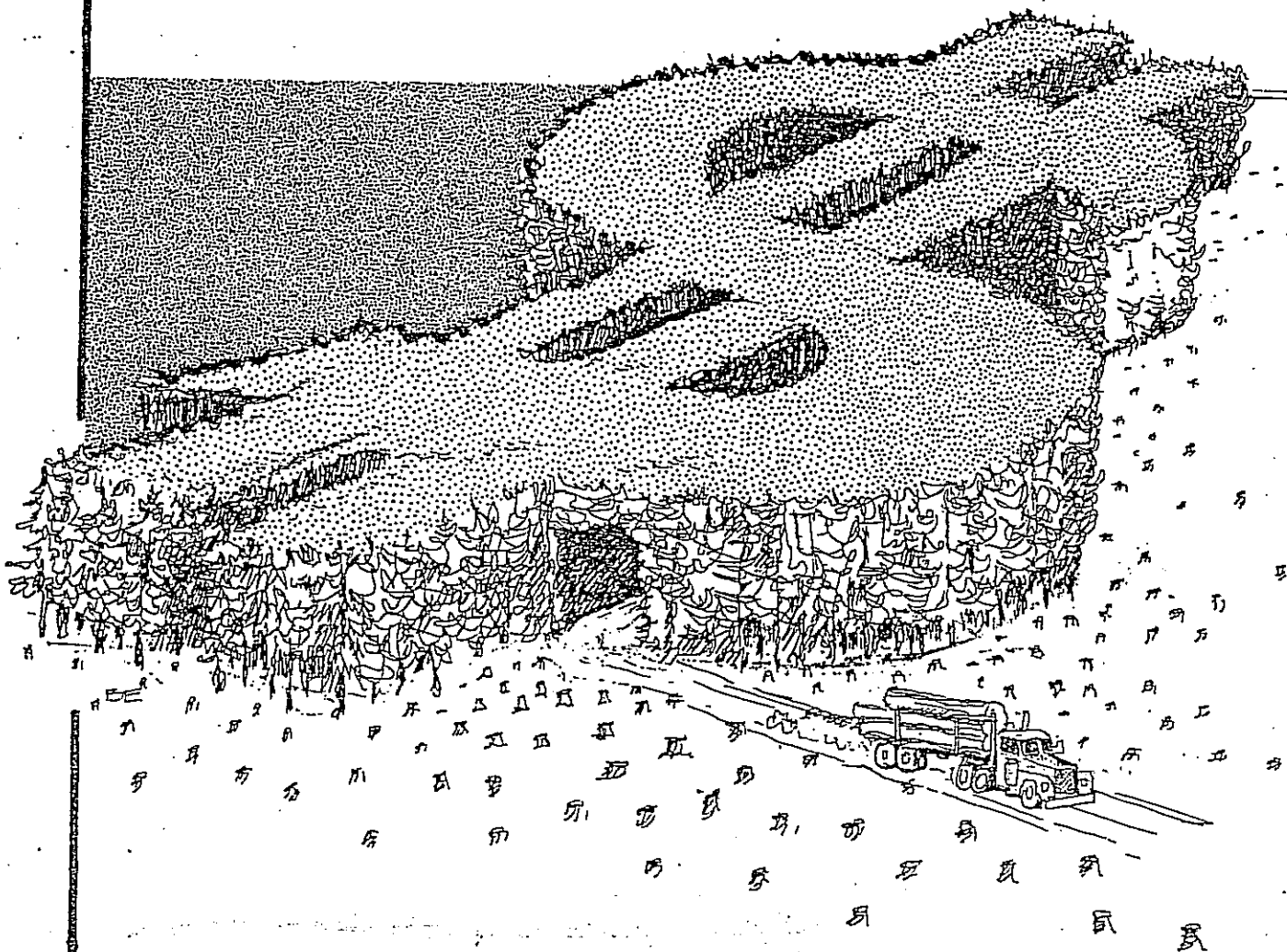


Goal 9

CLATSOP COUNTY
GOAL 9
COUNTY-WIDE ELEMENT

ECONOMY of the STATE



COUNTY-WIDE ELEMENT

Goal 9

Economy

Adopted July 23, 1980 by
Clatsop County Board of Commissioners

Amended Ordinance 83-17, dated September 30, 1983

Introduction

Clatsop County has been suffering from economic problems since the mid-fifties due to the area's dependence on the harvesting and exploitation of local natural resources. The forest products industry is the largest dollar generator in Clatsop County, followed by the marine resource sector and tourism.

Due primarily to the seasonal and cyclical nature of these sectors, the county experiences high unemployment, wide discrepancies in patterns of earned income distribution, and significant numbers of households near or below federal poverty line indicators.

Existing national economic conditions are responsible for the exportation of non- or semi-processed raw materials resulting in the accompanying exportation of above-average manufacturing wage occupational opportunities.

Overall, Clatsop County's economic strategies must aim at maximizing the potential for local processing and manufacturing of existing resources while attempting to decrease the leakage of local investment and consumer dollar flows.

Goal

To diversify and improve the economy of the state and Clatsop County.

Area of Concern
(Summary)

| <u>Community Resources</u> | <u>Natural Resources</u> | <u>Human Resources</u> |
|--|---|--|
| -fragmented local economic planning | -cyclical supply and demand patterns | -seasonality of major occupational opportunities |
| -insufficient local economic planning expertise | -development pressure on agricultural, forest and marine productive land uses | -increased mechanization of major occupational opportunities |
| -uneven infrastructure facilities | | |
| -insufficient industrial land in rural areas | -reliance on single crop /species harvest and processing patterns | -low-income nature of increasing non-manufacturing occupancies |
| -poor land-based transportation network | -insufficient long-range productivity measures of marine, forest, and agricultural areas | -traditionally high unemployment |
| -prohibiting parcel size on vacant industrial land in urban growth areas | | -poor county-wide income distribution patterns |
| -shortage of investment capital for local manufacturing opportunities | -economic conflicts over resource usage (i.e. forest industry, marine industry, and tourist industry) | -declining county-wide personal income |
| -lack of control over major occupational opportunities | -high energy utilization of resource harvesting and processing techniques | -nation-wide inflation in basic necessities (energy, food and housing) |
| | | -area has a disproportionate number of retired citizens |

Forest Products

Basic Findings

The forest products sector of the County's economy is currently growing and is expected to continue to grow in the foreseeable future due to a favorable combination of factors including excellent access to raw materials and national and international markets through transshipment points on the Columbia River.

The forest industry generates more economic activity in the County than all other sectors of the economy combined. The principal impact to the County's economic from this sector is payment to households (i.e., local employment) from the processing of forest resources. Little correlation

exists between the amount of timber harvested in Clatsop County and employment in local mills due to current timber transportation patterns where local timber is exported internationally while at the same time timber is imported from neighboring counties for local mills. This lack of correlation between local jobs and local harvest levels means that harvest rates above sustained yield levels will not substantially affect long term County employment levels. The best long term employment opportunities for Clatsop County lies in the complete utilization of all the wood fiber the forest lands in the County are capable of producing on a sustained yield basis. That would mean more complete utilization of those species now being harvested as well as bringing into use species not now being used. It would mean an increase in small scale processing operations, better management of the County's small woodlots and an increase in the dollars remaining in the area.

In light of the above facts, the County's best long-term interest is to protect its forest base both in total acreage and rate of harvest so that a stable supply of lower cost lumber is guaranteed for years to come.

Policies

1. Forestation and reforestation of the County's forest lands is encouraged.
2. The County shall encourage the continuation of the long-term supply of raw products necessary to provide material for County mills by the following:
 - a. Sustained yields of forest products should be promoted through educational programs provided by service foresters, extension service personnel and continuing educational courses.
 - b. Information should be disseminated to owners of small woodlots to help them direct their forest management practices toward a sustained yield of forest products.
 - c. Small woodlot owners should be provided financial incentives for maintaining forest land use and effective management practices. Both public and private sectors (especially local forest products industries) should examine long-range payment and contractual agreements with small woodlot owners to level existing tax inequities and diminish long-range cash flow problems. (Such contracts could include reseedling agreements and cost sharing proposals).
 - d. State and federal representatives should be asked to explore legislation to provide assistance and incentives to small woodlot owners to insure participation in effective management programs.
 - e. Public works (such as CETA or an EDA program) and other labor intensive techniques should be employed to accelerate seeding and replanting efforts on small woodlots. In addition, labor intensive brush clearing and seeding preparations should take precedence

where feasible over non-labor intensive techniques, especially if cleared fiber could be utilized for other purposes (energy generation).

- f. Reforestation of special species should be encouraged by public incentives, especially for long maturation species such as cedar.
3. The County will work with private industry, the Port of Astoria, the Clatsop County Economic Development Committee and other economic organizations in their attempts to improve forest industry employment opportunities by:
- a. Providing technical assistance and business management training to help establishment of small businesses involved in timber salvage, precommercial thinning, tree planting, pole and post cutting, etc.
 - b. Working with groups such as the Economic Development Administration to encourage the location of small businesses in the County which provide season long employment in the forest industry. Small businesses which would more totally process wood products from currently wasted material should be especially encouraged.
 - c. Utilizing local education facilities and personnel to provide training in forestry-related skills through cooperation with and knowledge of industry needs.
 - d. Supporting public actions (such as revenue bonding) which:
 - 1) encourage research and development of wood-waste fueled energy generation,
 - 2) develop technology and products made primarily from non-commercial and under utilized tree species (especially alder), and
 - 3) assist small scale equipment development (i.e. chippers, portable specialty saw mills, etc.).
 - e. Considering all measures to encourage expanded local processing of locally grown wood fibre to minimize current dollar leakages, including low interest loans, CETA grants, small business assistance programs, and maximum use of the community reinvestment act.
 - f. Providing adequate industrial lands, an efficient permit approval procedure and adequate public facilities for forestry-related businesses.

Marine Resources

Basic Findings

Clatsop County currently has the largest marine resource sector of any coastal county. This corresponds to the Oregon State University Input/Output Model for Clatsop County which places the marine resource

sector as the area's second largest dollar generator immediately behind forest activities. However, only by developing a wider resource base will Clatsop County be able to maintain its position as the State's largest seafood processor. Hope for the future lies with exploitation of different species, such as bottom fish, rather than more exploitation of existing activities. If new species and different products are utilized, it may be possible to generate numerous employment opportunities.

Seafood processing is labor intensive and as would be expected, a direct correlation exists between the number of pounds of fish landed and employment opportunities created. Increased output in marine resource activity generates more jobs per dollar than the other leading economic sectors of the County.

Policies

1. The County shall enhance and protect the marine resource environment through participation in the Columbia River estuary regional planning process.
2. Clatsop County encourages efforts towards organizing the numerous fishing interests in Clatsop County in conjunction with OSU's Sea Grant Program, Clatsop Community College and the Clatsop County Economic Development Committee to develop methods to expand fishery activity in Clatsop County. Such activity could include:
 - a. continued staff support for the Vanderveldt Pond salmon hatchery model project,
 - b. expansion of the Vanderveldt Pond model project to include experimentation with other species and various food fish by-products,
 - c. establishment of other model programs to utilize various fish species in different products, and
 - d. provision of technical assistance to local citizens interested in attempting commercial ventures derived from model programs.
3. The County, Port of Astoria, and the Economic Development Committee should promote those public facilities and services required to increase the amount of seafood landed in Clatsop County. These activities include:
 - a. Cataloging existing federal and state loan programs, production credits, and other program opportunities so that are fishermen and local financial institutions are aware of benefits and utilization procedures. (NOTE: The Economic Development Committee with financial assistance is the ideal setting for bringing finance managers and fishery personnel together).
 - b. Encouraging resource agencies to continue developing information on the sustained yield of fisheries.

- c. The County, through the Citizen Advisory and technical committees, should become involved in the selection of research projects in the Columbia River Estuary Data Development Study so that the research generated reflected local needs and concerns.
- d. Developing and expanding land based facilities in cooperation with fishery personnel, local businessmen, and port district staff, placing special attention on cold storage, landing facilities and moorage facilities.
- e. Developing a brochure of facilities available in Clatsop County to be distributed to the west coast fishing fleet in order to expand visitor landings in the area.
- f. Giving priority to the development of marketing and transportation cooperatives or associations to provide competitive advantages to local fishery personnel.
- g. Encouraging cooperation of local lending institutions and provision of technical assistance to assist local boat builders in expanding building facilities.

Travel Industry

Basic Findings

The tourist or travel industry is, like the other major economic sectors of Clatsop County, based on use of the area's natural resources. These resources include the relatively unpopulated coastal beaches, forest areas, good fish and wildlife populations and clear air. In direct dollar impact, the travel industry is the third most important sector. While employment opportunities in the travel sector tend to be lower paying, these jobs provide important opportunities for new labor entrants and secondary wage earners.

The tourist industry impacts the County in both positive and negative ways. Costs borne by the community include over design of public facilities to meet peak load summer demand, highway congestion, effects of the inflationary travel dollar, and crowding of recreational areas. It is important to realize the danger of promoting any tourist activity until it surpasses the resource's carrying capacity. The beaches, rivers and forest can become so crowded that the recreational experience is diminished and tourist dollars decrease. The best strategy for the County is to level out the impacts on public services and communities by promoting travel activity during the traditional non-tourist season.

The travel industry is the economic sector of the County most susceptible to the current national economic conditions of inflation and rising energy costs. The County can expect a significant decrease in out-of-state tourists. Due to the County's proximity to Portland, this decrease will be somewhat off-set by an increase in in-state tourists. As energy prices increase, it seems logical to expect an increase in destination oriented tourism accompanied by a decrease in self-contained recreational vehicle type tourists.

Policies

1. The County Planning Commission, in cooperation with the Recreation/Tourism Subcommittee should act in unison to insure the future Recreation/Tourism high intensity activity is located in Urban Growth Boundaries and Rural Service Areas which have the capacity to handle them at the lowest possible public cost. Tourist facilities should be developed in these areas before developing new facilities elsewhere.
2. The County Commission, in conjunction with the Fair Board, should attempt to promote year-round utilization of the facilities at the County Fairgrounds.
3. The County should encourage local travel industry representatives and organizations to coordinate with each other to promote off-season activities. Clatsop County supports the EDC Recreation/Tourism Subcommittee efforts in developing a County-wide visitors bureau.

The Recreation/Tourism Subcommittee of the EDC could provide a forum for the fragmented tourist industry to meet and organize their efforts. The primary goal should be to provide indoor off-season facilities to level out the current employment pattern.

4. The County should encourage Clatsop Community College, in coordination with local tourist and retail organizations, to provide programs and training for local businesses. Such training could consist of off-season workshops on needed areas of information and should be geared to the financial scope and needs of existing small businesses. Workshops could be offered in:
 - a. marketing and advertising methods for small businesses,
 - b. management assistance,
 - c. employee/employer relations, and
 - d. customer relations.
5. In order to develop and better utilize local recreational and tourist resources, the County should research, inventory and catalog existing and potential recreational resources.

Human Resources

Basic Findings

Problems of the labor market in Clatsop County include the seasonality of major occupational opportunities and traditionally high unemployment. As population during the 1970's has slowly increased, the job market has not been able to maintain a comparable rate of new job creation. Three-quarters of the new jobs created since 1960 have been in the non-manufacturing sector (i.e. tourist industry) which traditionally has been lower paying and less skilled jobs. This is reflected in unequal County-wide income distribution patterns where 50% of those earning income in Clatsop County in 1978 earned only 16% of available income.

A substantial portion of unemployed persons in Clatsop County do not possess the skills necessary to gain employment in the higher paid skilled jobs available in the County. A major need exists to develop vocational and other job skill programs to enable local low-income residents to successfully compete with qualified people outside the area for employment in any new industrial opportunity. Without a job training program, the creation of new jobs in the County is not likely to change unemployment trends, alter the existing distribution of income or affect the population/employment ratio.

Policies

1. The County shall encourage local County-based industrial and commercial firms to cooperate with existing educational institutions to develop and utilize job training programs to hire local unemployed and underemployed individuals.
2. The Human Resources Committee of the County should serve as a liason between local business and the community college. The committee should provide information to the college on the needs of local business and information to local business of services available at the college.

Community Resources

Basic Findings

A. Advisory and Technical Support Organizations:

1. Clatsop County Economic Development Committee (EDC).

The EDC is the Economic Development Administration's recognized body to do overall economic development planning for Clatsop County. This organization is comprised of numerous public officials, various special interest and business groups, business men and women and technical personnel. They have been active and influential in determining local development strategies. One of their major accomplishments has been the establishment of a salmon-rearing hatchery on Vanderveldt Pond which will provide several million salmon per year into the Columbia, improving sport and commercial catch opportunities.

More locally initiated projects need to be generated if the area is to meet the needs of the expanding labor force. By working together the community could design projects for wood waste and hardwood utilization, fish waste and bottom fish product development, and numerous infrastructure improvements for recreation/tourism activity. The latter area has received considerable attention by the EDC and projects in this area are moved toward completion.

It seems likely that the EDC will attempt future projects similar to the salmon hatchery project where local resources are better

utilized for local residents due to the apparent success of that project. A step in that direction may be the expansion of the EDC to include areas currently not represented and support from local jurisdictions to provide the EDC with the staff necessary to maintain and expand their existing efforts.

2. Port of Astoria.

The Port of Astoria is one of the largest recreational, commercial, and cargo ports on the Oregon coast. The Port's current goals emphasize their long-range purpose of gaining an active role in the Columbia River transportation network. Its strategic location at the mouth of the Columbia River provides it with competitively advantageous economic opportunities that increase as transportation costs of ocean-going vessels rise.

However, in order to make this possible, major improvements in the railroad tracks from Portland to Astoria and upgrading of Highway 30 east of Astoria must occur.

However, the Port also needs to consider shifting some of its emphasis into short-term community development projects. By utilizing the Port's bonding capability, various projects exist that would both generate revenue for the Port and provide occupational opportunities for County residents. In order to increase its effectiveness in the area of economic development, the Port of Astoria must attempt to balance its roles of transportation of cargo and community job creator.

B. Industrial Lands:

The EDC has completed an inventory of County-wide industrial zoned land. As the inventory portrays, Clatsop County has a number of vacant industrial sites throughout the County, several being large tracts of 100-660 acres. The largest amounts of industrial land are in Warrenton, Astoria and along the Columbia River at Westport. The Alumax site of 662 acres and the industrial land at Tongue Point have been included into the cities of Warrenton and Astoria's Urban Growth Boundaries respectively. This reflects the cities' capabilities of serving these areas during the planning period.

The Estuarine Resources Goal (#16) requires identification and protection of areas especially suited for water dependent development. These areas were identified in the County through the CREST plan and are appropriately protected in this plan. Detailed information on each of the vacant industrial sites is contained in Appendix A of the Economic Background Report.

A problem exists in that the larger industrial tracts tend to be available on an all or nothing basis due primarily to ownership patterns. The only client currently capable of utilizing such a large parcel would be a heavy large industrial activity. By opening one or more of the large hundred plus acre sites for small industrial usage it may be possible to meet demand for industrial land more efficiently and also make it easier to attract smaller firms to the area.

C. Cottage Industries:

There is a need to enable small scale low-impact manufacturing activities to get a start in the County without large capital outlays for buildings, purchase of land, etc. This could be accomplished by allowing "cottage industries" on a conditional basis in parts of the rural area of the County. Cottage industries are those industries which utilize a small-scale low-impact technology in the processing of a natural resource.

* Most cottage industries are small scale family operations with no intention of growing into a major industrial use. Allowing that business to occur in conjunction with the family home can perform many beneficial functions such as reducing unemployment and often promoting energy conservation. The County's role is ensuring that cottage industries are compatible with the existing character of an area.

* Cottage industries are appropriate in conjunction with residences in both the Rural and Conservation Plan designations. On Conservation Forest lands an additional standard exists to ensure that there will be no impact on or from forest management practices.

* Many residences that are not resource related are located in Agricultural and Forest areas presently. New dwellings generally must be resource related. Cottage industries in conjunction with either existing residences or newly approved residences are appropriate so long as the resource is not adversely affected. The cottage industry standards ensure that the use will be compatible with the area."

* D. Commercial and Industrial Zoning Outside UGB's.

Most commercial and industrial development outside UGB's will take place on lands in the Development or Rural Service Area Plan designations. However, a limited amount of commercial and industrial development is appropriate in the Rural Plan designation. This includes developments needed to serve the rural population and commercial and industrial businesses which directly rely on nearby resource lands and are most appropriately located in close proximity to such lands.

Policies

1. The County and other local jurisdictions should continue support of the economic planning program by either:
 - a. Providing staff assistance to the existing EDC which currently has the official task of County-wide economic planning and special district and municipal coordination,
 - b. Integrating the existing economic planning process into the Department of Planning and Development and providing additional staff to operate a full-time economic program, or

* Amended 83-17, Dated Sept 30, 1983

- *9. Require an economic and fiscal impact assessment showing whether or not there are net benefits to the County as a whole for the destination resort. Such an assessment should examine and consider:
- Changes in employment and income to the area and the county;
 - Changes in local revenues and demands for new or increased levels of public facilities and services; and
 - Indirect economic impacts on the surrounding area including the effect of the loss of resource land.
- *10. Require conditions necessary and sufficient to ensure that the development is compatible with continued resource use of surrounding lands. These measures may include, but are not limited to:
- Limiting the number of dwelling units;
 - Limiting the overall density of the development;
 - Limiting the location of structures, roads and physical alterations, or otherwise restricting layout to protect important natural features or to buffer the resort from adjacent or nearby uses; and
 - Additional planning and zoning controls on nearby land to reduce or manage pressures of offsite development created by the destination resort.
- *11. Clatsop County recommends that a joint state-federal task force be appointed to examine planning for developed recreation facilities on state and federal lands. Based upon a state-wide study of potential facility needs, such a task force could suggest needs which might be met on state or federal owned lands.

BACKGROUND REPORT

Goal 9

Economy

August 9, 1979

Prepared By

Bill Street

Clatsop-Tillamook Intergovernmental Council

For
Clatsop County Department of Planning and Development

Adopted July 23, 1980

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INTRODUCTION TO CLATSOP COUNTY'S ECONOMIC PLANNING PROGRAM

STATEMENT OF PURPOSE

The purpose for economic planning in Clatsop County is in some ways easier to ascertain than for many of the more prosperous counties in the State. It is easier to define because this area has suffered from chronic economic problems since the mid-'50s. This gradual and steady economic decline has inflicted both fiscal and psychological costs on the entire community, although, as is traditionally the case, those members of the community least able to afford this cost bear the major portion of the burdens.

These community-borne costs, elucidated throughout this document, had the effect of forging a loose social consensus as to the general direction for economic planning; a consensus based upon increasing community malaise, which accompanies economic decline.

Everyone involved in the planning process over the past year has agreed that this area should attempt to regain the economic vitality that existed in the recent past.

However, how should this be accomplished, and at what costs, and to whom? These are crucial questions which this document attempts to address. These economic development strategy decisions become more complicated when environmental considerations are introduced. Since the area's economy is substantially dependent upon the extraction and exploitation of natural resources, various costs are incurred by the community. The degree to which these costs should be incurred and who should bear the burden of these costs, is another set of considerations which separate several groups in the County.

In short, the purpose of this report is to determine a direction for economic activity in Clatsop County, a direction which reflects the desires and needs of the local residents, a direction which attempts to balance the diverse and conflicting interests of the citizens of Clatsop County.

The ultimate goal of such a program is to provide the residents of Clatsop County with a community capable of maintaining both the particular quality of life and a standard of living which can provide a chance for all residents to maximize their specific potential.

* COMMERCIAL AND INDUSTRIAL USES IN RURAL AREAS OF THE COUNTY

Different levels of commercial and industrial development are appropriate for lands in different plan designations in the County. Most of the commercial and industrial development will occur within the Development and Rural Service Area plan designations. A limited amount of commercial and industrial development is appropriate for the Rural plan designation.

The Rural designation covers lands which are built upon or committed to nonresource use. Rural homesites are the predominant uses of these lands. There are approximately - acres of land in this designation. Also, as of 1980, there are approximately 4600 homes with over 12,000 people living outside UGB's in Clatsop County, most of these in the Rural plan designation.

The residents of the rural parts of the County need a certain level of local commercial and industrial facilities. The commercial facilities appropriate in these areas are businesses which cater to the local areas, such as grocery stores, feed and seed outlets, restaurants, small "general stores", etc. Businesses which are designed to serve primarily urban areas should be located within Urban Growth Boundaries, not in the Rural plan designation.

Certain light industrial operations are also appropriate on lands in the Rural plan designation. These include industrial activities which, by their nature, are best located near resource lands. For example, repair of heavy logging and agricultural equipment requires a Light Industrial zone. This activity is best located near forest or agricultural areas, but should not occupy valuable resource land. Other industrial activities which serve local needs are also appropriate. As with commercial facilities, those industrial operations which are designed to serve primarily urban areas or which draw mainly on urban areas for employees should be located within Urban Growth Boundaries.

PLANNING AND PROJECT LIMITATIONS

Economic Forces

Clatsop County, as is common with most coastal counties in Oregon, is economically lagging when compared to State averages and has been so since the mid-'50s.

Local residents and public officials have been attempting to reverse existing conditions for over twenty years as have numerous special districts and civic groups.

* Amended 83-17, dated Sept 30, 1983

The primary limitation to effective economic planning, as with most planning efforts, stems from a lack of control. This lack of control, as far as Goal 9 is concerned, results from the arbitrary scale of the political subdivision, in this particular case, a county. A county has little control over its economic future, particularly in a non-diversified economy dominated by national and multi-national firms, mass marketing, federal fiscal policies, and various state programs. As our current economic system has created the factors that tend to increase the scale of production, substituting large-scale for small-scale which decreases traditional forms of free competition by the formation of mass integrated markets, local economies have ceased to play an important role in the national fiscal scene. Large urban corporate entities control the economy, penetrating even the most remote rural village with products, prices, and technology. This urban corporate invasion has had a tremendous impact on rural life, one which for the most part has been negative. Rural areas, much similar to underdeveloped countries, offer the fuel, raw materials, and labor for the industrialized, advanced, urban corporate areas and receive little in return. In short, rural America is burdened by many of the social and economic ills of our urban-dominated society with none of the resources at its disposal to cope or solve the problems which it had little to do with creating. Rural areas are small-scale, simple organizations in a large-scale, complex world.

Social Limitations

Urban penetration into rural markets is a recent phenomenon. Much like technological innovations, it happened more quickly than most people could adapt. The traditional rural life style, with its mores, norms and other beliefs, was intact during the socialization period of the present generation. Yet, the traditional conditions which led to the creation and support of these agrarian values have changed. Current conditions that govern the economics of rural society are much different than those that created the existing values. The existing value system was based on laissez-faire, free competition, individual rights, and extended families. Yet, current economic conditions are of oligopolistic corporations, mass society, and federalism. As a result of this rapid socio-economic change rural communities do not possess the skills necessary to adequately cope with their problems on either an individual or on an institutional level. This historic social lag results in the failure of most attempts by rural communities to solve their own economic problems which in turn creates apathy among the citizens until such a time as most efforts to re-vitalize their community are viewed as idealistic and finally unrealistic.

Out of this brief socio-economic analysis arises the broad parameters of what any program to aid rural areas must do. It must seek to educate the populace as to the economic conditions currently influencing their lives. It must be grass roots oriented, designed to work with the citizens, not for them. It must maximize local control for both economic and social reasons, and, finally, it must be designed to instill economic self-confidence in the community.

After accounting for leakages in the area's fishery industry it is estimated that approximately 40.3 million dollars is added to the Clatsop County economy annually by this industrial grouping.

However, just as a portion of each dollar is lost from the County economy, the remaining portion is respent or multiplied several times generating substantial economic activity. This indirect economic impact is demonstrated by Table M-3.

Table M-3. Estimated Indirect Economic Impact of Commercial Marine Resource Activity in Clatsop County (000)

| <u>SECTOR</u> | <u>DIRECT DOLLAR IMPACT</u> | <u>MULTIPLIERS</u> | <u>INDIRECT</u> |
|-----------------------|---------------------------------|--------------------|-----------------|
| Other fish processing | \$24,671 | 2.06374 | \$50,914 |
| Combination fishermen | 3,370 | 2.03686 | 6,864 |
| Salmon processing | 5,193 | 2.72805 | 14,166 |
| Other fishermen | 5,377 | 3.15674 | 16,973 |
| Troll fishermen | 916 | 2.57184 | 2,355 |
| Gillnet fishermen | 801 | 2.46604 | 1,959 |
| | | | <hr/> \$93,234 |

Source: OSU I/O Model, 1978

It is estimated that the marine sector has an indirect impact of approximately 93 million dollars annually. When combined with the direct impact of 40 million dollars the overall annual value-added income created by the marine resource sector for the Clatsop County economy is approximately 133 million dollars.

In absolute terms, Tuna is the single most important fishery activity in Clatsop County. This reinforces the I/O Model which places other fish processing as the largest economic generator of all fishery components. In descending order the relative importance of the fishery sectors would be as follows:

Tuna
Groundfish
Shrimp
Crab
Salmon
Clams

Unfortunately, this does not provide us with any analysis of efficiency nor energy expended per pound landed or dollar generated. It does, however, provide some long-term trends.

Table M-4. COMMERCIAL FOOD FISH LANDINGS in pound (lbs.) weight

by ADMINISTRATIVE DISTRICT (ASTORIA)

| YEAR | SALMON | STURGEON | CRABS | CLAMS | SHRIMP | TUNA | GROUND FISH | MISC. | TOTAL |
|------|-----------|----------|-----------|---------|-----------|------------|-------------|-------|------------|
| 1970 | 1,019,891 | 4,238 | 3,809,343 | 14,681 | 2,609,461 | 23,888,175 | 11,627,887 | | 42,973,686 |
| 1971 | 951,441 | 4,517 | 5,148,741 | 30,227 | 1,797,242 | 11,293,939 | 10,524,609 | | 29,750,716 |
| 1972 | 491,827 | 1,267 | 3,872,563 | 12,550 | 2,359,920 | 22,377,175 | 10,618,335 | | 39,733,634 |
| 1973 | 309,866 | 1,860 | 992,973 | 16,252 | 2,777,298 | 19,102,041 | 9,450,108 | | 32,650,398 |
| 1974 | 483,817 | 484 | 1,398,220 | 8,553 | 6,408,831 | 26,723,583 | 9,907,149 | | 45,230,637 |
| 1975 | 399,380 | 1,582 | 1,090,333 | 40,656 | 5,075,528 | 16,599,703 | 9,372,829 | 38 | 32,580,049 |
| 1976 | 1,177,321 | 9,297 | 1,353,092 | 117,476 | 5,700,549 | 16,166,021 | 12,653,359 | 551 | 37,164,197 |

ESTIMATED VALUE AT FISHERMEN'S LEVEL OF COMMERCIAL FOOD FISH LANDINGS

by ADMINISTRATIVE DISTRICT (ASTORIA) (000 dollars).

| YEAR | by ADMINISTRATIVE DISTRICT | DISTRICT | (ASTORIA) (000 dollars) | FOOD FISH LANDINGS |
|------|----------------------------|----------|-------------------------|--------------------|
| 1970 | 559 | 10 | 313 | 872 |
| 1971 | 322 | 18 | 208 | 865 |
| 1972 | 242 | 9 | 283 | 1,009 |
| 1973 | 206 | 12 | 611 | 1,134 |
| 1974 | 340 | 7 | 1,227 | 1,475 |
| 1975 | 279 | 34 | 682 | 1,242 |
| 1976 | 1,375 | 105 | 1,140 | 1,910 |

or bottomfish

Groundfish seems to be the largest growing fishery sector. It also is the most stable as far as yearly fluctuation is concerned. This increase probably reflects an increased effort and recent political developments involving the two hundred mile limit. These activities plus the introduction of improved technologies and the development of new markets, both domestic and international, will probably continue to make groundfish the fastest growing marine sector.

As with forest productions industry, hope for further advance lies with exploitation of different species, such as bottom fish, rather than with more exploitation of existing activities. Unfortunately, the marine resource industry does not have the information necessary to develop management practices to the same extent as does the forest industry. However, it is probably because of the industry's decentralized nature that local communities and their public policies can conceivably have a greater impact on this sector than either of the two other major income generators.

External Costs

Like the forest products industry the costs generated by the fishing industry are difficult to ascertain and it is difficult to determine who exactly bears the burden of these costs.

The most obvious cost is resource depletion and management. The cost to the community of resource depletion would be and is quite large. Several processing firms have already relocated out of Clatsop County due to, among other reasons, the scarcity of fish.

A second cost in relation specifically to salmon is the State hatchery program that provides the foundation for much of the Columbia River salmon catch.

The majority of external costs relate more to the area of trade-offs between other sectors and as such are difficult to analyze. It is difficult to quantify the trade-offs between the various sectors of the area's economy. A job gained in the forest products sector, if at the expense of a fishery job, is more of a matter for elected officials than policy planners. Each sector has better and worse paying jobs with numerous associated costs. The marine resource sector, while exhibiting strengths in many areas, is weak, as will be pointed out in others. The ultimate decisions are clearly political.

EMPLOYMENT

Like the travel industry sector, it is difficult to obtain reliable information concerning the actual numbers of full-time fishermen in Clatsop County. It is difficult because of the part-time nature of many of the fishermen, the lack of accurate employment insurance reporting by fishermen, and the high mobility of fishermen who are capable of selling their product at any coastal port.

Table M-5 lists the commercial fishery licenses and income for the entire Oregon Coastal Zone. As of 1973 Clatsop County represented approximately two thirds of all coastal fishery activity and it seems unlikely that any significant activities have occurred to periodically alter that ratio. It does seem that this ratio is decreasing as other coastal ports begin to develop their land-based operations. However, for these purposes approximately two thirds of this statewide data on Table M-5 can be assumed to be an adequate description of license and income activity in Clatsop County. It is important to realize that a substantial proportion of the yearly fishery catch is garnished by a small number of fishermen. In short, many individuals fish but only a few have the ability and willingness to make a living at it.

1971-1977

| | 1971 | | 1972 | | 1973 | | 1974 | | 1975 | | 1976 | | 1977 | |
|-----------------------|------------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------|------------------|-------------|
| | Number Issued | Income | Number Issued | Income | Number Issued | Income | Number Issued | Income | Number Issued | Income | Number Issued | Income | Number Issued | Income |
| Albacore Tuna Landing | -- | 5 | -- | 5 | -- | 5 | 424 | 4,240 | 458 | 4,580 | 202 | 2,020 | 187 | 1,870 |
| Bait Dealer | 17 | 255 | 29 | 435 | 29 | 435 | 27 | 675 | 31 | 775 | 23 | 700 | 42 | 1,050 |
| Bait Fishing | 11 | 165 | 35 | 525 | 40 | 600 | 59 | 1,475 | 51 | 1,275 | 39 | 1,275 | 51 | 1,275 |
| Boat | 3,487 | 104,610 | 3,314 | 99,420 | 3,567 | 107,000 | 2,978 | 528,260 | 3,067 | 540,030 | 3,432 | 586,800 | 4,033 | 603,000 |
| Boat, Lost License | 6 | 12 | 2 | 4 | 6 | 12 | 15 | 39 | 15 | 30 | 11 | 22 | 21 | 42 |
| Boys | 118 | 1,770 | 135 | 2,025 | 121 | 1,815 | 103 | 5,150 | 85 | 4,250 | 101 | 5,050 | 101 | 5,150 |
| Canner, Fish | 17 | 2,550 | 18 | 2,700 | 17 | 2,550 | 17 | 5,100 | 17 | 5,100 | 15 | 3,500 | 14 | 4,200 |
| Canner, Shellfish | 4 | 300 | 2 | 150 | 1 | 75 | 1 | 200 | 1 | 200 | 2 | 400 | 2 | 400 |
| Fishing | 6,428 | 147,844 | 5,989 | 137,747 | 6,688 | 153,304 | 5,556 | 229,630 | 5,540 | 226,550 | 5,990 | 239,600 | 7,982 | 307,000 |
| Fishing, Lost License | 40 | 40 | 54 | 54 | 41 | 41 | 48 | 96 | 57 | 74 | 33 | 66 | 49 | 98 |
| Gillnet, Nonresident | 45 | 3,126 | 18 | 1,224 | 17 | 1,156 | -- | -- | -- | -- | -- | -- | -- | -- |
| Gillnet, Resident | 650 | 5,200 | 570 | 4,560 | 581 | 4,648 | -- | -- | -- | -- | -- | -- | -- | -- |
| Setline | 8 | 64 | 2 | 16 | 6 | 48 | -- | -- | -- | -- | -- | -- | -- | -- |
| Setnet | 130 | 1,040 | 91 | 728 | 159 | 1,272 | -- | -- | -- | -- | -- | -- | -- | -- |
| Single Delivery | 203 | 4,669 | 384 | 8,832 | 382 | 8,786 | 110 | 8,250 | 106 | 7,950 | 68 | 6,650 | 68 | 6,650 |
| Special Permit | 4 | 6 | 111 | 166 | 124 | 186 | 169 | 507 | 249 | 747 | 225 | 675 | 202 | 606 |
| Wholesale | 165 | 12,375 | 163 | 12,225 | 151 | 11,325 | 162 | 16,200 | 164 | 16,400 | 165 | 16,500 | 167 | 16,700 |
| TOTAL | 11,334 | \$284,028 | 10,917 | \$270,811 | 11,910 | \$293,323 | 9,669 | \$799,822 | 9,819 | \$793,201 | 10,365 | \$848,938 | 12,925 | \$1,042,621 |

Source: Oregon Department of Fish and Wildlife

Land-based operations employment data on the other hand is relatively easier to locate. Table M-6 reflects employment in food products which is primarily seafood processing. It also highlights the seasonality of this activity.

Table M-6. Food Products Wage and Salary
Employment in Clatsop County

| <u>YEAR</u> | <u>ANNUAL AVERAGE</u> | <u>MONTHLY HIGH</u> | <u>MONTHLY LOW</u> | <u>DIFFERENCE</u> |
|-------------|-----------------------|---------------------|--------------------|-------------------|
| 1960 | 1,210 | 1,360/Aug | 1,060/Nov | 300 |
| 1965 | 1,160 | 1,490/Sep | 1,000/Jan | 490 |
| 1970 | 1,360 | 1,740/Sep | 980/Jan | 780 |
| 1971 | 1,370 | 1,870/Sep | 760/Jan | 1,110 |
| 1972 | 1,450 | 1,830/Sep | 1,120/Apr | 710 |
| 1973 | 1,340 | 1,780/Sep | 1,230/Mar | 550 |
| 1974 | 1,500 | 1,910/Aug | 1,170/Mar | 740 |
| 1975 | 1,170 | 1,670/Oct | 710/Feb | 960 |
| 1976 | 1,370 | 1,800/Sep | 790/Mar | 1,010 |
| 1977 | 1,340 | 1,860/Sep | 660/Mar | 1,200 |

Source: Labor Force Trends, Employment Division

Table M-6 shows that both the annual average and the monthly high is relatively stable, however that the monthly low and the annual difference between monthly employment highs and lows is increasing. In an attempt to discover a possible correlation between the increasing employment differentials and availability of raw materials. Table M-4 shows the pounds and value of raw materials landed.

A comparison of Table M-4 with Table M-6 shows a definite relationship, as would be expected between employment opportunities and total pounds of fish landed.* As the resource supply increases employment increases. In fact, for its size, this sector is the most labor intensive of any in the area. The following table briefly outlines the amount of economic activity that needs to be generated in order to increase employment.

Table M-7. Employment Coefficients

| <u>SECTOR</u> | <u>NECESSARY CHANGE IN OUTPUT TO INCREASE</u> <u>EMPLOYMENT BY ONE PERSON-YEAR</u> |
|--------------------------------------|---|
| Logging | \$ 64,767 |
| Wood Processing | 113,895 |
| Service Stations | 223,714 |
| Retail & Wholesale Services/Products | 88,028 |
| Manufacturing | 65,317 |
| Retail Services | 23,127 |
| Gillnet/Troll Fishermen | 16,614 |
| Combination/Other Fishermen | 16,614 |
| Fish Processing | 82,850 |

Source: OSU I/O Model, 1978

Of the 26 sector model developed by OSU the lowest employment generation sector due to output increase is the fishermen sector. The processing sector, though substantially more labor intensive, rates lower than either wood processing or retail and wholesale services and products. In other words, increased output in marine resource activity would generate more jobs per dollar than either the forest products industry or the retail service travel oriented sectors, although the difference is less drastic.

Given the cultural importance of marine activity to Clatsop County and the symbiotic relationship between the marine resource sectors and the travel industry sectors it appears as if public expenditures to upgrade these areas may well be the most cost efficient development strategy to pursue, particularly in light of existing local occupational skill levels to be discussed later.

*This correlation is important because one of the larger employers in this sector imports much of what it processes.

Table M-8

Economic and Employment Impacts from Clatsop County Fishers, 1977

Conditions (1)

| Type of fisher..... | Dragger | Shrimper | Troller | Gillnetter |
|----------------------------------|-----------|-----------|----------|------------|
| Annual Landings/lbs..... | 1,000,000 | 800,000 | 17,000 | 13,000 |
| Price per lb. to fisher..... | \$.20 | \$.23 | \$1.80 | \$1.50 |
| Processing recovery rate..... | 25% | 20% | 90% | 80% |
| Export value when processed..... | \$375,000 | \$400,000 | \$55,000 | \$35,000 |
| Multiplier..... | 3.2 | 3.2 | 2.7 | 2.7 |

Distribution of Impacts

| <u>Sector</u> | <u>(Jobs)</u> | <u>(Jobs)</u> | <u>(Jobs)</u> | <u>(Jobs)</u> |
|--|--------------------|--------------------|-----------------|----------------|
| 1. Logging..... | \$ 30 | \$ 32 | \$ 6 | \$ 4 |
| 2. Wood processing..... | 519 | 554 | 50 | 32 |
| 3. Commercial gillnet salmon fishing.. | 10 | 10 | 0 | 21,276 (1.5) |
| 4. Commercial troll salmon fishing.... | 11 | 11 | 33,456 (2) | 0 |
| 5. Commercial combination troll salmon fishing..... | 25 | 27 | 0 | 0 |
| 6. All other commercial fishing..... | 195,408 (3.5) | 208,436 (4.0) | 0 | 0 |
| 7. Salmon processing..... | 78 | 84 | 56,265 (.3) | 38,805 (|
| 8. All other fish processing..... | 380,954 (4.3) | 406,351 (4.6) | 187 | 119 |
| 9. Agriculture..... | 2,416 | 2,577 | 209 | 133 |
| 10. Manufacturing..... | 7,638 (.1) | 8,147 (.1) | 781 | 497 |
| 11. Lodging..... | 1,521 | 1,623 | 127 | 81 |
| 12. Restaurants..... | 12,639 (.7) | 13,481 (.7) | 1,095 (.1) | 697 |
| 13. Service stations..... | 36,077 (.2) | 38,482 (.2) | 4,345 | 2,765 |
| 14. Automotive sales and service..... | 36,195 (.4) | 38,608 (.5) | 2,095 | 1,330 |
| 15. Transportation..... | 1,680 | 1,792 | 270 | 172 |
| 16. Communication..... | 15,280 (.2) | 16,299 (.2) | 1,353 | 861 |
| 17. Professional services..... | 9,683 (.4) | 10,329 (.4) | 979 | 623 |
| 18. Financial services..... | 6,948 (.1) | 7,411 (.1) | 1,111 | 707 |
| 19. Construction..... | 21,249 (.3) | 22,665 (.3) | 1,766 | 1,123 |
| 20. Retail and wholesale goods..... | 147,864 (1.6) | 157,721 (1.7) | 16,632 (.2) | 10,584 (.1) |
| 21. Retail services..... | 14,265 (.6) | 15,216 (.6) | 3,240 (.2) | 2,062 (.1) |
| 22. Public and private schools..... | 11,714 (.5) | 12,495 (.5) | 1,276 (.1) | 812 |
| 23. County government..... | 4,058 (.1) | 4,329 (.1) | 358 | 228 |
| 24. City government..... | 10,949 (.2) | 11,679 (.2) | 1,232 | 784 |
| 25. Households..... | 272,668 | 290,846 | 21,236 | 13,513 |
| 26. State or federal government..... | 17,365 (.5) | 18,522 (.6) | 1,969 (.1) | 1,253 (.1) |
| TOTAL | \$1,207,250 (13.7) | \$1,287,740 (14.8) | \$150,033 (3.0) | \$95,461 (2.0) |

(1) Data for stated conditions obtained from Marine Economics Data Sheets, Oregon State University Extension Service, 1977.

CONCLUSIONS

- A. Only by developing a wider resource base will Clatsop County be able to maintain its position as the State's largest seafood processor. By utilizing new species and different products it may be possible to generate numerous employment opportunities in this sector.

In this effort the existing salmon hatchery program currently operated at Vanderveldt Pond should be expanded to include experimentation with other species and various food fish by-products.

Organizing the numerous fishing interests in Clatsop County to develop methods to expand fishery activity in Clatsop County would also help. Such activity could include:

- a. continued staff support for the salmon hatchery project,
- b. establishment of other model programs to utilize various fish species in different products, and
- c. provision of technical assistance to local citizens interested in attempting commercial ventures derived from model programs.

As of now, the salmon hatchery project needs to be given more community support. As this program develops over time the benefits will exceed any that can be quantified in dollars and cents.

Finally, it seems as if any future EDC fishery activity should work closely with whatever natural resource agencies are currently operating in the area. In fact, future planning groups such as CREST should be made a part of a unified fishery protection and development program controlled by local Clatsop County officials and local resource users.

- B. Expansion of fishery employment is needed. In order to make this possible the amount of seafood landed in Clatsop County must be improved. This could be accomplished by:
1. Cataloging existing federal and state loan programs, production credits, and other program opportunities so that area fishermen and local financial institutions are aware of benefits and utilization procedures. (NOTE: The Economic Development Committee with financial assistance is the ideal setting for bringing finance managers and fishery personnel together).
 2. Development of local biomass capacity.
 3. Developing and expanding land-based facilities in cooperation with fishery personnel, local entrepreneurs, and port district staff, placing special attention on cold storage, landing facilities and moorage facilities.

4. Developing a brochure of facilities available in Clatsop County to be distributed to West Coast fishing fleet in order to expand visitor landings in area.
5. Encouraging the development of marketing and transportation cooperatives or associations to provide competitive advantages to local fishery personnel. Such activity will require careful organization and should be viewed as a long-term essential project. It could include:
 - a. a marketing council,
 - b. investment capital creation,
 - c. product differentiation such as gift packs and other specialty market items.

The two most obvious methods of increasing local landings involve improving facilities and local markets to attract non-local boats to land in Clatsop County, and to expand the size of the local fishing fleet.

In order to attract non-local boats it will be necessary to develop additional markets for existing food fish and possibly new markets for under utilized species. This could be done by experimenting with various methods of transportation in order to speed shipment of fresh seafoods to larger markets and by attempting commercial production of various new products.

Due to the unusually high risk of such activities and the traditionally low profit margins, it seems as if such activities may not be experimented with by existing private entities until such time as model projects can be demonstrated to be economically feasible. This ~~the goal~~ should be the goal of the Economic Development Committee (EDC) and associates.

The second method of increasing local landings involves expanding the local fleet. This involves cooperation from local lending institutions and technical assistance from the EDC. By providing access to the Small Business Administration and other guaranteed loan programs, particularly marine oriented, it may be possible to expand locally based boats.

, though unaided by other local groups, The current attempts by the EDC to assist local boat builders establish expanded building facilities in the County appears to be a step in the right direction.

- C. Wherever possible local groups should attempt to work with local resource agencies to provide them with a different perspective on local resource problems. This cooperation could also provide the resource agencies with different insights into local impacts as a result of resource agency policies.

In particular, local groups should work closely with CREST to assist them with their tasks and provide an informational dissemination network to the local community.

TRAVEL INDUSTRY

INTRODUCTION

Methodological Limitations

The tourist or travel industry is, like the other major economic sectors of Clatsop County, based on the extraction or exploitation of the area's natural resources. In this particular example the natural resource is a complex combination of relatively unpopulated forest and coastal areas, numerous fish and wildlife populations, mild climatic conditions, and an overall rural cultural orientation. Unfortunately, unlike the other resource based activities the specific relationship between the natural resource and the travel industry is more difficult to analyze.

One reason for this difficulty arises from the dual nature of many of the income generating activities. Retail stores, restaurants, service stations, and contract construction provides services required by Clatsop County residents and services utilized by tourists. As such it is difficult to determine if a particular business hires an extra employee due to heavier demand by local residents or due to the increased demand generated by out-of-County visitors.

These and other limitations make any analysis difficult to undertake. However, numerous associated indicators are available to provide the County with a fairly reliable picture of the impacts of the travel industry on Clatsop County.

General Community Attitudes

The travel industry is probably the most visible of any of the major economic sectors in Clatsop County. This visibility is a result of the large number of local residents who are directly impacted by the typical tourist visit. Numerous summer job opportunities are generated for younger family members, temporary and secondary wage earners. In addition, many cultural and leisure-time activities occur due to the larger summer population, which in turn congests highways, taxes public services, and crowds people everywhere.

One outgrowth of this high visibility is the polarization of local attitudes on the tourism issue. That is, it is difficult, if not impossible, to conduct a public discussion of any aspect of the travel industry without being categorized as either "pro" or "anti" tourist. This politicized local climate creates numerous false dichotomies involving potential public policies.

Those interested in promoting tourism are unable to see any of the negative impacts while those wishing to discourage the activity see no positive impacts. One outcome of this local situation is that travel industry impacts become distorted and in many cases praised or blamed for unrelated activities. Several examples could be cited where tourism and its associated activities bolster arguments against industrial activity, against preservation of scenic areas, for preservation of scenic areas, for improving transportation systems, against improving transportation systems, etc.

has been used to

The major point is that, like the forest industry and the marine resources industry, the travel sector impacts the community both in a positive and a negative manner; and, in addition, public policies need to be developed to maximize the positive impacts while minimizing external community costs.

INCOME GENERATION

Direct Dollar Impacts

In overall direct dollar impact the travel industry ranks as the third most important sector in the Clatsop County economy. This sector generates approximately 31.167 million dollars annually in total sales to out-of-County households according to the OSU Input-Output (I/O) Model. In absolute terms this sector is a distant third. In fact, if the forest products sector and the marine resource sector were broken into their components, tourism would fall to fifth or sixth position in value-added terms. However, as shall be discussed in Section B, this sector does provide numerous employment opportunities.

It is difficult to determine the direct dollar impact actually received by the County as a result of the 31.167 million dollars in total sales due to the high leakage nature of the travel industry sector.

One traditional indicator of travel industry activity is retail sales information. As Table T-1 shows retail sales activity has made relatively steady advances since 1963.

Table T-1. Retail Sales Activity in Clatsop County

| <u>YEAR</u> | <u>NUMBER OF ESTABLISHMENTS</u> | <u>TOTAL RETAIL SALES (000)</u> |
|-------------|-------------------------------------|-------------------------------------|
| 1963 | 364 | \$38,185 |
| 1967 | 362 | 48,580 |
| 1972* | 406 | 60,910 |
| 1973 | -- | 81,658 |
| 1974 | -- | 67,774 |
| 1975+ | -- | 70,649 |

Source: *U.S. Bureau of the Census
Census of Business
+Sales Management

1963-1972
1973-1975

The sudden decline in retail sales for 1974 represents the existing economic conditions prevalent in the entire nation during that year rather than any long-term trend as evidenced by the increase in 1975. In particular, the double digit inflation figures experienced at that time and the corresponding decrease in disposable income probably accounts for the rapid decline.

Although these figures outline retail sale activity in Clatsop County since 1963 they do not delineate the tourist dollar generated sales from the resident dollar generated sales. In order to accomplish that it is necessary to draw information from the OSU Input/Output Model of the Clatsop County economy.

Table T-2 reflects the percentages of total business that each of the traditional travel oriented sectors in the County sells to out-of-County sources.

Table T-2. Travel Industry Dollar Flows in Clatsop County

| <u>SECTOR</u> | <u>NON-COUNTY SALES (000)</u> | <u>% OF TOTAL SALES</u> |
|-------------------------------|-----------------------------------|-----------------------------|
| Retail and Wholesale Products | \$ 8,950 | 8.1 |
| Restaurants | 7,082 | 44.1 |
| Retail Services | 6,451 | 31.9 |
| Lodging | 4,053 | 81.0 |
| Service Stations | 4,880 | 17.1 |
| Automotive | 4,706 | 21.7 |
| | | |
| *TOTAL | \$37,022 | |

*The reason the total of these categories exceeds the 31 million total travel industry generated sales is due to the inclusion of out-of-County non-household sales.

Source: OSU I/O Model, 1978

This table, in addition to reflecting the degree of travel industry reliance experienced by each of these sectors, can be useful in determining overall value-added dollars when compared with Table T-2 and Table T-3.

Table T-3. Amount and Percentages of
Non-County Purchases (Leakage)

| <u>SECTOR</u> | <u>NON-COUNTY PURCHASES (000)</u> | <u>% OF TOTAL SALES</u> |
|-------------------------------|---------------------------------------|-----------------------------|
| Retail and Wholesale Products | \$ 85,969 | 77.6 |
| Restaurants | 5,497 | 34.3 |
| Retail Services | 6,380 | 31.6 |
| Lodging | 2,487 | 40.7 |
| Service Stations | 20,469 | 71.5 |
| Automotive | 15,986 | 73.7 |
| | | |
| *TOTAL | \$136,788 | |

Source: OSU I/O Model, 1978

Table T-4. Amounts of Direct Economic Gain
Experienced by Travel Oriented Sectors

| <u>SECTOR</u> | <u>% IMPORTED</u> | <u>TOTAL (000) EXPORT SALES</u> | <u>DIRECT IMPACT DOLLARS (000)</u> |
|-------------------------------|-----------------------|-------------------------------------|--|
| Retail and Wholesale Products | 77.6 | \$8,950 | \$ 2,005 |
| Restaurants | 34.3 | 7,082 | 4,653 |
| Retail Services | 31.6 | 6,451 | 4,412 |
| Lodging | 40.7 | 4,953 | 2,937 |
| Service Stations | 71.5 | 4,880 | 1,390 |
| Automotive | 73.7 | 4,706 | 1,237 |
| | | | |
| | | TOTAL | \$16,634 |

Source: OSU I/O Model, 1978

Table T-4, a composite of Tables T-2 and T-3 reflects the yearly annual average of value-added dollars added to the County economy. The high leakage nature of the major travel industry sectors results in an approximate tourist induced gain of 16.6 million dollars annually.

In other words, due to the specific nature of the Clatsop County economy, particularly its interpenetration by and reliance on non-local corporate entities, almost half of every dollar brought into the County by the tourist immediately leaves to cover the costs of providing whatever goods and/or services the traveler purchased.

What indirect impacts does this 16.6 million dollars have on the general County economy? To ascertain this the multiplier of each sector was applied to the value-added dollars.

Table T-5. Indirect Economic Benefit of
Travel Industry

| <u>SECTOR</u> | <u>VALUE-ADDED DOLLARS (000)</u> | <u>MULTIPLIER</u> | <u>INDIRECT BENEFIT (000)</u> |
|-------------------------------|--------------------------------------|-------------------|-----------------------------------|
| Retail and Wholesale Products | \$2,005 | 1.53603 | \$ 3,079 |
| Restaurant | 4,653 | 2.59186 | 12,059 |
| Retail Services | 4,412 | 2.76187 | 12,185 |
| Lodging | 2,937 | 2.43410 | 7,148 |
| Service Stations | 1,390 | 1.55003 | 2,154 |
| Automotive | 1,237 | 1.64576 | 2,035 |
| | | | <hr/> \$38,664 |

Source: OSU I/O Model, 1978

The indirect benefit generated by the 16.6 million value-added dollars in this area is approximately 38.6 million for an overall economic impact of 55.2 million dollars value-added per year. It is of interest to note that the restaurants and the retail services sectors comprise about 86% of the total travel industry impact.

Before attempting to ascertain a more specific picture of how the County economy captures the travel dollar and where it originates it is important to realize, as in other sectors, the information that the Input/Output Model doesn't reveal.

External Costs

In the case of the travel industry several costs or externalities are generated which directly impact the area's economy and, as stated at the beginning of this section, the area's life style.

First of all, the immediate and more obvious costs incurred by local residents due to tourism are increased municipal costs; that is, the influx of people during a short period of time generates demand for municipal services that could not be met by existing "pre-tourist" community facilities. For example, water and sewer systems must be designed to meet peak load summer demand. In most cases this initial expansion is financed by local users either through higher user fees or various bond issues. The same is also true for police, fire and transportation activities.

A second and less immediate impact results from the exposure the area receives during the summer months. This exposure tends to

break down many traditional community patterns, particularly in the more rural areas. This exposure also tends to inflate the local economy. The travel dollar generated demand often pushes up local prices since local supply cannot meet this non-local demand. This is particularly true of the coastal housing market.

Since the overall wage structure of urban employment is higher than non-urban employment and since the majority of second home demand is generated by a higher-income group than is the average for coastal Clatsop County, the local housing market price increases to the new higher limits of what the market can now afford to pay as a result of the newly introduced urban dollar.

The net result is that some local families are either priced out of the local housing market or taxed out of existing homes due to the inflationary travel industry induced dollar. Those residents in Clatsop County fortunate enough to have occupations tied to urban wage levels will fair better than the majority who are forced to live on rural wages at urban prices.

Another wage related impact of the travel dollar is seen in the overall distribution of this outside money within the local community. Table T-4 has already isolated the Retail Services and Restaurant sectors as the sectors that provide the highest direct and indirect economic gain to the community. However, it does not explain who in the community benefits nor how?

It is difficult to determine who in the community benefits and who does not. However, it seems worthy of discussion in order to arrive at some, albeit simplistic, policies to minimize community cost while attempting to maximize community gain.

As Table T-6 shows when compared with wages in other sectors in the Clatsop County economy, Retail Trade wages are significantly lower than those of other sectors.

Table T-6. Average Annual Hourly Earnings for Select Occupations for a 40-Hour Work Week

| | <u>Manufacturing</u> | <u>Lumber/Wood Products</u> | <u>Food Products</u> | <u>Retail Trade</u> |
|------|----------------------|-----------------------------|----------------------|---------------------|
| 1976 | 5.90 | 6.42 | 6.18 | 3.86 |
| 1977 | 6.43 | 7.05 | 6.68 | 4.17 |

Source: Oregon State Department of Human Resources

Unfortunately information is not available on the average wage earned for either the Retail Services or the Restaurant category. The data that is available is an estimated hour wage range for restaurant employees. This estimate merely confirms what is already common knowledge; that is, travel industry generated employment is lower paying than are the traditional Clatsop County occupations.

Table T-7. Estimated Hourly Earnings

| <u>POSITION</u> | <u>HOOR WAGE RANGE</u> |
|-----------------|------------------------|
| Host/Hostess | \$2.75-3.00 |
| Busboy | 2.65-2.80 |
| Bartender | 3.00-4.25 |
| Cook | 3.00-4.00 |
| Assistant Cook | 2.65-3.25 |
| Dishwasher | 2.65-3.65 |
| Waiter/Waitress | 2.65-3.00 |

Source: Wage and Hourly Fact Sheet,
Employment Division

The overall community impact of these lower paying jobs is twofold. First, the existence of these positions provides occupational opportunities for new labor force entrants and secondary wage earners. This is an important function for certain types of unemployment and during periods of economic instability (inflationary/recessionary).

However, for primary wage earners in these low wage areas, Retail Trade, Retail Services, Restaurant, etc., the community impact is to generate a significant number of lower income workers forced to rely on the various community assistance programs to survive.

Due to this unique wage structure prevalent throughout much of the travel industry, the tourist dollar acts as a force to widen the gap between the top and bottom of the wage scale thereby acting to create a non-balanced county-wide distribution of income. In fact, in light of the expenditures put out by County households to subsidize tourist activities, (i.e., water, sewage, police and fire protection) and the relatively narrow range of the population which receives direct economic benefits, a negative transfer effect could be occurring. That is, that a larger portion of the County population is paying, albeit indirectly, to support the economic gain of a smaller, and generally better off economically to begin with, portion of County population.

overbuilt
summer
capacity for

It must be noted that the second home tourist is not included in this transfer phenomenon.

The final negative impact to be discussed here is the impact generated by sheer size alone. As more and more people each year join in some outdoor coastal activity the carrying capacity of the local resource is pressured. This continues until the beaches, rivers, fields, and forests become so crowded as to begin to diminish the recreational experience. When this point is reached the entire community is threatened by the possibility of declining travel dollars and the already overbuilt commercial structure is faced with potential recession.

It is important to realize this hidden danger in being too successful at promoting any particular activity. This phenomenon has to some extent already occurred to the razor clam beds in Clatsop County. The success in promoting the activity of sport clamming eventually led to the current restricted clamming season. This over exploitation of a natural resource is a lesson to be noted, since almost every segment of the area's economy is affected by the long-term/short-term trade-offs of immediate profits and jobs today or a steady and stable economic future.

Sources of Travel Industry Income

The importance of attempting to ascertain the origin of travel dollars to private business is obvious, that is, to further promote those areas to insure a steady future supply of tourist. A similar logic applies to public policies concerning the local travel industry. By knowing the origin of travel dollars it is possible to better formulate public policies in order to maximize public benefits.

Table T-8 shows that in-state tourists spent more money per day and spent more days in Clatsop County than did out-of-state tourists in 1972 which is the last year of available data concerning tourist comparisons. It seems safe to conclude that such data may have changed significantly due to the advent and use in popularity of recreational vehicles (RVs).

Table T-8. Origins of Tourist Activity in Clatsop County

| | <u>DOLLARS</u> | <u>VISITOR DAYS</u> | <u>% OF TOTAL COASTAL TOURIST DOLLARS SPENT</u> |
|--------------|----------------|---------------------|---|
| Out-of-State | 15 | 1,549 | 19.0 |
| In-State | 23 | 2,252 | 19.1 |

Source: 1973 Economic Survey and Analysis of the Oregon Coastal Zone

This new type of low-intensity, high impact tourism (RVs) tends to decrease the real dollar expenditure per traveler while simultaneously increasing the burden on highways and municipal services. This type of tourism also is more difficult to analyze because of its increased mobility. Traffic counts assist somewhat in discovering the origin of various travelers.

Table T-9. Annual Average Daily Traffic

| <u>LOCATION</u> | <u>1970</u> | <u>1971</u> | <u>1972</u> | <u>1973</u> | <u>1974</u> | <u>1975</u> | <u>1976</u> | <u>1977</u> |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Hwy 26 | 3123 | 3169 | 3402 | 3563 | 3519 | 3671 | 3901 | 4000 |
| Hwy 101 Gearhart | 5203 | 5317 | 5751 | 5661 | 5464 | 6069 | 6619 | 7200 |
| Astoria Bridge | 1350 | 1430 | 1500 | 1560 | 1570 | 1770 | 2070 | 2260 |

Source: Department of Transportation

The obvious limitation of traffic counts is that local usage and tourist usage are counted equally and this needs to be kept in mind throughout this discussion.

The Highway 26 counter should reflect the major tourist impact from the Portland area on the Clatsop County coastline, whereas the Astoria Bridge count will reflect those tourists traveling North and South on the Pacific coastline. As Table T-9 shows, Portland traffic is approximately double that of Astoria Bridge traffic. This probably represents a slightly larger in-state tourist impact due to heavier daily local use of the Portland highway. In fact, the relationship between the two counters in 1972 (the year of the Economic Survey) and the present remains approximately the same. This is good evidence that overall in-state/out-of-state ratios have remained relatively stable.

* Destination Resorts

The preceeding discussion on Travel or Tourist Industry basically reflects the desire of people to visit Clatsop County and natural resources. Most of the facilities available to the tourist are small scale projects, few are large destination oriented facilities. The following discussion is based in large part on the Report and Recommendations on Destination Resort Siting study conducted by the Joint Subcommittee of the Economic Development Commission and the Land Conservation and Development Commission.

Generally, a destination resort is "a large tourist-oriented development which provides extensive recreational facilities as an attraction to visitors in an area with high natural amenities." This is the type of facility which will provide the economic impacts the state and Clatsop County are seeking.

* AN ECONOMIC OVERVIEW OF DESTINATION RESORTS

Importance of Destination Resorts

Tourism is Clatsop County's third largest industry, behind forestry and fishing and fish processing. Visitors to the County make a substantial contribution to the County's economy. As with other sectors of the economy, the County is seeking ways to increase and improve the performance of this industry as a form of economic development.

Through the efforts of the State of Oregon Department of Transportation, the state has done much to research and promote tourism. Available information indicates that tourists to the state spend an average of \$12 to \$25 per person per day. For economic development purposes, increasing trip lengths and per person expenditures is perhaps as important as increasing the number of visitors to the state.

Destination resorts can be an important part of the state's efforts to increase visit lengths and per person spending. Like convention centers, destination resorts attract visitors who stay longer and spend more than the average tourist. Destination resorts provide a different and special opportunity not provided by other attractions in the state. They provide a "get away from it all" setting along with extensive recreational facilities. The size of most well known destination resorts allows them to provide more and better facilities attracting visitors for longer stays. Larger resorts are also more likely to attract visitors from longer distances. Destination resorts also provide a recreational opportunity for many citizens in the state; possibly reducing travel to similar developments in other states.

Like other tourist activities, destination resorts provide economic benefits to the state at relatively low public costs. Tourists do not demand schools, health care facilities and other government expenditures that a full-time resident population does. A further advantage of destination resorts over other types of visitor housing is that they are self-contained. They do not require government investments in sewer, water, roads and recreational facilities, because these are provided by the developer.

Amended 83-17, dated Sept 30, 1983

* Conclusion

Increasing tourism is an appropriate and necessary step in an overall state economic development program. Destination resorts, because they attract visitors for longer stays, result in higher expenditures per person per day, and because they have low public costs are an attractive and appropriate means of increasing tourism.

* Market Considerations

Development of a destination resort is a risky and very expensive proposition. A substantial initial capital outlay for recreational facilities—golf courses, swimming pools, tennis courts, etc.—is necessary to provide the attraction for individuals to visit or purchase units in a destination resort. If these facilities are not provided in sufficient quantity and quality, the destination resort is not likely to succeed.

Changing economic conditions have and probably will continue to affect the demand for destination resorts. It appears that demand for second homes has peaked because of lower disposable income, higher interest rates, and changing tax laws, which all affect people's willingness to invest in second homes, particularly expensive ones associated with destination resorts. It is expected that these trends will result in demand for smaller destination resorts which provide more shared ownership of units rather than individual ownerships. Economic improvement and growth or changes in federal tax policy may increase demand for individual ownership.

While demand for individual ownership of units is probably decreasing, it is still a very important factor in the success of destination resorts. In most cases, residential use of individually owned units is quite low—a 13 percent average by one account. This is the case despite the fact that the great majority of units at most destination resorts are individually owned or only partially shared ownerships (i.e., three or four owners). Individual ownership is important to the economics of destination resorts for two reasons. First, the destination resorts have high vacancy rates; perhaps as high as 50 percent on a year-round basis. Most developers are unable to profitably run a development at this vacancy rate. However, individual owners are willing to make the "uneconomic" investment in an individual unit for recreational purposes. The second factor, related to the first, is that most potential buyers see the opportunity to use a unit as a full-time residence as an important reason for purchasing a unit. Many rationalize the investment as a potential retirement home, although the number that actually retire at destination resorts in Oregon is presently not that high.

The pattern of ownership at destination resorts has some important implications. Destination resorts that evolve into full-time communities, cities or retirement centers will not result in the desired economic benefits associated with tourism. In fact, a growing number of full-time residents will create demands for government expenditures for schools and health care facilities. A large resident population also demands development of a private infrastructure to service the full-time community including a range of commercial and professional services.

These costs might offset the economic benefits created by continuing tourist and visitor use of the remaining portion of the development.

* Amended 83-17, dated Sept 30, 1983

* Conclusion

Destination resorts can provide important economic activity for the County and state with little additional demand for public investments. The nature of destination resorts is changing, and will continue to change, in response to economic conditions. Regulation of destination resorts must respond to these changes. Residential development within destination resorts can offset the economic benefits of tourism and may be inconsistent with state land use objectives. This aspect of destination resorts must be dealt with carefully to balance ownership flexibility with public objectives.

* Minimum Size for Destination Resorts

The subcommittee found that a minimum acreage for a destination resort is appropriate for a number of reasons. A certain size is necessary to establish a casual, relaxed, and rural character of a destination resort. It is also necessary to provide both the area and number of units necessary to support the extensive recreational facilities, that serve as an attraction to visitors. Without these facilities, visitors, particularly out-of-state visitors, are not likely to be attracted to a resort development. A large minimum size is also important to ensure enough open space for buffering a destination resort from surrounding uses. The need for large acreage is also an important reason why destination resorts cannot be accommodated in urban areas.

While the subcommittee has recommended 160 acres as a minimum acreage, smaller acreages may provide a large enough site for a destination resort in certain areas of the state, such as the Columbia River Gorge. Somewhat smaller acreages should be considered large sites in such areas if they otherwise meet objectives of the 160 acre size—economy of scale for recreational improvements that attract visitors buffering from adjacent ownerships and substantial open space. Clatsop County will conduct a study of destination resorts on smaller acreages.

* Developed Recreational Facilities

Recreational facilities provided by destination resorts are a key ingredient distinguishing them from other types of rural planned developments. They are also important to encouraging longer visitor stays. The quantity and quality of recreational facilities needed to attract visitors is high and requires a major up-front capital investment by the developer.

* Minimum Distance From Larger Urban Growth Boundaries

Developments designed to attract commuters are essentially suburban planned developments rather than destination resorts and are generally inconsistent with the purpose of Goal 14. The Economic Development Committee-Land Conservation and Development Commission subcommittee believes it is necessary to discourage siting of such developments and recommends a distance standard from larger UGB's to accomplish this.

The Committee recommends not allowing a destination resort within 25 road miles of urban growth boundaries with a population of 50,000 or more.

* Amended 83-17, dated Sept 30, 1983

* Design and Open Space Requirements

Another important element of a destination resort is its ability to fit into and maintain the natural or undeveloped character of its site. The attraction and reason for placing destination resorts outside of large UGB areas is to provide for the "away from it all" experience. Capturing this concept in specific criteria is difficult.

The subcommittee has approached this part of the definition in two ways. First, the definition requires that a majority of the site be maintained as open space. Second, a general standard is recommended to require that the design, density, and layout of the development maintain the resource-oriented character of the site. The subcommittee recognizes that this is a general standard and subject to interpretation and may lead to litigation. Clatsop County will work to refine this standard in a way which will minimize this problem.

* Uses Which Do Not Qualify as Destination Resorts

Quite a number of facilities in the state and County can be argued to attract and serve the needs of visitors and tourists. However, the subcommittee does not believe that many of the activities which might otherwise fit the definition of "destination resorts" are truly destination resorts. Many of these uses are currently provided for in farm and forest lands and consequently do not require goal exceptions. It is not appropriate to establish a separate process for siting of these types of attractions. To avoid any continuing confusion about what uses qualify as destination resorts, the subcommittee has developed a list of activities which would not qualify.

There is a need to recognize and provide for smaller resort facilities which provide access to unique natural attractions. This type of resort relies primarily on a particular natural feature to attract tourists and visitors and provides much more limited recreational facilities.

The subcommittee agrees that the following definition is appropriate to provide for these smaller resorts and distinguish them from destination resorts and other types of development:

"Other resort facilities are small scale developments which depend upon a unique natural amenity not available within or adjacent to an urban growth boundary and is the principal attraction for visitors. Examples of such outstanding natural amenities can include hot springs and year-round ski areas. Given the specific attraction of these amenities, accommodations must be 100 percent tourist oriented (i.e., all rooms or units are designed for tourists and visitors. No single family units designed for full-time residents other than employees would be allowed)."

Clatsop County will work to define other resort facilities develop plan and zoning provisions that are appropriate for Clatsop County.

* Amended 83-17, dated Sept 30, 1983

* Minimum Number of Units

Setting a requirement for a minimum number of units or accommodations is another way of assuring that the destination resorts are built at the scale necessary to provide recreational and other facilities which attract visitors. The subcommittee has not made a recommendation on this issue for two reasons. First, given the wide variety of ownership possibilities (such as timesharing) the number of ownerships can be as important as the number of units in providing the capital to develop recreational facilities. Second, the natural limitations of some sites may dictate that relatively few accommodations be provided if the development is to be compatible with site constraints and surrounding uses. The committee believes that the other criteria that it has established will assure that destination resorts are large enough to serve as an attraction to visitors.

* Limiting Full-Time Residential Development

The most difficult task in defining what a destination resort is distinguishing it from other types of housing development. Superficially, destination resorts have much in common with high quality planned unit developments. Both are self-contained, provide a high level of open spaces, and recreational facilities; both occur on large sites. Clatsop County and the state's land use planning program provides for residential development both within urban growth boundaries and on built and committed lands in rural areas. In Clatsop County up to 14,000 acres of built and committed lands will be available for rural residential development once the plan is acknowledged. Providing additional land for such residential developments is a decision appropriately made through the Goal 2 exceptions process.

Distinguishing between destination resorts and other types of rural housing must consider and distinguish between a destination resort and a residential community. An example in Oregon is Sunriver. While it is generally thought of as a destination resort, it was conceived as a planned community with extensive resort facilities. Sunriver now has a year-round population of over 1,000 providing both a business park and a school.

A similar concern is the potential, over time, for a destination resort to become a full-time community. The Urban Land Institute's definition of destination resort, in part, notes:

"...more successful resorts enjoy substantial year long operation and often have real estate programs associated with them, eventually becoming combined resort and second-home communities" (emphasis added).

As noted above, full-time communities make different and more extensive demands for both public and private services. Such demands are generally inconsistent with the state land objectives and diminish the economic benefits desired from a destination resort.

The subcommittee carefully considered ways to assure that destination resorts are not built as rural residential developments. The subcommittee finds it a complicated issue to deal with. Most destination resorts in Oregon are composed primarily of individually owned condominiums or houses on individual lots. Further, several persons testified that successful development often depends on the developer's ability to sell individual lots to finance construction of recreational facilities and other improvements.

* Amended 83-17, dated Sept 30, 1983

In most resorts, a good portion of these individually owned units are available through rental pool arrangements. However, there are usually no requirements to use a rental pool nor are there restrictions on conversion of units to full-time residences. The existing pattern of use of these units shows about 10-15 percent of units are occupied by full-time residents.

This pattern of individual ownerships is essentially the same as that of other types of residential development which clouds the distinction between a resort development and a high quality residential development. Without a clear distinction, it is difficult to assure that proposed developments will, in fact, cater primarily to visitors or that it will not, over time, evolve into a residential development.

The subcommittee has considered the means of directly dealing with ownership and use to make this distinction clear. The restrictions considered were use limits and restrictions of types of ownerships. Use limits, most likely covenants, would restrict or prohibit occupation of some percentage of a resort's units as full-time residences. Restricting ownership types would require that a majority of units be sold in interval or time-share ownerships or held by a developer for permanent rental use. Interval or time share ownerships sell individuals the right to use a unit for from 1 to 4 weeks.

The possibility of requiring restrictive covenants or deed restrictions on length of stay and use of individual units was considered but rejected. While most units are not occupied as residences, the option to do so is often critical to an individual's purchase decision. In short, many people will not buy an individual unit if there is not at least a possibility that they can eventually use it as a residence or retirement home. Directly restricting residential use of individually owned units goes beyond the scope of current land use regulations. It would be a complex and perhaps unenforceable way to assure that destination resorts remain visitor oriented.

The subcommittee also considered limiting the types of units constructed and the types of ownerships sold as a means of assuring that destination resorts are constructed as and remain visitor oriented facilities. The destination resort plan would have to show that a majority of the units would be visitor oriented accommodations (i.e., units constructed and intended permanently for visitor and tourist use). These would include hotel and motel rooms and condominiums owned by the developer and available for rent, as well as time-share condominiums and time-share houses where one to four-week shares are owned by individuals. This approach would avoid regulating use of individual units and the administrative and enforcement burdens associated with it. It could be accomplished easily as part of the initial review and restrictions would guarantee that at least the majority of the units are permanently available for visitor oriented use. The subcommittee did not endorse this approach because it may adversely affect the economic feasibility of resort development.

The subcommittee expects that many, if not most, individually owned homes and condominiums would be available through rental pool arrangements as is currently the case in most destination resorts. This should not be interpreted to encourage developments which intend to construct and market dwelling units as primary residences. This provision is simply meant to recognize the pattern of ownership in existing destination resorts and to continue opportunities for individual ownerships.

The subcommittee agreed that destination resorts should be clearly directed to providing tourist and visitor oriented use rather than residential development. Direct controls on use of ownership to do this appear cumbersome and may frustrate resort development. Careful case-by-case review of other elements of destination resorts—such as design, location, amenities, recreation facilities and limited commercial services—may be able to assure this distinction.

In Implementation a major difficulty is providing mechanisms which assure that expensive capital investments in common recreation facilities (i.e., golf courses, swimming pools, tennis courts, etc.) are made prior to or simultaneously with sale and construction of individual lots. This is particularly important because most resorts are built on a number of phases over 5-10 years. Improvements in these mechanisms are needed to assure that destination resorts do in fact provide the developed recreation facilities necessary to attract tourists. Without these measures, the desired result of increased tourist visitation and expenditure may not be realized.

EMPLOYMENT GENERATION

The non-manufacturing portion of the Clatsop economy is by far the largest employer in the County. Retail trade services alone employ almost 30% of the total labor force. As was noted in the last section, much of this sector's employment is generated by local demand for goods and services. However, a portion can be traced to travel industry. The traditional method for determining travel induced employment is to examine the increase in summer employment in travel oriented sectors. With the beginning of year-round travel activity, this method will eventually become more unreliable. However, as shall be examined, the differences are still great enough as to provide a reliable estimate of travel employment.

Table T-10. Employment Patterns in Trade,
Services and Miscellaneous

| <u>YEAR</u> | <u>ANNUAL AVERAGE</u> | <u>MONTHLY HIGH</u> | <u>MONTHLY LOW</u> | <u>DIFFERENCE</u> |
|-------------|---------------------------|---------------------|--------------------|-------------------|
| 1960 | | | | |
| 1965 | 2,560 | 2,900/Aug | 2,270/Jan | 630 |
| 1970 | 3,200 | 3,750/Aug | 2,810/Jan | 940 |
| 1971 | 3,310 | 3,890/Aug | 2,840/Jan | 1050 |
| 1972 | 3,370 | 3,860/Aug | 2,940/Jan | 920 |
| 1973 | 3,520 | 3,960/Aug | 3,160/Jan | 860 |
| 1974 | 3,570 | 4,110/Aug | 3,130/Jan | 980 |
| 1975 | 3,620 | 4,030/Aug* | 3,090/Jan | 940 |
| 1976 | 3,870 | 4,260/Jul | 3,490/Jan | 770 |
| 1977 | 4,220 | 4,650/Aug | 3,820/Jan | 830 |

*July-August, 1975 corresponded with 620-750 unemployed in Clatsop County due to Labor-Management disputes.

Source: Labor Force Trends, Employment Division

From this chart it is possible to ascertain that approximately 900-1,000 occupational opportunities are generated by the travel industry. It also is of interest to note the gradual decline in seasonal highs and lows. It is possible that a gradual increase in off-season tourism could be responsible for this trend.

FUTURE TRENDS

Of all the sectors in the Clatsop County economy, the most susceptible to current national economic conditions is the travel industry. Inflation and the current energy "crisis" are two interrelated national trends that especially impact the area's tourist trade. As the rate of inflation outpaces wage earnings, total disposable income decreases. Any decrease in disposable income is directly translated into a decrease in the travel industry, as was reflected in Clatsop County in 1974 during the last high inflation period. When questions of energy availability and high costs are combined with high inflation, trouble can be predicted for the travel industry in general.

Clatsop County is in many ways lucky in that it is located in proximity to the state's largest population center. If past inflation and energy trends continue, which seems likely, Clatsop County can expect a significant decrease in out-of-state tourists. This decrease in out-of-state tourists will be somewhat offset by net increase in in-state tourists visiting Clatsop County. The overall effect will probably be a gradual decline in total Clatsop County tourist dollars.

A second change in the travel industry in Clatsop County will be a reversal of the recent trend towards low intensity R-V oriented tourism. As energy prices increase, it seems logical to expect an increase in destination oriented tourism accompanied by a decrease in self-contained R-V type tourists. This will not happen on a sufficient scale to prevent an overall decline in the travel industry as measured in constant dollars but it will lessen the impact.

The obvious County response would be to develop both destination facilities and improve transportation systems to allow the urban tourist to arrive at the destination facility and to travel throughout the County while in the area.

CONCLUSIONS

- I. The largest single impact beneficial to the overall community in the travel industry would be to level out the impacts on service systems in order to utilize capacity currently under-utilized during a major portion of the year.

This requires promoting travel activity during the traditional non-tourist season. In some ways this is beginning to occur, however, not to the degree necessary to stabilize the current seasonal nature of the travel industry.

Off-season promotions require either facilities to handle the inclement weather or some reason to venture into the ever-present winter rain. By attempting to publicize and better utilize natural resources some gains could be obtained.

For example, the recent growth in popularity of storm-watching represents a perfect case for promoting the exact activity that leads to the decrease to begin with. Other activities are whale-watching, bird watching, beachcombing, etc.

The possibility of providing a wilderness experience is something currently not available in Clatsop County. Providing long backpack trails in natural areas could possibly attract hikers unwilling to venture into the snowy outdoors of the Cascades at this time of year.

Numerous natural activities currently exist and appear to be far below their present carrying capacity. However, as was already stated, these natural activities need to be exploited in a rational long-term nature in order to guarantee future generations of an economic livelihood in Clatsop County. Although the sport fishery was covered in the fishery chapter, it seems to also deserve mention here due to the nature of its resource orientation and its people attraction qualities.

The fishery and wildlife experiences available in Clatsop County are a saleable item. They are also the prime example of a very delicately balanced resource. Few fishermen or hunters want to be "shoulder to shoulder" as they participate in their activity. In fact, the fewer individuals who know about a certain "hot spot" the better. By controlling public access to certain areas it could be possible to improve the quality of the experience without jeopardizing the resource.

In addition to promotion of natural activities and resources, the area could also generate numerous off-season activities. Probably the most successful one-day, non-seasonal event in Clatsop County is the Seaside Marathon. This event brings several thousand people to Seaside and is growing every year. Other activities could be sponsored to attract outsiders to the County during winter months.

All of these suggestions require a type of coordination and cooperation that is seldom displayed by the tourist industry as a group. Due to narrow profit margins and higher labor intensity, many merchants and service people are trapped by a perceived competitive race with fellow tourist related businesses. This makes cooperation difficult. By working together through a neutral party like a Chamber of Commerce or other association, numerous beneficial activities could occur like off-season package activities. Several different activities could be promoted, a room reserved, and a meal or meals provided by one phone call or displayed in one pamphlet.

A second goal of public policies to promote the travel industry should be to attempt to minimize public costs to non-travel industry beneficiaries. These include minimizing costs to the community by shifting various external costs back to the prime beneficiary.

High intensity tourist type activities should be clustered within urban growth boundaries where services are available to handle the impacts. By clustering the high intensity activities in smaller spaces, larger spaces will be available to provide a quality experience and public costs would be minimized.

Travel industry beneficiaries need to take the lead in organizing and generating financial support for programs that will be beneficial to themselves.

The Seaside model is a good example of what local travel industry groups can do to promote and control their own economic future. By raising their own business taxes and pledging these receipts to build a large indoor facility, the Seaside Convention Center was brought into being. This type of organization and cooperation is required for successful projects.

II. As stated previously, the recreation and tourism sector of the local economy is fragmented and under-utilized. However, due to the natural resource orientation of Clatsop County tourism, attempts to further exploit this natural resource must be designed to maintain and enhance the integrity of not only the actual recreational experience, but also the overall resource.

- A. Future Recreation/Tourism high intensity activity should be located in those areas that have the capacity to handle them at the lowest possible public cost.

Due to the current condition of Clatsop County community facilities (see section on community facilities in Comprehensive Plan) and the fragmented nature of Recreation/Tourism activities, it is vital that random development not occur since such patterns increasingly burden the community at a potentially greater rate than do the benefits they offer.

- B. The structures at the County Fairgrounds are currently under-utilized. Given the reality of Clatsop County's inclement weather and the realization that the Fairgrounds contain one of the only large indoor facilities in the County, under-utilization should not occur.

In order to increase utilization of existing structures, attempts should be made to promote various traveling presentations and encourage local uses. Such promotion could include:

1. grant assistance from EDA and others for weatherization of existing structures,
2. provision of rental discounts to local groups,
3. establishment of a maintenance program to upgrade existing facilities, and
4. attempt to book traveling exhibitions and shows during winter months.

- C. Local visitor industry representatives and organizations should coordinate with each other to promote off-season activities.

A forum for the fragmented tourist industry should be provided to meet and organize their efforts. Technical assistance should be provided to any travel industry group interested in promoting projects with community development impacts. The primary goal should be to provide indoor off-season facilities to level out the current employment pattern.

Examples of indoor facilities currently in demand for Clatsop County are:

- a. visitor information/estuary program center,
- b. conference/hotel facility, and
- c. covered sport facility.

Because such projects lie beyond the scope of Clatsop County, local tourist organizations should prepare a feasibility study.

- D. Programs and training for local businesses are needed.

Such training should consist of intense off-season workshops on topics of related interests and be geared to the financial scope and needs of existing small businesses. Workshops could be offered in:

- a. marketing and advertising methods for small businesses,
- b. management assistance,
- c. employee/employer relations, and
- d. customer relations.

- E. In order to develop and better utilize existing local recreational and tourist resources, efforts should be made to catalogue, research, inventory, and analyze potential recreational resources.

Local organizations should research, inventory, and catalogue relevant travel industry events and activities. Such a plan could include preserving and discovering local historical places and events, researching future points of interest, and outlining viewpoints and routes for scenic auto tours. Hopefully, such guided recreation would lessen overall impacts by channeling

traffic and people to areas which are prepared to handle and have facilities for them. In addition, industrial activity must be aware of adverse impacts on tourism activity, in particular:

- a. recreational values of water and land areas should not be marred by indiscriminate placement of industry on scenic, waterway, or other recreationally valuable land;
- b. discourage water utilization by industrial users and appropriation of local watershed by other counties that disturb minimum flows on recreationally valuable streams; and
- c. request both state and local agencies insure public access to existing and future recreationally valuable areas.

HUMAN RESOURCES

INTRODUCTION

The single best indicator of an area's economic health is obviously the economic condition of its residents. In fact, this is the very justification for most economic development activity, that is, to provide increased occupational opportunities to those unemployed or underemployed in this County.

In Clatsop County it is difficult to ascertain the conditions of local residents primarily because of conflicting interpretations of traditional indicators used to measure the economic status of the economy's labor force. Although this will be discussed at length later in this section, it seems important to mention it briefly so that the overall picture can be kept in mind while examining the individual components.

The traditional indicator of a labor force's general economic condition is the unemployment rate. In Clatsop County that indicator reflects a declining economic system; so much so that this area was recently added to the State's list of the ten most economically lagging areas.

However, if a per capita income indicator was utilized, the County ranks fifth highest in the State with an annual average household income of \$17,516.00..

If, on the other hand, raw employment numbers were introduced into this rapidly clouding picture, it would project the image of an expanding labor market with increasing opportunities for much of the local labor force.

The point of this is that the indicator any particular agency or group focuses on can be utilized to support practically any public policy, be it rapid industrial expansion or a no-growth steady state. Only by analyzing all of the factors and their specific interactions with each other can this clouded picture be somewhat clarified.

.. EMPLOYMENT TRENDS

Since 1960 the area's total employment has slowly increased. At times total employment has grown more rapidly than those looking for work and, more recently, total employment has expanded at a slower rate than the numbers of those looking for employment. This relationship between those employed and those seeking employment is what is utilized to compute the County's employment rate.

It is important to realize that this relationship between employed and unemployed is dynamic. If ten new occupational opportunities were attracted to Clatsop County and fifty new job seekers entered the County's labor force to attempt to capture those jobs the County's unemployment rate would increase. Likewise, if a mill closure laid off 10 workers and fifty job seekers left the County, the area's unemployment rate would decrease.

In addition to new job seekers entering or exiting from the County, the movement of local residents into and out of the labor force also has a significant impact on the unemployment rate. If sixteen high school graduates or sixteen housepersons decide to seek employment they would raise the unemployment rate since they would be increasing the number of total job seekers in relation to total available jobs.

¶ All of this leads to the question of what, if any, occupational opportunities are being generated in Clatsop County for local residents, and are these adequate opportunities for all?

From 1960 to 1977, total employment in Clatsop County increased from 8,900 to 13,070. In other words, 4,170 jobs were created during this time period. Of these 4,170 jobs approximately 820 were in the manufacturing sector with the remaining 3,000 being in the non-manufacturing. This trend is important since manufacturing jobs are declining nationally and, in Clatsop County at least, the manufacturing occupations tend to be the higher skilled and higher paying opportunities.

This gives the picture of an expanding economy creating new jobs and growing. However, during the same seventeen year period the number of people looking for work also increased from 840 in 1960 to 1,270 in 1977. The unemployment rate during this time period is portrayed by Table H-1.

Table H-1. Labor Force Data for Clatsop County

| <u>YEAR</u> | <u>UNEMPLOYMENT RATE</u> | <u>NUMBER OF UNEMPLOYED</u> | <u>EMPLOYED</u> |
|-------------|--------------------------|-----------------------------|-----------------|
| 1960 | 8.7 | 840 | 8,900 |
| 1961 | 7.6 | 700 | 8,450 |
| 1962 | 8.0 | 770 | 8,850 |
| 1963 | 6.6 | 640 | 9,060 |
| 1964 | 5.3 | 580 | 10,390 |
| 1965 | 5.1 | 620 | 11,560 |
| 1966 | 5.7 | 700 | 11,580 |
| 1967 | 5.4 | 650 | 11,320 |
| 1968 | 5.4 | 660 | 11,470 |
| 1969 | 7.9 | 960 | 11,120 |
| 1970 | 9.2 | 1,150 | 11,390 |
| 1971 | 7.9 | 1,000 | 11,730 |
| 1972 | 7.1 | 930 | 12,240 |
| 1973 | 7.5 | 990 | 12,160 |
| 1974 | 10.8 | 1,420 | 11,750 |
| 1975 | 9.3 | 1,250 | 12,190 |
| 1976 | 8.9 | 1,270 | 13,070 |

Source: Labor Force Trends, Employment Division

The preceding chart leads to numerous theoretical speculations. For example, those years during the early '60s when population decreases occurred, the unemployment rate was lowest. Whereas, during the '70s as the population of the County slowly increased, the job market was not able to maintain a comparable rate of new job creation.

Unfortunately, it is not possible, given existing information, to ascertain the particulars of this dynamic relationship other than stating the obvious. Clearly, during times of population decreases the labor market is not meeting the needs of local residents since it is forcing new labor force entrants to find occupational opportunities elsewhere. However, it is difficult to make the same statement during times of population increases without knowing who is causing the increase. It could be that new job opportunities are allowing new entrants to find jobs in the area or it could mean that experienced non-residents are winning new positions while local residents continue to be displaced.

Without careful social mitigation such as local hiring preferences, local training programs, and considerable outreach programs by existing employment placement agencies, it seems unlikely that job creation would, in and of itself, either alter the existing distribution of income in Clatsop County, change unemployment trends, or affect the population/employment ratio.

Either way it seems that any public policy which leads to an increased population growth rate, given the existing economic growth patterns, will continue to increase both the unemployment rate and the number of unemployed.

While this tends to run contrary to the labor market principles of supply and demand, it does tend to account for the rise in importance to various individuals of non-economic criteria. Numerous native residents would prefer to live at less than normal economic conditions in order to remain in Clatsop County and many non-local job hunters tend also to demonstrate similar behavior. During the past decade it is estimated that approximately 860 local residents between the ages of 20-39 left Clatsop County.* Yet, the general population increased during this period. If population trends level off during the next several years the job market may be able to catch up. However, it seems unlikely since non-economic criteria will continue to bring people into the area and keep unemployment statistics above State averages.

Since it is difficult to determine future employment trends due to the complexity of factors operating in Clatsop County perhaps a better indicator of the condition of local residents would be income data.

As was stated in the introduction to this section, the annual average household income for Clatsop County last year was \$17,516.00 giving the County the fifth highest median family income in the State. This represents an increase from \$9,430 in 1969 to \$13,786 in 1975.

However, median income figures do not adequately reflect the conditions of either end of the income scale. For example, 34% of all households in Clatsop County have household incomes below \$5,000 annually.** In order to obtain a clearer picture of household income in Clatsop County it is necessary to examine both aggregate and individual income data.

Table H-2 portrays the total earned income for every wage and salary worker in Clatsop County.

Table H-2. Total Personal Income

| Millions of Dollars Clatsop County | | |
|---------------------------------------|---------------|-----------------|
| <u>YEAR</u> | <u>ACTUAL</u> | <u>CONSTANT</u> |
| 1967 | 91.7 | 91.7 |
| 1968 | 93.9 | 90.7 |
| 1969 | 98.3 | 90.5 |
| 1970 | 107.8 | 95.2 |
| 1971 | 115.1 | 99.1 |
| 1972 | 123.6 | 103.4 |
| 1973 | 136.6 | 107.3 |
| 1974 | 148.3 | 100.0 |
| 1975 | 159.0 | 101.0 |
| 1976 | 167.0 | 104.0 |

Source: U.S. Dept. of Commerce, C.P.I.

*Clatsop County Plan Phase I, p. 128

**HUD - Housing Unit Occupancy Characteristics

In actual unadjusted dollar terms the County's income reflects an annual growth rate from 1970 of approximately 7.8%. This corresponds to an annual population increase of .6%. In short, while the population increased by 40% during the seven year period, the income they had at their disposal increased by over 50%, meaning a few more people shared a much larger economic pie.

However, when inflationary trends are controlled this changes radically. During the time the population increased by 4% the value of the County's total personal income actually declined by approximately 3.5%. This means that more people living in Clatsop County had to share a pie of smaller size. Given current inflationary trends, it seems likely that this phenomenon will continue unless public actions are taken to reverse the situation.

Finally, it is important to realize that different segments of local residents share varying sized portions of this decreasing economic pie. Table H-3 reflects the existing distribution of income in Clatsop County.

Table H-3. Clatsop County Adjusted Gross Income

| <u>ADJUSTED GROSS INCOME</u> | <u>% OF RETURNS</u> | <u>% OF INCOME</u> |
|------------------------------|---------------------|--------------------|
| 0 - 1,999 | 14.8 | 1.5 |
| 2 - 3,999 | 14.5 | 4.0 |
| 4 - 5,999 | 12.1 | 5.6 |
| 5 - 7,999 | 8.7 | 5.7 |
| 8 - 9,999 | 7.0 | 5.9 |
| 10 - 11,999 | 6.9 | 7.1 |
| 12 - 14,999 | 10.0 | 12.7 |
| 15 - 24,999 | 19.2 | 34.1 |
| 25 - 49,999 | 6.2 | 18.2 |
| 50+ over | .8 | 5.3 |
| | 29.3 | 5.5 |
| | 50.1 | 16.8 |
| | 36.2 | 70.3 |
| | 7.0 | 23.5 |

Source: State of Oregon Community Service Administration

This distribution of income reflects that 50% of those earning income in Clatsop County last year garnished 16% of the County's total economic pie whereas 7% of the County's citizens received 23% of the County's income.

That over half of the County's labor force was only able to earn less than one fifth of the available income is a matter for considerable public debate. This unequal distribution of income, when compounded over years would tend to aggravate matters even more so.

The human resource picture is further darkened by the realization that 26% of the County population has not received a high school education. These 7,562 residents place Clatsop as the 10th county

in the State for percentage of population not receiving a high school education.*

Unfortunately little information is available on the specific income status of those not receiving a high school education. It is not currently possible to accurately assess the vocational skills of the underemployed and unemployed in the area.

What does seem clear is that the mere creation of new occupational opportunities in Clatsop County would have little impact on the overall conditions of the poor and low-income residents in Clatsop County.

unable — In conclusion, the human resource picture in Clatsop County is complex to say the least. The labor market has been and is plagued by high unemployment and seasonal fluctuations. The local economy although expanding, has been and seems unlikely to be able to keep pace with the expanding labor force. As such low-income residents bear the burden of population increases in Clatsop County.

a principal portion of
Unless vocational and other job skill programs can be developed it seems unlikely that local low-income residents could, on the whole, successfully compete for employment in any new diversifying industrial opportunity. In fact, it appears as if any industrial attraction program will serve only to increase the growing gap between the County's population base and its available income.

*Oregon Community Service Administration, 1978.

CONCLUSIONS

The single most under-utilized resource in Clatsop County and one of the largest obstacles to economic development is the existing labor force.

Currently, a substantial portion of all unemployed persons in Clatsop County do not possess the basic skills necessary to maintain viable full-time employment. In addition, few opportunities are available to upgrade existing skills or learn new ones.

During the recent year several steps have been taken to provide basic educational opportunities and specific vocational training programs. Numerous special service agencies have also entered or expanded programs designed to maximize currently under-utilized human resources. Vocational rehabilitation programs--Adult Parole and Probation, Clatsop Community College, and other related agencies--have designed and implemented new or expanded programs into the Clatsop area this year. Such activities are to be supported. However, new programs need to be designed to assist the majority of the County's population who do not qualify for special programs. A major step towards unifying and coordinating the area's human resource delivery system is the expansion of Columbia County's Community Action Program into Clatsop County. Cooperation with the Community Action Program is essential to insure that low-income residents receive basic services.

- I. A recent survey conducted by the Clatsop-Tillamook Intergovernmental Council reveals that the majority of the area's low-income citizens are either employed full-time or retired. This means that job creation per se may not be the area's most important goal, but rather, a particular type of job, one paying a living wage, may be more crucial than the mere quantity of jobs. This survey also reveals that low-income Clatsop County residents spend an inordinate amount of their total income on food and housing. As such, these issue areas should be the initial effort of any human resource program.
- II. Local human service delivery programs should attempt to design programs that provide both lower food and housing costs for local residents, and provide average wage-paying jobs for local residents. Such programs could include:
 1. food cooperatives--where local consumers could buy direct from local farmers and food warehouses,
 2. housing cooperatives--where housing could be provided at lower costs since interest rates and down payments are decreased,

3. skill pools--where local skills can be exchanged for each other.*

III. Currently, numerous outside individuals who possess better skills are able to move into the area and qualify for occupational opportunities by competing against less-trained and skilled residents. The overall impact of this results in the expansion of the chronic unemployed sector of the labor pool. This in turn puts increased burdens on social service delivery agencies, many of which are under-funded and understaffed.

Local firms, by cooperating with educational institutions, could guarantee themselves a stable quality work force and simultaneously decrease the number of chronically unemployed persons in the area.

A Human Resources Subcommittee has a vital role to play in coordinating and guiding the above policy. By serving as a liaison between local business and the community college, the Human Resources Subcommittee should be able to provide information to the college as to the needs of local businesses and to local businesses as to the services available at the college.

Finally, the Human Resources Subcommittee should assist the community college by disseminating information to the general public and whatever other services that will lead to the establishment of a full-time program.

*Portland, Eugene, and Berkeley, CA. all have food and housing cooperatives as well as numerous neighborhood skill pools. The housing area in particular has tremendous potential for providing both lower costs to consumers and considerable job generation opportunities. Considerable cost savings can be passed on to low-income residents when finance costs are either stabilized or subsidized and speculation is controlled.

COMMUNITY RESOURCES

INTRODUCTION

The natural and human resources that either potentially or actively comprise the Clatsop County economy as discussed in previous sections rely heavily on the existence or non-existence of numerous community resources. Without the local economic leadership and the support of public officials, technical personnel, and area residents existing economic activity would, in all likelihood, remain mere potential and existing potential activity would, in all likelihood, never be realized. It is the interactions and cooperation of the entire County-wide community that ultimately determines the effectiveness of the local economy given the various national and international market forces previously discussed.

Community resources consist of concrete physical infrastructure type facilities such as schools, water systems, sewage systems, transportation, police and fire protection, housing, energy availability, and other direct services. However, and equally as important, community resources include amorphous characteristics such as community pride, initiative, support, local official's and technical support staff's attitudes toward various types of economic activity.

In short, a community needs to not only be able to build and improve infrastructure facilities, it must have the community support and the institutions and organizations required to mobilize and generate the support and to focus that support to critical areas in order to remove developmental barriers.

This section will discuss those organizations and institutions currently active in economic development activity in Clatsop County and briefly analyze their impacts given their access to local resources. A brief discussion of community facilities will also be included. For a detailed analysis of these infrastructure services please refer to Community Facilities portion of the Comprehensive Plan (Goal #).

LIMITATIONS

Before launching into a discussion concerning the potential that the County's community resources provide it seems necessary to review some of the existing limitations.

Although the Clatsop County labor force is more diversified than most coastal areas, there still exist serious limitations as to vocational skills available to any new industrial activity.

Secondly, the three major economic sectors are more or less dominated by non-local corporations or non-local agencies, especially the forest and marine sectors. The tourist sector on the other hand relies heavily on the percentage of disposable income that is available to metropolitan Portland and neighboring state's residents.

Finally, numerous geographic conditions act to isolate the area from nearby major markets due to certain transportation disadvantages. Of particular concern is the adequacy of Highway 30 and the railroad to handle increase usage. Highway 30 needs improvements in the vicinity of Astoria to offer a swift and essential corridor to Portland. The railroad is somewhat limited in its design for needed diversification - major improvements are needed.

Any activity must be aware of the numerous ramifications of each. In addition, however, are other limitations which can be directly impacted so as to either improve or worsen the area's development potential.

ADVISORY AND TECHNICAL SUPPORT ORGANIZATIONS

Clatsop County Economic Development Committee (EDC)

The EDC is the Economic Development Administration's recognized body to do overall economic development planning for Clatsop County. This organization is comprised of numerous public officials, various interest groups, businessmen, and women and technical personnel. They have been active and influential in determining local development strategies.

One of their major accomplishments has been the establishment of a salmon-rearing hatchery on Vanderveldt Pond. This project will provide in excess of million salmon per year into the Columbia, improving sport and commercial catch opportunities.

This salmon hatchery project is a model project worth considering at length due to its excellent utilization of existing community resources. (See I/O study on fish hatchery project) By utilizing local user groups, the number of salmon available for catch is being increased by a comprehensive local approach and with coordination with numerous federal, state and local agencies.

More locally initiated projects need to be generated if the area is to meet the needs of the expanding labor. By working together the community could design projects for wood waste and hardwood utilization, fish waste and bottom fish product development, and numerous infrastructure improvements for recreation/tourism activity. The latter area has received considerable attention by the EDC and projects in this area are moving toward completion.

In addition to the fish hatchery project and the submitting of the annual Overall Economic Development Program report with its various projects, the EDC is also conducting an industrial attraction program.

This program is aimed at locating potential industrial clients and providing them with the information necessary to convince them to relocate or expand into Clatsop County. Unlike other

industrial attraction programs throughout the State, the EDC program is designed to concentrate on those industries that could profitably operate in the Clatsop County economic environment and that are compatible with Clatsop County's cultural and biological environment. By adopting such stringent criteria the program is assured that those clients who qualify will not generate and magnify those problems that the EDC is attempting to rectify in the first place. This is in contrast to the Brown and Root Pacific Fabricator type project where both scale and scope, without careful planning, could create as many different problems as it solves.

In conclusion it seems likely that the EDC will attempt future projects similar to the hatchery project where local resources are better utilized for local residents due to the apparent success of that project. The first step in that direction may be the expansion of the EDC to include areas currently not represented and, hopefully enough, County support to provide the EDC with the staff necessary to maintain and expand their existing efforts.

2. Port of Astoria

The Port of Astoria is one of the largest commercial, recreational and cargo ports on the Oregon Coast. Its strategic location at the mouth of the Columbia River, the second largest river in the United States, provides it with numerous competitive economic advantages that increase as transportation costs of ocean-going facilities rise.

As a cog in the Columbia River transportation network and thus with access to international markets, the Port of Astoria (POA) handles primarily forest products exports. Approximately 80% of POA annually revenues are generated by forest products export. As such it is subject to some degree to the fluctuations that plague the timber industry. The variations in POA revenues over the past eight years adequately trace this trend.

Table C-1. POA Gross Annual (000) Revenues

| <u>YEAR</u> | <u>1971</u> | <u>1972</u> | <u>1973</u> | <u>1974</u> | <u>1975</u> | <u>1976</u> | <u>1977</u> |
|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <u>AMOUNT</u> | 548 | 203 | 462 | 227 | 389 | 522 | 533 |

Source: Port of Astoria Revenue Summary.

The fluctuation in revenues is a result of the fluctuation in Port activity. The following chart shows POA's tonnage comparisons for the past twelve years. It is clear that forest products dominates the Port tonnage and that forest products activity corresponds to national and international market conditions.

Table C-2.

PORT OF ASTORIA TERMINALS

FOUR YEAR TONNAGE SUMMARY COMPARISON

| | 1968 | | | |
|----------------|------------------------|-----------------|-----------------|-----------------|
| | 1968 | 1967 | 1966 | 1965 |
| NO. OF VESSELS | 234 | 225 | 158 | 161 |
| TONS OUTBOUND | 1,398,513 Tons | 1,101,674 Tons | 923,371 Tons | 614,061 Tons |
| TONS INBOUND | 69,994 Tons | 61,910 Tons | 47,007 Tons | 73,678 Tons |
| TOTAL TONNAGE | 1,468,507 Tons | 1,163,584 Tons | 970,378 Tons | 687,739 Tons |
| COMMODITY | OUTBOUND OCEAN TONNAGE | | | |
| LOGS FBM | 456,087,217 FBM | 359,817,458 FBM | 279,076,733 FBM | 193,179,750 FBM |
| LUMBER FBM | 61,488,259 FBM | 24,883,573 FBM | 33,697,279 FBM | 36,568,604 FBM |
| LOGS | 1,213,192 Tons | 957,113 Tons | 743,141 Tons | 515,896 Tons |
| LUMBER | 102,070 Tons | 41,303 Tons | 55,936 Tons | 60,702 Tons |
| PLYWOOD | 2,593 Tons | 12,618 Tons | 16,543 Tons | 10,332 Tons |
| WHEAT | 45,982 Tons | 83,551 Tons | 106,018 Tons | 25,285 Tons |
| GENERAL CARGO | 812 Tons | 3,698 Tons | 290 Tons | 554 Tons |
| BULK PEAS | 4,779 Tons | 2,323 Tons | - | - |
| CANNED SALMON | 33 Tons | 31 Tons | 443 Tons | 396 Tons |
| WHEAT | 11,936 Tons | 1,037 Tons | 1,000 Tons | - |
| WOODPULP | 648 Tons | - | - | 896 Tons |
| FEED PELLETS | 5,776 Tons | - | - | - |
| NEWSPRINT | 1,786 Tons | - | - | - |
| UREA | 8,906 Tons | - | - | - |
| TOTAL OUTBOUND | 1,398,513 Tons | 1,101,674 Tons | 923,371 Tons | 614,061 Tons |
| COMMODITY | INBOUND OCEAN TONNAGE | | | |
| PETROLEUM | 27,883 Tons | 13,208 Tons | 32,922 Tons | 51,062 Tons |
| FROZEN FISH | 9,186 Tons | 11,974 Tons | 7,043 Tons | 11,241 Tons |
| WOODPULP | 6,009 Tons | 25,465 Tons | - | 5,523 Tons |
| PLYWOOD | 6,928 Tons | 6,067 Tons | - | - |
| GENERAL CARGO | 1,694 Tons | 510 Tons | 2,508 Tons | 36 Tons |
| CANNED FISH | 1,296 Tons | 1,419 Tons | 4,534 Tons | 5,816 Tons |
| NEWSPRINT | 16,998 Tons | 3,267 Tons | - | - |
| TOTAL IN | 69,994 Tons | 61,910 Tons | 47,007 Tons | 73,678 Tons |

THREATS

Y COMPARISON

| O. OF VESSELS | | 1972 | | 1971 | | 1970 | | 1969 | |
|-------------------------------|--|-----------------|--|-----------------|--|-----------------|--|-----------------|--|
| U.S. OUTBOUND | | 227 | | 222 | | 220 | | 190 | |
| TONS INBOUND | | 1,626,868 Tons | | 1,246,629 Tons | | 1,423,935 Tons | | 1,031,973 Tons | |
| | | 42,789 Tons | | 32,065 Tons | | 46,375 Tons | | 77,373 Tons | |
| TOTAL TONNAGE | | 1,669,657 Tons | | 1,278,694 Tons | | 1,470,310 Tons | | 1,109,346 Tons | |
| <u>COMMODITY</u> | | | | | | | | | |
| CG FBM | | 438,185,121 FBM | | 326,731,787 FBM | | 360,536,042 FBM | | 318,478,250 FBM | |
| OTHER FBM | | 59,948,630 FBM | | 47,529,209 FBM | | 46,199,930 FBM | | 58,268,246 FBM | |
| <u>OUTBOUND OCEAN TONNAGE</u> | | | | | | | | | |
| COGS | | 1,165,572 Tons | | 869,106 Tons | | 959,026 Tons | | 847,152 Tons | |
| FIBER | | 99,517 Tons | | 78,898 Tons | | 76,692 Tons | | 96,726 Tons | |
| LUMBER | | 550 Tons | | 51 Tons | | 3,839 Tons | | 5,421 Tons | |
| FLOUR & ROLLED OATS | | 25,468 Tons | | 21,659 Tons | | 6,516 Tons | | 13,816 Tons | |
| RAINFALL PRODUCTS | | 314,687 Tons | | 240,838 Tons | | 323,514 Tons | | 44,326 Tons | |
| MILK PEAS | | 12,203 Tons | | 10,953 Tons | | 2,670 Tons | | 1,923 Tons | |
| FEED PELLETS | | 6,417 Tons | | 9,180 Tons | | 17,502 Tons | | 928 Tons | |
| FOOD PULP | | 2,454 Tons | | 3,339 Tons | | 6,802 Tons | | 1,468 Tons | |
| OTHER PRODUCTS | | 12,522 Tons | | 12,522 Tons | | 5,697 Tons | | 2,964 Tons | |
| GENERAL CARGO | | 83 Tons | | 83 Tons | | 3,955 Tons | | 7,441 Tons | |
| REFRA | | 1,626,868 Tons | | 1,246,629 Tons | | 1,423,935 Tons | | 1,031,973 Tons | |
| <u>INBOUND OCEAN TONNAGE</u> | | | | | | | | | |
| PETROLEUM | | 12,864 Tons | | 11,534 Tons | | 18,960 Tons | | 13,186 Tons | |
| HERRING FISH | | 5,387 Tons | | 3,768 Tons | | 3,320 Tons | | 5,536 Tons | |
| WOOD PULP | | 24,518 Tons | | 13,741 Tons | | 11,560 Tons | | 49,855 Tons | |
| LUMBER | | 430 Tons | | 430 Tons | | 1,492 Tons | | 994 Tons | |
| GENERAL CARGO | | 2,592 Tons | | 2,592 Tons | | 5,818 Tons | | 3,271 Tons | |
| HERRING FISH | | 32,065 Tons | | 32,065 Tons | | 46,375 Tons | | 77,373 Tons | |
| HERRING FISH | | 42,789 Tons | | 42,789 Tons | | 46,375 Tons | | 77,373 Tons | |

Table C-2 (cont'd)

PORT OF ASTORIA TERMINALS

FOUR YEAR TONNAGE SUMMARY COMPARISON

NO. OF VESSELS
TONS OUTBOUND
TONS INBOUND

1976

1975

1974

1973

TOTAL TONNAGE

1,619,875 TONS

1,448,427 TONS

1,277,723 TONS

1,306,177 TONS

COMMODITY

OUTBOUND OCEAN TONNAGE

S FBM
LUMBER FBM263,515,457 FBM
40,111,030 FBM259,128,155 FBM
39,461,720 FBM173,782,258 FBM
59,635,211 FBM142,674,245 FBM
65,062,807 FBMLOGS
LUMBER
PLYWOOD
GRAIN PRODUCTS
FLOUR
BULK PEAS
FEED PELLETS
PAPER PRODUCTS
GENERAL CARGO
FROZEN FISH
PULP
TOTAL OUTBOUND

1,191,089 TONS

1,171,259 TONS

785,842 TONS

645,173 TONS

66,585 TONS

65,507 TONS

98,993 TONS

108,005 TONS

73 TONS

661 TONS

369 TONS

323,223 TONS

201,024 TONS

347,567 TONS

494,168 TONS

1,700 TONS

5,757 TONS

3,159 TONS

2,537 TONS

1,820 TONS

2,303 TONS

6,112 TONS

282 TONS

768 TONS

1 TONS

190 TONS

1,585,397 TONS

1,439,610 TONS

1,235,649 TONS

1,263,511 TONS

INBOUND OCEAN TONNAGE

LOGS (Breerton)

2,671,708 FBM

LOGS

7,107 TONS

FROZEN FISH

4,058 TONS

5,410 TONS

5,686 TONS

7,132 TONS

WOOD PULP

11,212 TONS

3,132 TONS

33,607 TONS

28,127 TONS

GENERAL CARGO

80 TONS

300 TONS

SAWMILL EQUIP.

4 TONS

BUNKERS

1,012 TONS

CONTAINERS

195 TONS

1,765 TONS

FERTILIZER

19,208 TONS

TOTAL INB.

34,478 TONS

42,074 TONS

42,074 TONS

Table C-2 (cont'd)

PORT OF A

TERMINALS

FOUR YEAR TONNAGE SUMMARY COMPARISON

| COMMODITY | 1977 | | 1976 | | 1975 | | 1974 | |
|------------------------|-------------|------|-------------|------|-------------|------|-------------|------|
| | | | | | | | | |
| NO. OF VESSELS | | 143 | | 183 | | 146 | | 161 |
| TONS OUTBOUND | 1,345,465 | TONS | 1,585,397 | TONS | 1,439,610 | TONS | 1,235,649 | TONS |
| TONS INBOUND | 2,251 | TONS | 34,478 | TONS | 8,817 | TONS | 42,074 | TONS |
| TOTAL TONNAGE | 1,347,716 | TONS | 1,619,875 | TONS | 1,448,427 | TONS | 1,277,723 | TONS |
| OUTBOUND OCEAN TONNAGE | | | | | | | | |
| LOGS FBM | 237,248,784 | FBM | 263,515,457 | FBM | 259,128,155 | FBM | 173,782,258 | FBM |
| LUMBER FBM | 27,296,939 | FBM | 40,111,030 | FBM | 39,461,720 | FBM | 59,635,211 | FBM |

| | | | | | | | | |
|----------------|-----------|------|-----------|------|-----------|------|-----------|------|
| LOGS | 1,072,364 | TONS | 1,191,089 | TONS | 1,171,259 | TONS | 785,842 | TONS |
| LUMBER | 45,313 | TONS | 66,585 | TONS | 65,507 | TONS | 98,993 | TONS |
| PLYWOOD | 226,026 | TONS | 73 | TONS | 201,024 | TONS | 661 | TONS |
| GRAIN PRODUCTS | 1,547 | TONS | 323,223 | TONS | 1,820 | TONS | 347,567 | TONS |
| FLOUR | 215 | TONS | 1,700 | TONS | 2,303 | TONS | 282 | TONS |
| PAPER PRODUCTS | 190 | TONS | 2,537 | TONS | 1 | TONS | 1 | TONS |
| GENERAL CARGO | 1,345,465 | TONS | 1,585,397 | TONS | 1,439,610 | TONS | 1,235,649 | TONS |
| FROZEN FISH | | | | | | | | |
| PULP | | | | | | | | |
| TOTAL OUTBOUND | | | | | | | | |

INBOUND OCEAN TONNAGE

| | | | | | | | | |
|-------------------|-------|------|--------|------|-------|------|--------|------|
| FROZEN FISH | 2,168 | TONS | 4,058 | TONS | 5,410 | TONS | 5,686 | TONS |
| WOOD PULP | 83 | TONS | 11,212 | TONS | 3,132 | TONS | 33,607 | TONS |
| GENERAL CARGO | | | | | 80 | TONS | 4 | TONS |
| SAWMILL EQUIPMENT | | | | | | | 1,012 | TONS |
| BUKERS | | | | | | | 1,765 | TONS |
| CONTAINERS | | | | | 195 | TONS | | |
| FERTILIZER | | | 19,208 | TONS | | | | |
| TOTAL INBOUND | 2,251 | TONS | 34,478 | TONS | 8,817 | TONS | 42,074 | TONS |

The Port of Astoria's role is to assist in the development of the economic well-being of Clatsop County. This role applies to both water-borne and non-water-borne related development. As a governmental body there are diverse options available to the Port which enhances its ability to promote this well being. Private individuals and industry desiring assistance in industrial development can take advantage of Port facilities, properties or the Port's ability to provide low-interest revenue bonding for development in Clatsop County.

Although the cost of transportation, including dredging to Portland, is expected to become more prohibitive and thereby make the Port of Astoria facilities more attractive does not mean in and of itself that the Port will receive this traffic. Economic competitive advantage is also dependent upon the planning and development of facilities. Additional facilities need to be constructed and the removal of other economic restraints (i.e. improvement of rates, etc.) are necessary to develop the Port to its fullest potential. In order to prepare the Port of Astoria for future activities the Port is putting considerable time, money, and energy into long-term cargo trans-shipment facilities. The existing Port facilities have become outdated; revenues have not kept up with the rising costs, and as a result costs will eventually exceed revenues.

The extent of the commitment of time and money required by the Port of Astoria may well be beyond its own fiscal capabilities. The facilities required to trans-ship containers and other upriver products must be built in cooperation with private investors, the State of Oregon, the Federal Government and the Port of Astoria, or more likely, a combination of all four. Potential projects that provide the Port with a substantial return on its investment of time and money and simultaneously provide for community gain are obviously to be supported. However, those that do not support the Port financially but would provide for some especially desirable community goal need not be excluded.

The Port also has responsibilities to the fishing industry and recreation. Enhancement of the fishing industry by providing improved facilities and revenue bonding is also certainly within the scope of Port-related activities. Providing facilities for the promotion of recreational water-borne activities is also a primary function of the Port district.

With the overall well-being of a community being contingent upon economic diversification, the Port also has an obligation to the community to provide industrial, commercial and tourist facilities for non water-borne related activities. Governmental assistance to provide facilities, site preparation, and utilities for potential industrial and commercial developers should be pursued and considered one of the Port's roles. The Port also, through its revenue bonding capabilities, can provide a source of capital at a low-interest rate to firms or individuals who can secure the bonds through existing assets, anticipated revenues, or other means.

The Port can also provide facilities and sites for new small scale development which is unable to obtain low-interest revenue bonds. For example, existing buildings and sites at the Clatsop County Airport can be used for small scale development.

The Clatsop County Airport which is owned and operated by the Port of Astoria is also a viable link in promoting recreational, tourism, industrial, and commercial growth in Clatsop County. Improvements at the airport should also be recognized as an important function of the Port.

Due to the significant rising costs as compared to revenues, the Port realizes that all avenues necessary to promote and diversify economic development must be pursued. The neglect of any area whether it be the fishing industry, deep-draft trans-shipment of cargo, non-water-borne related industry, tourism, or commercial would hinder the overall effort towards economic diversification and growth in Clatsop County.

It has been apparent for many years that if the Port of Astoria is to become a major, deep water port, there must be improved rail and highway transportation down the Columbia River from Portland to Astoria. Part of any transportation improvement will be rebuilding the Burlington-Northern trackage to Astoria.

Other Special Districts

Numerous local water, sewer, communication and educational districts and corporations have intrinsic interests in economic development. These organizations need to be recognized and brought into the EDC program.

Without the input from these groups, economic planning is incomplete. In particular, school, water, and sewer districts must be brought into the planning apparatus since they receive the most direct impact of any new economic activity.

By involving them in the process on an on-going basis it will be possible to ascertain the basic costs incurred by any proposed development project to determine if such a project is a benefit or detriment to the overall community.

CONCLUSIONS

- I. As mentioned earlier, community resources represent one of the most visible economic development barriers for Clatsop County. The major barrier results from the fragmented approach to economic development strategies. The EDC is the only body working toward a comprehensive strategy and they do not have the staff nor tools to do the job. Providing professional staff assistance to the EDC could occur either through a cost sharing agreement with Tillamook County, who has similar needs, or through a cost sharing arrangement with any interested municipality.

The local pay off or return to the residents of Clatsop County would far exceed whatever personnel cost that would be incurred. Depending upon the degree of interest, numerous share-payments could be adopted. A minimum participation bare-bones program might include a 50-50 split between the two counties where each county would generate \$12,000 annually.

In Clatsop County it may be possible that the cities of Astoria, Warrenton, Hammond and, possibly, Seaside and Cannon Beach may want to share in the services such a program could generate.

For example, a maximum participation program would look like this:

| | <u>\$12,000 Annual</u> |
|----------------|------------------------|
| Clatsop County | \$ 4,750 |
| Astoria | 2,750 |
| Warrenton | 1,500 |
| Hammond | 1,500 |
| Seaside | 750 |
| Cannon Beach | 750 |

Of course those not participating would merely raise the fees for the others.

Even if none of the municipalities participated the County alone should seriously consider adopting such a program in order to increase the chances of improving the economy of Clatsop County.

- II. In addition, due to the lack of a comprehensive approach, each municipality goes its own way generating considerable impacts. One primary problem arises from increasing residential demand on water and sewage capacity coupled with new governmental regulations. The principal obstacle preventing the area from solving its own problems is insufficient economies of scale. A number of water and sewage districts have under three hundred hook-ups, well below the 1,000 hook-ups used as a rule of thumb by EPA to estimate a cost efficient system. The alternatives facing the community appear to be small systems with expensive rates or some type of regional system with less expensive rates. However, water and sewage are only a portion of the community facilities problem. Solid waste also represents a serious growth obstacle as does low-cost housing supply, transportation services (air, sea and land), and local community structures.

Due to the rural nature of most of Clatsop County, economies of scale are difficult to obtain for public services. In order to obtain these economies of scale, activities must be concentrated in specific geographic locations. In those cases where individual preference runs contrary to such efficiencies, the cost of providing services for such individual preferences must be borne by the individuals, not at public expense. Such a policy of concentration implies local cooperation and coordination with those special districts where such concentration will occur. This is especially true for the Port District activity and the more urban County water and sewer districts.

A secondary long-term consideration for both the Planning Commission and the Board of County Commissioners is to obtain information relating to systematic carrying capacities. At what point, given limited resources both financial as well as natural, will the existing public service infrastructure reach its cost effective limits. Will new residential or industrial development patterns force expansion of existing systems to such an extent that the projects to be served will, in effect, be subsidized at public expense. Such cost information would be useful for future planning decisions and could be provided by local technical economic staff if such local expertise existed.

In the area of highest population and economic densities, water supply seems not to be the problem. Rather, the problem becomes one of water quality. This quality problem relates primarily to turbidity during heavy winter run-off for those water systems with surface sources and untreated, uncovered reservoirs. The estimated cost to provide quality water to larger areas is substantially lower than to smaller systems. The numerous systems surrounding Astoria should seek some method of regionalizing their system, providing some political method of sharing control, and cost could be worked out.

In particular, the urban County water districts should consider the formation of a regional wholesale water board designed similarly to the BPA model, where each local water district could have representation on the regional water board guaranteeing local autonomy and preventing any one district from gaining control of the water supply.

Some of the organizational alternatives for regional cooperation under existing statutes are:

- a. County Service District,
- b. Special District for Water Service,
- c. Ports and PUDs, and
- d. Intergovernmental Agreement.

By giving priority to those areas which cooperate and coordinate, user rates would be lowered whereby an incentive is created for such activity.

In line with attempting to provide the best quality water at the lowest public expenditure in areas of high concentration and attempting to discourage inefficient sprawl development, the County should request the OSU Extension Service and Bureau of Governmental Research to explore and research alternative methods for providing quality water to existing small water districts in order to preserve the integrity of outlying, already developed rural service areas.

Alternatives must be found for surface sources other than costly treatment facilities, especially in light of the fact that long-term solutions usually incur higher initial costs. These small systems need to be developed to meet the demand for the future without acting to accelerate sprawl, especially when adjacent to agricultural and forest activities.

INDUSTRIAL LAND USAGE

INTRODUCTION

The need for industrially zoned land is as much a result of local economic policies and economic development strategies as it is market demand. The purpose in providing a supply of manufacturing land is to guarantee the economic well-being of a community. In those areas where manufacturing opportunities are decreasing this seems somewhat ineffectual--just as ineffectual as reserving large industrial tracts for a single client when other public policies attempt to discourage large heavy-scale industrial activity.

In short, the type, location, and amount of industrial land desired by any community should reflect not only long and short-term estimated demand but should also reflect other community considerations such as available labor force, transportation, energy demand, and the whole range of community aspirations.

It is also important to consider the impacts of over, as well as under, supply of industrial land on the property owner and local municipalities.

SPECIFIC INDUSTRIAL SITE UTILIZATION IN CLATSOP COUNTY

Nowhere is the lack of a coordinated comprehensive economic planning strategy more apparent than in the area of manufacturing zoned land.

Until the EDC took upon itself to categorize existing vacant land, no single agency had ready access to industrially available vacant land.

The EDC, with the cooperation of the county and several municipalities, has completed and is currently updating its inventory of county-wide industrial zoned land. A copy of their map follows this section. As the map portrays, Clatsop County has a number of vacant industrial sites throughout the County ranging in size from the largest of acres to the smallest of acres with the majority of the smaller sites being adjacent to the Columbia River.

Given the community's expressed desire to vitalize its river front area, this allocation of industrial land seems appropriate, particularly with the favorable per dollar impact that marine oriented activity has on the County's economy and labor force.

Unfortunately, the larger industrial tracts due primarily to ownership patterns tend to be available on an all or nothing basis. The only client currently capable of utilizing such a large parcel would be a heavy large industrial activity. Due to this restriction, all of the larger parcels are vacant and will, in all likelihood, remain so in the future as they have in the past.

This ineffective utilization of manufacturing land tends to create added costs to both local municipalities and local property owners.

By preventing existing zoned and, in many cases, serviced industrial sites from being utilized by smaller clients an artificial hardship may be created since new tracts re-zoned to allow industrial usage will not be serviced nor have the same locational advantage as the older sites. The municipalities will have the added expense of servicing newer less cost-efficient locations while more centralized sites remain vacant not generating the additional municipal income for which they are capable.

The existing situation may also act to discourage smaller clients since the only site economically feasible for them may place them in such isolation they they may prefer to locate elsewhere. This very real possibility generates an additional hardship on some local property owners who currently hold industrial zoned land. In many cases their land was zoned industrial by a municipality looking for a quick fix to their own financing dilemma. By creating some industrial zoned land within their boundary they hope to rapidly increase their assessed valuation. Unfortunately, more often than not the sites they designate are done so without rhyme or reason leading to the creation of an undesirable small industrial parcel. This has occurred in several of the local municipalities in the past and is on the verge of occurring again as the new comprehensive plans are being designed.

The next step in the evolution of these small isolated industrial sites in Clatsop County has been that the pressure to develop these parcels is increased yet no clients exist. Finally, the property owner claiming hardship, which may or may not exist, petitions to develop the site as commercial. Since most sites are located in relatively isolated areas, these spot-zoned commercial utilizations develop which, in turn, are followed by pressure for residential development.

This trend has occurred too many times to be sited in both the County and numerous municipalities. It results from the over supply of poorly located small industrial sites. Despite the fact that manufacturing activity is increasing, the demand for manufacturing parcels does not appear to be growing.

CONCLUSIONS

- I. By opening one of the large two hundred plus acre sites for small industrial usage it may be possible to meet projected demand more efficiently and also ease the task of attracting smaller firms to the area. The smaller parcels would have a more attractive price and it may be possible to attempt to cluster similar types of firms in one area. Or, by seeking numerous grant sources, it may be possible to develop a light industrial park with services and possibly a speculative building or warehouse. However, until small, centrally located parcels are available it will continue to be difficult to attract appropriate industry into Clatsop County.
- II. There is a present lack of appropriately sized parcels zoned for industrial development in the County primarily outside of the urbanized areas adjacent to either the Columbia River or coastal plan areas. This is especially true for central County upland locations. There are significant advantages for centralizing economic development to allow industry to take advantage of transportation facilities and labor markets and to allow sufficient economies of scale for handling community infrastructure impacts. However, many types of manufacturing are neither dependent on urban locations nor so intensive as to generate a significant service demand impact. Economic activity or other non-farm activity which could be sited in rural areas, outside of urban or urbanizable areas, includes activities which:
 - depend on a unique site specific resource which is located outside of planned urbanizable land.
 - do not need or desire an urban level of services or facilities
 - cannot budget the costs of unneeded urban services and maintain the comparative advantage necessary to market their product.
 - are compatible with the accepted farm or timber management practices of adjacent activities
 - have necessary facilities already in place
 - existed prior to adoption of Comprehensive Plan or LCDC goals
 - are not labor intensive, and therefore do not require a large number of employees to travel from urban areas over rural roads

The lack of technology and small capital outlay favors occupancy in established buildings near or with access to small commercial centers throughout the County. Thus, cottage industry as defined below, which is compatible in scale with the existing character of surrounding land use and does not adversely affect the human and natural environment, would be permitted as a conditional use in rural zones subject to approval by the Planning Commission.

Cottage Industry Definition: Small-scale industrial uses which do not alter the essence of the particular zone in which they wish to locate and do not detract from the livability of the surrounding land uses. As such, conditional use standards would vary depending upon the zone for which they are proposed. Uses anticipated under this category would include but not be limited to small boat building, wood working, electronic assembly, crafts, furniture construction, and similar activities.

FOREST PRODUCTS

APPENDIX A

1976 OREGON TIMBER HARVEST

by

J. D. Lloyd, Jr., *Supervisory Forester*

The 1976 Oregon timber harvest of 8.15 billion board feet ended a 3-year decline. The cut was 783 million board feet (10.6 percent) above the 1975 harvest. The western Oregon harvest rose 812 million board feet (15 percent) while eastern Oregon declined 29 million board feet (15 percent). The proportion of total harvest which comes from eastern Oregon has gradually increased from about 12 percent in the early 1950's to about 24 percent in recent years. After falling below the private cut in 1975, harvest on public lands accounted for 56 percent of the total in 1976.

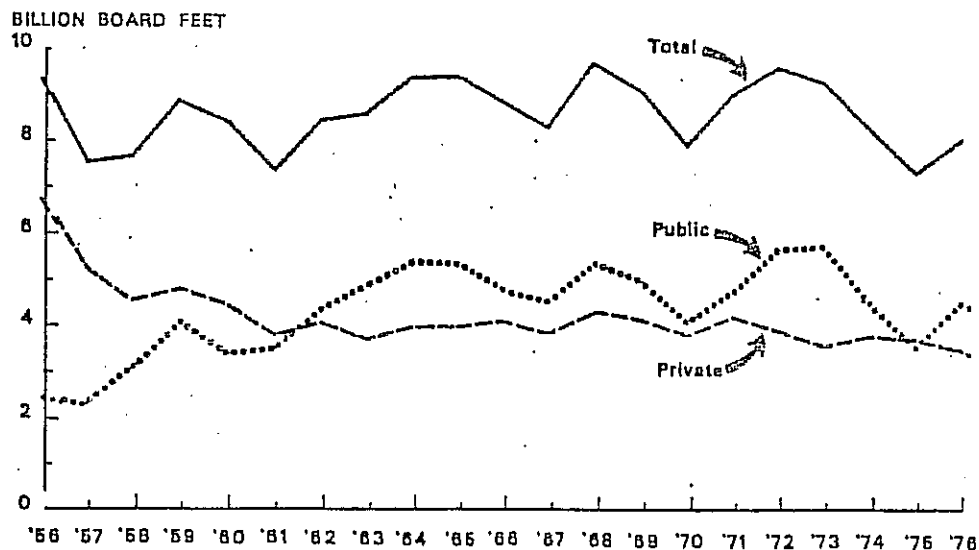
Logging on public lands gained 888 million board feet in western Oregon and 114 million board feet in eastern Oregon. Harvest increased on Bureau of Land Management (BLM) lands 456 million board feet (73 percent) and on National Forests 513 million board feet (19 percent). Indian land was the only nonprivate owner group which decreased in 1976; log sales fell 15 million board feet.

The private log harvest declined 76 million board feet in western Oregon and 144 million board feet in eastern Oregon. Nearly all the loss was on forest industry lands. Other private owners harvested 63 million board feet more than 1975 in the western half-State, but decreased 11 million board feet in the eastern half.

In 1952, Douglas County assumed the lead from Lane County as the top log-producing county in the State. Except for 2 years, it has kept this position. For the last 25 years, these two counties combined have produced 35-45 percent of the harvest for the western half-State area, and 30-35 percent of the harvest for the total State.

Volume of timber sold on National Forest, BLM, and State lands declined 22 percent to 3.8 billion board feet. This occurred despite rising prices. Prices rose \$11.10 in western Oregon to \$147.73 and \$15.19 in eastern Oregon to \$50.92.

OREGON TIMBER HARVEST 1956-76



PACIFIC NORTHWEST FOREST AND RANGE EXPERIMENT STATION

Forest Service
U.S. Department of Agriculture

P.O. Box 3141
Portland, Oregon 97208

COMMUNITY RESOURCES

APPENDIX B

PORT OF ASTORIA

GOALS AND OBJECTIVES

In order to define the immediate and future goals of the Port of Astoria including potential areas of expansion, the Port of Astoria Commission, at it's regular meeting of Thursday, August 19, 1976, adopted the following statement outlining requirements for the continued growth of the Port:

(1) Tongue Point:

Acquire the declared surplus property, including piers and land, from the U.S. Department of Labor through General Services Administration. Dredge the entrance channel to a depth of at least 40 feet and develop and adapt the hangar areas for cargo movements, both inward and outward. Develop and attract light industries or assembly plants in the area. Ultimate preparation of the site would also include blacktopping of the area presently leveled but not surfaced.

(2) Fill an Additional 80 Acres West of Pier 3:

This fill would complete expansion of our present Port complex area and would be used for container facilities, including pier and crane, movements of steel products and possible construction of a bulk loading facility.

(3) Tansy Point:

Acquire the Tansy Point area from present owners. Work toward zone changes favorable to attracting water-borne cargo facilities. Develop bulk movements of export/import cargoes, most probably in the form of a grain elevator. Develop light industry.

(4) Fill a Portion of the Present Slips Between Piers 2 & 3:

This would be the inward section of the slip and would provide additional storage area and reduce the maintenance repair costs of the present piers. Such fill could be hastened by the lessening of the export log market.

(5) Develop the industrial park presently planned for Airport property in accordance with the approved airport master plan. This park would be used for light industries, assembly plants and similar projects.

(6) Attempt to purchase the present Alumax land site in Warrenton, to be developed for light industry or a heavy industry which meets all environmental standards set forth by Federal, State and Local agencies.

The present Port Commission believes that the 80 acre fill west of Pier 3 is of the utmost importance. With this fill, one of the Port's aims could become a reality. For a number of years, the aim of the Port of Astoria has been the diversification in the types of cargoes which it has traditionally handled. The Port can no longer continue to rely solely upon the export of logs, lumber and grain. Government regulations and other circumstances could make this continued reliance upon the traditional cargoes risky at best. The fill area would complete a complex of over 100 acres and has been the subject of a potential import/export customer's desire for a lengthy period of time. This fill, as presently can be determined, would fulfill our present and future needs. It could be the last major fill required by the Port.

We also believe that Brown & Root may be the last heavy industry the Port would solicit for the area. Although the Port would prefer light industry at the Alumax site, we cannot rule out the possibility of a heavy industry locating there. However, in keeping with our policy of diversification, the Port would much prefer several small industries.

We further believe that the two ways by which to develop the Port facilities are by developing the industrial areas the Port can realistically serve or promoting efforts in the field of bulk cargoes that have a rate parity with other ports in the area.

Finally, the Port of Astoria does not want Clatsop County to become an overpopulated industrial area. While we feel the Port of Astoria will not become a huge port in our time, we do strongly feel that with the help of elected officials of the public agencies of Clatsop County and with some aid from the various State agencies, we can become a good, sound Port in the matter of a few years.

INDUSTRIAL ZONED LAND

APPENDIX C

June 11, 1996
DRAFT

CLATSOP COUNTY INDUSTRIAL SITES INVENTORY

Introduction

The Clatsop County Economic Development Council (CEDC) performs inventories of industrial sites on a periodic basis for the Clatsop County area, including sites within city limits. The most recent report was completed in 1993. The site descriptions, which are included as part of this report, are brief overviews of the property, including their location, history, zoning, physical characteristics, utilities, access, public services, adjacent land use, taxes, ownership, financial incentives and sources of additional information. CEDC is the local clearinghouse and economic development information source for the County.

According to the data sheets for each site, Clatsop County contains approximately 1100 acres of vacant industrially-zoned land and water throughout its area. In addition, the largest industrial use in the County, the James River pulp mill at Wauna, has an indeterminate amount of land surrounding the plant which could be use for expansion. The vast majority of industrially zoned land in the County, approximately 1000 acres, is within the city limits of Astoria and Warrenton, and to a much lesser extent, Seaside. Only 103 acres are identified in the unincorporated areas of the County, and of that figure, 55 acres (the Drucker site) have recently been approved for residential development. This total does not take into consideration the hundreds of thousands of acres of commercial forest lands where a wide range of forestry related industrial activity can be carried out.

The sites and acreages described in the report have a wide variety of zoning and other restrictions. Certain sites are exclusively reserved for deep water marine dependent development, such as the Port of Astoria docks, East Bank Skipanon, and North Tongue Point. Other sites have freshwater wetlands restrictions, or pending developments, such as the Mill Pond site in Seaside.

There has been relatively little development of the area's industrial land base in the last ten years. The most significant recent proposal has been the utilization of the North Tongue Point industrial areas, and the Tansy Point development in Warrenton. The proposed development of the Drucker and Seaside Mill Pond developments could further reduce the industrial site inventory by approximately one hundred acres. However, there remain several large industrial sites, including the Port of Astoria airport industrial park, the Clatsop County (former Alumax) site, and the east bank of the Skipanon River which are largely undeveloped. The total amount of remaining acreage appears to be sufficient to serve industrial growth requirements for the foreseeable future. Industrial development will likely occur in those communities best able to support it, e.g. Warrenton and Astoria.

Recent Changes in Status of Individual Sites

The Seaside "Mill Pond" or Kohl Lumber site is planned for construction of a business or light industrial park and the new Seaside Public Works yard. The approximately 15 acres of land contain the former mill ponds and some wetlands. Development of the business park is largely dependent on the construction of the proposed "factory outlet mall" at the site of the Seaside Public Works yard on US 101.

The Astoria "Fluhrer" site, consisting of approximately three acres of uplands, is being considered as the site of an assisted living facility, (housing for elderly persons). The submerged tidelands adjacent to the site are owned by DSL and have little utility to the site unless major dredging is carried out.

The Astoria "Pacific Power" site is contaminated by coal tar residues, and has limitations for marine related use, since access from the Youngs Bay channel would entail significant dredging.

The Astoria "Bergerson" site is being considered for a residential development at this time.

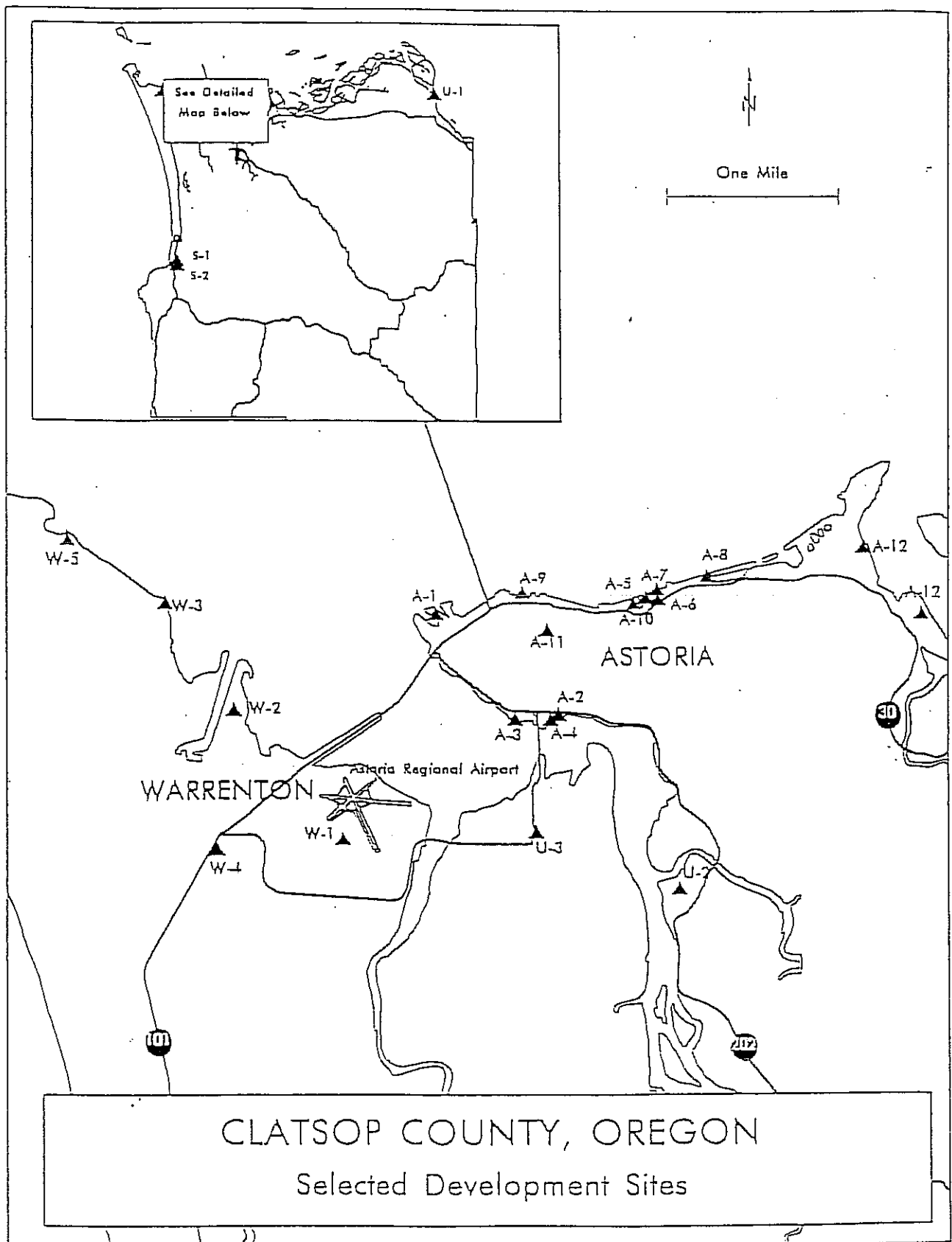
The 45 acre "North Tongue Point" site in Astoria's urban growth boundary has recently been leased to Cresmont, Inc., a marine industrial company, who will in turn sublease portions of the site to other marine related firms. Pacific Marine and Steel is the first tenant scheduled for start up in September of 1995, with approximately 150 employees.

The "Drucker" site has received approval for a 76-unit residential complex on the undeveloped portion of the site. The old Navy hospital structure and other buildings in the vicinity are still available for lease for commercial or light industrial uses, but the balance of the 55 acre site is effectively unavailable. Significant commercial or industrial use of the property will be constrained as homes are built.

In summer 1995 Horizon Air discontinued air service to Astoria. No replacement has been found.

In late 1995 Burlington Northern/Santa Fe railroad 'abandoned' their line in Astoria from the Port Docks east to Tongue Point. It is being 'rail-banked'; the area is proposed as a waterfront trail but could be reactivated if a need were shown.

In late 1995 twenty acres of the Alumax site were selected by the Oregon Youth Authority as the location for a 100 bed regional Juvenile Detention Facility. Construction is expected to begin in July 1996.



DEVELOPMENT PROPERTIES

| <u>SITE NAME</u> | <u>SIZE (ACRES)</u> | <u>ZONING</u> | <u>WATER</u> | <u>SEWER</u> | <u>NAT GAS</u> | <u>RAIL ACCESS</u> | <u>RIVER ACCESS</u> |
|------------------------------|-------------------------|---------------|--------------|--------------|----------------|------------------------|-------------------------|
| <u>SEASIDE</u> | | | | | | | |
| S-1 Mill Pond Business Park | 15 | Ind | Y | N | Y | N | N |
| S-2 Halvorson | 8 | Com | Y | N | Y | N | N |
| <u>WARRENTON</u> | | | | | | | |
| W-1 Airport | 50 | Ind | Y | Y | Y | N | N |
| W-2 East Bank Skipanon | 250 | Ind | Y | Y | Y | N | Y 1 |
| W-3 Tansy Point | 10 | M Ind | Y | Y | Y | N | Y 1 |
| W-4 North Coast Ind. Park | 275 | Ind | N | N | Y | N | N Y |
| <u>ASTORIA</u> | | | | | | | |
| A-1 Port of Astoria | 165 | Ind | Y | Y | Y | Y | Y 1 |
| A-2 Fluhrer | 2 | Com | Y | Y | Y | N | N |
| A-3 PP&L Plant | 7 | Com | Y | Y | Y | N | N |
| A-4 Bumble Bee Shipyard | 6 | Com | Y | Y | Y | N | Y 2 |
| A-5 Utli/Van Horn | 1 | Com | Y | Y | Y | Y | Y 2 |
| A-6 Brugh | 9 | Com | Y | Y | Y | Y | Y 2 |
| A-7 Stampel/Beach | <1 | Com | Y | Y | Y | Y | Y 2 |
| A-8 Bergerson | 8 | Gen Ind | Y | Y | Y | Y | Y 2 |
| A-12 N Tongue Point | 135 | M Ind | Y | Y | Y | Y | Y 1 |
| A-12 S Tongue Point | | M Ind | Y | Y | Y | Y | Y 2 |
| <u>UNINCORPORATED COUNTY</u> | | | | | | | |
| U-1 Bradwood | 40 | M Ind | N | N | N | Y | Y 1 |
| U-2 Drucker | 55 | Ind/PO | Y | Y | N | N | N |
| U-3 Miles Crossing/Brugh | 8 | Ind | Y | N | Y | N | N |

NOTES

- 1 Deep draft river access
- 2 Limited draft river access

SEASIDE - MILL POND BUSINESS PARK

LOCATION

Seaside is located on the Pacific Ocean, 16 miles south of Astoria and 85 miles west of Portland, Oregon. U.S. Highway 101/26 passes through Seaside. The city has one area zoned for industrial use at the south end of the city. This site is about 500 feet east of US Highway 101 and roughly between Avenue S on the north and Avenue U on the south. The property is outside of the Seaside city limits and within the Seaside Urban Growth Boundary.

CURRENT ZONING

The majority of the site is in the Seaside Urban Growth Boundary MI industrial zone. The southeast portion of the site (about 20-25%) is currently in the Seaside Urban Growth Boundary A-3 freshwater wetlands zone. The city is reviewing a wetland conservation plan that might expand the identified freshwater wetlands area to about 50% of the site.

SITE DESCRIPTION

The business park is comprised of approximately 11 acres of what was formerly the 31-acre site utilized by Kohl Lumber for a small alder lumber until January of 1989. Centers West Realty, Inc., is scheduled to begin construction soon on 100,000 square feet of "flexible use space" geared for start-up businesses, offices, warehousing, and light manufacturing. Up to 200,000 square feet of space can be constructed. Construction will be concrete tilt-up walls with the wall height being 27 feet to accommodate most uses. The business park will be constructed to suit the needs of tenants and the space size will range from 600 square feet to 20,000 square feet.

UTILITIES

Seaside provides water to the property via a privately owned six-inch line. There is sufficient supply and considerable room for expansion of the system's capacity. The method of treatment is sedimentation, chlorination and fluoridation.

Seaside's sewage treatment plant has been expanded to meet the city's projected needs through the year 2020. The city sewer line is approximately 300 feet from the site at the intersection of US 101 and Avenue S site and the area would need to be annexed to extend sewer service. A private hauler provides collection service to a garbage transfer station in Seaside where the waste is prepared to be sent to a landfill site outside of Clatsop County.

All electrical power is provided by Pacific Power and Light Company. Seaside's main substation is located just east of U.S. Highway 101/26 and south of 10th Avenue which is about 3/4 mile north of the property. This substation is served with a 115 KV line and the facility reduces it to 12.5 KV three-phase. Gas is provided by Northwest Natural Gas Company with a six-inch high pressure main running through Seaside.

ACCESS

The property is one block east of US Highway 26. Horizon Air serves the Astoria Regional Airport, 15 miles away in Warrenton. The Seaside Airport accommodates light planes. The nearest deep draft port facility is 16 miles to the north in Astoria. Burlington Northern rail service is also available in Astoria.

SERVICES

Police service is provided by the county sheriff and Oregon State Police. Fire protection is provided by Seaside's volunteer fire department. The fire insurance rating is 4. U.S. West Communications provides communication services.

ADJACENT LAND USES

Residential and commercial areas are adjacent.

TAXES AND VALUE

The entire site, 31 acres, had a total assessed valuation for 1991 of \$258,560. The 1994-95 tax rate for the property which is outside the city limits of Seaside was \$12.60 per \$1,000 of assessed value.

OWNERSHIP

Contacts for leasing information: Bob Smith or Jan Wright at Centers West Realty, Inc., 1693 Mollala Avenue, Oregon City, Oregon 97045. Telephone: (503) 657-1370.

FINANCIAL INCENTIVES

Qualifying businesses planning to start, expand or relocate in Clatsop County can take advantage of a variety of financial incentives including reduction in property taxes, lower than conventional rate financing programs, partially funded employee training programs, project specific grants, and low-interest loans for on-site infrastructure improvements provided by federal and state agencies, the Port of Astoria, and county government. The Clatsop County Economic Development Council will provide information and assistance to firms.

FOR FURTHER INFORMATION CONTACT

Clatsop County Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

SEASIDE - HALVERSON

LOCATION

The Halverson Property is located at the south end of the City of Seaside adjacent to Highway 101. Seaside is located on the Pacific Ocean, 16 miles south of Astoria and 85 miles west of Portland, Oregon.

CURRENT ZONING

The site is entirely within the City of Seaside. The majority of the site is zoned C-3, General Commercial. The south central portion of the site is zoned A-3 freshwater wetlands. The site has significant wetland and flood hazard development limitations.

SITE DESCRIPTION

The 7.88 acre parcel fronts on Highway 101. It is unimproved and with some trees. Highway 101 serves as the eastern boundary, Pete Anderson Realty is to the north and vacant land is to the south and west.

UTILITIES

The City of Seaside provides water via a 24-inch main across the highway. A sewage pump station is located approximately 500 feet from the site. A line would need to be laid in order for the site to have a sewer system. A private hauler provides collection service to a garbage transfer station in Seaside where the waste is prepared to be sent to a landfill site outside of Clatsop County.

Pacific Power and Light provides power. Northwest Natural gas is available on an interruptible basis with a six-inch high pressure main running through Seaside.

ACCESS

The site is on the west side of Highway 101, 3/10th of a mile south of Avenue U, before the Necanicum Bridge. The nearest deepwater port facility is 25 minutes to the north in Astoria. Burlington Northern Railroad also serves Astoria. Horizon Air serves the Port of Astoria Airport, 15 miles away in Warrenton. The Seaside Airport accommodates light planes.

SERVICES

Seaside provides security and fire protection. Fire insurance classification is a four. U.S. West Communications provides communication services.

ADJACENT LAND USE

Commercial and unimproved land is adjacent to the site.

TAXES AND VALUE

The 1992 assessed value for the entire 7.88 acre tax lot was \$45,800. The 1994-95 tax rate was \$15.45 per \$1,000 of assessed value. While Oregon law requires assessed value to represent 100% market value, all properties are not physically appraised annually.

OWNERSHIP

The land is owned by Carl Halverson, Halverson-Mason Corp., P.O. Box 1449, Portland, Oregon 97207. The sale price of the parcel is \$450,000. Fax: (503) 738-6410.

FINANCIAL INCENTIVES

Qualifying businesses planning to start, expand or relocate in Clatsop County can take advantage of a variety of financial incentives including reductions in property taxes, lower-than-conventional rate financing programs, partially funded employee training programs, project specific grants, and low-interest loans for on-site infrastructure improvements provided by federal and state agencies, the Port of Astoria and county government. The Clatsop County Economic Development Council will provide information and assistance to firms.

The Halverson site is located within the Seaside Enterprise Zone. Eligible businesses locating in an enterprise zone receive a 100% property tax exemption on nearly all kinds of new business investments for a minimum of three years and a package of local incentives. At the discretion of the zone sponsor, a business meeting special criteria may receive a program extension for up to two years.

FOR FURTHER INFORMATION CONTACT

Clatsop County Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

WARRENTON - EAST BANK SKIPANON

LOCATION

The East Bank Skipanon is in the City of Warrenton, adjacent to East Harbor Drive, one mile west of U.S. Highway 101. It is surrounded on three sides by water: the Skipanon waterway, the main Columbia River navigation channel, and Youngs Bay.

HISTORY

During the mid-1970's, when Brown and Root planned to construct an oil drilling platform fabricating plant, complete environmental impact statements (EIS) were prepared for the site and published by the U.S. Army Corps of Engineers. The EIS is available from the Port of Astoria, CREST, or the City of Warrenton. Astoria Oil Services, Inc., a division of Morrison-Knudsen, had an option during the mid-1980's to exercise a 30-year lease on the property to develop a module fabrication yard. Thermo Energy Systems Corp. proposed building a \$42 million power generating plant on 30 acres of the site in 1993, but the firm's proposal was not pursued by Portland General Electric.

CURRENT ZONING

The site falls under the CREST Mediation Agreement (East Bank Skipanon Mediated Development Zone). It is designated I-3, water-dependent industrial. Tentative wetland delineation maps prepared as part of the Warrenton wetland conservation planning process indicate the presence of large areas of regulatory freshwater wetlands on the site. With the exception of a narrow band of uplands along the north side of East Harbor Drive, the southern half of the site is an apparent freshwater wetland area.

SITE DESCRIPTION

The site consists of approximately 250 acres of diked upland and tidelands. The soil is silt and sand dredged from the Columbia and Skipanon rivers. The site is impermeable because of clay substrata and is diked to protect against flooding. Cavenham's Warrenton sawmill is built on the same geologic base and soils as the East Bank Skipanon site.

The site is one of the few on the Columbia River which has river access on two sides. The Skipanon River channel is capable of accommodating vessels up to 18 feet in draft as currently dredged and the main Columbia River channel is approximately 1,500 feet distant to the north.

Also, it is one of the few sites on the West Coast of the United States that can accommodate construction of large offshore drilling and production structures due to the fact that there are no natural or man-made obstructions between the site and the Pacific Ocean.

The site is cleared and currently being used for cattle grazing.

The Port of Astoria is promoting water-dependent industrial development on the majority of the site with some potential commercial development sites along southern portion of the site where the property fronts onto East Harbor Drive.

UTILITIES

The City of Warrenton has adequate water capacity to serve an industrial user at this site. There is a six-inch line adjacent to the site at the intersection of East Harbor Drive and King Street. The water treatment system consists of chlorination/fluoridation and lime.

There is a 10-inch sewage line adjacent at the intersection of East Harbor Drive and King Street to the property. The City of Warrenton operates its own waste collection system. Waste is hauled to a transfer station in Astoria where it is prepared for trucking to a landfill outside of Clatsop County.

Electrical power is provided to the site by Pacific Power and Light Company. An area substation converts 115 KV to 12.5 KV three-phase power. Northwest Natural Gas provides service on an interruptible basis. The line runs along East Harbor Drive.

ACCESS

The site is one mile from U.S. Highway 101/26 with access off East Harbor Drive. Truck traffic would not have to travel through downtown Warrenton to get to the site. Horizon Air serves Astoria Regional Airport, two miles from the site. An access corridor to the main Columbia River channel through intertidal area to the site has been designated. The Skipanon River has an authorized channel depth of 30 feet.

SERVICES

Police and fire protection are provided by the City of Warrenton. The fire insurance rating is 6. U.S. West Communications provides telephone service.

ADJACENT LAND USE

The site is across the Skipanon from Cavenham's Warrenton sawmill and adjacent to the city's marina, and East Harbor Drive and Highway 101 retail/commercial development.

TAXES AND VALUE

Since the site is publicly owned by the Port of Astoria, Clatsop County, the City of Warrenton, and the Oregon Division of State Lands, no taxes are levied. The County Assessor's Office estimates the 1990 market value of industrial land in the area to be in the range of \$15,000 to \$18,000 per acre. The 1994-95 tax rate in Warrenton is \$14.27 per \$1,000 of assessed value. While Oregon law requires assessed value to represent 100% market value, all properties are not physically appraised annually.

OWNERSHIP

The Port of Astoria owns the majority of the site, approximately 165 acres. Additional property owned by the Port, approximately 85 acres, is submerged and submersible land. Contact: Jonathan Krebs, Executive Director, Port of Astoria, 1 Portway, Astoria, OR 97103. Telephone: (503) 325-4521. Fax: (503) 325-4525. The Oregon Division of State Lands also asserts title to the submerged and submersible acreage adjacent to the Skipanon Peninsula. Clatsop County owns the southwest portion (7.2 acres) and the City of Warrenton owns the area adjacent to the mooring basin. The Port of Astoria has an agreement to joint market the state land.

FINANCING

Qualifying businesses planning to start, expand, or relocate in Clatsop County can take advantage of a variety of financial incentives including reduction in property taxes, lower-than-conventional rate financing programs, partially-funded employee training programs, project specific grants, and low-interest loans for on-site infrastructure improvements provided by federal, state, and local agencies.

The East Bank of the Skipanon industrial site is located within the Astoria Area Enterprise Zone. Eligible businesses locating in an enterprise zone receive a property tax exemption for a minimum of three years and package of local incentives. At the discretion of the zone sponsor, a business meeting special criteria may receive a program extension.

FOR FURTHER INFORMATION CONTACT

Port of Astoria, 1 Portway, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

Clatsop County Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

ADJACENT LAND USES

There are residences, a city park, industrial activities and vacant land between Tansy Point and the Warrenton western city limits. A City of Warrenton owned industrial park which contains a log sorting, processing, and chipping operation and barge moorage facility occupies approximately 38 acres is under lease to Martin Nygaard for 30 years (1986).

TAXES AND VALUE

In 1990, prime waterfront land at Tansy Point is appraised at about \$20,000-\$24,000 per acre with a lesser value assigned non-waterfront land. The 1994-95 tax rate for property in the City of Warrenton is \$14.27 per \$1,000 of assessed value.

OWNERSHIP

The 10-acre site is owned by the City of Warrenton. If interested in leasing this land, please contact Gilbert Gramson, City Manager, Warrenton City Hall, Warrenton, Oregon 97146. Telephone: (503) 861-2233.

FINANCIAL INCENTIVES

Qualifying businesses planning to start, expand or relocate in Clatsop County can take advantage of a variety of financial incentives including reduction in property taxes, lower-than conventional-rate financing programs, partially funded employee training programs, project specific grants, and low-interest loans for on-site infrastructure improvements provided by federal and state agencies, the Port of Astoria and county governments. The Clatsop County Economic Development Council will provide information and assistance to firms.

The Tansy Point industrial site is located within the Astoria Area Enterprise Zone. Eligible businesses locating in an enterprise zone receive a 100% property tax exemption on nearly all kinds of new business investment (new buildings, renovations, and expansions, machinery and equipment, and increases in land values through site preparations) for a minimum of three years and a package of local incentives. At the discretion of the zone sponsor, a business meeting special criteria may receive a program extension for up to two years.

FOR FURTHER INFORMATION CONTACT

Clatsop County Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

The Columbia River Estuary Study Taskforce (CREST), 750 Commercial, Room 214, Astoria, Oregon 97103. Telephone: (503) 325-0435

ADJACENT LAND USES

There are residences, a city park, industrial activities and vacant land between Tansy Point and the Warrenton western city limits. A City of Warrenton owned industrial park which contains a log sorting, processing, and chipping operation and barge moorage facility occupies approximately 38 acres is under lease to Martin Nygaard for 30 years (1986).

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WARRENTON - PORT OF ASTORIA AIRPORT INDUSTRIAL PARK

LOCATION

The Astoria Regional Airport is located in Warrenton forming that city's southeast boundary. It is 5 miles southwest of Astoria separated by Youngs Bay and 100 miles to Portland by either U.S. Highway 101/26 or 30. The airport is bordered on the west by three creeks and U.S. Highway 101/26; on the south by the Airport Road and U.S. Highway 101 Alternate; on the north by Youngs Bay; and on the east by the Lewis and Clark River.

HISTORY

The Port of Astoria Airport is owned and operated by the Port. Construction of the airport began in late 1933. It has three runways. With the exception of the main runways, most of the improvements were constructed by the Navy when it occupied the airport from early 1942 until 1948. Scheduled air carrier services began in 1944. Several commercial carriers have served the airport intermittently since 1978 with the latest being Horizon Air in 1994. The Coast Guard, since 1966, has been the largest user of the airport since construction of an air station in 1966. A significant portion of the acreage has been leased for agricultural use.

CURRENT ZONING

The majority of the airport property is zoned I-1 (General Industrial). The city of Warrenton has permit authority for zoning and building permits at the airport. The Port of Astoria's Airport Master Plan has set aside land for general aviation, future aviation, commercial airport, airport and aviation-related facilities; and light industrial compatible with air transportation.

SITE DESCRIPTION

The Port of Astoria Airport covers a total of about 860 acres. Within this overall area about 50 acres to the south of the Coast Guard Station and north of the airport access road has been set aside for industrial park developments compatible with the existing airport operations. The airport is built on diked estuarine land, filled swampland, and sandy soils. The airport is at 10' above sea level in elevation and as a result the water table is at or near the surface. Approximately 25% of the 50 acres industrial park area has been identified as a freshwater wetland.

Five manufacturers and UPS are located at the airport. The Port recently completed construction of a 31,000 square foot building to serve as the world headquarters for Ag-Bag, the manufacturer of farm bagging equipment and storage bags for sealed feed storage.

UTILITIES

The airport is served by the Warrenton water system. An eight-inch water line runs along the north side of Airport Road. Water is treated with chlorination/fluoridation and lime.

The airport is connected to Warrenton's sewage treatment system with an eight-inch pressurized line. The City of Warrenton operates its own waste collection system. Garbage is hauled to a transfer station in Astoria to prepare waste for trucking to a landfill site outside of Clatsop County.

Electrical power is provided by Pacific Power and Light. The nearest 115 KV substation is two miles away. The airport is provided with a 12.5 KV three phase line. Natural gas is provided on an interruptible basis by Northwest Natural Gas. A four-inch line runs along the north side of Airport Road.

ACCESS

Existing access to the airport is primarily via Alternate U.S. Highway 101 to Airport Road. This route directs traffic through a residential area. The Port is pursuing approval and development of a new access road into the airport which would connect to US Highway 101. When constructed, this access route would open additional Port properties for commercial and industrial development. There is no water access to the airport because of the dike and shallow water. The Port of Astoria's docks are five miles away as is Burlington Northern Railroad service.

SERVICES

Security is provided by the Warrenton city police, the Clatsop County sheriff, and the Port of Astoria security force. The industrial park is within the City of Warrenton's volunteer fire district. The fire insurance classification is six. U.S. West Communications provides communication services.

ADJACENT LAND USE

Rural residences, agriculture land, recently logged forest land are adjacent.

TAXES AND VALUE

Port property becomes taxable when it is leased to a private firm. Current market value of the airport property ranges between approximately \$5,000 and \$30,000 per acre according to recent GNAT appraisals. Property within the City of Warrenton was taxed at a rate of \$14.27 per \$1,000 of assessed value in 1994-95.

OWNERSHIP

It is the Port of Astoria's policy to lease its land rather than to sell it. Contact: Jonathan Krebs, Executive Director, Port of Astoria, 1 Portway, Astoria, Oregon 97103. Telephone: (503) 325-4521. Fax: (503) 325-4525.

FINANCING

Qualifying businesses planning to start, expand, or relocate in Clatsop County can take advantage of a variety of financial incentives including reduction in property taxes, lower-than-conventional rate financing programs, partially-funded employee training programs, project specific grants, and low-interest loans for on-site infrastructure improvements provided by federal, state, and local agencies.

The Port of Astoria Airport Industrial Park is located within the Astoria Area Enterprise Zone. Eligible businesses locating in an enterprise zone receive a property tax exemption for a minimum of three years and a package of local incentives. At the discretion of the zone sponsor, a business meeting special criteria may receive a program extension of up to two years.

FOR FURTHER INFORMATION CONTACT

Clatsop County Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

WARRENTON - NORTH COAST BUSINESS PARK

LOCATION

The North Coast Business Park site abuts Highway 101/26 in Warrenton, five miles southwest of Astoria and 10 miles north of Seaside. It is approximately 100 miles to Portland by either U.S. Highway 30 or 26.

HISTORY

The current 275 acre Clatsop County ownership is a portion of the 660 acre industrial tract that was consolidated by Pacific Power and Light in the 1960's and then sold to the Alumax Corporation. Alumax invested over \$2 million in site preparation during the early 1970's, including land clearing, grading, and installation of drainage. When Alumax subsequently abandoned its plans to build an aluminum reduction facility on the site, it donated the property to the San Francisco YMCA. The property was then purchased by Western Resources and traded to Clatsop County for the site of a new county fairgrounds. However, the fairgrounds were located on other county property in 1995.

CURRENT ZONING

The site is outside of the Warrenton city limits but within the Warrenton Urban Growth Boundary and it is zoned for general industrial use. Recent wetland delineations completed during the development of Warrenton's wetland conservation plan indicated that about 25% of the site is covered by regulatory freshwater wetlands.

SITE DESCRIPTION

The majority of the site was cleared and graded in the 1970's and is now covered with stands of young alder trees and underbrush. The southern and eastern portions of the site consist of recently logged forest land and freshwater wetlands. The elevation of the site is 50' above sea level. It is on a base of clay and sandstone which is strong enough to support heavy construction. It does have drainage problems, however, the clay base is only slightly permeable and during heavy winter rains can collect some standing water. A system of surface drainfields would have to be installed.

UTILITIES

The City of Warrenton provides water via an eight-inch line at the north border of the site and a 12-inch interconnection point 2,000 feet to the west. Water is treated with chlorination/fluoridation and lime.

The City of Warrenton has existing sewer lines at the intersections of Marlin Avenue and Alternate US 101 (about 1,500 to the northeast) and Main Street and alternate US 101 (about 3/4 of a mile to the northwest). Because the Marlin Avenue sewer line is a pressure line that has less capacity than the 12-inch gravity line on Main Street, a proposed connection at the Main Street would need to be considered. The City of Warrenton operates its own waste collection system. Waste is transported to a transfer station in Astoria for preparation for hauling to a landfill site outside of Clatsop County.

Electrical power is provided by Pacific Power and Light. The nearest substation is at the north edge of the site adjacent to S.E. Jetty Avenue. It converts 115 KV to 12.5 KV three-phase for Warrenton and the site.

Northwest Natural Gas provides service on an interruptible basis. An eight-inch high pressure line runs along the southern border of the site with an interconnection point at the southwest corner.

ACCESS

The site has approximately one-half mile of frontage on U.S. Highway 101/26. The site is bordered on the northeast side by Highway U.S. 101 Alternate. Access is off Dolphin Road, and S.E. Jetty Avenue and 12th Street. There are small access roads on the site. The Port of Astoria's docks are four miles away. Burlington Northern Railroad serves Astoria which is four miles away. Horizon Air serves the Port of Astoria Airport, is two miles away from the site.

SERVICES

Security is provided by the Warrenton city police, the Oregon State Police, and the Clatsop County sheriff's department. The industrial site is partially within the City of Warrenton's volunteer fire district. The area's fire insurance classification is 6. U.S. West Communications provides communication service.

ADJACENT LAND USE

Residential and commercial areas, forest lands, Pacific Power and Light's service station and the State of Oregon Highway Division maintenance shops border of the site.

TAXES AND VALUE

The property was assessed at an average value per acre of \$2,322 in 1990 by the County Assessor's office. The 1994-95 tax rate is \$14.27 per \$1,000 of assessed value within the city limits and the tax rate outside the city limits is \$12.94 per \$1,000 of assessed value. While Oregon law requires assessed value to represent 100% market value, all properties are not physically appraised annually.

OWNERSHIP

Clatsop County: Contact William Barrons, County Manager, P.O. Box 179, Astoria, Oregon 97103. Telephone: (503) 325-1000.

FINANCIAL INCENTIVES

The North Coast Business Park is located within the Astoria Area Enterprise Zone. Eligible businesses locating in an enterprise zone receive a minimum three-year property tax exemption and package of local incentives. At the discretion of the zone sponsor, a business meeting special criteria may receive a program extension for up to two years.

Qualifying businesses planning to start, expand or relocate in Clatsop County can take advantage of a variety of financial incentives including reduction in property taxes, lower-than-conventional rate financing programs, partially-funded employee training programs, project specific grants, and low-interest loans for on-site infrastructure improvements provided by federal, state, and local agencies.

FOR FURTHER INFORMATION CONTACT

Clatsop County Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

WARRENTON - TANSY POINT

LOCATION

Tansy Point refers to the area in Warrenton between the boundary line for the community of Hammond and NW 13th Street. It is about three miles from U.S. Highway 101/26. Tansy Point is ten river miles from the mouth of the Columbia River.

CURRENT ZONING

Tansy Point is designated on the comprehensive plan and zoning map as I-3, Water Dependent Industrial, and uses are restricted to those requiring a waterfront location. The adjacent aquatic area out to the pierhead line is in a Development Aquatic designation. The site subject to provisions of the CREST Mediation Agreement which specifies certain conditions for the development of the area.

SITE DESCRIPTION

The area referred to as Tansy Point on the Columbia River has been identified as one of the best marine industrial sites on the lower Columbia because it is adjacent to the main ship channel and natural water depths of approximately 48 feet occur close to shore due to river and tidal current scouring.

An approximately 10-acre parcel between N.W. Warrenton Drive and the Columbia River and west of the Eben Carruthers Park is available for development. It is generally flat. This industrial site is on a base of sand and fill and is relatively high. The shoreline west of Tansy Point has been riprapped to retard erosion.

UTILITIES

The City of Warrenton provides water via a 10-inch line that parallels the main highway to provide service to the site. Water is treated with chlorination/fluoridation and lime.

Tansy Point is connected to the City of Warrenton's 15-inch line sewer line which is adjacent to NW Warrenton Drive. The secondary treatment plant is 3/4 of a mile from the site. The City of Warrenton operates its own waste collection system. Garbage is hauled to a transfer station in Astoria to prepare waste for trucking to a landfill site outside of Clatsop County.

Electrical power is provided to the site by Pacific Power and Light. Tansy Point has 12.5 KV three-phase power. Northwest Natural Gas provides service on an interruptible basis. A six-inch high pressure line is at the site.

ACCESS

The site is marine oriented with water depths in excess of 40 feet adjacent to the shore and can provide quick turnaround time for deepdraft ocean-going ships due to the site's proximity to the river mouth. Rail service is available in Astoria from Burlington Northern Railroad. Tansy Point is about three miles from the nearest major highway, U.S. 101/26. Traffic to Tansy Point must pass through downtown Warrenton. Horizon Air serves the Astoria Regional Airport, five miles to the southeast.

SERVICES

Security is provided by the city's police department with help from the Clatsop County sheriff's department. Tansy Point is within Warrenton's volunteer fire department district. Fire insurance classification is six. U.S. West Communications provides communication services.

PORT OF ASTORIA

LOCATION:

The Port of Astoria is located on Smith Point, the westernmost point of Astoria, next to the Columbia River's 40-foot channel, just 13 miles from the ocean. Present port-owned land is bounded on the west by Youngs Bay, on the North by the main channel of the Columbia River, on the south by Burlington Northern, and on the east by the Astoria Bridge.

HISTORY:

Founded in 1912, the Port of Astoria is ideally suited for shippers and terminal companies to distribute cargo to the heartland of the U.S.A. or the Pacific Rim. Over the years, the great majority of cargo movements through the port have been determined by the county's economic base. From 1965 to the present, the vast bulk of the Port activity has been the shipment of raw logs. Currently, Cavenham Forest Industries leases space on Pier 3 for a log sorting and loading operation.

CURRENT ZONING:

The water area is designated A-1, Aquatic Development and A-4, Aquatic Natural, and the land area is in a S-1, Marine Industrial designation.

SITE DESCRIPTION:

This waterfront site covers approximately 165 acres of shoreland and water area available for shipping and water-oriented commerce. The shoreland consists largely of fill material obtained from the river and is almost entirely developed for port facilities.

The Port of Astoria's marine terminals, consisting of five berths, are the most convenient in the Pacific Northwest to the Pacific Ocean's shipping lanes.

Existing facilities can accommodate a high level and broad range of shipping activity without further modification. Three piers extend to the main ship channel. The port provides a full-range of services: one million square feet of open dock space, 170,000 square feet of covered warehouse, a 50-ton capacity barge ramp, handling equipment, ship repair and bunkering services. The dredged depth of the slips is from thirty-five to forty feet. The Port's Pier 1, which is parallel to the Columbia River main stem, can accommodate ships up to 1,200 feet long and is specifically reinforced to provide for heavy-lift and unloading.

From 1984 to 1986, Astoria Oil Services, a division of Morrison Knudsen, leased this site for fabricating oil drilling and oil field service modules. The Pier 3 area fabrication yard is surfaced with asphaltic concrete and is further equipped with yard lighting, storm drains, and underground fire mains with hydrants at 300 feet spacings. Utility systems have been installed to distribute power (480V and 120 V), water, compressed air, oxygen, and acetylene underground in the construction yard as well as in the adjacent warehouse. A barge slip, which can accommodate 100' x 400' flat deck barges, is located in the northwest corner of the yard. One of the advantages of this yard for module construction is that it is not limited by overhead clearance between the site and the ocean.

UTILITIES:

The Port facilities are served by the City of Astoria with an eight-inch water line and a 30-inch sewer line. Waste is transported to a transfer station in Astoria for preparation for hauling to a landfill outside of Clatsop County. All electrical power is provided by Pacific Power. Northwest Natural Gas supplies natural gas on an interruptible basis and a six-inch line runs along West Marine Drive.

ACCESS:

Highway 101/26 is immediately south of the Port of Astoria facilities via Portway Street. Burlington Northern Railroad tracks run along the southern boundary of the facility. The Port's piers are adjacent to deep water and the main navigation channel. Horizon Air serves Astoria Regional Airport, five miles away.

SERVICES:

The City of Astoria provides police and fire protection. The Port does have its own security force. The fire insurance classification is five. Communication services are provided by U.S. West Communications.

ADJACENT LAND USE:

A mooring basin for commercial and recreational vessels, a restaurant and motel, and commercial/industrial businesses are adjacent.

OWNERSHIP:

It is the Port's policy to lease its land rather than to sell it. Contact: Jonathan Krebs, Executive Director, Port of Astoria, 1 Portway, Astoria, Oregon 97103. Telephone: (503) 325-4521. Fax: (503) 325-4525.

FINANCIAL INCENTIVES:

Qualifying businesses planning to start, expand or relocate in Clatsop County can take advantage of a variety of financial incentives including reduction of property taxes, lower-than-conventional-rate financing programs, partially funded employee training programs, project specific grants, and low interest-loans for on-site infrastructure improvements provided by federal and state agencies, the Port of Astoria, county government, and the cities. The Clatsop County Economic Development Council will provide assistance to firms.

The Port of Astoria is located in the Astoria Area Enterprise Zone. Eligible businesses locating in an enterprise zone receive a 100% property tax exemption on nearly all kinds of new business investment (new buildings, renovations, and expansions, machinery and equipment, and increases in land values through site preparation) for a minimum of three years and a package of local incentives. At the discretion of the zone sponsor, a business meeting special criteria may receive a program extension of up to two years.

FOR FURTHER INFORMATION CONTACT:

Clatsop County Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

SOUTH ASTORIA

South Astoria bordering Youngs Bay has three areas available for development. All three of the sites are located in the Astoria Area Enterprise Zone. There is no rail service adjacent to these sites. The 1994-95 tax rate in Astoria is \$18.71 per \$1,000 of assessed value. While Oregon law requires assessed value to be 100% market value, all properties are not physically appraised annually.

(A) A 12.52 acre parcel, much of which is submerged and tidelands, lies between the Fluhrer Brother's Cedar Shake mill and former Bumble Bee Shipyard. Highway 202 (Olney Avenue) forms the northern border and Youngs Bay forms the southern border. This parcel is unimproved and brushy, with approximately two to three acres of dry land. This property is zoned C-3, General Commercial. Water, sewer and electrical services are adjacent to the site. The 1992 assessed value is \$73,120. The property is part of an estate and is owned by Russell Fluhrer, Fluhrer Brothers, 10th and Olney, P.O. Box 263, Astoria, Oregon. Telephone: (503) 325-4011. The State claims ownership to all submerged lands.

(B) The site of Pacific Power and Light's old steam generating plant is another available location for development. This facility was decommissioned and shut down after 50 years of operation. An electrical substation is in use. The site is zoned C-3, General Commercial. Any development of the site must be approved by the Department of Environmental Quality. The parcel is on the south side of Astoria just west of the old Youngs Bay Bridge. It is bordered on the north by West Marine Drive. There are approximately seven acres from the top of the bank and about ten acres of tidelands. Water and sewer service and natural gas are available at the site. For further information contact: Pacific Power and Light, 988 Commercial, Astoria, Oregon 97103. Telephone: (503) 325-2088.

(C) The site of the former Bumble Bee ship repair yard, located on the south side of the Astoria peninsula adjacent to the old Youngs Bay Bridge and south of Highway 202 (Olney Avenue) totals 12.75 acres of land and water area, buildings, three marine ways ranging in capacity from 30 to 100 tons, docks, and floats. The buildings are of wood frame, metal clad construction. This site includes six acres of uplands. The parcel is zoned A-1, Aquatic Development, and S-2, Shorelands General Development, and is located on an authorized 12-foot channel which is not maintained to depth because of lack of use. Water and sewer service and natural gas are available on the site. In 1992, the assessed value was \$187,830. The sale price for the entire parcel is listed at \$857,000 and negotiable.

It is owned by Corderman Oregon, Inc., P.O. Box 950, Astoria, Oregon 97103. Contact: Robert Corderman, telephone: (503) 325-5205.

The Port's policy is to lease rather than sell its land. If you need more information, contact: Jonathan Krebs, Executive Director, Port of Astoria, 1 Portway, Port Docks, Astoria, Oregon 97103. Telephone: (503) 325-4521. Fax: (503) 325-4525.

The property owned by Bergerson Enterprises is available for lease or sale. The sale price is \$450,000 with owner financing available. For more information, contact: Dennis Bjork, Bergerson Enterprises, 55 Portway, Corner of Basin & Industry, Astoria, Oregon 97103. Telephone: (503) 325-7130.

EAST ASTORIA

East Astoria identifies the area which starts at 21st Street and runs east along the waterfront to the city's sewage lagoon at about 54th Street. Most of these waterfront sites are the result of filling former water areas with sandy dredged material. Shallow draft boat access is available throughout the area, but there is no direct deepwater access to the ship channel approximately 3,000 feet away. Four areas are available for development. The sites are fully serviced with rail access available. The land areas are designated General Commercial and Marine Industrial and the water areas Development Aquatic. All sites are located in the Astoria Area Enterprise Zone. The 1994-95 tax rate in the City of Astoria was \$18.71.

- (1) The first site is a little over one acre of vacant and an additional two acres of tidal flats and open water in the Columbia River between 29th and 30th Streets. It lies one block north off of Marine Drive. It is bounded on the south by a bottling company and on the north by the Burlington Northern's railroad tracks. The land area is zoned C-3, General Commercial and the water area is zoned A-1, Aquatic Development. There is direct access to the river if a marine-related industry should need it. It was valued in 1992 at \$179,650 by the County Assessor's office. The site may be entered from three different access ways. Adjacent to the site is a 40,880 square foot building of steel, clear span, concrete floor, two loading docks with doors. The building is currently leased to Columbia River Truss Company. There is a direct rail line into the building which borders U.S. Highway 30. The building is zoned marine industrial. This site is owned by Fred Van Horn, 437 30th Street, Astoria, Oregon 97103. Telephone (503) 325-4472.
- (2) The second site, located at 32nd and Leif Erickson, is a 3.98-acre parcel with four buildings. The site is bounded on the south by Leif Erickson (Highway 30), the Columbia River on the north and is adjacent to the Clatsop Educational Service District office. The site is zoned C-3, General Commercial and A-1, Aquatic Development. The 1992 assessed value was \$212,190. The total assessed value of the buildings is \$104,670. Included among the buildings are the A-1 Ready Mix and Bee-line Roofing warehouses. All buildings can be removed if desired. The sale price is listed at \$830,000. The property is owned by George Brugh, Bee-Line Roofing, 425 40th Street, Astoria, Oregon 97103. Telephone: (503) 325-3701.
- (3) The third site is 6.5 acres of tidal flats and open water in the Columbia River with about .2 of an acre of shoreland north of the railroad. A large number of pileheads are available to build on. That is this site's main advantage. It has road access along 33rd Street which forms its east border. The land area is zoned C-3, General Commercial and the water area is zoned A-1, Aquatic Development. The 1992 land value was \$4,000. This site is owned by a partnership of three persons: Ernest Stempel, Dennis Beach, and Ray Beach. For more information contact Dennis Beach: 7238 SW 13th Avenue, Portland, Oregon 97219. Telephone: (503) 245-2621.
- (4) The East End Mooring Basin site is an assembled site of approximately 19 acres bounded on the west by 35th street and on the east by 41st street. The Columbia River forms the northern boundary and Highway 30 the southern boundary. Burlington Northern Railroad tracks run along the site on the edge of the shore. The land area is zoned S-1, Marine Industrial, and G-1, General Industrial, and the water area is A-1, Aquatic Development. The site is fully serviced with a 12-inch diameter water main and an 18-inch sewer collector adjacent to the site. The Port of Astoria maintains a mooring basin for commercial fishing vessels. The Port of Astoria owns the land between 35th and 36th streets and the OSU Seafoods Lab is found between 36th and 37th streets. The area between 37th and 41st is owned by the Port of Astoria, Howard Lovvold, and Bergerson Enterprises and the City of Astoria. While much of the land is vacant, a portion of it is being used as a mobile home park. The largest unimproved tract between 39th and 41st is 9.21 acres owned by the Bergerson Enterprises and the City of Astoria and had a 1992 assessed value of \$292,650.

UNINCORPORATED CLATSOP COUNTY - MILES CROSSING

LOCATION:

The Miles Crossing site is located three miles from the downtown area of Astoria. It is located on Alternate U. S. Highway 101, formerly the main southerly entrance to Astoria, just a few hundred feet north of the intersection of the same name. The area is reached by following West Marine Drive east along Youngs Bay in Astoria, taking a right at the "Y" intersection, and heading south across the old Youngs Bay Bridge.

CURRENT ZONING:

The site is designated L-I, light industrial. Clatsop County is responsible for its zoning and building permits.

SITE DESCRIPTION:

The 14.46 acre site is a low area between Alternate U.S. Highway 101, which forms its southern boundary and Nowlen's Slough, which bounds it on three sides. A gravel access road has been developed into the site. Four parcels have been sold in recent years and a total of about eight acres remain for sale. The adjacent water and low land mean that the site is considered to be on a floodplain. The Miles Crossing site is situated on a clay subsoil base that is on a broad peninsula between the Youngs River and Lewis and Clark River. Elevation is 10 feet above sea level.

UTILITIES:

Water can be supplied by a six-inch feeder line at Highway 101. The site is serviced by the Lewis and Clark Water district. Large water users on the site would probably not be able to obtain water service.

The site has no sewer system. Lying outside the Astoria city limits and across the Youngs River means a sewer system would be costly to install. The Oregon Department of Environmental Quality will review sewerage alternatives for this site. Solid waste disposal is provided by a private hauler to transfer stations in Astoria to prepare the waste for hauling to a landfill outside of Clatsop County.

All electrical power is provided by Pacific Power and Light. The nearest line is a 230 KV, adjacent to the site. Natural gas is available on an interruptible basis from Northwest Natural Gas by an eight-inch high pressure feeder line.

ACCESS:

Access is from Alternate U.S. Highway 101. Horizon Air serves the Astoria Regional Airport, two miles away. Also two miles away is the deepwater Port of Astoria. Burlington Northern Railroad serves Astoria, but not the site.

SERVICES:

Police protection is provided by the Clatsop County sheriff's department and the Oregon State Police. The site lies within the Lewis and Clark volunteer fire district. The fire insurance rate is 8. U.S. West Communications provides telephone service in the area.

ADJACENT LAND USE:

This site is in an area of small commercial establishments, residences, and land set aside for exclusive farm use.

TAXES AND VALUE:

The assessed value of this industrial land was \$182,540 for 1992. The site was taxed at a rate of \$11.95 per \$1,000 of assessed value in 1994-95. While Oregon law requires assessed value to represent 100% market value, all properties are not physically appraised annually.

OWNERSHIP:

The industrial location is owned by George Brugh. He intends to develop the land through leases or sales. Rates and prices are negotiable, and it is suggested that he be contacted directly at 425 40th, Astoria, Oregon 97103. Telephone: (503) 325-3701

FINANCIAL INCENTIVES:

Qualifying businesses planning to start, expand or relocate in Clatsop County can take advantage of a variety of financial incentives including reduction in property taxes, lower than conventional rate financing programs, partially funded employee training programs, project specific grants, and low-interest loans for on-site infrastructure improvements provided by federal and state agencies, the Port of Astoria and county government. The Clatsop County Economic Development Council will provide information and assistance to firms.

FOR FURTHER INFORMATION CONTACT:

Clatsop County Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

ASTORIA WHARF AND WAREHOUSE

LOCATION:

The Astoria Wharf and Warehouse site is located on the Columbia River in Astoria, just north of Marine Drive (U.S. Highway 30) on Fourth Street.

HISTORY:

This site is the location of what is thought to be the oldest remaining building on the city's waterfront. Between 1892 and 1949, seven different can companies used the brick warehouse primarily for a storage facility for tin plate and other materials used to make cans for the salmon industry. The building since has been used to store a variety of products such as cars, seed and construction gear. The adjacent wood and concrete pier was used by Astoria Seafoods until 1984, when fire destroyed its processing plant. The present owners, in 1987, proposed converting the building into professional and retail space and a restaurant.

CURRENT ZONING:

The land portion of the site is zoned C-2, Tourist Commercial and the water portion is A-2A, Aquatic 2A Development.

SITE DESCRIPTION:

The property has 200 feet of Columbia River frontage, is 310 feet deep on the east line and 330 feet on the west, and has a wharf which has space for approximately 30 cars. Heavy timber piers cover the majority of the property. They can be capped and expanded wharf facilities can be built.

There are two buildings: a newer building which is under a long-term lease for fish buying and processing and the warehouse which is on the National Register of Historic Places. The 98-year-old brick warehouse has approximately 10,000 square feet with 5,000 on the main level and 5,000 upstairs. There is a concrete treatment over the brick exterior. There are 14-inch walls on the main level and 10-inch walls on the upper level. The foundation is 36-inch thick stone, with heavy timber piers. The dimensions of the exterior are 50 feet by 105 feet.

UTILITIES:

The City of Astoria provides water and sewer to the site. A six-inch water line and an eight-inch sewer line serve the site. A private hauler transports garbage to a transfer station in Astoria where waste is prepared for trucking to a landfill site outside of Clatsop County.

Electrical power is provided by Pacific Power and Light Company. Northwest Natural Gas provides service on an interruptible basis.

ACCESS:

Access to the site can be gained by following Marine Drive west and turning north onto Fourth Street, which forms the site's eastern boundary. The Columbia River forms the northern boundary with the main shipping channel adjacent. Burlington Northern Railroad forms the southern boundary. The Port of Astoria is less than five minutes away. Horizon Air serves the Astoria Regional Airport, six miles away.

SERVICES:

The City of Astoria provides security and fire protection. Fire insurance classification is five. U.S. West Communications provides communication services.

ADJACENT LAND USE:

The site is adjacent to the Columbia House Condominiums, Burger King, other commercial establishments and a hotel, convention and restaurant facility has been proposed nearby.

TAXES AND VALUE:

The 1992 assessed value according to the county assessor's office was \$71,330. The 1994-95 tax rate within the City of Astoria is \$18.71 per \$1,000 of assessed value. While Oregon law requires assessed value to represent 100% market value, all properties are not physically appraised annually.

OWNERSHIP:

Astoria Wharf and Warehouse is selling the site for \$850,000. For more information contact: Pat Lavis, 1139 Exchange, Astoria. Telephone (503) 325-8600.

FINANCIAL INCENTIVES:

Qualifying businesses planning to start, expand or relocate in Clatsop County can take advantage of a variety of financial incentives including reduction in property taxes, lower than conventional rate financing programs, partially funded employee training programs, project specific grants, and low-interest loans for on-site infrastructure improvements provided by federal and state agencies, the Port of Astoria and county government. The Clatsop County Economic Development Council will provide information and assistance to firms.

The Astoria Wharf and Warehouse site is located in the Astoria Area Enterprise Zone. Eligible businesses locating in an enterprise zone receive a 100% property tax exemption on nearly all kinds of new businesses investment (new buildings, renovations, and expansions, machinery and equipment, and increases in land values through site preparation) for a minimum of three years and a package of local incentives. At the discretion of the zone sponsor, a business meeting special criteria may receive a program extension for up to two years.

FOR FURTHER INFORMATION CONTACT:

Clatsop Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

ASTORIA - TONGUE POINT

LOCATION

Tongue Point forms the northeastern city limits of Astoria. The site is located near river mile 18 on the south bank of the Columbia River and 1/2 mile off Highway 30. The "Point" is a promontory or peninsula which extends into the deep water of the Columbia River estuary.

HISTORY

Tongue Point was originally occupied as an U.S. Naval Base before and during WWII and later as a MARAD storage basin.

CURRENT ZONING

Tongue Point has a special plan and zoning designation, "Tongue Point Development Zone". Development is regulated by the Marine Industrial Shorelands Zone, S-1, and an Aquatic Development Zone, A-1. Generally, the area must be developed as a water-dependent industrial site, although some non-water dependent development is permitted under certain conditions. However, some of the adjacent water area to the southern site is zoned Aquatic Conservation, which would require rezoning for development.

SITE DESCRIPTION

The Tongue Point area consists of approximately 155 acres of land and a large area of water. Tongue Point has the potential to become one of the best deepdraft marine industrial sites on the Columbia River. It consists of two sections, North and South Tongue Point. Soils are clay with basaltic base rock. The southern area is filled tidelands created when the Navy dredged in World War II.

The North Tongue Point site consists of approximately 45 acres of upland, plus the first five finger piers. Thirty acres of the property is paved with a six-inch non-reinforced concrete apron on sand fill which a geotechnical study shows can sustain module movement loading of 11.5 kips per square foot. Fifteen acres at the south end is unpaved.

There are large two hangar buildings. Both are steel-frame construction with transite, brick, reinforced concrete. Located at the north end is hangar 2, which contains 38,400 square feet of open space and 16,450 square feet of office space. Located in the center of the site is hangar 3, with 36,400 square feet of open space and 19,200 square feet of office space. There are four towers with four stories each at the corners of both hangars. The open bays of both hangars are approximately 35 feet high. Each building has full-height rolling access doors; ceiling height in the work area is approximately 32 feet. The larger hangar was remodeled to serve as four sound stages for movie production work in 1992.

A barge slip is in place. The concrete piers are founded on steel piling and in good condition. They are approximately 30 feet wide and 1,350 feet long. The distance between the piers is about 550 feet, and the water depths average 12 feet at low tide. There are various chain link fences throughout the property. All fencing is 6' and extension fencing contains strands of barbed wire on the top for security.

South Tongue Point includes approximately 60 acres of uplands and 50 acres of tidelands. Federal funding has been received to establish Phase I of a Marine Environmental Research and Training Station which will be the anchor tenant. Construction of 13,000 square feet of space for Clatsop Community College's existing maritime science program and office and work space for Oregon Graduate Institute and Portland State University is underway. The Marine Environmental Station will provide a valuable resource for marine and environmentally-related commercial and industrial enterprises. Other partners will be the Coastal Studies and Technology Center and Oregon Graduate Institute's Center for Coastal and Land-Margin Research.

UTILITIES

Water is available from the City of Astoria, which has a large amount of excess capacity in its water system. A main would have to be extended some distance for large users although the city presently provides water to the adjacent Job Corps Center. Two 400,000 gallon water tanks located west of the site supply water via a 12" steel and a 6" transite pipe. A fire protection system of 16 hydrants, positioned throughout the site, will supply water at a measured pressure of 125 pounds per inch.

Sewer service is provided by the City of Astoria. There is also considerable excess capacity in the sewage treatment system. Both hangars have individual sewer pump stations that were reconditioned in 1985. Each pump station contains two submersible pumps that are responsible for pumping sewage from the hangars to a mainline. The mainline runs north to the Job Corps site where sewage is pumped again to the Astoria Sewage Treatment Plant. Garbage is hauled to a transfer station in Astoria to prepare it for trucking to a landfill site outside of Clatsop County.

Pacific Power and Light provides service to the site. Electricity enters the site at the north and south ends of the property. The electricity is in a "loop" allowing uninterrupted power in the event one of the lines is damaged or otherwise disconnected. The power services the two hangars and a quonset, both located south of hangar 3. The electrical supply at hangar 2 is a 277/480 500 KVA 3-phase transformer with three step down transformers inside the hangar. Hangar 3 has a smaller transformer that keeps the sewer pump station active at all times. Northwest Natural Gas provides service on an interruptible basis via a six-inch high pressure feeder line.

ACCESS

In addition to its deepwater port potential, Tongue Point also is adjacent to a Burlington Northern rail line and U.S. Highway 30. The 1.75 mile channel (34' depth) and turning basin (25' depth) which connects the piers of the North Tongue Point site with the Columbia River ship channel was dredged in 1989 by the Corps of Engineers as a part of the proposal for a car import facility. Horizon Air serves the Astoria Regional Airport, 9 miles away.

SERVICES

Astoria provides police and fire protection. Astoria's fire insurance rating is five. Telephone service is provided by U.S. West Communications.

ADJACENT LAND USE

The property is located between the federal Tongue Point Job Corps facility on the west, Mill Creek and the Corps of Engineers Field Station on the east.

TAXES AND VALUE

North Tongue Point as a publicly owned site is subject to property taxes when leased to a private firm. The 1.7 acres, including hangar 2, leased by the Ogilvie Company for steel fabrication was assessed at \$468,370 for 1992. The tax rate in 1994-95 was \$13.71 per \$1,000 assessed value.

OWNERSHIP

North and South Tongue Point are owned by the State of Oregon. The land is administered by the Division of State Lands, 775 Summer Street, Salem, Oregon 97310. Telephone: (503) 378-3805.

Cresmont, a Seattle-based marine industrial company has a 30-year lease with the Oregon Division of State Lands to market the North Tongue Point site for new business tenants including marine construction.

bioremediation, a tug boat fleet, and a Burlington Northern railroad terminal and repair facility. Pacific Marine and Steel, Inc., announced it would locate its marine division and prefabricated building division at the facility in May 1995. The firm has a five-year lease, with a five-year option for hangar 3, 4.5 acres of outdoor space, including the use of the piers and launching ramp as needed.

Contact: William J. Kelley, Cresmont, 1300 Dexter Avenue North, #205, Seattle, Washington. Telephone (206) 284-2188.

FINANCIAL INCENTIVES

Qualifying businesses planning to start, expand or relocate in Clatsop County can take advantage of a variety of financial incentives including reduction in property taxes, lower-than-conventional-rate financing programs, partially-funded employee training programs, project specific grants, and low-interest loans for on-site infrastructure improvements provided by federal and state agencies, the Port of Astoria, and county government.

The Tongue Point industrial site is located within the Astoria Area Enterprise Zone. Eligible businesses locating in an enterprise zone receive a 100% property tax exemption on nearly all kinds of new business investment (new buildings, renovations, and expansions, machinery and equipment, and increases in land values through site preparations) for a minimum of three years and a package of local incentives. At the discretion of the zone sponsor, a business meeting special criteria may receive a program extension of up to two years.

FOR FURTHER INFORMATION CONTACT

Clatsop County Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

Clatsop Community College, Tony Laska, 1653 Jerome, Astoria, Oregon 97103. Telephone: (503) 325-0910.

City of Astoria Community Development Department, City Hall, 1095 Duane, Astoria, Oregon 97103. Telephone: (503) 325-5821.

Columbia River Estuary Study Taskforce, Post Office Building, 750 Commercial, Room 214, Astoria, Oregon 97103. Telephone: (503) 325-0435.

Division of State Lands, David Blum, 775 Summer Street, Salem, Oregon 97103. Telephone: (503) 378-3805.

UNINCORPORATED COUNTY - BRADWOOD

LOCATION

Bradwood is approximately 24 miles east of Astoria and three miles north of U.S. Highway 30 on the Columbia River. Bradwood is located 38 river miles from the mouth of the Columbia. The nearest communities to the east are Wauna (four miles) and Westport (eight miles). Farther east are Longview, Washington (27 miles) and Portland, Oregon (72 miles).

HISTORY

Bradwood is the former location of a large lumber mill. The site's name is derived from the mill's original owners, Bradley and Woodard.

CURRENT ZONING

Bradwood, from the railroad tracks to the river and south of the railroad tracks to the Bradwood Cliffs, is zoned M-I, Marine Industrial. The existing mill pond and the Columbia River frontage along the industrial site are zoned A-D Aquatic Dependent.

SITE DESCRIPTION

Approximately 30-40 acres of shoreland, a mill pond and a 200' wide access channel make up the Bradwood industrial site. This industrial site is only a small portion of the Bradwood area. Most all usable land has been filled with sandy dredged material. The site's base is on clay, soil, silt, and sand over a layer of basaltic bedrock. The industrially zoned portion of the property is a relatively flat bench area with an average elevation about 10 feet above the Columbia River high water level. The remainder of the property slopes steeply uphill to the south and it is zoned for forest use. Clatsop County land use approval has been obtained for commercial rock quarrying of the basalt rock deposits that adjoin the industrial area to the immediate southeast. Freshwater wetland areas along the Hunt Creek marsh adjoin the industrial area to the southwest. Bradwood is suitable for industry that needs marine access combined with railroad siding but limited highway access and limited or self-contained public facilities. The site has been identified as suitable for port development in the Lower Columbia River Ports Region Development Study by the Oregon Department of Transportation (1975).

UTILITIES

Utility availability is limited at Bradwood. There is no water system in the area. Hunt Creek provided power and water for the Lumber Mill. However, little is known about its stream flows. The area has direct access to the Columbia River which, although tidal, is free from salinity intrusion and usable for industrial purposes. Any use of Hunt Creek or the Columbia would require county, state, and federal permits. What water the residents of the area have is from local springs and Hunt Creek by residual water rights.

Bradwood has no sewage or waste treatment other than septic tanks. Since this is an area of high groundwater, this form of disposal is no longer acceptable. An industry locating here would have to install its own treatment plant to comply with county, state, and federal standards. Service is available from private haulers to transport garbage to a transfer station in Astoria to prepare the waste for trucking to a landfill site outside of Clatsop County.

Single-phase electrical power is provided to the site by Pacific Power and Light. The nearest substation is four miles away at the James River Wauna Mill and is fed by a 115 KV line. Gas is provided by Northwest Natural Gas with a pipeline (12 inches in diameter) 3 miles south of Bradwood. Currently, the area is not served by Northwest Natural Gas and would require installing three miles plus of pipe.

ACCESS

Bradwood has about 6,000 feet of river frontage on the 40-foot main Columbia River ship channel with about 2,500 feet adjacent to the industrial land. The site has about 7,000 feet of railroad frontage with about 2,200 feet accessible from both sides and another 1,300 feet accessible on the southwest side only. The other 3,500 feet of railroad frontage is of limited use due to steep and/or narrow flatland along side.

Bradwood is at the end of a three-mile long asphalt county road connects with U.S. Highway 30 due south. Improvements to this County road would be necessary to accommodate any significant industrial traffic loads. Since the railroad passes through the site and the Columbia borders it, barge and rail traffic may be the preferred method of transportation.

SERVICES

Police protection is provided by the Clatsop County sheriff's department and Oregon State Police. Bradwood is not within a fire protection district. The nearest district is four miles away in Wauna. The fire insurance classification is 10, highest in the county as are all areas outside a fire protection district. U.S. West Communications will provide communication service.

ADJACENT LAND USE

The adjacent land is forest land, portions of which have been recently logged.

TAXES AND VALUE

In 1990, the Clatsop County Assessor's office estimates place the value of a portion of the industrial land at an average of approximately \$16,000 per acre. The 1994-95 tax rate was \$10.74 per \$1,000 of assessed value. While Oregon law requires assessed value to represent 100% market value, all properties are not physically appraised annually.

OWNERSHIP

The Bradwood property is owned by Bradwood Incorporated, K. Leahy, R. Culberson and V. Surface. Inquires regarding the property can be made to Ken Leahy, Ken Leahy Construction, P.O. Box 489, Cornelius, Oregon 97113 (503) 357-2193.

FINANCIAL INCENTIVES

Qualifying businesses planning to start, expand or relocate in Clatsop County can take advantage of a variety of financial incentives including reduction in property taxes, lower-than-conventional rate financing programs, partially-funded employee training programs, project specific grants, and low-interest loans for on-site infrastructure improvements provided by federal and state agencies, the Port of Astoria, and county government.

FOR FURTHER INFORMATION CONTACT

Clatsop County Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.

UNINCORPORATED COUNTY - DRUCKER PROPERTY
(River Point Commercial Center)

LOCATION

The Drucker property is as an industrial site located in a rural neighborhood, approximately three miles south of Astoria, on State Highway 202, at the junction of the Youngs and Walluski Rivers.

HISTORY

The Drucker industrial site was a World War II, U.S. Navy Hospital complex. In 1956, the Drucker Company moved from St. Louis to manufacture centrifuges at the site. The company was sold to Coulter in 1973, which moved the centrifuge manufacturing operation to its facility in Florida.

CURRENT ZONING

The Drucker property is zoned as Light Industrial-Planned Development. Clatsop County is responsible for its zoning and building permits. This site is ideal for a light industry or housing development.

SITE DESCRIPTION

The 55-acre site is situated on a clay-sandstone base that slopes slightly downward in a westerly direction. Its highest elevation is 56 feet above sea level and its lowest is 14 feet above sea level. It has good drainage characteristics, especially owing to its storm sewers, and no possibility of sliding.

Currently, only four buildings of the hospital complex exist with two maintained in good condition. Some concrete foundations of former buildings still exist and are connected by concrete walks and asphalt roadways. The maintained buildings are: (1) the main building, formerly the hospital's food complex, and (2) a gymnasium/auditorium. Other structures are: a usable incinerator building and a brick building.

The main building is wood-frame construction with millboard siding. Its 50,000 square feet are in an L-shaped floor plan. Interior ceilings vary from 11 feet to 16 feet depending on the area. There is a finished basement under half of the building. Most floors are concrete as are the foundations. This building has two truck loading docks, one on the main level and one on the basement level. The gymnasium/auditorium is also a wood-frame structure on a concrete foundation. It has hardwood floors and a 23-foot ceiling and is 7,200 square feet with some basement space. A brick-walled building is a third structure. It is approximately 7,000 square feet with a concrete floor, 13-inch thick walls, and a 28-foot ceiling with a concrete and asphalt floor.

The site has an internal paved road system.

UTILITIES

The site's facilities are capable of handling approximately 2,000 people. The site does have an installed water system for both drinking and fire purposes. It receives water service from the City of Astoria. The site is served by a ten-inch main with 180 pounds of pressure reduced to 65 pounds for usage. The lateral water lines are eight-inches and the perimeter ones are ten-inches. This water is treated by both chlorination and fluoridation.

The Drucker site is serviced by its own sanitary facilities. The sewer plant is now operating and is approved by the Department of Environmental Quality. The system is an aerobic secondary treatment plant suitable for 900 people. It is immediately expandable to service over 1,000 people. Modernizing and updating of the system was completed in 1978. Further modification and/or expansion of either the treatment plant or the collection system would require approval by the DEQ. A separate storm sewer system services the site.

The on-site incinerator probably will not meet DEQ air quality regulation and upgrading may be necessary. Garbage is hauled to a transfer station in Astoria for trucking to a landfill site outside of Clatsop County. All electrical power is provided by Pacific Power and Light. The nearest line is 230 KV less than one-half mile away. At present, electric power to the site is 12.5 KV three-phased reduced to 120/220. Natural gas is provided to the area on an interruptible basis by Northwest Natural Gas and the Drucker site is less than one-half mile from an eight-inch high pressure feeder line.

ACCESS

The Drucker site is three miles south of Astoria and six miles from the downtown district and Burlington Northern Railroad. Horizon Air serves the Astoria Regional Airport, ten miles away. There is approximately 200 feet of frontage on Youngs River. An authorized channel exists in Youngs River next to the site, but little traffic has used it in recent years. The channel was last dredged in 1967. The nearest deepwater facilities are the Port of Astoria six miles distant.

SERVICES

Police protection is provided by the Clatsop County sheriff's department. The industrial site has 24 fire hydrants installed and 21 are pressurized. The main building complex has a complete sprinkler system and the auditorium has a separate water line and hose stands for fire protection. The fire insurance classification of the site is excellent with local protection having been furnished by a state agency one mile away. U.S. West Communications provides communications to the site.

ADJACENT LAND USE

Residential and farm areas are adjacent to the site.

TAXES AND VALUE

The Drucker site's assessed value in 1992 was 3923,100 according to the County Assessor's office. The site was taxed at a rate of \$10.74 per \$1,000 of assessed value in 1994-95. While Oregon law requires assessed value to represent 100% market value, all properties are not physically appraised annually.

OWNERSHIP

The site is owned by the "Three D Corporation" contact: Ken Drucker, Three D Corporation, 786 Fifth Street, Astoria, Oregon 97103. Telephone: (503) 325-2874 or 325-4986. The listing agent is Ron Still, John C. Scott Real Estate, Suite 250, 10260 S.W. Greenburg Road, Portland, Oregon 97223; Telephone: (503) 245-5200.

CURRENT LEASES

Harry Henke IV currently leases the property with an option to purchase. Mr. Henke has proposed a 76-unit residential development for the property along with a commercial center. There are three tenants leasing portions of the main building. The light industrial/commercial center has spaces ranging in size from 600 square feet 18,000 square feet available. Contact: Harry Henke IV Land Development, 905 26th Avenue, Seaside, OR 97138. Telephone: (503) 738-5977. Fax: (503) 738-6055.

FINANCIAL INCENTIVES

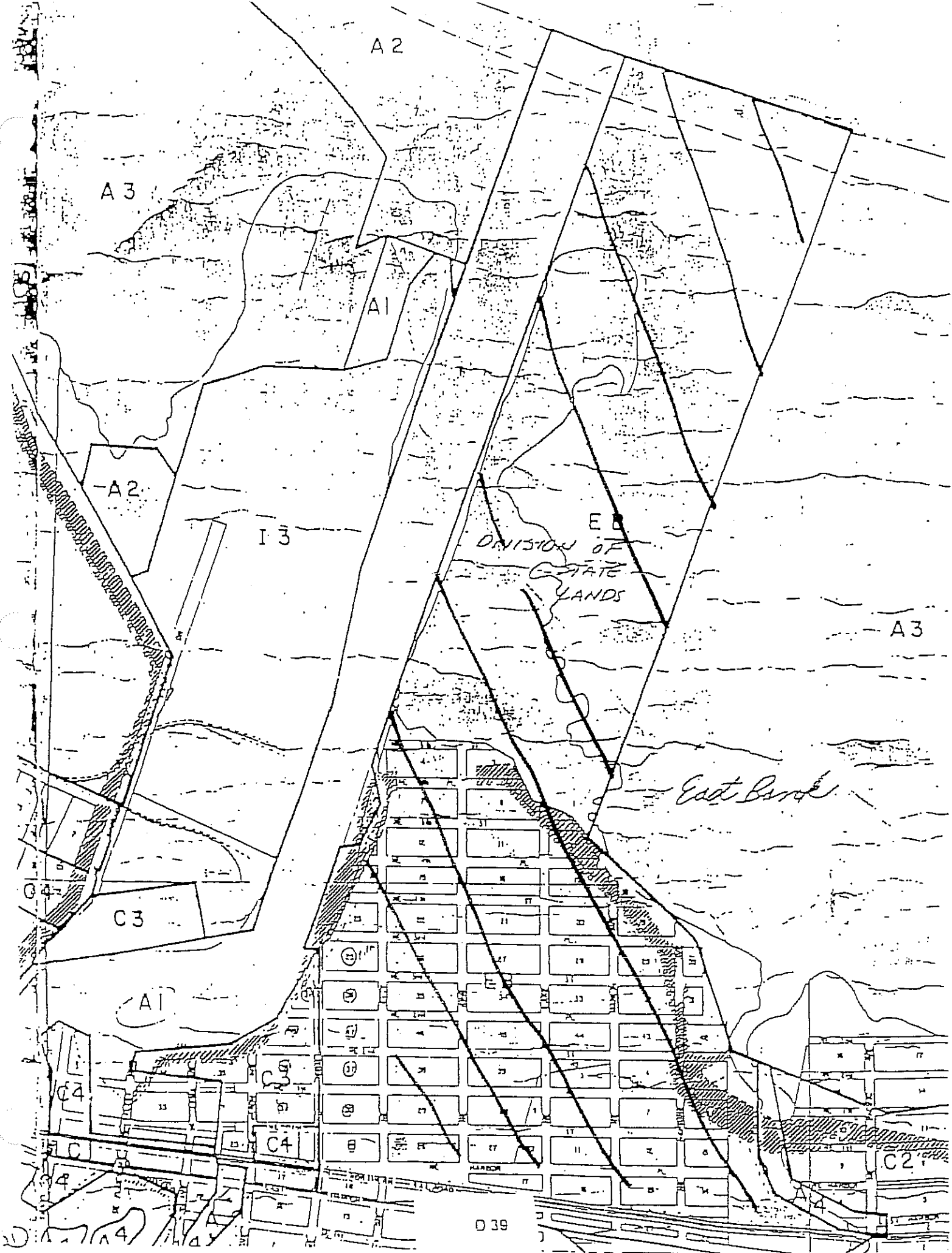
Qualifying businesses planning to start, expand or relocate in Clatsop County can take advantage of a variety of financial incentives including reduction in property taxes, lower than conventional rate financing programs, partially funded employee training programs, project specific grants, and low-interest loans for on-site infrastructure improvements provided by federal and state agencies, the Port of Astoria and county

government. The Clatsop County Economic Development Council will provide information and assistance to firms.

The Drucker industrial site is located within the Astoria Area Enterprise Zone. Eligible businesses locating in an enterprise zone receive a 100% property tax exemption on nearly all kinds of new business investment (new buildings, renovations, and expansions, machinery and equipment, and increases in land values through site preparations) for a minimum of three years and a package of local incentives. At the discretion of the zone sponsor, a business meeting special criteria may receive a program extension of up to two years.

FOR FURTHER INFORMATION CONTACT

Clatsop County Economic Development Council, 100 16th Street, Astoria, Oregon 97103. Telephone: (503) 325-7870. Fax: (503) 325-2989.



UP COUNTY

LAND LLED
500-01
500-02
500-03
500-04
500-05
500-06
500-07
500-08
500-09
500-10

PROPERTY
OF THE
CLATSOP COUNTY
ASSESSORS OFFICE

NORTH
↑

SEE MAP 10 25

Port Gravel Park

5-02

5-01 5-02

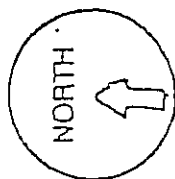
SEE MAP 10 35

CLATSOP COUNTY
Section 9 T.8N. R.6W. W.M.

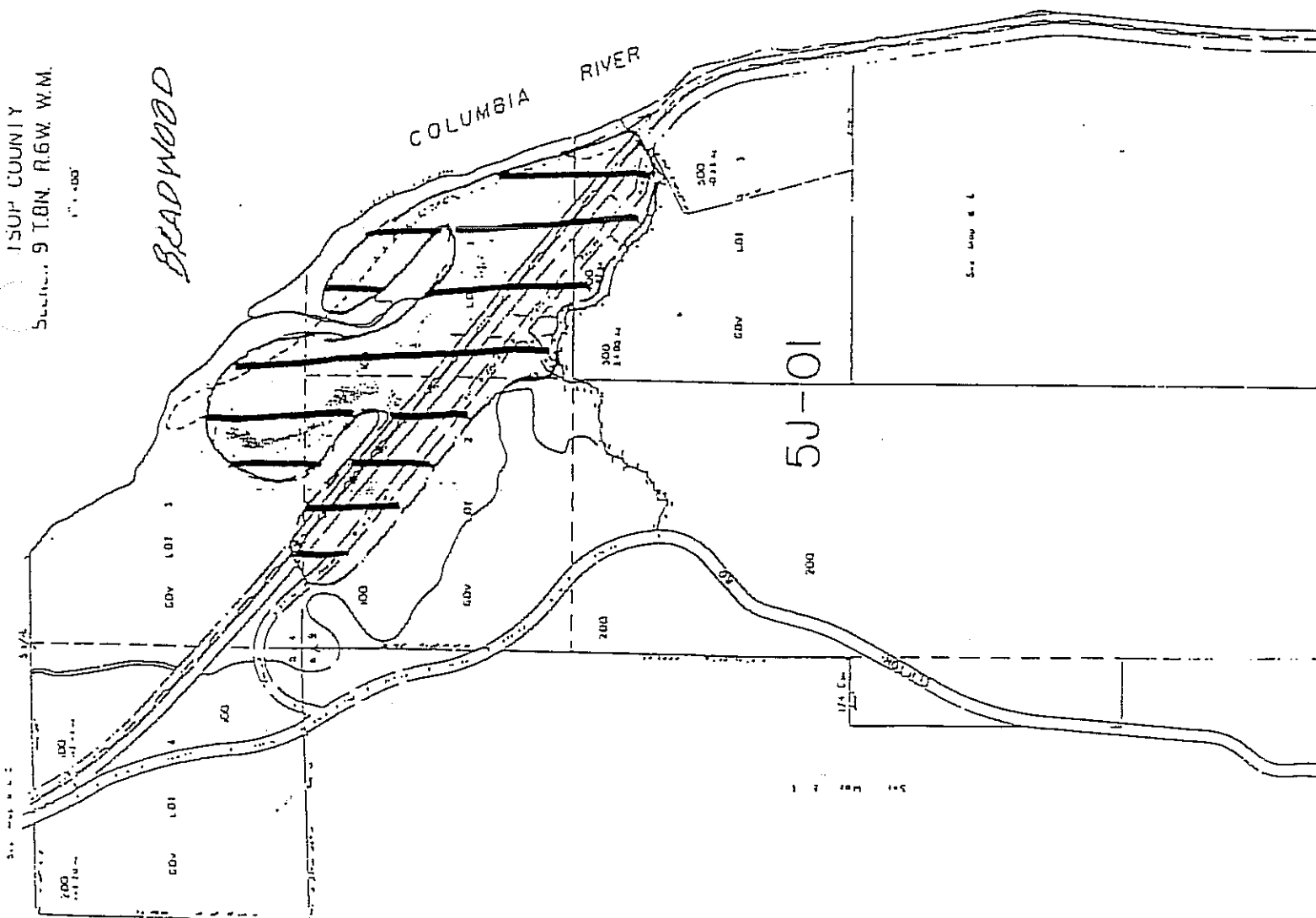
1" = 400'

BRADWOOD

PROPERTY
OF THE
CLATSOP COUNTY
ASSESSORS OFFICE



CLATSOP COUNTY
ASSESSORS OFFICE



Astoria Wharf & Warehouse Co.

100
0.50 AC.

SEE MAP
8 9 TDA
SUPP. NO. 1

200
0.59 AC.

300
0.54 AC.
400
0.33 AC.

500
1.31 AC.

600
1.08 AC.

BULKHEAD

LINE

LINE

BURLINGTON NORTHERN
RAILROAD

ST.

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| 8 | 7 | 6 | 5 |

ST. 2nd

| | | | |
|-----|---|---|---|
| 1 | 2 | 3 | 4 |
| 800 | | | |
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ST. 3rd

| | | | |
|-----|---|---|---|
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| 900 | | | |
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ST.

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ST.

MARINE

3600

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| 3800 | | | |
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(CONCOMOLLY ST.)

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IO (ASTOR ST.)

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| 2300 | | | |

DR.

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| 1300 | | | |
| 1400 | | | |

COLUMBIA RIVER

CLAC
07
300

PROPERTY
OF THE
CLATSOP COUNTY
ASSESSORS OFFICE



COLUMBIA RIVER

1-02

Jorge Pte.

COLUMBIA RIVER

HIGHWAY

1-2

OREGON COAST HIGHWAY No. 101

5-01

Brugh

ASTORIA

COMMERCIAL ADDITION

YOUNGS RIVER LOOP ROAD

NORTH
5-01
5-02

COUNTY ROAD No. 312

10.32 K.

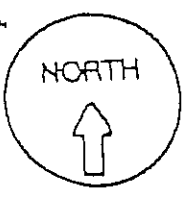
OF THE
CLATSOP COUNTY
ASSESSORS OFFICE

RIVER

COLUMBIA

PIERHEAD

LINE



LINE

BULKHEAD

ASTORIA

PORT OF UPPER

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Bugher

BURLINGTON NORTHERN
RAILROAD

AMERICAN
CAMP

LIEF

ERIKSON

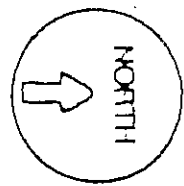
OR

COMMERCIAL

ADAMS

MARY ANN
ADAMS

PROPERTY
OF THE
CLATSOP COUNTY
ASSESSORS OFFICE



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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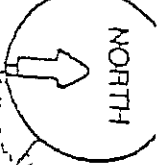
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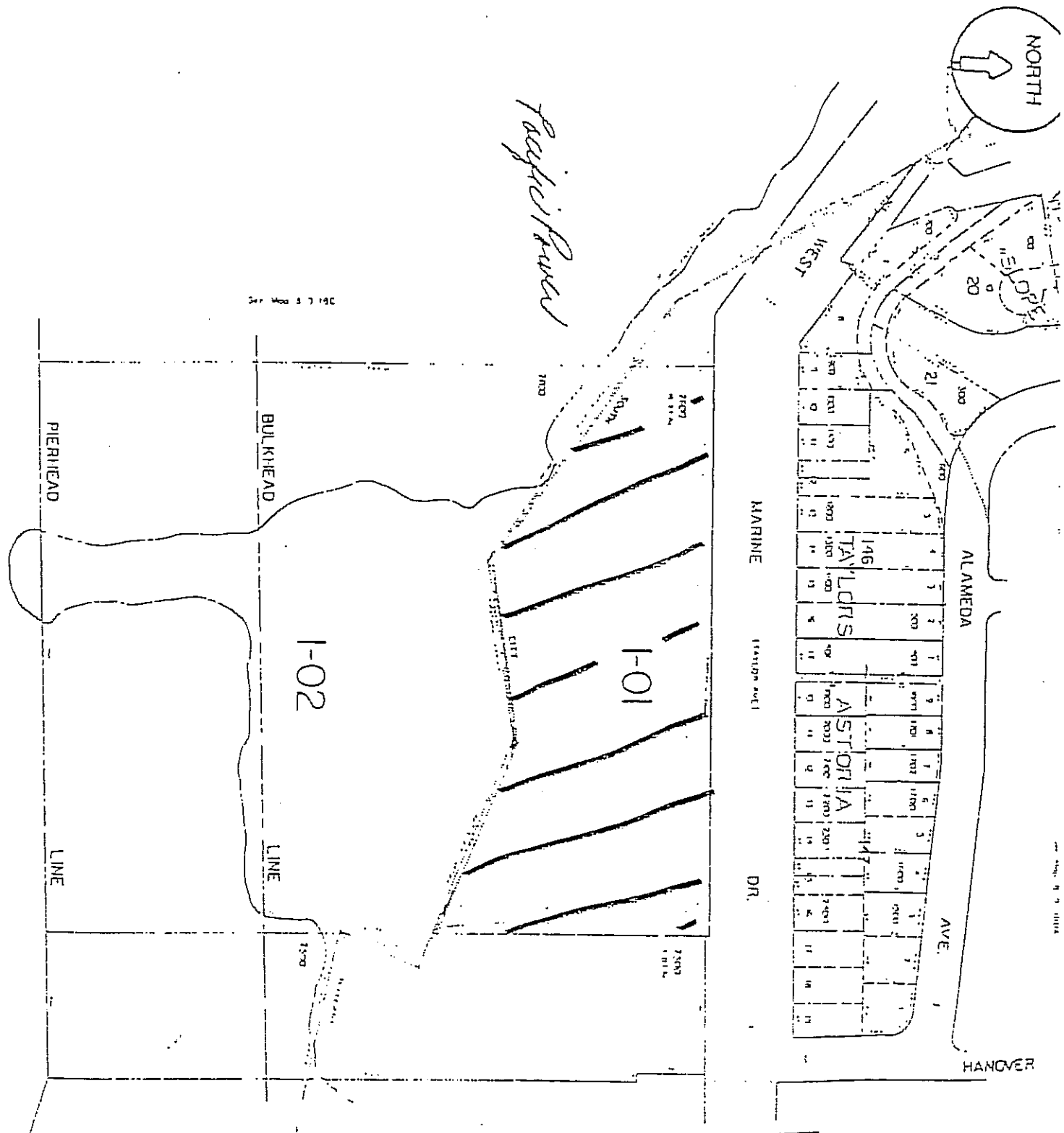
Pacific Power

See Map 8 7 140

PROPERTY
OF THE
CLATSOP COUNTY
ASSESSORS OFFICE

D 47

COPY 1 1 1960



YOUNGS

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PIERHEAD

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LINE

LINE

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I-01

MARINE

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(See Map 8 7 140)

ALAMEDA

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HANOVER

ASTORIA

TOWNS

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| 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

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1997

Q 43

YOUNGS RIVER

WALLUSKI RIVER

RIVER

Bracke

PROPERTY
OF THE
CLATSOP COUNTY
ASSESSORS OFFICE

5-02

ASTORIA - JEWELL HWY

RIVER

17.

NE

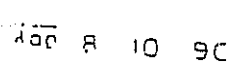


FIGURE "A"

SUBJECT YMCA ASTORIA SITE

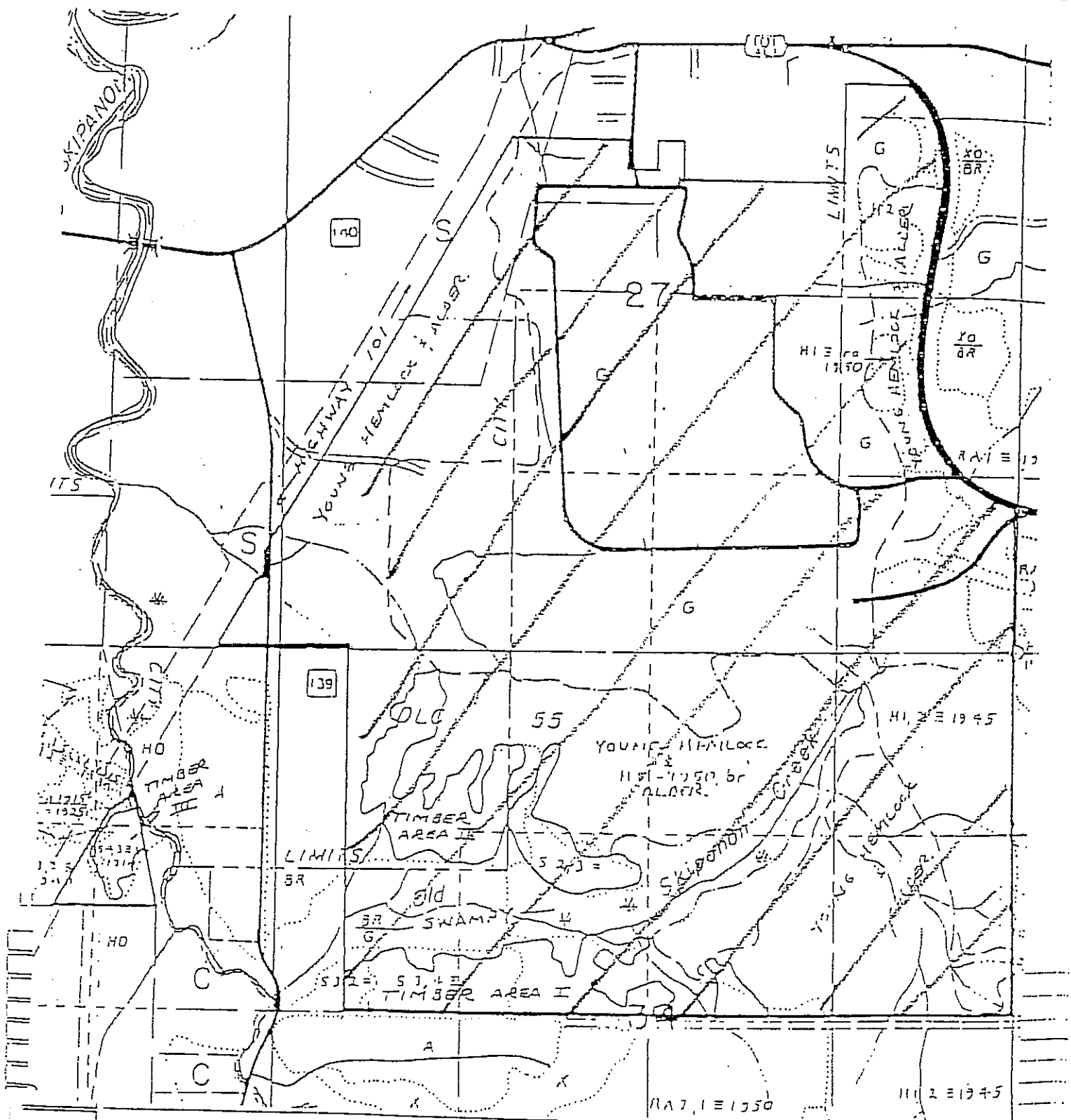
COUNTY Clatsop

SUB-DIVISION

Portions SEC. 27, 34 TWP. 8N RGE. 11

PHOTO NO. NWO-C-CLATS-80; 5-40, 47, 48

SCALE 1" = 100'



Property Boundary

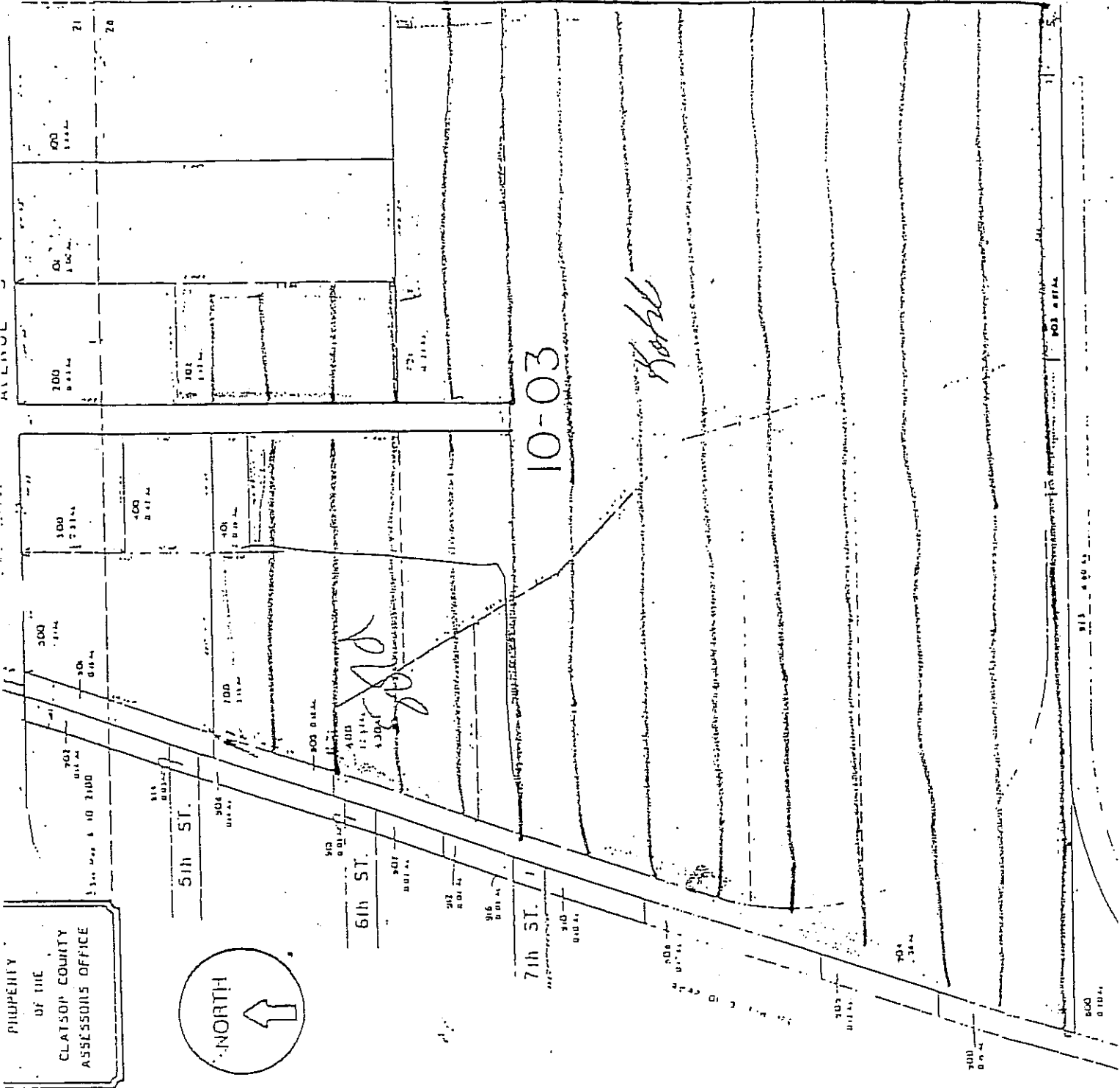
All-weather Road

D 51

DATE 7/22/97

BY Richard W. Holmes

PROPERTY
OF THE
CLATSOP COUNTY
ASSESSOR'S OFFICE



10-03

H. H. H.

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1000 0.000

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