

1 BOARD OF COMMISSIONERS
2 COUNTY OF COOS
3 STATE OF OREGON

4 IN THE MATTER OF REDESIGNATING THE BAY AREA) RESOLUTION
5 ENTERPRISE ZONE) 18-05-075L

6 NOW BEFORE the Board of Commissioners, sitting for the transaction of County
7 business on the 5th day of June, 2018, is the matter of Redesignating the Bay Area Enterprise
8 Zone. The Board of Commissioners makes the following findings:

- 9 A. Coos County is sponsoring the Enterprise Zone jointly with the City of Coos Bay,
10 City of North Bend, and the International Port of Coos Bay.
11
12 B. The sponsoring governments have formally advised and received consultation from
13 the Oregon Business Development Department (OBDD), according to ORS
14 285C.078.
15
16 C. State law provides for the current Enterprise Zone authorization to terminate on June
17 30, 2018.
18
19 D. Coos County wishes to redesignate the Enterprise Zone in order to encourage new
20 business investment, job creation, higher incomes for local residents, and greater
21 diversity of economic activity.
22
23 E. The municipal corporations, school districts, and special service districts, that receive
24 operating revenue through the levying of ad valorem taxes on real and personal
25 property in any area of this Enterprise Zone were sent notice and invited to a public
26 meeting on March 20, 2018, regarding the Enterprise Zone designation, in order for
27 the sponsoring governments to effectively consult with these other local taxing
districts.

1 F. The Enterprise Zone has a total area of 10.2407 square miles and meets other
2 statutory limitations on size and configuration. The Enterprise Zone is depicted on a
3 drawn-to-scale map attached hereto as Exhibit A and incorporated herein by
4 reference, and its boundary is described in Exhibit B, incorporated herein by
5 reference.

6 G. The County shall fulfill its duties and implement provisions jointly with other
7 cosponsors under ORS 285C.105 or elsewhere in ORS Chapter 285C and related
8 parts of Oregon Law, including but not limited to having appointed a local enterprise
9 zone manager, and to preparing a list or map of local, publicly owned lands and
10 buildings in this Enterprise Zone for purposes of ORS 285C.110.

11 H. Designation of this Enterprise Zone does not grant or imply permission to develop
12 land inside it without complying with jurisdictional zoning, regulatory and permitting
13 processes and restrictions; nor does it indicate any intent to alter those processes or
14 restrictions, except as otherwise done in accordance with Comprehensive Plans as
15 acknowledged by the state of Oregon Land Conservation and Development
16 Commission (LCDC).

17 I. The availability of enterprise zone exemptions to businesses that operate hotels,
18 motels or destination resorts would help diversify local economic activity and
19 facilitate the expansion of accommodations for visitors, who in turn will spend time
20 and money in the area for business, recreation or other purposes.

21
22
23
24 NOW, THEREFORE, THE COOS COUNTY BOARD OF COMMISSIONERS
25 HEREBY RESOLVES AS FOLLOWS:

26 1. Pursuant to ORS 285C.250, Coos County hereby redesignates an Oregon enterprise
27 zone to be named: The Bay Area Enterprise Zone. This zone is redesignated jointly

1 with the City of Coos Bay, City of North Bend, and the International Port of Coos
2 Bay. The boundary for the Enterprise Zone is described in Exhibit A and Exhibit B,
3 attached hereto and incorporated by reference herein.

- 4 2. The CCD Business Development Corporation is authorized to submit documentation
5 of this Enterprise Zone redesignation to OBDD on behalf of the zone sponsors for
6 purposes of a positive determination in favor of the zone under ORS 285C.074.
7
8 3. Redesignation of this Enterprise Zone takes effect, pursuant to ORS 285C.250, on
9 June 30, 2018, the date of the termination of the currently authorized Enterprise Zone,
10 or at a later date as determined by OBDD pursuant to any revision and resubmission
11 of documentation.
12
13 4. The CCD Business Development Corporation is jointly appointed as the local zone
14 manager for this Enterprise Zone.
15
16 5. Coos County, as sponsor of the Enterprise Zone, hereby exercises its option under
17 ORS 285C.070 to permit a business firm operating a hotel, motel or destination resort
18 to be an eligible business firm with respect to those operations.

19 Dated this 5th day of June, 2018.

20 Approved as to form:

21 Nathaniel Johnson
22 Office of Legal Counsel

23 BOARD OF COMMISSIONERS

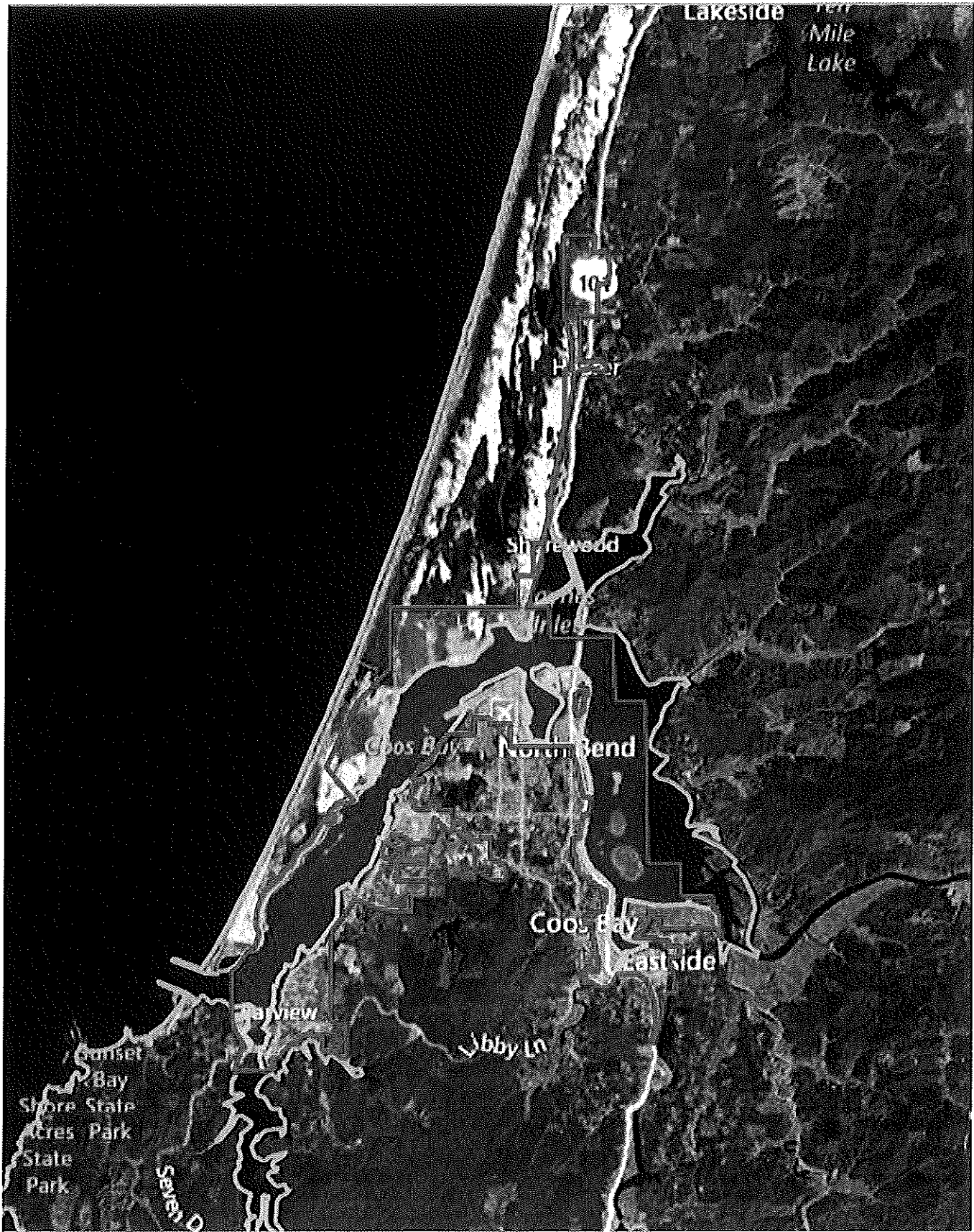
24 Robert Bobi Njain
25 Chair

26 John W. Hunt
27 Commissioner

Michael L. ...
Commissioner

EXHIBIT A

MAP



Bay Area Enterprise Zone

EXHIBIT B

LEGAL DESCRIPTION

LEGAL DESCRIPTION – COOS BAY AREA ENTERPRISE ZONE

As used in the following legal description, all calls to roads, streets, alleys and highways and all calls to boundaries referenced to or running on or along roads, streets, alleys and highways are intended to refer to the center lines of such roads, streets, alleys or highways unless otherwise specifically indicated. All references to streets, roads or alleys that have been vacated since originally platted, are intended to refer to the same as originally platted.

Beginning at the Northwest corner of Section 5, Township 25 South, Range 13 West of the Willamette Meridian: run thence East along the North Section Line of Sections 5 and 4, to the Northeast corner of Section 4, which is also the Southwest Corner of Section 34, Township 24 South, Range 13 West of the Willamette Meridian, Coos County, Oregon: thence North along the West line of Section 34 to the Northwest Corner of the Southwest Quarter of said Section 34; thence East along the North line of said Southwest Quarter to the Northeast Corner of the Northwest Quarter of said Southwest Quarter; thence north to the Northeast Corner of the Northwest Quarter of the Northwest Quarter of said section 34; thence East along the North line of said Section 34 to the West boundary of the Southern Pacific Railroad right-of-way; thence northerly along the West boundary of said right-of-way to the south line of Section 15; thence westerly along said South line to the Southeast Corner of the Southwest Quarter of the Southeast Quarter of said Section 15; thence northerly along the East line of the West half of the Southeast Quarter, and continuing northerly along the East line of the West half of the Northeast Quarter of said Section 15 to a point at the Southwest corner of property conveyed to Edwin D. Mason, et ux. by deed recorded January 10, 1969, as instrument number 69-1-35346; thence easterly along the South boundary of said property to the West boundary of the Southern Pacific Railroad right-of-way to a point on the West line of the East half of the East half of Section 10; thence North along the West line of the East half of the East half of said section, and continuing northerly to the Northwest Corner of the Southeast Quarter of the Northeast Quarter of Section 3; thence East along the North line of said Southeast Quarter of the Northeast Quarter, extended easterly to the West boundary of U.S. Highway 101; thence southerly along said West boundary to the North line of the Southwest Quarter of Section 2 of said Township and Range; thence easterly along the North boundary line of said Southwest Quarter to the West boundary of Wildwood Drive (formerly U.S. Highway 101); thence southerly along said West boundary to the North line of Section 11; thence westerly along said North line to the East line of the West half of the West half of said Section 11; thence southerly along said East line to the North line of the Southwest Quarter of said Section 11; thence westerly along said North line to the West line of said Section 11; thence along said West line, extended, to the South boundary of Hauser County Road; thence easterly along said road boundary, crossing U.S. Highway 101, and continuing easterly crossing old Highway 101 along the South boundary of said road, continuing easterly and northeasterly along the South boundary of Ball Road to the

Northeast Corner of property conveyed to Frank W. Koch at ux. by deed recorded December 12, 1978, as instrument number 78-7-6366; thence southerly along the easterly boundary of said property to the North bank of North Slough; thence westerly along the North bank of North Slough to the East boundary of U.S. Highway 101; thence westerly to the Southeast Corner of property conveyed to B. Roger Clark et ux. by deed recorded July 11, 1974, as instrument number 74-7-101950; thence southwesterly along the south boundary of said property, extended if necessary, to the easterly boundary of the southern Pacific railroad right-of-way; thence South along the East boundary of said railroad right-of-way to the south line of Section 34 which is also the North line of Section 3 of Township 25 S. Range 13 W.W.M; thence East along the North line of Section 3 to the North quarter corner of said Section 3; thence South to the center of Section 3; thence East to the center of Section 2; thence South to the center of Section 11; thence East to the East quarter corner of Section 11; thence south along the East lines of Sections 11, 14, and 23 to the Southeast corner of Section 23; thence East to the South quarter corner of Section 24; thence South to the center of Section 25; thence East to the East quarter corner of Section 25; thence South along the East line of Section 25 to the ordinary high water mark of Coos Bay, as it now exists at the intersection of said high water mark with the East line of Section 25, all in Township 25 South, Range 13, West of the Willamette Meridian; run thence in a generally Easterly direction following the ordinary high water mark thence Southerly along the ordinary high watermark to the Coos River Highway at its intersection with the West bank of Catching Slough; run thence in a generally Westerly direction following the course of Coos River highway to a point which lies due East of a point on the North line of "C" Street at its intersection with the extended centerline of Fourth Avenue; thence West to said last mentioned point; thence North to the centerline of "A" Street extended Easterly; thence West to the East line of Second Avenue; thence Northerly along the East line of Second Avenue to the most Northerly line of said plat of East Marshfield; thence Northwesterly along said line to the most Northwest corner of said plat; thence Southerly and Southwesterly along the West line of said plat and the West line of Anthony Addition to the Southwest corner of Anthony Addition to the Southwest corner of Anthony Addition; thence Southwesterly to the intersection of Jackson Street and Harpole Street; thence South on Harpole Street to Fink Street; thence East along Fink Street, extended if necessary, to its intersection with Second Avenue; thence South on Second Avenue to "E" Street; thence Easterly along "E" Street to the Coos River Highway, also described at this point as Sixth Avenue; thence along said Highway to "F" Street; thence East to Ninth Avenue; thence South to "H" Street; thence West to the Coos River Highway; thence following the Coos River Highway in a generally southerly direction to its intersection with Olive Barber County Road; thence along the Olive Barber County Road in a generally Southerly direction to the South line of Section 26, Township 25 South, Range 13 West; thence West along said South line to the center of Isthmus Slough; thence Southerly along the center of Isthmus Slough to the North line of Lot 4, Section 1, Township 26 south, Range 13, West of the Willamette Meridian,

extended Westerly; thence West to U.S. Highway 101 to the East Bank of Coalbank Slough; thence Southwesterly and Westerly following the East and South banks of Coal bank Slough to a point where such bank intersects the Westerly line of Lot 4, Block 10, First Addition to Marshfield, extended Southeasterly; thence Northwesterly along the extended Westerly line of said Lot to Southwest boulevard; thence Northeasterly along Southwest Boulevard to Seventh Street; thence North on Seventh Street Fifty (50) feet, more or less, to the extended South line of Block 48, Railroad Addition; thence West on the south line of block 48 extended as necessary, to Eighth Street; thence North to Kruse Avenue; thence East to Seventh Street; thence North on Seventh Street to the extended South line of Lot 8, block 45, Railroad Addition; thence East to the Southeast corner of Lot 8, Block 37, Railroad Addition; thence South to Kruse Avenue; thence Easterly on Kruse Avenue to the alley running North and south between Second Street and Fourth Streets; thence North along said alley to Ingersoll Avenue; thence West on Ingersoll Avenue to fourth Street; thence North along Fourth Street to the extended South line of Lot 33. Block 40, Railroad Addition; thence West along the South line of Lot 33, extended to the alley which lies between Fourth Street and Fifth Street; thence North along said alley to its intersection with Golden Avenue; thence Northeasterly to the southwest corner of Sunny Addition; thence North to the Northwest corner of Sunny Addition; thence West along the boundary of the plat of South Marshfield to the Southwest corner of Lot 4, **Block 3, Plat of South Marshfield; thence North to the northwest corner of Lot 4, Block 3; thence east to the northwest corner of Lot 2, Block 3 Plat of South Marshfield; 2-Block 3, Plat of South Marshfield** thence North to the Northeast corner of Lot 16, Block 11, Plat of E.B.Dean Co.s Second Addition to Marshfield; thence West and southwest along Anderson Avenue to S. Eighth Street; thence north to Commercial; thence East and Southeasterly to N. Fifth St.; thence North to Market Avenue; thence east to N. Fourth St.; thence North to Highland Avenue; thence east to N. Second St. thence North on Second St.; thence North on Second Street to Birch Avenue; thence East on Birch Avenue to Broadway, which is also the Southbound lane of the Oregon Coast Highway, U.S. Highway 101; Thence following said Highway northerly and to its intersection with Fir Avenue; thence West on fir Avenue to North Third Street thence North to the south line extended of Lot 9, block 45, Nasburg's Addition to Marshfield; thence west to North fourth Street thence North to Greenwood Avenue; thence West to North Fifth Street; thence North to the south line extended of Lot 8, Block 40, Nasburg's Addition to Marshfield; thence West to North Seventh Street thence North on Seventh Street to Ivy Avenue; thence Northwesterly to the Southeast corner of Lot 1, Block 2 of the Plat of Town of Ferndale; thence Northwesterly along the Northeasterly boundary of said Plat to Koosbay Boulevard; thence Southwesterly on Koosbay Boulevard to Eighth Street; thence Northwesterly and Northerly along Eighth Street to Pine avenue; thence West on Pine Avenue to Tenth Street; thence North to the intersection of Tenth Street and Walnut Avenue; thence East to U.S. Highway 101; thence North along U.S. Highway 101 to the North line of Newmark Street; thence easterly along the North line of

Newmark Street and Newmark Street extended to the Harbor Line of Coos Bay; thence northerly along the Harbor Line to its intersection with the North line extended of Lombard Street; thence westerly along the North line extended and North line extended and North line of Lombard Street to the westerly line of U.S. Highway 101; thence North along U.S. 101 to the point in the city of North Bend where said highway diverges into North bound and Southbound lanes; thence following the Southbound lane, Northwesterly to the point due South of the Northeast corner of Lot 10, Block 13, Town of North Bend; thence North to Virginia Avenue; thence West along Virginia Avenue to Maple Street; thence following Maple Street northerly to its intersection with the Northerly to its intersection with the Easterly extension of Florida Avenue; thence West along Florida Avenue to its intersection with Lincoln Street; thence North along Lincoln Street to its intersection with Colorado Avenue; thence West on Colorado Avenue to its intersection with Arthur Street; thence South along Arthur Street to its intersection with Connecticut Avenue; thence Westerly along extended Connecticut Avenue, to the high water mark of the East shore of Coos Bay; thence Southwesterly along the East shore of Coos Bay to a point which lies due North of the intersection of Lakeshore Drive with Edward Avenue in Flanagan Addition to Empire; thence South to Lakeshore Drive at its intersection with Edward Avenue; thence continuing Southerly on Lakeshore Drive to its intersection with Division Avenue; thence Westerly along Division Avenue to Marple Street; thence Southwesterly along Marple Street to Jackson Avenue; thence Southwesterly along Wasson Street to Schetter Avenue; thence Southwesterly on Schetter Avenue to Main Street; thence due East to Schoneman Street; thence North on Schoneman Street a distance of 700 feet; thence East to Ackerman Avenue; thence Southerly on Ackerman Avenue to a point 242,96 feet North of the North Line of Newmark Avenue; thence Easterly along a line at all points parallel to Newmark Avenue to Norman Street; thence South on Norman Street to Lund Avenue; thence East on Lund Avenue to the East line of Section 20; thence North on said East line to Thomas Street Extended Westerly; thence East along said extended Thomas Street to LaClair Street; thence South along LaClair Street to a point 200 feet North of the North line of Ocean Boulevard, also known as Empire Coos Bay Highway Number 243; thence Southwesterly along a line at all points 200 feet North of the North line of Ocean Boulevard to Brule Street; thence Northeasterly on Brule Street to the Southerly corner of Lot 11, Block 4 plat of Ocean Boulevard Heights; thence Southeasterly along the south line of said Lot to the Northwesterly line of Lot 6 of said Block 4; thence Southwesterly to the Southwest corner of said Lot 6; thence Southeasterly along the Southwesterly line of said Lot 6, extended, to Dunn Street; thence Southwesterly on Dunn Street to the extended Northeasterly line of Lot 1, block of the plat of Ocean Boulevard; thence Southeasterly along said line, extended to Merrill Street; thence Southwesterly along Merrill Street to Ocean Boulevard; thence southeasterly along Ocean Boulevard to its intersection with Vine Avenue; thence East on Vine Avenue to Thirty-fourth Street, thence North on Thirty-fourth Street To Walnut Avenue; thence East on Walnut Avenue to the center line running North And South through Section 21;

thence South along said center line to Ocean Boulevard; thence following Ocean Boulevard easterly to a point which lies North of a point which is 518 feet West of the Southeast corner of the Southwest quarter of the Southeast quarter of said section 21; thence South to the North line of Section 28; thence East to the Northeast corner of the NW ¼ of the NE ¼ of said Section 28; thence South to the Southeast corner of said NW ¼ of the NE ¼; thence West to the Southwest corner of said NE ¼ of the NE ¼ of said Section 28; thence North along the West line of said NW ¼ of the NE ¼ a distance of 100 feet; thence Northwesterly to a point on the East line of the NW ¼ of the NW ¼ of said Section 28 which lies 500 feet South of the North line of said Section 28; thence North along said East line and continuing North along the East line of the SW ¼ of the SW ¼ of Section 21 to the Northeast corner of said SW ¼ of the SW ¼; thence West to a point 200 feet West of the West line of Lindy Lane; thence North to a point 250 feet South of the South boundary of Ocean Boulevard; thence Northwesterly to the Southeast corner of property conveyed to Wallis Knecht by deed recorded September 27, 1978 as instrument number 78-6-1906; thence North 59 degrees 13 minutes West to the Southwest corner of property conveyed to Jack o. Hudson et ux. By deed recorded December 21, 1978, recorded as instrument number 78-7-6899; thence North 24 degrees 30 minutes East to the South boundary of Ocean Boulevard; thence West along the South boundary of Ocean Boulevard to the extended West line of the Coos Bay Memorial Park access road; thence Southwest along the West line of the said access road a distance of 283.76 feet; thence Northwest to the Northwest corner of lot 1, Radar Hills; thence Northeasterly on the East line of Radar Road to a point South 47 degrees 09 minutes East of the Southwest corner of property described in deed recorded March 15, 1983, as instrument number 83-2-130; thence North 47 degrees 09 minutes West to the Southwest corner of said last mentioned property thence South 88degrees 27 minutes West to the center of Woolridge Street; thence South to the center line of Pacific Avenue extended Easterly ; thence Westerly along said centerline to the intersection of Pacific Avenue with Morrison Street; thence South on Morrison Street to Arago Avenue; thence West on Arago Avenue to Filmore Street; thence North on Filmore Street to Pacific Avenue; thence Northwesterly on Pacific Avenue to Marple; thence Southwesterly on Marple Street to the North right-of-way line of Fulton Avenue extended thence Southeasterly along said right-of-way line of South Jefferson Street extended thence South along said right-of-way line to the centerline of Kentucky Avenue; thence Southeasterly and Easterly on Kentucky Avenue to Madison Street; thence North on Madison to Plymouth Avenue; thence Easterly on Plymouth Avenue to the north-south centerline of Section 20 Township 25 South, Range 13 West of the Willamette Meridian; thence South along said centerline to the south right-of-way line of Marshall Avenue; thence West and Northwesterly along said right-of-way line of Marshall Avenue to the east right-of-way line of Harrison Street; thence Northeasterly to the centerline of Kentucky Avenue; thence Southeasterly to the west right-of-way line of Jefferson Street extended; thence North to the South right-of-way of Fulton Avenue extended; thence Northwesterly along said right-of-way line of Fulton Avenue extended;

thence Northwesterly along said right-of-way line of Fulton Avenue to the centerline of Marple Street; thence Northeasterly to the centerline of Fulton Street; thence North westerly on Fulton Avenue to Empire Boulevard, also known as the Cape Arago Highway; thence South on Cape Arago Highway to Wisconsin Avenue; thence Southeasterly on Wisconsin Avenue to the east right-of-way line of Cameron Road; thence Southwesterly along said right-of-way line to the intersection with the Coos Bay City limits line; thence continuing in a generally Southeasterly direction along the Coos Bay City limits to the Northwest corner of Section 29; thence S 66 degrees 26 feet East for 164.39 feet; thence South 23 degrees 34 feet West for 274.17 feet; thence South 66 degrees 26 feet East for 276.43 feet; thence South 1 degree 53.5 feet East for 400 feet; thence South 88 degrees 06.5 feet West for 280 feet to the west line of Section 29; thence South to the southwest corner of the NW ¼ of the NW ¼ of Section 29; thence East along the North line of the Southwest ¼ of the NW ¼ to the Northeast corner of the Southeast ¼ of the NW ¼; thence South to the center of Section 29; thence West along the North line of the SW ¼ of Section 29 to the Northeast corner of the Northwest ¼ of the Southwest ¼ of Section 29; thence South to the Southeast corner of said Northwest ¼ of the Southwest ¼; thence West to the Southwest corner of said Northwest ¼ of the Southwest ¼; thence in a generally Westerly direction to the centerline of the East end of Kellogg Boulevard; thence Northwesterly along Kellogg Boulevard to the Cape Arago Highway; thence Southwesterly along the Cape Arago Highway to its intersection with the Willamette Meridian; thence South on said Section line and continuing South on the West line of Section 6, Township 26 South of said Range 13 to Nichols Road, also known as Libby Drive; thence along Nichols Road in a generally Easterly and Southeasterly direction to the East line of Lot 5 of said Section 6; thence South to the North Bank of Joe Ney Slough; thence Westerly along said North Bank to its intersection with the extended centerline of Barview Boulevard; thence Southerly to a point on the centerline of the bridge on Crown Point Road crossing Joe Ney Slough, which point is 60 feet due South of the high water mark as it now exists on the North side of Joy Ney Slough; run thence in a generally Southwesterly direction along a line at all points 60 feet due South of the high water mark of Joe Ney Slough as it now exists to a point on the West line of Section 12, Township 26 South, Range 14 West of the Willamette meridian; thence West to the ordinary high water mark on the West side of South Slough; thence Northerly to a point on the North line of Section 11, Township 26 South, Range 14, West of the Willamette Meridian, where said line is intersected by the centerline of Roosevelt Boulevard, in the Plat of Charleston; thence Northerly on Roosevelt Boulevard to the Cape Arago Highway; thence Easterly on Cape Arago Highway a distance of 350 feet, more or less to Boat Basin Drive, also sometimes described as Broadway; thence Northwesterly along the centerline of Boat Basin Drive and continue on the same course to the South Shore of Coos Bay, thence North to the high water mark on the North Shore of Coos Bay on what is commonly referred to as the North Spit, as said high water mark now exists; running thence Northeasterly along said high water mark to its intersection with the South line of Section 18, Township 25 South, Range 13

West of the Willamette Meridian; thence Northwesterly to the quarter corner on the West boundary of said Section 18; thence Northeasterly to the center of Section 7 of said Township 25 South, Range 13, West of the Willamette Meridian; thence Northeasterly to the Northeast corner of said Section 7; thence North to the point of beginning.

Excepting from said area any portion thereof lying within the boundaries of the following tracts of land in or near Simpson Heights, North Bend, Oregon.

Any portion of the described area lying within the boundaries of Simpson Heights Addition to North Bend, Coos County Oregon. A Parcel of land adjacent to Simpson Heights Addition more particularly described as follows: Beginning at a point on the East boundary of Simpson Heights Addition which is North 1851.2 feet and East 1171.8 feet from the North west corner of Block 18, Plant of North Bend, Coos County, Oregon, thence South 7 degrees West 86.8 feet; thence South 83 degrees East 130 feet; thence North 39 degrees 30 minutes East 71.5 feet; thence North 7 degrees East 140 feet; thence East 100 feet; thence North to the South Boundary of Ferry County Road (also now know as Roosevelt Road); thence Southwesterly along the South boundary of said road to a point which lies North 7 degrees East of the Point of beginning; thence South 63 degrees 28 minutes West 200 feet along the Southerly line of said road; thence to the South at right angles to said road 30 feet; thence North 63 degrees 29 minutes East 183.5 feet, more or less, to a point which lies North 7 degrees East of the point of beginning; thence South 7 degrees West to the Point of Beginning.

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