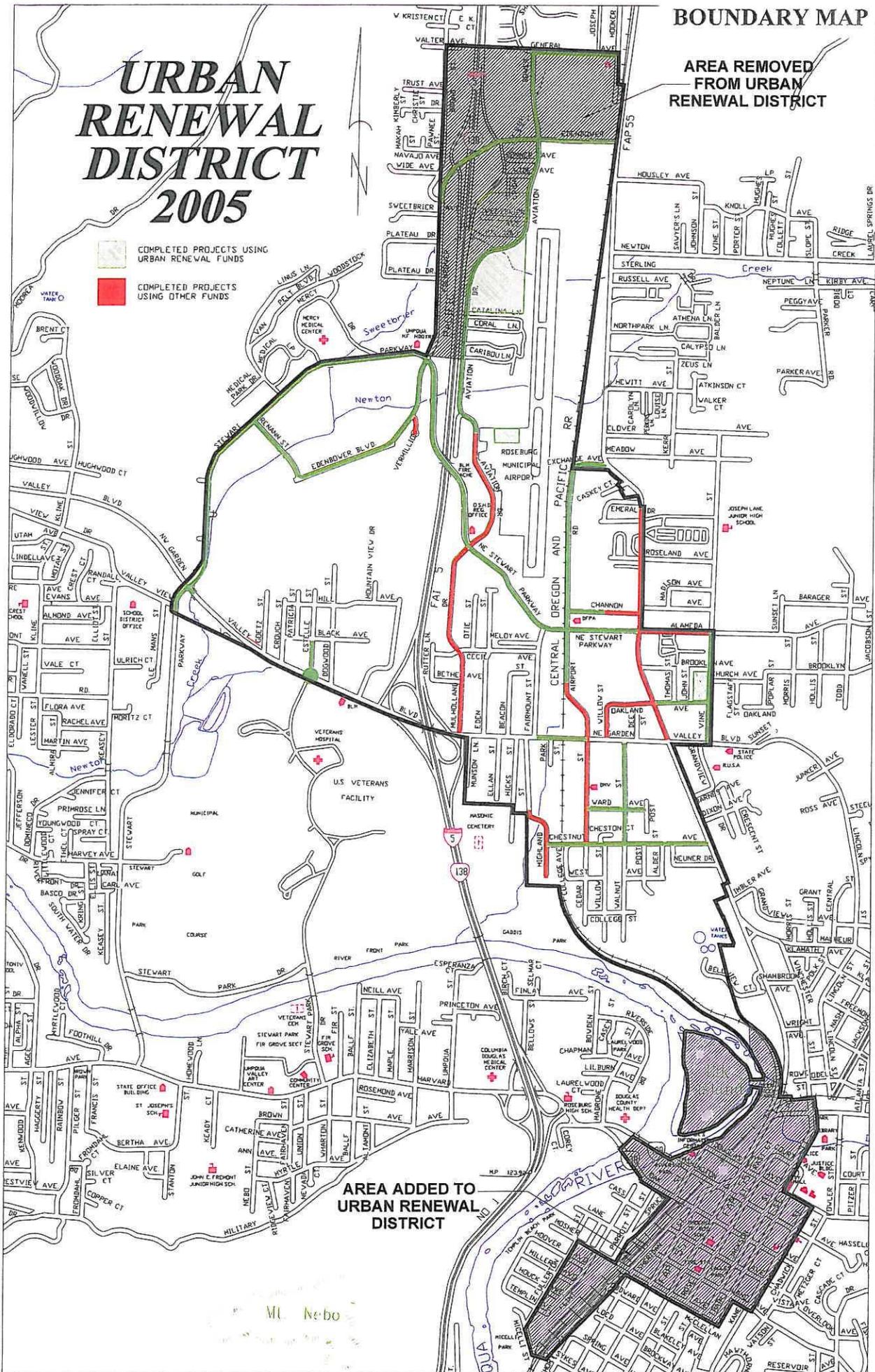
URBAN RENEWAL DISTRICT 2005

COMPLETED PROJECTS USING URBAN RENEWAL FUNDS
COMPLETED PROJECTS USING OTHER FUNDS

BOUNDARY MAP

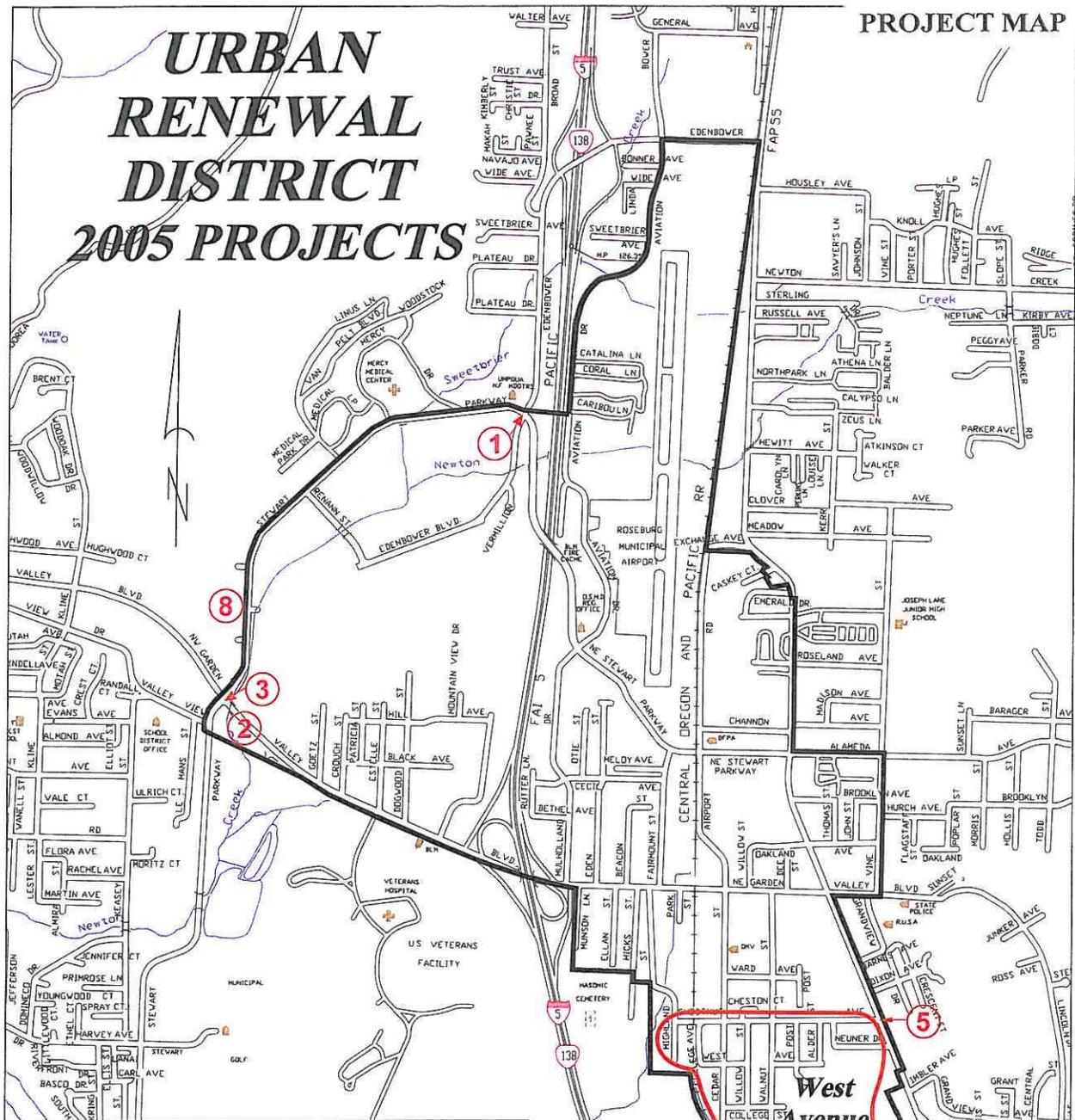
AREA REMOVED FROM URBAN RENEWAL DISTRICT

AREA ADDED TO URBAN RENEWAL DISTRICT

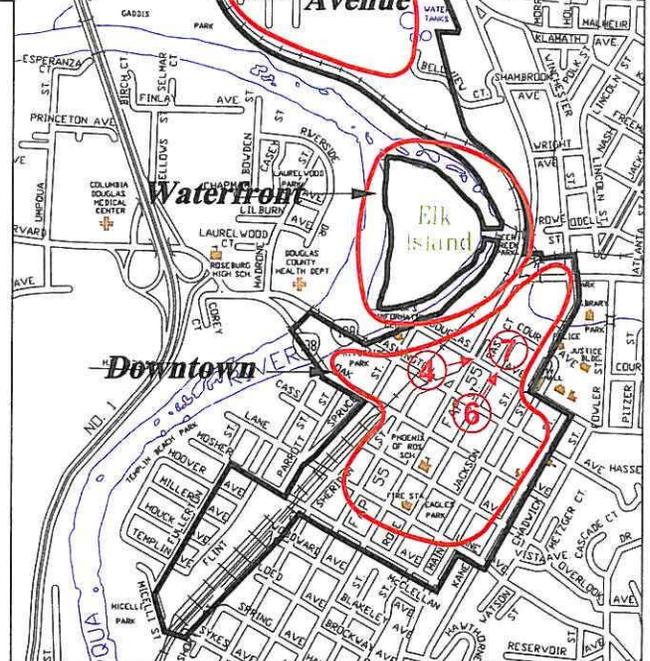


URBAN RENEWAL DISTRICT 2005 PROJECTS

PROJECT MAP

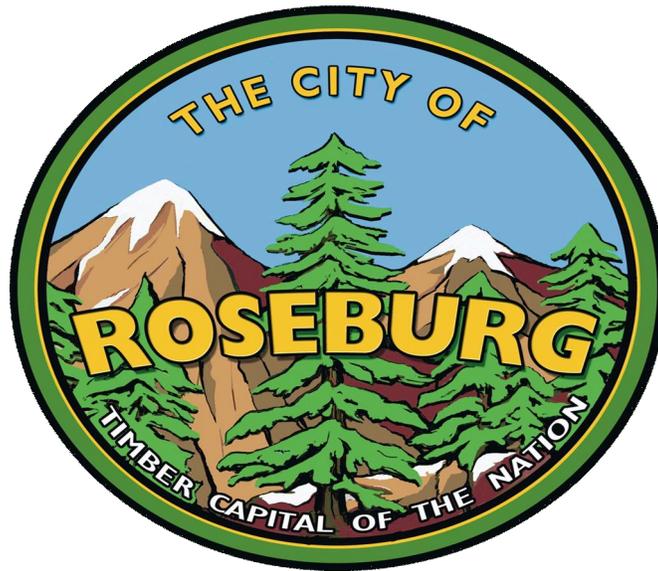


1. Edenbower and Stewart Parkway; intersection reconfiguration and widening
2. Going north on Stewart Parkway, add a right-turn lane on to Garden Valley BLVD
3. Add landscaping at the intersection of Garden Valley BLVD and Stewart Parkway
4. Add a left-turn lane off Stephens Street to Douglas Avenue; provide \$300,000 match for ODOT project
5. Chestnut Avenue and Stephens Street; traffic signal
6. Douglas Avenue and Jackson Street; signalization improvements
7. Douglas Avenue reconstruction project; Stephens Street to Chadwick Street
8. Traffic signal fourth leg; Stewart Parkway and Mall entrance



CITY OF ROSEBURG

URBAN RENEWAL PLAN ACCOMPANYING REPORT



**ORIGINAL ADOPTION – AUGUST 7, 1989
SECOND AMENDMENT ADOPTION – DECEMBER 12, 2005**

CHAPTER ONE

PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS IN THE URBAN RENEWAL AREA

The Urban Renewal Area is a “blighted” area as defined by ORS 457.010. This blight is manifested throughout the area in many forms. This Chapter will discuss the physical, social and economic conditions in different sections of the Urban Renewal Area and specifically identify causes of blight in those areas. The discussion will analyze the characteristics of five separate sections of the Urban Renewal Area:

1. Central-South (Analysis Areas One, Two, Three, Five and Six)
2. East (Analysis Area Four)
3. West (Analysis Area Seven)
4. Northwest (Analysis Area Eight)
5. North (Analysis Areas Ten, Eleven and Twelve)
6. Downtown and Waterfront Areas

Central-South

As noted in the accompanying Urban Renewal Plan, the central and southern areas of the Urban Renewal District are an older part of the City which grew in response to, and then away from, the railroad. This shift in growth pattern left behind vacant areas, incompatible land uses, uneconomic-sized parcels, deteriorated residential structures and inadequate streets and infrastructure.

The extreme southern portion of this area was annexed to the City after a period of unregulated development. Commercial development in this area today is concentrated in “strip” form along Stephens Street at the eastern edge and along Garden Valley Boulevard which bisects the area east to west. Where adequate-sized parcels could be obtained, industrial activity has infilled some portions of this area.

East

This area is the portion of the Urban Renewal District east of Stephens Street. Although small compared to other areas in the District, its unique location merits separate discussion of it. This area is currently a mixture of industrial and commercial uses, but it has its highest and best potential as a major community shopping area. The biggest impediment to its development for such use is lack of suitable streets for commercial use. Its lack of streets and the area’s current use at less than its highest and best potential qualifies it as a blighted area.

West

This area is centered around the shopping center and other major retail activity situated between Interstate Five to the east, Garden Valley Boulevard to the south and Stewart Parkway to the west. This area is becoming a regional shopping center with a market area extending beyond the borders of Douglas County. During the past several years, private businesses have made capital commitments in excess of five million dollars in this area. It is a vibrant, growing part of the City and yet it is severely blighted. It has grown so rapidly that

Garden Valley Boulevard, which passes through the area, is congested and access is becoming increasingly difficult. The area's infrastructure cannot continue to support this rate of development. Portions of the northern part of the area containing older residences represent a land use which is not compatible and not now the highest and best use for the land.

Northwest

This area is a large tract of approximately one hundred acres. With the exception of a new large K-Mart store and a church at its northern edge, it is completely undeveloped. It is bounded on the north and west by Stewart Parkway and on the east by the Freeway. Its southern boundary fronts the transitional residential development near the shopping center. Sewer, water and electricity are available along Stewart Parkway and at other points on the perimeter of the parcel, but not within the parcel itself. This parcel represents the City's prime inventory of large commercial tracts available for development.

In spite of the property's development potential, it is, nevertheless, blighted because it lacks internal infrastructure and because its current unused state is far removed from its highest and best use potential for commercial purposes. This highest and best use potential will be greatly enhanced by the North Roseburg Freeway Interchange construction.

North

This area extends from the center of the Urban Renewal District north to the City limits. It includes a wide variety of mixed uses: the municipal airport on the east, prime city-owned commercial property on the southwest, a mobile home park in the center and a mixture of residential, commercial and industrial uses in the northwest. The area between the airport and the freeway will significantly benefit from the new freeway interchange and place the city-owned property in the unique position of a location between the area's two major transportation systems, the freeway and the airport. Growth possibilities for the mobile home park are severely restricted by the airport, the freeway and city-owned property. This park and the land between it and the District boundary to the north represent incompatible mixed land uses in an area which is clearly in transition to high-value uses. This transition is expected to continue and intensify. In summary, this area constitutes a blighted area because: (1) it contains incompatible land uses; (2) it contains inadequate roads and infrastructure to support additional growth; and (3) it does not represent the highest and best use for this land, particularly after the Interchange is completed.

Downtown and Waterfront Areas

The Downtown and Waterfront Areas consist of approximately 161 acres, and contain the traditional commercial and civic core of Roseburg. The area is characterized by small lot sizes, limited off street parking and older buildings of early and mid-20th century vintage, some of which have outlived their economic purpose. The South Umpqua River and operating railroad tracks act to restrict access to downtown and circulation within the downtown. The Downtown and Waterfront Areas of the Plan were added in order to address blighting conditions within Downtown Roseburg. These include:

- A lack of investment in the area, resulting in reduced property values and property taxes.

- Poor or confusing traffic circulation patterns.
- Deteriorating conditions of curb and sidewalk in the area.
- Buildings in need of maintenance, major repair, or rehabilitation.
- Limited access and connections to the downtown area.
- Limited parking leading to loss of business and investment in the area.

Adding the downtown and waterfront areas to the North Roseburg Urban Renewal Area is not expected to have any impact on needs for municipal services, housing or schools. The tax impacts of the Urban Renewal Plan are discussed in Chapter Five of this Report on the Plan.

Conformance With Limits on Acreage in Renewal Areas

ORS 457 allows up to 25% of the acreage in a municipality to be within renewal area boundaries. The total acreage within the City of Roseburg is 4,975 acres, which would allow up to 1,244 acres in Renewal Area boundaries. The boundary changes made in the Second Amendment to the Plan result in a total of approximately 925 acres of land within the boundary of the North Roseburg Urban Renewal Area. This is 18.6% of city acreage, well within the 25% limit on acres.

CHAPTER TWO REASONS FOR SELECTION OF EACH AREA

Reasons for Selection of Each Area

The previous Chapter, while describing the existing conditions in the five principal segments of the Urban Renewal Area, alluded to many of the reasons for the selection of each segment of the area for inclusion within the District. This Chapter will state and summarize the reasons for each segment's selection.

South-Central

This area was selected because it is in transition from an old residential and commercial part of the City to an area with both significant potential for light industrial and "strip" commercial development. Over the years, this area was bypassed as the City grew outward. This Urban Renewal Plan recognizes that it is logical, cost-effective and in conformity with the City's Comprehensive Plan to "infill" this area with industrial and commercial uses before continuing expansion of the City's perimeter.

East

This small area was included in the District because it has enormous potential for commercial development as a major community shopping area. Because of the area's proximity to Stephens Street, Urban Renewal District expenditures to this area will highly "leverage" private investment.

West

This major shopping area was included in the District for three principal reasons: (1) its dramatic recent growth has created street and other infrastructure problems; (2) its growth has affected property development and transportation alternatives throughout the Urban Renewal District; and (3) its anticipated future growth will enable it to support the expenditures necessary to solve its problems.

Northwest

This area was included within the Urban Renewal District because here, also, infrastructure investments may leverage much larger private capital commitments. The extensions of roads and other infrastructure into this area can be economically phased to accommodate the area's growth.

North

This area was selected for inclusion in the District because it has enormous potential for commercial development resulting from a unique combination of two factors, airport proximity and freeway access. In addition, the airport will benefit from improved access and other infrastructure from local "match" funds provided by the District's tax increment financing.

Downtown and Waterfront Areas

The Downtown and Waterfront Areas were chosen because of their importance as the civic core of Roseburg and their potential for revitalization, using the support of Renewal Agency funding.

CHAPTER THREE

RELATIONSHIPS BETWEEN PROJECTS AND CONDITIONS

This Chapter describes some specific relationships between proposed projects and conditions in the Urban Renewal Area and discusses criteria used to determine the general nature of these projects.

Although this Plan does contemplate the consolidation of uneconomic-sized small parcels and the elimination of incompatible land uses, the Plan does not envision the mass acquisition of private properties and the mass demolition of existing structures for Urban Renewal purposes. Acquisition of small parcels by the Urban Renewal Agency for consolidation and resale will generally be made in response to a firm purchase commitment.

Proposed projects were chosen to assist, encourage and guide private investment activities in the generation of economic growth and elimination of blight. All projects were also evaluated using the criteria of financial leverage, i.e., their ability to stimulate private investment or private economic activity with a minimum expenditures of public funds.

The project phasing proposed in this Plan recognizes two elements: (1) maximum economic benefits in relation to expenditures and (2) the actions of other government entities. Early Plan Phases I and II concentrate on the redevelopment of properties with potential for rapid growth and enable the District to take advantage of the freeway Interchange. Middle Phases III and IV are scheduled after the Interchange is completed. They capitalize upon the effect of this Interchange and deal with its impact in the Urban Renewal Area west of the freeway. Later Phases V and VI return to the south-central area of the District to engage in activities which had a lower priority at time of Plan implementation, but a higher priority in later Plan years.

The majority of Plan expenditures are for streets and other infrastructure projects. This type of project has been emphasized in the Plan because (1) infrastructure is a prerequisite for any commercial development; (2) infrastructure projects usually "leverage" a high private capital commitment; and (3) the provision of infrastructure is an effective method to control and guide development.

CHAPTER FOUR PROJECTED TAX INCREMENT REVENUES

Table 1 projects tax increment revenues for the North Roseburg Urban Renewal District during its twenty-five year Plan life. The fiscal year ending June 30, 1990 is considered the base year of the Plan. At January 1, 1989, the Urban Renewal District's real property assessed valuation was approximately \$90,383,000.

The projection of levels of economic activity (and the property values resulting from those levels) far into the future is a very imprecise and dangerous exercise. Planners can make reasonably accurate estimates of the assessed value of projects now in the planning stage and assume a reasonable rate of inflation for property values in general. Beyond this, assessed value projections are mostly speculation. This is particularly true in the Roseburg area where the economy is still heavily resource-based, cyclical and undergoing a structural change. This Urban Renewal Plan takes a more realistic, conservative approach and assumes that long-term past trends are likely to continue in the long term future.

During the past ten years the total assessed value of the City of Roseburg increased at an average annual compounded rate of 3.9%. This 3.9% rate incorporated the good with the bad: the economic downturn of the early 1980's and some of the recent commercial expansion in the city.

This Plan assumes a 3% compound annual growth rate in assessed values during the Plan. Obviously, actual growth in assessed values in the Urban Renewal District will not be 3%, 2%, 4% or some other predictable amount. The actual tax increment revenue realized in any particular year and the cumulative levels which tax increment revenues have achieved will dictate bond and other financing options. Financing will, in turn, determine timing, priority and scope of projects to be undertaken. If actual growth is greater or less than that projected by the Plan (and it WILL be), Plan projects will be accelerated or delayed, expanded or contracted, within the goals, policies and philosophy of the Plan.

Because of the dangers inherent in prolonged number compounding, the Plan's financial analysis bases financing upon increment revenues achieved through the fifteenth Plan year, even though twenty-four years are required for debt service.

The allowance for delinquent taxes in Table 1 assumes 85% collection of taxes in the year of the levy, 6% in year two, 4% in year three and 3% in year four. To be conservative, 2% of all taxes levied are assumed uncollectible.

Table 1 indicates a composite tax rate of \$26.00 per \$1,000 of assessed value throughout the Plan life. The current composite tax rate of the District is \$25.85 per \$1,000. It is logical to expect this composite tax rate to increase during the life of the Plan, probably at a rate somewhere near the average rate of inflation for the area. However, since this increase cannot be forecasted now with any measure of precision, this Plan makes the very conservative assumption that the rate will remain constant. The revenue impact on other taxing entities within the District will be mitigated by any increase in the composite tax rate during the life of the Plan. See Chapter Seven, Fiscal Impact Statement.

Table 1A supplements Table 1 of the original Plan. Table 1A provides information on estimated urban renewal revenues, and projected project outlays for the period 2006-07, (the first year the Second Amendment boundary will be in effect) through 2019-20, the anticipated expiration date of tax increment financing provisions of the Plan.

The estimated frozen base value of the Second Amendment boundary will be \$114,563,014. The total assessed value in Roseburg for the 2005-06 tax year is \$1,239,173,654. The frozen base value of the North Roseburg Renewal Area represents 9.24% of the total assessed valuation of Roseburg, well within the 25% limit imposed by ORS 457.

It is estimated that approximately \$47,128,681 in tax increment funds will be collected during that period. Tax increment revenue will be used to pay debt service on bonds issued in 2001 and 2002, and to pay for indebtedness to carry out the renewal projects shown in table 2A of this Report. It is anticipated that the year 2019-20 will be the year in which projects can be carried out, indebtedness paid and tax increment collection terminated.

TABLE 1

North Roseburg Urban Renewal District – Projected Tax Increment Revenue									
Fiscal Year Ending	Plan Year	Total Projected Assessed Value*	1-1-89 Assessed Value*	Increase in Assessed Value*	Composite Tax Rate \$1/\$1000 AV	Gross Annual Tax Increment Revenue	Allowance for Delinquent Taxes	Net Annual Tax Increment Revenue	Cumulative Tax Increment Revenue
1990	Base	\$ 90,388	\$ 90,388	\$ -0-	26	\$ -0-	\$ -0-	\$ -0-	\$ -0-
1991	1	93,100	90,388	2,712	26	70,512	10,577	59,935	59,935
1992	2	95,893	90,388	5,505	26	143,130	17,238	125,892	185,827
1993	3	98,769	90,388	8,381	26	217,906	21,278	196,628	382,455
1994	4	101,732	90,388	11,344	26	294,944	23,328	271,616	654,071
1995	5	104,784	90,388	14,396	26	374,296	25,437	348,859	1,002,930
1996	6	107,928	90,388	17,540	26	456,040	27,613	428,427	1,431,357
1997	7	111,166	90,388	20,778	26	540,228	29,852	510,376	1,941,733
1998	8	114,501	90,388	24,113	26	626,938	32,157	594,781	2,536,514
1999	9	117,936	90,388	27,548	26	716,248	34,531	681,717	3,218,231
2000	10	121,474	90,388	31,086	26	808,236	36,975	771,261	3,989,492
2001	11	125,118	90,388	34,730	26	902,980	39,495	863,485	4,852,977
2002	12	128,872	90,388	38,484	26	1,000,584	42,093	958,491	5,811,468
2003	13	132,738	90,388	42,350	26	1,101,100	44,764	1,056,336	6,867,804
2004	14	136,720	90,388	46,332	26	1,204,632	47,517	1,157,115	8,024,919
2005	15	140,822	90,388	50,434	26	1,311,284	50,353	1,260,931	9,285,850
2006	16	145,046	90,388	54,658	26	1,421,108	53,271	1,367,837	10,653,687
2007	17	149,398	90,388	59,010	26	1,534,260	56,283	1,477,977	12,131,664
2008	18	153,880	90,388	63,492	26	1,650,792	59,380	1,591,412	13,723,076
2009	19	158,496	90,388	68,108	26	1,770,808	62,570	1,708,238	15,431,314
2010	20	163,251	90,388	72,863	26	1,894,438	65,858	1,828,580	17,259,894
2011	21	168,148	90,388	77,760	26	2,021,760	69,242	1,952,518	19,212,412
2012	22	173,193	90,388	82,805	26	2,152,930	72,731	2,080,199	21,292,611
2013	23	178,389	90,388	88,001	26	2,288,026	76,325	2,211,701	23,504,312
2014	24	183,740	90,388	93,352	26	2,427,152	80,021	2,347,131	25,851,443
2015	25	189,252	90,388	98,864	26	2,570,464	83,832	2,486,632	28,338,075
		\$3,484,734	\$2,350,088	\$1,134,646	26	\$29,500,796	\$1,162,721	\$28,338,075	\$28,338,075

* \$000 omitted

North Roseburg Urban Renewal Area								
Table 1A								
Project Resources and Outlays 2006-07 to 2013-14								
	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
A. Tax Increment Revenue	\$2,294,577	\$2,453,264	\$2,618,300	\$2,789,937	\$2,968,439	\$3,154,081	\$3,347,149	\$3,547,940
Less Uncollectible at 2%	(64,661)	(77,284)	(90,285)	(103,677)	(117,470)	(120,994)	(124,624)	(128,363)
Net Tax Increment Revenue	\$2,229,916	\$2,375,981	\$2,528,015	\$2,686,260	\$2,850,969	\$3,033,087	\$3,222,525	\$3,419,577
B. Resources								
Beginning Balance	\$600,000	\$96,143	\$66,046	\$12,153	\$47,838	\$73,117	\$36,535	\$91,285
Proceeds, long term debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proceeds, other indebtedness	\$2,229,916	\$2,375,981	\$2,528,015	\$2,686,260	\$2,850,969	\$3,033,087	\$3,222,525	\$3,419,577
Interest	\$22,299	\$23,760	\$25,280	\$26,863	\$28,510	\$30,331	\$32,225	\$34,196
Total Resources	\$2,852,215	\$2,495,883	\$2,619,341	\$2,725,276	\$2,927,317	\$3,136,535	\$3,291,285	\$3,545,058
C. Project Requirements								
To Project Activities	\$1,700,000	\$1,400,000	\$1,600,000	\$1,700,000	\$2,475,000	\$3,100,000	\$3,200,000	\$3,500,000
Debt service 2001 bonds	\$677,325	\$653,125	\$628,375	\$602,800	\$0	\$0	\$0	\$0
Debt Service 2002	\$378,748	\$376,713	\$378,813	\$374,638	\$379,200	\$0	\$0	\$0
D. Ending Balance	\$96,143	\$66,046	\$12,153	\$47,838	\$73,117	\$36,535	\$91,285	\$45,058

North Roseburg Urban Renewal Area							
Table 1A (continued)							
Project Resources and Outlays 2014-15 to 2019-20							
	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Project
A. Tax Increment Revenue	\$3,756,762	\$3,973,938	\$4,199,800	\$4,434,697	\$4,678,990	\$4,933,054	Completed
Less Uncollectible at 2%	(132,214)	(136,180)	(206,123)	(222,815)	(239,967)	(257,590)	
Net Tax Increment Revenue	\$3,624,549	\$3,837,758	\$3,993,677	\$4,211,881	\$4,439,023	\$4,675,464	
B. Resources							
Beginning Balance	\$45,058	\$5,853	\$31,988	\$65,602	\$19,602	\$3,015	
Proceeds, long term debt	\$0	\$0	\$0	\$0	\$0	\$0	
Proceeds, other indebtedness	\$3,624,549	\$3,837,758	\$3,993,677	\$4,211,881	\$4,439,023	\$4,675,464	
Interest	\$36,245	\$38,378	\$39,937	\$42,119	\$44,390	\$46,755	
Total Resources	\$3,705,853	\$3,881,988	\$4,065,602	\$4,319,602	\$4,503,015	\$4,725,233	
C. Project Requirements							
To Project Activities	\$3,700,000	\$3,850,000	\$4,000,000	\$4,300,000	\$4,500,000	\$4,700,000	
Debt service 2001 bonds	\$0	\$0	\$0	\$0	\$0	\$0	
Debt Service 2002	\$0	\$0	\$0	\$0	\$0	\$0	
D. Ending Balance	\$5,853	\$31,988	\$65,602	\$19,602	\$3,015	\$25,233	

CHAPTER FIVE SUMMARY OF PROJECT COSTS, FINANCING AND TIMING

Project phases, estimated year of implementation, Plan cost and funding source are summarized in Table 2. Plan costs include a 2% non-compounded annual allowance for inflation. Additional inflationary protection is provided by the compound assumption of the increment revenue growth and by disregarding any interest earnings on bond sale proceeds prior to expenditure. Each project phase may require up to two years from time of implementation to complete all projects in the phase. However, the financial feasibility discussion in Chapter Six of this report makes the conservative assumption that all funds for a phase will be expended within the fiscal year of the enabling bond issue.

Bond amounts shown in Table 2 reflect sales at par after deducting a \$3,000 offering cost per issue.

Table 3 is a bond payment schedule for the financing assumed in this Plan. All issues are ten year serial maturities and are assumed to have an 8% annual interest cost. This Plan's financial analysis makes the conservative assumption that a bond issue will only be sold when tax increment revenues have reached a level sufficient for debt service and a level which is believed will be sustained throughout a bond's life.

Table 3 presents annual and cumulative cost of debt side by side with annual cumulative tax increment revenue data from Table 1. The conservative bond financing philosophy is illustrated in the two cumulative columns, where cumulative cost of debt is structured to stay close to, but always under, cumulative tax increment revenue.

Table 2A supplements Table 2 of the original Plan. Table 2A shows projects added by the Second Amendment to the Plan, and their estimated costs in 2005 dollars. When allowance is made for 3% annual cost inflation, the total capital cost of projects shown in Table 2A is estimated to be \$43,725,000. The proposed projects are also included on the attached Project Map.

It is anticipated that Second Amendment project activities will begin in 2006-07 and will be completed by the 2019-20 year.

TABLE 2

**NORTH ROSEBURG URBAN RENEWAL DISTRICT
PROJECT COST, FINANCING AND TIMING SUMMARY**

Project Phase Group	Fiscal Year Construction Begins	Estimated Cost (1989 Dollars)	Allowance for Inflation ¹	Planned Cost	FUNDING SOURCES	
					Bond Issue ²	Other District Funds ³
I	1992	\$1,223,000	\$ 50,000	\$ 1,273,000	"A" \$1,247,000	\$ 26,000
II	1995	2,714,000	275,000	2,989,000	"B" 2,997,000	(8,000)
III	2001	1,245,500	275,000	1,520,500	"C" 1,497,000	23,500
IV	2002	1,238,000	300,000	1,538,000	"D" 1,497,000	41,000
V	2003	1,489,000	400,000	1,889,000	"E" 1,997,000	(108,000)
VI	2004	1,394,000	400,000	1,794,000	"F" 1,997,000	(203,000)
TOTAL		\$9,303,500	\$1,700,000	\$11,003,500	\$ 11,232,000	(\$228,500)

¹ Approximate 2% non-compounded annual rate from base year to fiscal year of construction.

² Net of offering costs.

³ Tax Increment revenues and interest earnings accumulated and unspent.

Negative amounts are excess of issue proceeds over planned costs remaining unspent in district funds balance.

Table 2A – North Roseburg Urban Renewal Area	
Project Activities and Costs – 2nd Amendment to Renewal Plan	
Project Activity	Estimated Cost
Joint Fire Station and Police Headquarters Building Planning, architecture, site acquisition and development	\$6,000,000
Infrastructure Projects on Major Transportation Routes a. Edenbower and Stewart Parkway; intersection reconfiguration and widening b. Going north on Stewart Parkway, add a right-turn lane on to Garden Valley c. Add landscaping at the intersection of Garden Valley and Stewart Parkway d. Add a left-turn lane off Stephens to Douglas; provide \$300,000 match for ODOT project e. Chestnut and Stephens; traffic signal f. Douglas Ave. and Jackson; signalization improvements g. Douglas Ave. reconstruction project; Stephens to Chadwick h. Traffic signal fourth leg; Stewart Parkway and Mall entrance	\$8,000,000
West Avenue Redevelopment - \$2 to \$4 million a. Conduct planning study for the redevelopment/development of the area b. Assemble properties for redevelopment by the private sector c. Construct street, sidewalk, street light, storm drainage, and other infrastructure development identified in the redevelopment plan	\$5,000,000
Downtown Roseburg Master Plan Implementation Projects a. Construct streetscape improvements throughout the downtown area, to include: entry portals, street lighting, street furniture, new sidewalks, curbs/gutters, sidewalk ramps, tree grates, and crosswalks b. Plan for and construct a connection (walking path, park strip, etc.) between the downtown area, the waterfront area, and the area where a new Convention Center may be built c. Assemble properties for redevelopment by the private sector d. Offer low-cost financing for façade improvements to downtown buildings e. Implement other projects in the adopted Downtown Roseburg Master Plan,	\$7,000,000
Waterfront Redevelopment a. Assemble properties for redevelopment by the private sector b. Construct street, sidewalk, streetlights, storm drainage, and other infrastructure work throughout the waterfront redevelopment area c. Acquire former gas company property adjacent to Deer Creek Park and complete any necessary clean-up of the site d. Plan and construct a new park at the larger park site	\$6,000,000
Administration/Miscellaneous a. Pay for administrative expenses for urban renewal agency staffing and for expenses related to project implementation b. Provide local share or match for state and federal grants c. Economic development projects on the non-air side of the Roseburg airport	\$3,000,000
Total	\$35,000,000

**TABLE 3
NORTH ROSEBURG URBAN RENEWAL DISTRICT
BOND PAYMENT SCHEDULE**

Fiscal Year Ending	Plan Year	Issue "A" \$1.25 Mil 10 Yr/8%	Issue "B" \$3.0 mil 10 Yr/8%	Issue "C" \$1.5 mil 10 yr/8%	Issue "D" \$1.5 mil 10 Yr/8%	Issue "E" \$2.0 mil 10 Yr/8%	Issue "F" \$2.0 Mil 10 Yr/8%	Cost of Debt		Tax Increment Revenue	
								Annual	Cumulative	Annual	Cumulative
1990	Base										
1991	1									59,935	59,935
1992	2									125,892	185,827
1993	3	185,000						185,000	185,000	196,628	382,455
1994	4	188,200						188,200	373,200	271,616	654,071
1995	5	185,600						185,600	558,800	348,859	1,002,930
1996	6	182,600	450,000					632,600	1,191,400	428,427	1,431,357
1997	7	189,200	448,200					637,400	1,828,800	510,376	1,941,733
1998	8	184,600	445,200					629,800	2,458,600	594,781	2,536,514
1999	9	184,600	441,000					625,600	3,084,200	681,717	3,218,231
2000	10	188,800	450,600					639,400	3,723,600	771,261	3,989,492
2001	11	186,800	442,800					629,600	4,353,200	863,485	4,852,977
2002	12	189,000	448,800	225,000				862,800	5,216,000	958,491	5,811,468
2003	13		452,400	221,600	225,000			899,000	6,115,000	1,056,336	6,867,804
2004	14		438,600	222,800	221,600	300,000		1,183,000	7,298,000	1,157,115	8,024,919
2005	15		453,600	223,200	222,800	298,800	300,000	1,498,400	8,796,400	1,260,931	9,285,850
2006	16			222,800	223,200	296,800	298,800	1,041,600	9,838,000	1,367,837	10,653,687
2007	17			221,600	222,800	294,000	296,800	1,035,200	10,873,200	1,477,977	12,131,664
2008	18			224,600	221,600	300,400	294,000	1,040,600	11,913,800	1,591,412	13,723,076
2009	19			226,400	224,600	295,200	300,400	1,046,600	12,960,400	1,708,238	15,431,314
2010	20			222,000	226,400	299,200	295,200	1,042,800	14,003,200	1,828,580	17,259,894
2011	21			226,800	222,000	301,600	299,200	1,049,600	15,052,800	1,952,518	19,212,412
2012	22				226,800	292,400	301,600	820,800	15,873,600	2,080,199	21,292,611
2013	23					302,400	292,400	594,800	16,468,400	2,221,701	23,504,312
2014	24						502,400	302,400	16,770,800	2,347,131	25,851,443
2015	25								16,770,800	2,486,632	28,338,075
TOTAL		1,864,400	4,471,200	2,236,800	2,236,800	2,980,800	2,980,800	16,770,800		23,338,075	

CHAPTER SIX FINANCIAL FEASIBILITY ANALYSIS

The Urban Renewal District's financial feasibility is summarized in Table 4. Annual tax increment revenues are brought forward from Table 1. Tax increment revenues after Plan year fifteen are shown in the Table as limited to those amounts necessary for bond debt service and administrative costs for the remainder of the twenty-five year Plan, assuming a reasonable cash working balance for the District. Tax increment revenues utilized for Plan purposes in Table 4 total \$16,717,295. Under the assumption made in Table 1, cumulative tax increment revenues could reach \$28,338,075 during the Plan period. This Plan specifically recognizes the option of utilizing some or all of any difference between actual cumulative tax revenue and those revenues required for administration and debt service to fund Plan projects with cash and/or shorten the Plan period by establishing a sinking fund for bond debt retirement.

Table 4 also assumes District receipts will include a 6% interest return on the District funds available at the beginning of each fiscal year. No provision is made for interest earnings on bond sale proceeds between the date of sale and the time of fund expenditure for projects. The unknowns associated with bond sales timing within a fiscal year make such conservative assumptions mandatory.

The annual cost of debt is carried forward to Table 4 from Table 3.

The amounts shown for general administration of the Urban Renewal District assume all administrative support and administrative quarters and expenses provided by the City of Roseburg to the District at their cost to the City. Administrative costs increase during the Plan period, reaching a peak cost during the active middle Plan years corresponding to one full-time-equivalent administrative position. Administrative costs decline during later Plan years, but increase during the last year of the Plan to acknowledge additional expenses associated with termination of the District. The amounts shown for general administration of the District are used for financial feasibility analysis purposes only. Depending upon actual District activity, administrative costs may vary substantially from this analysis.

Table 4 shows an initial funding loan of \$5,000 from the City of Roseburg to initiate the District's activities. This loan is shown to be repaid with interest in Plan year one. Although not shown in Table 4, this Plan specifically recognizes the District's authority to acquire funds from any source pursuant to ORS 457.190 for the purpose of financing activities contemplated by this Plan.

Table 1A of the Second Amendment shows estimated tax increment revenue projections for the period 2006-07 through 2019-20. Revenue estimates for the projection period use a 4% annual growth of renewal area values, well below the

recent levels of revenue growth for the area. Table 2A shows the estimated costs of projects. The anticipated revenues are adequate to pay off the costs of the project, and retire all indebtedness. It is financially feasible to carry out the renewal plan.

**TABLE 4
FEASIBILITY ANALYSIS**

*****DISTRICT RECEIPTS*****						*****DISTRICT EXPENDITURES*****				DISTRICT FUNDS BALANCE	
Fiscal Year Ending	Plan Year	Annual Net TI Revenue ¹	Interest ²	Net Bond Sale Proceeds	Other	Annual Cost of Debt ⁴	General Admin	Project Expense ⁵	Other	Beginning of Fiscal Year	End of Fiscal Year
1990	Base				5,000 ³		2,000			3,000	3,000
1991	1	59,935	180				5,000		5,400 ⁶	3,000	52,715
1992	2	125,892	3,163	1,247,000			10,000	1,273,000		52,715	145,770
1993	3	196,628	8,746			185,000	12,000			145,770	154,144
1994	4	271,616	9,249			188,200	12,000			154,144	234,809
1995	5	348,859	14,089	2,997,000		185,600	14,000	2,989,000		234,809	406,157
1996	6	428,427	24,369			632,600	14,000			406,157	212,353
1997	7	510,376	12,741			637,400	16,000			212,353	82,070
1998	8	594,781	4,924			629,800	20,000			82,070	31,975
1999	9	681,717	1,919			625,600	20,000			31,975	70,011
2000	10	771,261	4,201			639,400	24,000			70,011	182,073
2001	11	863,485	10,924	1,497,000		629,600	24,000	1,520,500		182,073	379,382
2002	12	958,491	22,763	1,497,000		862,800	30,000	1,538,000		379,382	426,836
2003	13	1,056,336	25,610	1,997,000		899,000	36,000	1,889,000		426,836	681,782
2004	14	1,157,115	40,097	1,997,000		1,183,000	36,000	1,794,000		681,782	863,804
2005	15	1,260,931	51,828			1,498,400	40,000			863,804	638,163
2006	16	1,000,000	38,290			1,041,600	42,000			638,163	592,853
2007	17	1,000,000	35,571			1,035,200	44,000			592,853	549,224
2008	18	1,000,000	32,953			1,040,600	40,000			549,224	501,577
2009	19	1,000,000	30,095			1,046,600	32,000			501,577	453,072
2010	20	1,000,000	27,184			1,042,800	30,000			453,072	407,456
2011	21	1,000,000	24,447			1,049,600	30,000			407,456	352,303
2012	22	800,000	21,138			820,800	30,000			352,303	322,641
2013	23	500,000	19,358			594,800	26,000			322,641	221,199
2014	24	100,000	13,272			302,400	24,000			221,199	8,071
2015	25	31,445	484				40,000			8,071	

¹ From Table 1. Amounts shown limited to debt service and administration requirements after plan year 15.

² Calculated at 6% on the District funds balance at the beginning of each fiscal year.

³ Initial funding loan from the City of Roseburg.

⁴ From Table 3.

⁵ From Table 2.

⁶ Repayment of initial funding loan plus 8% interest.

CHAPTER SEVEN FISCAL IMPACT STATEMENT

The passage of Ballot Measure 50 changed Oregon's property tax system, and the impacts of urban renewal on taxpayers, and other taxing bodies. Prior to BM 50, collection of tax increment revenues for a renewal agency resulted in an increase in the taxpayer's property tax rate. Taxing bodies suffered no revenue losses, unless there was overall compression of property tax revenues.

Under Ballot Measure 50, the taxpayers' permanent rates will not change. However, collection of tax increment revenue will impact the potential property tax revenues received by overlapping tax bodies. These taxing bodies will not be able to apply their permanent BM50 tax rates against the new values added within the Urban Renewal Area. As a result, the taxing bodies will forego revenue they otherwise might have had if there was no Renewal Plan in effect.

Table 5 shows the anticipated cumulative incremental values in the Renewal Area over the remaining life of the Plan, and the anticipated property tax revenues foregone as a result of taxing bodies not being able to apply their permanent BM50 tax rates to those values. It is important to note that Table 5 expresses all revenue foregone in 2005 dollars. It therefore does not take into account the fact that a dollar in the future is not as valuable as today's dollar. A present value calculation of the revenues foregone, using just a 3.5 % rate would substantially reduce the revenue foregone total. Evidence of that reduction is shown in the bottom row of Table 5.

Note on Impact on Schools

Under the current method of funding K-12 level education, the Urban Renewal program will not result in revenue losses for those educational units of government. The level of funding per student is not dependent on the amount of property tax raised locally.

When the project is completed, an estimated \$337.8 million in assessed values will be placed back on the tax roll. Given a 3.5% inflation of assessed values in the renewal area, the revenues foregone by the overlapping taxing bodies will be repaid in a period of nine years after tax increment provisions are terminated in 2019-20.

Roseburg Urban Renewal Area						
Table 5						
Estimated Revenue Foregone by Taxing Bodies 2006-07 to 2020-21						
Year	Excess Value in Renewal Area	<u>Douglas County</u> Tax Rate	<u>City of Roseburg</u> Tax Rate	<u>Lane ESD</u> Tax Rate	<u>Roseburg School #4</u> Tax Rate	<u>Umpqua C. C.</u> Tax Rate
		\$1.1124	\$8.4474	\$0.2232	\$4.0327	\$0.4451
2006	\$157,162,780	\$174,828	\$1,327,617	\$35,079	\$633,790	\$69,953
2007	\$168,031,812	\$186,919	\$1,419,432	\$37,505	\$677,622	\$74,791
2008	\$179,335,605	\$199,493	\$1,514,920	\$40,028	\$723,207	\$79,822
2009	\$191,091,550	\$212,570	\$1,614,227	\$42,652	\$770,615	\$85,055
2010	\$203,317,732	\$226,171	\$1,717,506	\$45,381	\$819,919	\$90,497
2011	\$216,032,962	\$240,315	\$1,824,917	\$48,219	\$871,196	\$96,156
2012	\$229,256,801	\$255,025	\$1,936,624	\$51,170	\$924,524	\$102,042
2013	\$243,009,594	\$270,324	\$2,052,799	\$54,240	\$979,985	\$108,164
2014	\$257,312,498	\$286,234	\$2,173,622	\$57,432	\$1,037,664	\$114,530
2015	\$272,187,519	\$302,781	\$2,299,277	\$60,752	\$1,097,651	\$121,151
2016	\$287,657,540	\$319,990	\$2,429,958	\$64,205	\$1,160,037	\$128,036
2017	\$303,746,362	\$337,887	\$2,565,867	\$67,796	\$1,224,918	\$135,198
2018	\$320,478,737	\$356,501	\$2,707,212	\$71,531	\$1,292,395	\$142,645
2019	\$337,880,407	\$375,858	\$2,854,211	\$75,415	\$1,362,570	\$150,391
Totals	14 years	\$3,744,897	\$28,438,188	\$751,403	\$13,576,092	\$1,498,430
PV @	3.5%	\$2,585,618	\$21,474,180	\$518,797	\$9,373,446	\$1,034,573

Note: School and ESD revenue foregone is replaced dollar-for-dollar by State funds, and does not affect per student funding.
PV = Present value of the revenue foregone. This adjusts future dollars to 2005 dollar totals.

CHAPTER EIGHT RELOCATION REPORT

In carrying out the goal, policies and philosophy of this Urban Renewal Plan, the Urban Renewal Agency may acquire property under circumstances which shall create displaced persons or businesses as "displaced" is interpreted in Oregon Revised Statutes. If the Urban Renewal Agency does require developed and/or occupied property, it shall assist displaced persons or businesses in finding replacement facilities. All displaced persons or businesses shall be contacted to determine relocation needs and shall be provided information on available space and given assistance in moving. All relocation activities will be undertaken and payments made in accordance with the requirements of Oregon Revised Statutes 281.045 to 281.105, and any other applicable laws or regulations.

URBAN RENEWAL PLAN

AND ACCOMPANYING REPORT

APPENDIX A

LEGAL DESCRIPTION OF BOUNDARY

REVISED URBAN RENEWAL DISTRICT

BEGINNING at a point on the West line of J. Huntley D.L.C. Number 56 at the intersection with the South right of way of Garden Valley Boulevard in the Northeast ¼ of the Northwest ¼ of Section 13, Township 27 South, Range 6 West, Willamette Meridian, Douglas County, Oregon; thence South 02°13'23" West 800.39 feet along said West line to a 3/4 inch iron rod; thence South 87°39'49" East 625.08 feet to a point on the West right of way of Hicks Street; thence South 01°41'58" West 103.72 feet to a point; thence North 89°15'05" East 197.98 feet to a point on the West right of way of Highland Street as platted in the re-subdivision of Gaddis Plat 'A'; thence along said right of way South 00°18'49" East 958.35 feet more or less to a point on the South boundary of said Gaddis Plat 'A'; thence along said South line South 88°00'46" East 419.94 feet more or less to a point on the westerly and southerly right of way of the Oregon & Pacific Railroad (formerly Southern Pacific Railroad); thence along said westerly and southerly right of way the following courses:

241.57 feet along the arc of an 1176.28 foot radius curve to the left, the chord of which bears South 11°23'39" East 241.15 feet, 81.90 feet along the arc of a 1303.57 foot radius curve to the left, the chord of which bears South 19°04'39" East 81.89 feet, 989.95 feet along the arc of an 1176.00 foot radius curve to the left, the chord of which bears South 44°59'33" East 960.98 feet, 121.26 feet along the arc of a 2894.93 foot radius curve to the left, the chord of which bears South 70°18'29" East 121.25 feet, South 71°30'29" East 327.30 feet, 29.53 feet along the arc of an 1880.08 foot radius curve to the right, the chord of which bears South 71°03'29" East 29.53 feet, 399.66 feet along the arc of a 1116.28 foot radius curve to the right, the chord of which bears South 60°21'04" East 397.53 feet, 29.53 feet along the arc of a 1880.08 foot radius curve to the right, the chord of which bears South 49°38'40" East 29.53 feet, South 49°11'40" East 307.60 feet, 31.24 feet along the arc of a 1462.69 foot radius curve to the left, the chord of which bears South 49°48'23" East 31.24 feet, 351.78 feet along the arc of a 794.49 foot radius curve to the left, the chord of which bears South 63°06'10" East 348.91 feet, 35.40 feet along the arc of a 1462.69 foot radius curve to the left, the chord of which bears South 76°28'50" East 35.40 feet, 59.14 feet along the arc of a 2053.68 foot radius curve to the right, the chord of which bears South 76°20'56" East 59.14 feet, 48.83 feet along the arc of a 925.37 foot radius curve to the right, the chord of which bears South 74°00'44" East 48.82 feet and 138.18 feet along the arc of a 789.02 foot radius curve to the right, the chord of which bears South 67°29'01" East 138.00 feet to a point on the East line of Block 8, North Park Addition.

Thence leaving said Railroad right of way South 13°56'20" East 263.69 feet to a point on the easterly or left high bank of the South Umpqua River; thence upstream along said bank the following:

South 37°40'48" East 12.62 feet, South 36°03'58" East 81.72 feet, thence South 33°15'36" East 81.72 feet, thence South 30°28'53" East 83.35 feet, thence South 29°47'07" East 61.04 feet, thence South 26°01'52" East 61.04 feet, thence South 22°37'23" East 37.95 feet, thence South 28°43'27" East 37.69 feet, thence South 49°41'23" East 15.51 feet, thence South 09°58'21" West 59.29 feet.

Thence leaving said bank of the South Umpqua River, South 89°23'00" West 156.85 feet to a point on the high bank of Elk Island; thence along said bank the following:

North 09°06'10" West 6.58 feet, North 13°46'23" West 49.09 feet, North 18°26'20" West 49.09 feet, North 23°06'24" West 49.09 feet, North 18°36'25" West 3.58 feet, North 24°28'53" West 22.56 feet,

Thence along said South line of Garden Valley Boulevard the following:

637.79 feet along the arc of a 3879.72 foot radius curve to the left, the chord of which bears South 57°20'30" East 637.07 feet to a point, South 67°25'17" East 129.97 feet to a point, along an offset of a highway spiral curve to the left, the chord of which bears South 65°27'54" East 301.94 feet, South 66°13'02" East 522.25 feet to a point, South 60°30'24" East 402.00 feet to a point, South 66°13'02" East for 447.42 feet to a point, along an offset of a highway spiral curve to the left, the chord of which bears South 67°13'44" East 204.69 feet; thence 665.17 feet along the arc of a 2189.96 foot radius curve to the left, the chord of which bears South 78°19'58" East 662.61 feet; South 89°10'27" East 41.5 feet to the **POINT OF BEGINNING**, containing 1024.53 acres more or less.