CAPE BLANCO AIRPORT AREA ECONOMIC DEVELOPMENT FEASIBILITY STUDY

Figure 1 -- Cape Blanco Airport with Humbug Mountain in the Background[1]

Conducted for:
Curry County Oregon

Funded in Part Through a Grant From:
USDA Rural Business Enterprise Grant

Prepared By:
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Submitted:
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“The many natural resources of the county are varied and unique. They include the outstanding visual quality of the landscape, diverse forest products, abundant anadromous fish and wildlife species, economically important mineral deposits, and agricultural products such as specialty crops.

The landscape is rapidly becoming the most valuable natural resource of the county. Tourism and related businesses are developing into a major enterprise. The wealth of water, wildlife, and scenery and the sunny weather attract thousands of visitors annually.”[2]

United States Department of Agriculture,
Natural Resources Conservation Service

“Always do the right thing. It'll gratify some and astonish the rest.”
Mark Twain

"It's kind of fun to do the impossible."
Walt Disney

CAPE BLANCO AIRPORT AREA ECONOMIC DEVELOPMENT FEASIBILITY STUDY

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Executive Summary

North Curry County has in its territory an amazing artifact of the Second World War, a mile-long industrial strength airport. This example of the civil engineering and technical prowess of the United States at a time of national challenge is a monument to those who served and met the challenges of that time. Today one would be hard-pressed to gain approval for locating such an airport in north Curry County. Yet there it is and there it will remain.

In this feasibility study we have asked the question: how might this facility and the adjacent county-owned property add value into today's regional economy?

Six alternatives are considered in this study:

- Alternative 1: Hold Property for Future Use
- Alternative 2: Natural Resources Extraction on County Parcel
- Alternative 3: Sell County Property 311S15-4200
- Alternative 4: Land Swap of County Property 311S15-4200
- Alternative 5: Develop an Airport Industrial, Business or Technology Park
- Alternative 6: Cape Blanco Airport as an Ecotourism and Art Tourism Portal

An additional opportunity could be derived from the airport's emergency status as the airport serves a critical emergency need. It is the only runway of this length and capacity substantially above sea-level on the Oregon Coast. The Coast Guard facility at Astoria is at 25 feet sea level and would have a high probability of severe damage from a tsunami. Other airports along the coast are above sea-level but are also at risk of tsunami damage, too short and of a substantially lesser load capacity than the Cape Blanco Airport. This airport at 5,100 feet x 150 feet and at 250 feet above sea-level is ideally suited as an emergency facility and is so classified by the Federal Aviation Administration (FAA) and Oregon Department of Aviation (ODA). As such at a minimum the landing strip lighting and the location beacon need to be brought back into repair. This is a safety issue. Emergency management planners would be well-advised to hold periodic drills and training exercises at this facility to prepare for the inevitable coastal tsunami. These drills would bring revenue into the county.

Today many challenges exist to the development of a Cape Blanco Airport Industrial, Business or Technology Park. This study explored successful industrial parks to see what particulars could be emulated in north Curry County in conjunction with the state-owned Cape Blanco Airport.

Three main factors of successful airport industrial, business or technology parks are:

- good transportation alternatives which allow manufacturers to receive raw materials as necessary and to get their products to markets economically;
- access to a population with sufficient employable workers; and
- a substantial and generous amount of shovel-ready land to dedicate to this endeavor.

At this time none of these factors are able to be duplicated satisfactorily for the sites in question in this study.

Here are some of the challenges to be addressed:

Airport

- Non-National Plan of Integrated Airport Systems (non-NPIAS) status means the airport is not eligible for FAA funding. This imposes a substantial barrier to obtaining funds for necessary improvements to enhance the commercial viability of the airport.
- ODA deems 8,000 feet as necessary for support of commercial shuttle aircraft. Airport runway expansion would have to extend into either Oregon State Park lands or into an adjacent farming operation. Neither is in the planning horizons of the ODA.
- No plans to add fueling station.
- Air quality and noise also are raised as issues.

County Land

- A road would need to be developed to provide access to the county property.
- Cost of preparation to a "shovel-ready" status (e.g., leveling, drainage).
- Lack of power to the county-owned parcel.
- Strong potential for protected species.
- Measure 49 implications plus transfer to a private party requires the PF zoning to revert to the zoning of the majority of other properties in the area (i.e., agricultural or forest/grazing).

Airport and County Land

- The number of available acres is well below normal acreage for such parks.
- The amount of usable land is restricted by the geography and other factors.
- Surface transportation and parking are an issue.
- Sewage disposal at the airport or on the county-owned land.
- Water at the airport or on the county-owned land.
- Poor major highway access (I-5).
- Lack of rail access.
- Lack of access to a large population (workforce).

The sum total of all of these challenges would still not prevent such a development. However, there are significant market and political forces that suggest this is not the time to pursue such development. The sum of these factors suggests that the return on county investment dollars would face a high risk of being satisfactory. As is the nature of markets a number of factors may shift over the next 5 to 10 years that may make development of this airport and an associated industrial, business or technology park viable. As such it makes sense to re-visit this opportunity on a periodic basis.

This is not to say that today other land sites in north Curry County owned by the county or available through a land swap might not have some level of viability as an industrial, business or technology park. These alternate sites would also face challenges for development and sustainability. However, even though their location might eliminate some of the challenges faced at the airport properties, there are still a number of market factors to be understood and met. One

of the substantial issues for such developments remains with the area workforce, one that can meet the evolved growing needs of knowledge-based employers that might locate in the region.

There is a significant, perhaps huge, economic development opportunity in the north county. High-quality, well-planned visitor experiences targeting the upscale tourist market could provide substantial dollars to the local economy. The airport does provide value to the county today. It also can serve as a tourism portal when systematically integrated into a high-quality visitor experience. This requires a re-thinking of how tourism is approached in the region.

The region's natural beauty and associated assets has a potential return well beyond that of development of an industrial, business or technology park. This potential is worthy of further in depth exploration as the new millennium unfolds. We are becoming increasingly aware of the finite, interconnected and precious nature of our planet home. Likewise, tourism is becoming an increasingly popular expression of this awareness. With advances in transportation and information technology, ever more remote areas of the earth are coming within reach of the traveler. In fact, ***tourism is now the world's largest industry, with nature tourism the fastest growing segment!***

Residents of north Curry County will benefit from a full exploration and implementation of economic development approaches available to them to realize the tremendous potential benefits that can accrue to the region and its residents. These opportunities can provide benefits that meet the highest levels of scrutiny by environmentalists and by those who seek to sustain and grow business in the region. The eco-tourism and art-tourism approach can rise to this level of scrutiny, protect the environment, retain much of the character of the region and provide living wage jobs.

What began as a study to understand how Cape Blanco Airport and the adjacent county-owned property might add value into today's regional economy ended up again revealing and reinforcing the opportunity to beneficially exploit the region's natural resources.

Preface

The Cape Blanco Airport Area Economic Development Feasibility Study was conducted at the request of the Marlyn Schafer, Lucie LaBonte and Georgia Nowlin, Curry County Commissioners, and Susan Brown, Curry County Community and Economic Development Director. The study was funded in part through a USDA Rural Business Enterprise Grant.

A feasibility study is a preliminary study undertaken before the real work of a project starts to ascertain the likelihood of the project's success. In short it is an analysis of a situation and presentation of findings of possible alternative solutions.

This feasibility study seeks to determine the degree to which the Cape Blanco Airport and the adjacent county-owned property might serve to enhance the economic development of Curry County, especially in north Curry County. The potential to add businesses and to provide much-needed jobs would be the key drivers behind this evaluation. Also of value would be improvements to air transportation capabilities for the region. Environmental factors influencing the alternatives are reported in the study.

The report is provided in several sections with accompanying appendices, as follows:

Executive Summary
Preface
Section 1: Cape Blanco Airport
Section 2: Curry County Owned Property Adjacent to Airport (31S15-4200)
Section 3: Alternatives
Section 4: Summary
Appendix 1: Public Comments
Appendix 2: Regional Airports
Appendix 3: Assistance, Funding and financial incentives
Appendix 4: Curry County Zoning Ordinance, Public Facilities, Section 3.200
Appendix 5: Contacts
Appendix 5: Endnotes

Section 1: Cape Blanco Airport

Location, History and Brief Description

The Cape Blanco State Airport (Federal Aviation Administration Local Identifier: 5S6, is a public airport located Cape Blanco State Airport is located four miles southwest of the city of Denmark[3], 8 miles north of Port Orford, west of US 101, and is situated one mile from the Pacific Ocean, within Curry County. The city of Denmark is located in southwestern Oregon and is 43 miles south of North Bend and 100 miles south west of Roseburg. Curry County is bounded on the south by the state of California, on the north by Douglas and Coos Counties, and on the west by Josephine County. Access to the Airport is provided by US Route 101 which serves as a critical transportation link from coastal Oregon to the rest of the state.

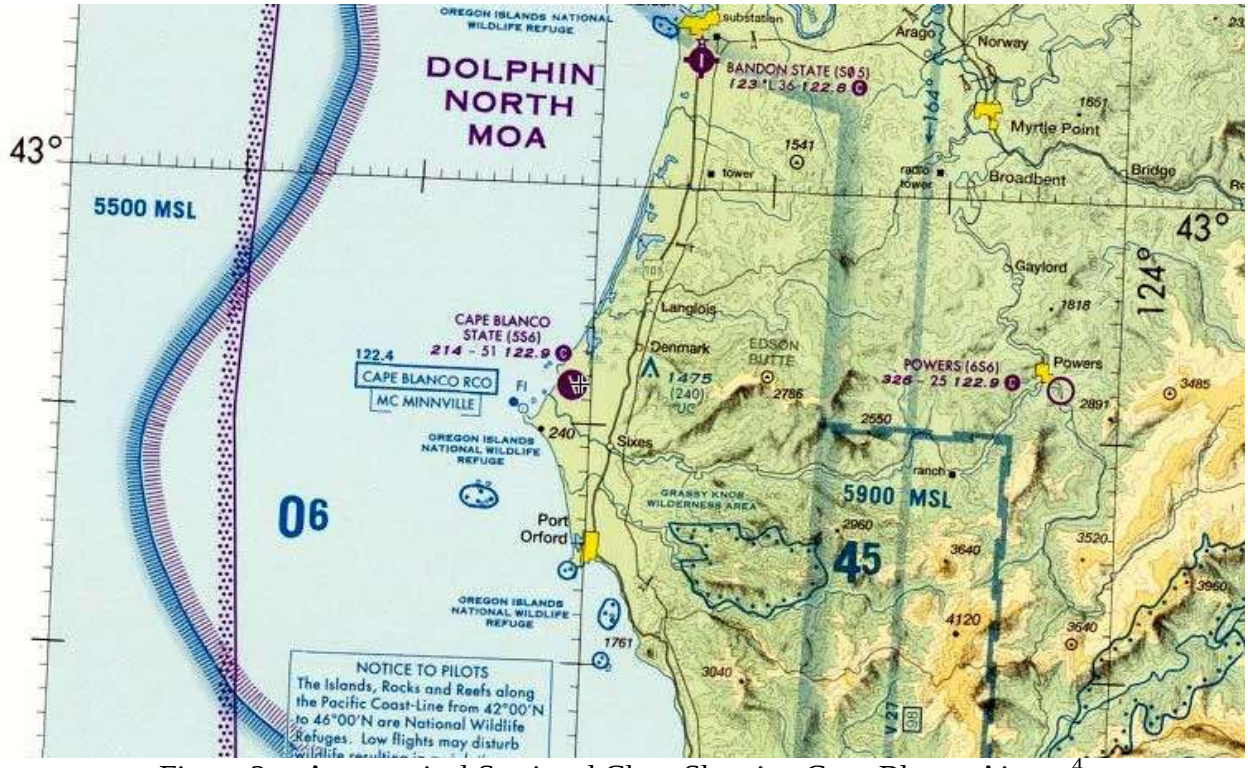

Figure 2 -- Aeronautical Sectional Chart Showing Cape Blanco Airport[4]

The Airport is owned and operated by the State of Oregon Department of Aviation (ODA) and is not included in the National Plan of Integrated Airport Systems (NPIAS), making this airport ineligible for federal funding. Cape Blanco State Airport occupies approximately 398 acres of land.

Figure 3 -- Cape Blanco Airport Satellite View

FAA Identifier: 5S6
Lat/Long: 42-51-28.3900N / 124-31-03.3900W
42-51.473167N / 124-31.056500W
42.8578861 / -124.5176083 (estimated)
Elevation: 214 ft. / 65.2 m (surveyed)
Variation: 18E (1985)
From city: 4 miles SW of DENMARK, OR
Time zone: UTC -7 (UTC -8 during Standard Time)
Zip code: 97476[5]

The Cape Blanco State Airport was constructed between 1944 and 1945 and was then leased to the US Navy. Curry County owned a portion of the property and the remaining was leased from the Oregon State Highway Department. The Airport provides access to the surrounding recreational areas including several State Parks, the Oregon Islands National Wildlife Refuge, and the Orford and Blanco reefs.[6]

Minimal Airport Service consists of parking tie downs. The runway is in fair condition at 5100 x 150 ft. with numerous cranberry bogs nearby. Hiking trails to Cape Blanco, Blacklock Point, and Floras Lake all begin from the airport's parking lot.

Figure 4 -- Cape Blanco Airport Looking Out to the Ocean[7]

Figure 5 -- Cape Blanco Airport – landing from the ocean[8]

Airport Ownership and Management

Ownership: Publicly-owned
Owner: OREGON DEPT OF AVIATION
3040 25TH ST SE
SALEM, OR 97310
Phone 503-378-4880
Manager: STATE AIRPORTS MANAGER
3040 25TH ST SE
SALEM, OR 97310
Phone 503-378-4880

ODA reports no intention to sell or lease this facility.

Airport Operations

Airport use: Open to the public
Sectional chart: KLAMATH FALLS
Control tower: no
ARTCC: SEATTLE CENTER
FSS: MC MINNVILLE FLIGHT SERVICE STATION [503-474-2846]
NOTAMs facility: MMV (NOTAM-D service available)
Attendance: UNATNDD
Pattern altitude: 1214 ft. MSL
Wind indicator: yes
Segmented circle: yes
NSTD WHITE TIRES.

Airport Communications

CTAF:122.9

Nearby radio navigation aids

VOR radial/distance	*VOR name*	*Freq*
OTHr187/36.8	NORTH BEND VORTAC	112.10 18E

Airport Services

Parking: tiedowns
Airframe service: NONE
Powerplant service: NONE
Bottled oxygen: NONE
Bulk oxygen: NONE
Tower: NONE

Runway Information

Runway 14/32
Dimensions: 5100 x 150 ft. / 1554 x 46 m
Surface: asphalt, in fair condition
Weight bearing capacity: Single wheel: 115000 lbs
Double wheel: 185000 lbs
Double tandem: 340000 lbs

	RUNWAY 14	**RUNWAY 32**
Traffic pattern:	left	left
Markings:	basic, in good condition	basic, in good condition
Obstructions:	20 ft. trees, 957 ft. from runway, 37:1 slope to clear	3 ft. brush, 275 ft. from runway, 40 ft. right of centerline, 25:1 slope to clear

Taxiways and Aprons

The Airport has a partial parallel taxiway with a bituminous surface. The Airport has an apron, with a bituminous surface, which provides parking for 10 aircraft.

Figure 6 -- Cape Blanco Aircraft Parking, Taxiway and Hangars

Parking

The Airport has minimal automobile parking.

Fuel Facilities

The Airport has no aircraft fueling facilities. None are planned.

Lighting and Navigational Aids

The Airport has a wind indicator but no other lighting and/or navigational aids. A grant request for landing lights and a beacon have been submitted to the Department of Homeland Security.

Airport Operational Statistics[9]

Aircraft based on the field:	4
Single engine airplanes:	4
Aircraft operations:	avg 56/month*
Transient general aviation:	85%
Local general aviation:	7%
Air taxi:	7%

* for 12-month period ending 13 July 2005

Aviation statistics offered for 2005 in the Cape Blanco Individual Airport Report are at 1,525[10]. This number does not resonate with estimates from area residents nor does it square with previous recorded history. This would be well over a 200% increase over ODA estimated operations in 2005 and the last recorded historical count. Questions regarding the accuracy of the ODA report on this statistic remain. It might closer represent landings and take-offs. See the following page for a chart based on the Airport Operational Statistics number.

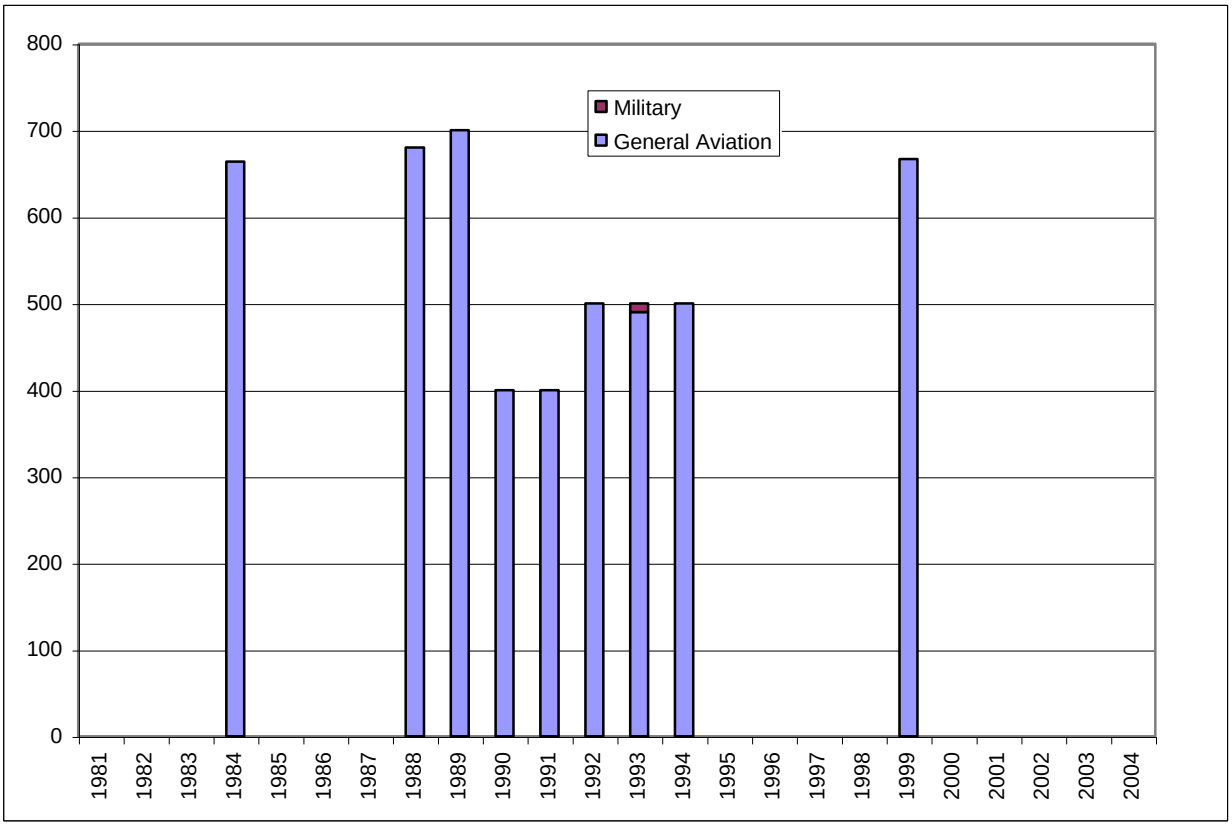

Figure 7 -- Cape Blanco Airport landings (1981 – 2004)[11]

Instrument Procedures

There are no published instrument procedures at 5S6.

ODA Draft Report Recommendations[12]

Note: This section of the report on the airport includes direct quotes from the Oregon Department of Aviation, Oregon Aviation, Volume II, Individual Airport Plans, Cape Blanco Airport. Italicized comments are those of the consultant. All photos were taken by the consultant.

The Cape Blanco State Airport has been classified as a Category V – Remote Access/Emergency Service Airports and should provide appropriate facilities and services commensurate with its system role. The existing airport facilities were compared to the minimum and desired criteria for a Category V airport which identified no airport facility and service needs. This is a non-NPIAS airport and not eligible for federal funding.

Figure 8 -- Cape Blanco Airport (Note the Windsock)

Surveys

Surveys were sent to state, local, and county government officials, businesses, airport managers, pilots, chamber of commerce members, and host communities to solicit input of the state aviation system from diverse interests groups.

Note: No data provided on sample size or survey methodology.

Community Information

Currently, timber and agriculture are noted as the primaries industry in the Denmark area. The Airport is perceived to be a valuable economic asset to the community and is used primarily by private pilots. If there was no longer an airport available to the public, survey respondents believe the community would use the next closest airport, substitute with other transportation modes, or move to a new location. Expansion of the Airport was noted as the main citizen concern regarding the Airport.

Note: The report did not indicate if there was favorable or unfavorable concern, just that there was concern over expansion.

Economic Development

The importance of aviation for growth from an economic perspective is ranked average in survey results. Respondents noted that airport upgrades would increase economic growth for the surrounding communities. It was identified that the most important items that Cape Blanco State Airport could do to promote economic growth are to increase runway length and navigational

aids. Respondents were unsure if the city of Denmark and Curry County would be supportive of a funding mechanism to finance future airport developments.

Note: Increasing runway length would require either an incursion into state parks land or acquisition of private property at the other end of the runway. Both seem unlikely. Also, ODA Report consultants likely are not familiar with Curry County. The closest city of size is Port Orford not Denmark.

General Observations and Recommendations

The airport sponsor (ODA) should consider rehabilitating the apron and taxiway pavement as they are in fair to poor condition. Several areas have significant cracks that have widened and vegetation is growing up through the surface.

Note: The runway does have a number of repaired cracked areas but there is no grass growing up through the runway along its entire length. The consultant walked the entire length of the runway and took video during this inspection.

Figure 9 -- Airport Runway Surface Condition

Figure 10 -- Airport Runway Surface Condition

The runway has an extensive drainage system.

Figure 11 -- Runway Drainage

A Runway Safety Area (RSA) is an area around a runway which, under dry conditions, would support an aircraft without structural damage or passenger injury in the event of an undershoot, overshoot, or excursion from the runway. FAA design standards require RSAs be free of objects except for those required to be there because of function. The Cape Blanco State Airport has non-complaint RSAs on both runway ends due to significant vegetation and rough grade conditions. The airport sponsor should consider removing the vegetation and grading the RSAs to meet the FAA design standards.

Figure 12 -- Runway 14 Safety Area Looking Toward Ocean

Figure 13 -- Runway 32 Safety Area Looking Toward 101

Cape Blanco State Airport is located in a rural location. Airport users or individuals visiting the Airport who are unfamiliar with the area may have a difficult time locating the Airport. The airport sponsor should install signage along county and state roads leading to the Airport.

Note: There is a sign on 101 at the Airport Road turn-off to the airport.

Airport Development and Use

The airport user for Cape Blanco State Airport is local business. Surrounding communities rely on the Airport for medical rescue flights.

There are perceived operational limitations which include:

- Runway length
- Taxiways

- Navigational aids
- Terminal amenities

Figure 14 -- Airport Sanitation

- FBO services
- Inclement weather significantly reduces the "usability" of the Airport (see Figure 8 and check out the windsock)
- Aircraft parking/storage (also see Figure 6)

Figure 15 -- Hangars Located Off Taxiway and Behind Front-most Hangars

Figure 16 -- Old Combination Dwelling/Hangar

Air Shuttle

Upon the request of ODA, the feasibility of a state operated and subsidized air shuttle service is being investigated. This air shuttle service would link various communities within the state.

Traditionally, air shuttle services do not compete with regular commercial service, their intent is to commute between smaller local communities instead of large regional airports; therefore, they are viewed as a supplement to air service for airports. The air shuttle concept is not intended to compete with scheduled air service.

Survey respondents noted that some form of an air shuttle service would fulfill a community need and would likely promote economic growth for communities. Businesses, transportation of cargo, higher education, emergency services, health services, and governmental services are a few of the segments that may benefit from the air shuttle service. The order of importance of issues for travelers is listed in survey results as cost, type of aircraft, schedule, reliability, and comfort.

Three of the destinations within the state that users are expected to want to travel to include Portland, Bend, and Pendleton. Providing service on a daily bases is desired, with a desired arrival time at the destination of 10:00 a.m. and a desired departure time from the destination of 6:00 p.m. Respondents were unsure if the city of Denmark and Curry County would be willing to "guarantee" seats for their community on the air shuttle service. If they were to invest in the air shuttle service, they would expect users to pay between $51 and $100 per seat, with a potential of over 20 users per flight.

Significant improvements would be necessary to accommodate the type of aircraft required to provide an air shuttle service at this Airport. Even though there is an interest from the survey respondents, it is unlikely that this Airport could support this activity.

Airport Capital Improvement Program

The Airport Capital Improvement Program (ACIP) is the primary planning tool the FAA utilizes to identify, prioritize, and assign funds to capital airport development and associated capital needs for all National Plan of Integrated Airport Systems (NPIAS) airports. The State of Oregon Department of Aviation has a similar program which is completed for all Non-NPIAS airports within the state. The following projects were listed in the 2007 State ACIP:

- Construct apron and ramp
- Install security fencing
- Install weather reporting equipment
- Install signage

Other Potential Improvements for Consideration

Repair of runway lights and replacement of the beacon light.

Figure 17 -- Broken Runway Light

Figure 18 -- Unbroken Runway Light

There are more broken runway lights than not.

Figure 19 -- Broken Beacon Light

Figure 20 -- Broken Beacon (Close-up)

Note: No reports at this writing of approval of a grant application to the Department of Homeland Security to fund these improvements/repairs. No additional projects were being considered at the time of publication.

Proximity and Relationship with other Airports in the Region

A number of airports reside in the region (see following map and also Appendix 2: Regional Airports).

Cape Blanco Airport serves a small number of local businesses and local aircraft owners. It also serves as an overflow or backup airport to the Bandon facility, especially when visibility at Bandon is low.

Cape Blanco Airport users rely on fueling capabilities of Gold Beach and Bandon, where fuel prices sometimes vary considerably.

No tracking of flights between the regional airports was available. Anecdotal information indicates that there are a number of flights into the airport that are of short duration (in and out) by recreational fliers.

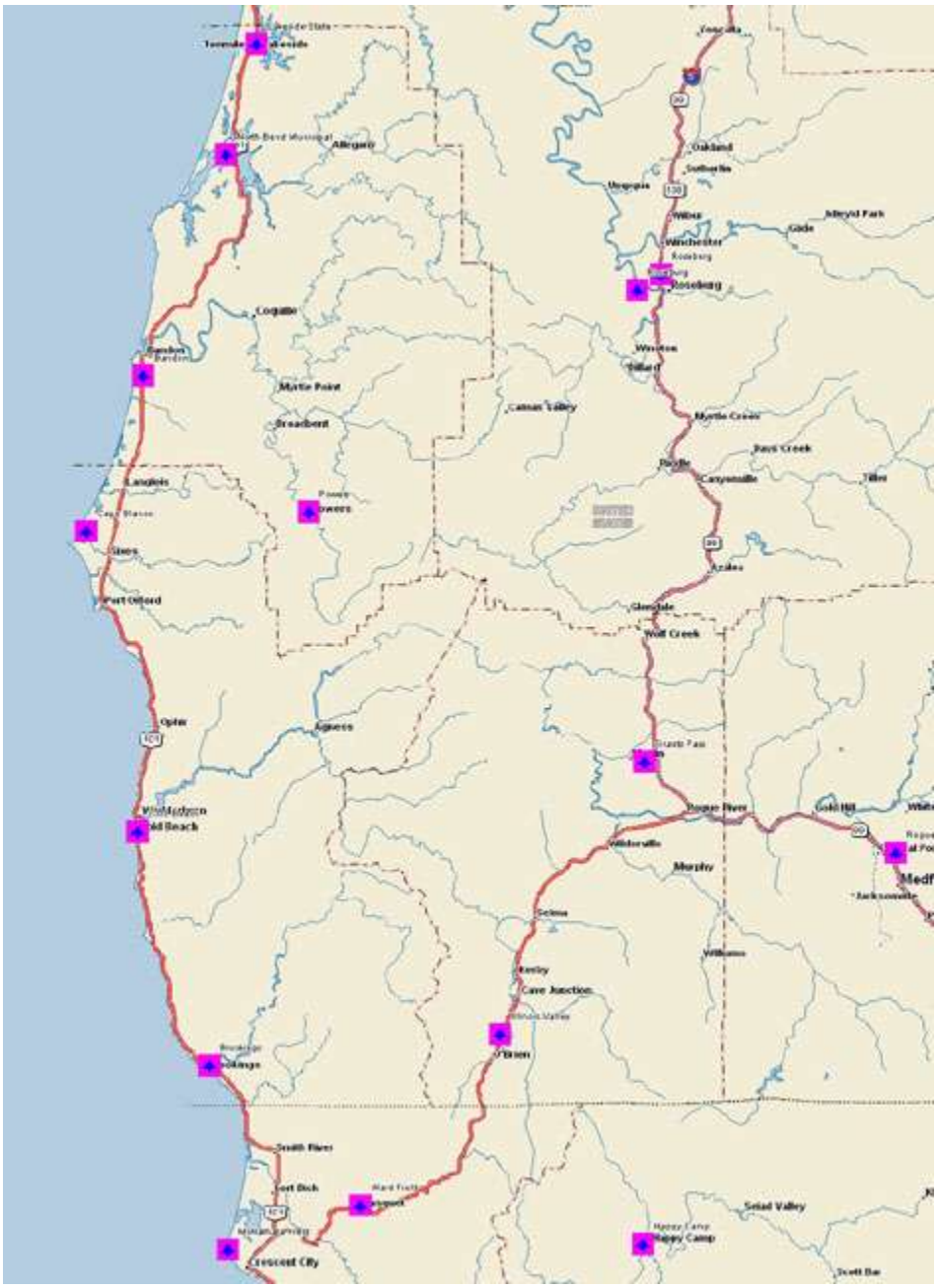

Figure 21 -- Regional Airports

Potential for Industrial, Business or Technology Park at Cape Blanco Airport

ODA has stated on several occasions that the airport is not for sale or lease. An overriding principle of consideration for this an airport industrial park is that the Federal Aviation Administration (FAA) and the Oregon Department of Aviation (ODA) are particular about what happens to airport property. Available airport property needs to be retained for future airport use. However, the ODA has indicated a willingness to consider leasing additional land at the airport for hangars or other uses.

Infrastructure challenges (e.g., sewage disposal, access to water, power, telecommunications) likely will be faced by anything other than hangar development. These factors are discussed in more depth in the body of the study.

Section 2: Curry County Owned Property Adjacent to Airport (31S15-4200)

Assessor's Maps

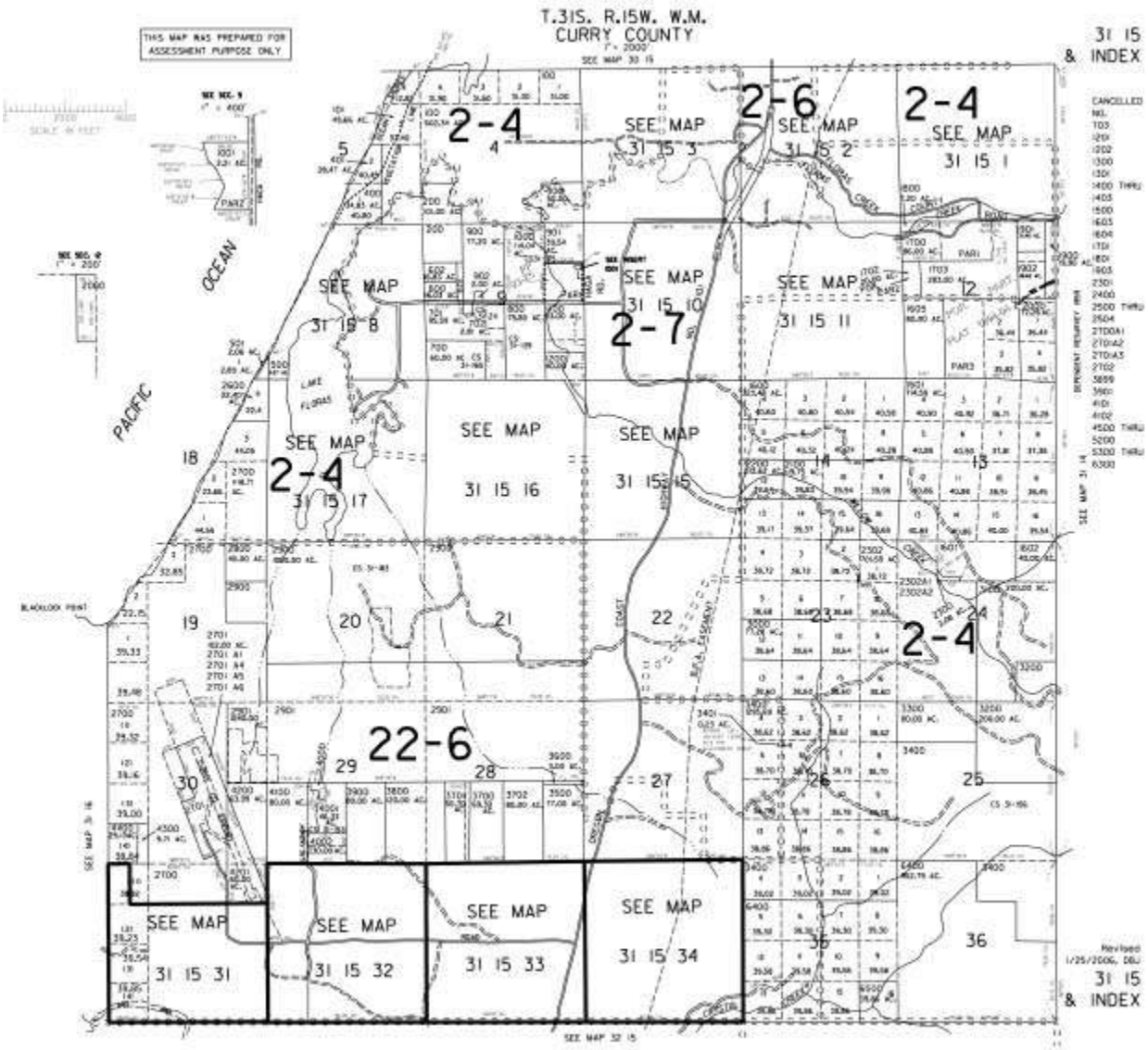

Figure 22 -- Assessor's Map 31S15W

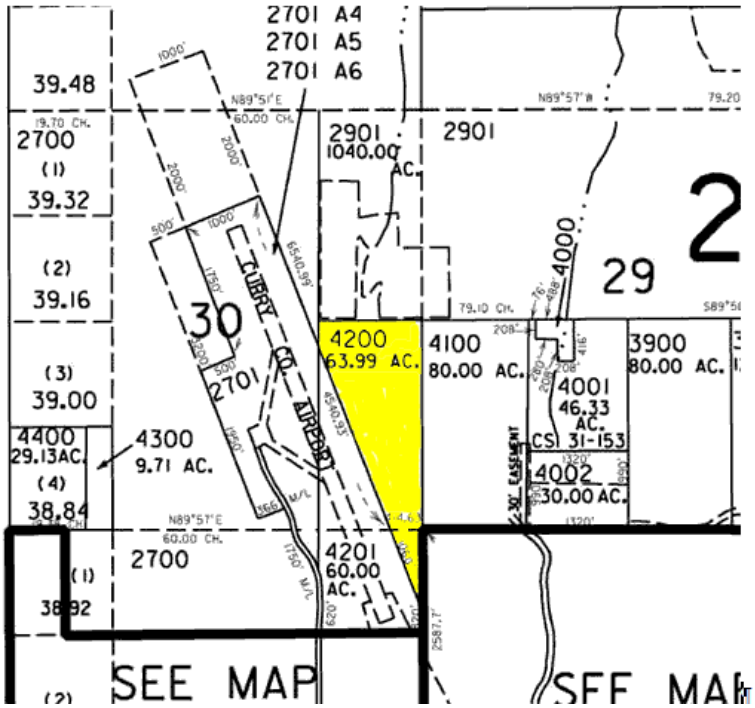

Figure 23 -- Detail of County Owned Property Adjacent to Cape Blanco Airport

Land Availability for Airport Expansion and/or Buildings

On the airport property there is some additional opportunity for building on leased land. This would be on the side of the airport already developed. Likely there is insufficient land between the runway and the county-owned property to support development in that location.

The county-owned parcel would require extensive preparations to provide a shovel-ready site. This would include:

- inventorying plant and animal species
- providing an access road
- leveling and installation of drainage
- obtaining a ready supply of water (i.e., a well).
- installation of sewage disposal facilities
- provisioning of power and telecommunications

Zoning, Urban Growth Boundaries and Port District

County Parcel is Zoned PF

County parcel 3115-00-04200-00 R23869 is zoned as a Public Facility (PF – a complete copy of section 3.200 is in Appendix 4). The PF zone is applied to publicly and privately owned areas for the development or maintenance of needed public facilities and services. All public highway, road and street right-of-ways are included in this zoning designation.

Certain uses are permitted outright. Potential uses for this parcel might include those items in bold-face, as follows:

1. Public schools, including nursery or day care center when located within an urban growth boundary.
2. **Public parks or recreational facilities.**
3. Public utilities and/or service facilities.
4. Government structures, offices or uses.
5. **Public parking lots or parking buildings when accessory to a permitted use.**
6. Community centers.
7. Cemeteries.
8. **Expansion of airport hangars and related buildings.**
9. Disposal of dredge spoils on sites described in permits issued by Federal and/or State governmental agencies.
10. Storage of equipment and construction materials necessary to maintain public roads and highways for a period not to exceed six months in a calendar year, but not including the operation of portable construction material processing plants. The time limitation for storage of materials does not apply to the stock piling of sand, or rock.
11. Repair or modification of an existing use listed above which is located in a rural area outside of an urban growth boundary.
12. Public transportation improvements including:
    a) Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.
    b) Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within existing right-of way.
    c) Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.
    d) Landscaping as part of a transportation facility.
    e) Emergency measures necessary for the safety and protection of property.
    f) Acquisition of right-of-way for public roads, highways, and other transportation designated in the Transportation System Plan except for those that are located in exclusive farm use or forest zones.
    g) Construction of a public street or road as part of an approved subdivision or land partition approved as being consistent with the applicable land division ordinance or code.

In the event "Land designated for Public Facilities (PF) use which is transferred to private ownership by a public agency shall automatically revert to the comprehensive plan and zoning designation of the majority of the immediately adjacent lands upon transfer to private ownership." Adjacent land is zoned Agricultural (AFD) and Forestry-Grazing (FG).

Port Orford Enterprise Zone[13]

Located within and adjacent to the city of Port Orford this zone parallels Highway 101 in northern Curry County. The enterprise zone is approximately one hour south of Coos Bay and the North Bend Airport, and one hour north of Brookings. The area offers well-serviced industrial sites including sites adjacent to the Cape Blanco State Airport, north of Port Orford and industrial lands at Paradise Point Road and along Highway 101.

Note: Consultant did not find well-serviced industrial sites adjacent to the Cape Blanco State Airport.

Curry County partners with the cities and ports to assist businesses with permitting and licensing fees, waiver of qualifying property taxes, reduction of water and sewer fees, assistance with loan, grant and funds programs, just to name a few.

Enterprise zones target 'for-profit' business operations that do not compete significantly within the local economy and that bring in outside income There are four basic requirements a prospective enterprise zone candidate must satisfy for the three to five year exemption.

Eligible business activities are limited to the provision of goods, products or services to other businesses that do not involve the following or similar activities: entertainment, tourism, health care, child care, serving meals, finance, housing, property management, leasing space, construction and sales of goods and services at a retail level. Most eligible businesses are manufacturers, but this is not the only possibility. Eligible activities may qualify even if a firm is in engaged in separate, ineligible activities. A non-retail operation of a firm, such as a warehouse for a retail chain or the manufacturing facility of a business firm that sells its products directly to non-business customers, is also eligible.

The firm must make an investment in the qualified property, either through a purchase or a lease. A qualifying business or firm in the zone must increase employment by at least 10 percent or one new job, whichever is greater; only full-time, year-round employees are counted. The firm must also not diminish employment more than 30 miles outside the zone in Oregon concurrent with the exemption.

The firm must enter a "First Source Agreement." The agreement requires the firm consider qualified applicants referred by job-training providers before hiring new employees.

The Enterprise Zone Program is designed to encourage businesses of all sizes to make new or additional investments that will improve employment opportunities, spur economic growth and diversify business activity within the communities each zone encompasses.

To receive a fourth or fourth and fifth year exemption, new employees must receive compensation including benefits that on average is at least 150 percent of the county average annual wage at the time of pre-certification. Also at that time, the firm must enter into a written agreement with the local governments that sponsor the enterprise zones, which may include additional requirements for the extra years of abatement.

Before the enterprise zone exemption, property tax abatement is available for commercial and industrial construction still under way on December 31.

The Gold Beach and Port Orford Enterprise Zones are managed by Susan Brown on behalf of the zone sponsors. An enterprise zone pre-certification form must be filed prior to starting any eligible investment or hiring new employees, although a building may already be under construction if sold or leased to the pre-certified business prior to use or occupancy of the premises.

Once investment is completed and the new employees have been hired, pre-certified businesses must file a tax exemption application with the Curry County Assessor between Jan. 1 and April1, the first year in which the exemption is sought.

Port Orford Urban Growth Boundary

The Cape Blanco Airport and adjacent county property do not appear in the published Port Orford Urban Growth Boundary map.[14]

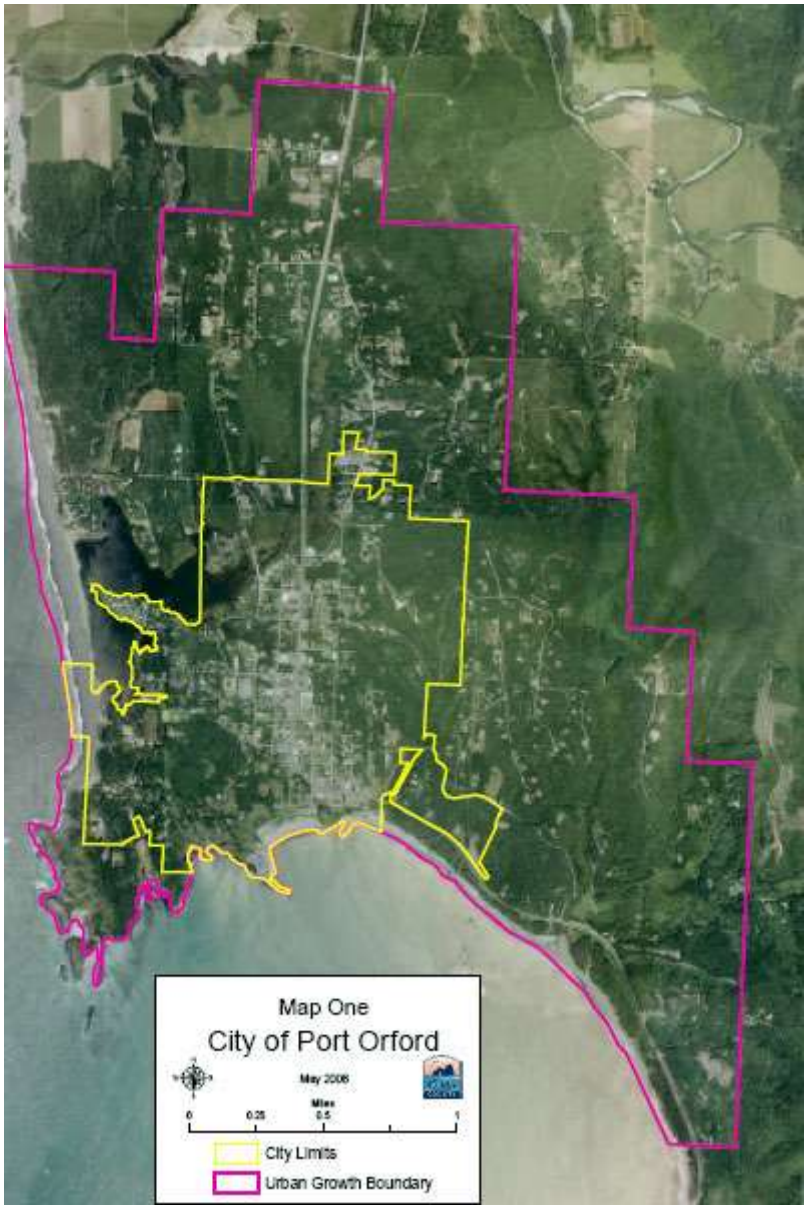

Figure 24 -- City of Port Orford and Urban Growth Boundary

Port of Port Orford District

The Cape Blanco Airport and adjacent county parcel are not within the Port of port Orford district. Discussion with Gary Anderson, Port Manager, indicated an interest in some day exploring expansion of the port district to include the airport area.

Soils and Plants

Soils

Note: The consultant does not profess expertise in soils, plants or animals and relies on the opinions of others. In this report we rely on findings of the USDA National Resources Conservation Services and Oregon State University Herbarium.

Figure 25 -- County Property 31S15W

The USDA National Resources Conservation Services provides the following information (and more at their Web site - see endnotes).

BLACKLOCK [SOIL] SERIES[15]

The Blacklock series consists of poorly drained soils that are shallow to an ortstein pan, and formed in sandy marine sediments. These soils are in depressions on marine terraces. They are underlain by a cemented pan at a depth of 12 to 20 inches. Slopes range from 0 to 7 percent. The mean annual precipitation is about 70 inches and mean annual temperature is about 52 degrees F.

GEOGRAPHIC SETTING: The Blacklock soils are on marine terraces. They are usually in depressions or flats between low ridges or hummocks but are also in poorly drained areas of gently sloping old sand dunes. They formed in unconsolidated sandy marine sediments and eolian deposits. Elevations range from 25 to 650 feet. Slopes range from 0 to 7 percent. The climate is humid, temperate and marine with a dry season during the summer. Average annual precipitation ranges from 50 to 80 inches, mean annual temperature ranges from 51 to 53 degrees F, and the frost-free period is 200 to 330 days.

DRAINAGE AND PERMEABILITY: Very poorly or poorly drained; slow to medium runoff; moderate permeability in the upper part of the solum, very slow in the cemented pan and moderately rapid in the underlying material.

USE AND VEGETATION: Most areas of this soil are in native shrubs and trees and are used for wildlife habitat. This soil has limited use for timber production. Intensive uses are for cranberry bogs, pasture, occasional home sites and recreation such as campgrounds and hunting. The native vegetation is shorepine, sitka spruce, Port-Orford-cedar, western hemlock, evergreen huckleberry, rhododendron, salal, madrone, swordfern, azalea, spirea, sedges, rushes, and water-tolerant grasses. Gorse has invaded some cleared areas in southern Oregon.

RANGE IN CHARACTERISTICS: Solum thickness ranges from 30 to 60 inches. Depth to bedrock is greater than 60 inches. Depth to the ortstein layer and effective rooting depth range from 12 to 20 inches. The mean annual soil temperature is about 54 degrees F. The solum is medium to extremely acid and acidity commonly decreases with increasing depth. The substratum is slightly acid to strongly acid. The difference between mean summer and mean winter soil temperature varies from 5 to 9 degrees F. The surface when mixed to a depth of 10 inches has value of 2 or 3 moist, 5 dry and chroma of 1 or 2 moist and dry.

Another report of the USDA contains the following description.

> "The major part of the Pioneer terrace extends from Port Orford north into Coos County. A typical area of this surface occurs from the Sixes River north to Blacklock Point and Floras Lake, encompassing Cape Blanco State Airport, east of Cape Blanco. The soils in this area formed in coarse textured to medium textured eolian material overlying stratified marine sediment of the late Pleistocene. Landforms include dunal and dissected terrace components. Isomesic Typic Haplorthods, such as Nelscott soils, have formed dominantly on broad, dissected marine terraces in areas where loamy textured, wind- or water-deposited material overlies stratified marine sediment. An iron-cemented ortstein layer has developed at a moderate depth in these soils. Typic Duraquods, such as Depoe soils, have formed in depressional areas on this surface. These soils have an ortstein layer at a shallower depth. The water table is perched above this impermeable layer and is at or near the surface. Both the Nelscott and Depoe soils have an albic horizon. Typic Haplorthods, such as Bullards soils, formed in sandy marine and eolian material and are on the older, stabilized sand dune deposits. The Bullards soils are younger than the Nelscott and Depoe soils, which have an ironcemented layer within the spodic horizon. A longer period of time is needed for this layer to become an ortstein layer. Other soils that formed on this Pioneer terrace in the northern part of the survey area include Horseprairie soils (isomesic Andic Humitropepts), which formed in moderately fine textured material along the back margin of this surface. These soils have andic properties such as a high water-holding capacity, low bulk density, high cation-exchange capacity, a high level of phosphate retention, a high content of chemically extractable iron and aluminum, and a high content of organic carbon, particularly in the surface layer."[16]

Plants

Much of this area is underlain by low nutrient Blacklock soils, which means that trees that grow here are often stunted and not suitable for timber production. This same low-nutrient environment means that there is a high likelihood of rare and unusual plants, for example Western Lilies. The Western Lily is a rare plant that grows only in southern Oregon and northern

California, within 6 miles of the sea; in areas with the unusual Blacklock soils (this is hardpan with organic material on top that remains wet much of the year). The Western Lily is a federally endangered species protected by the Endangered Species Act. The county property has a high probability of having rare species due to the fact that it is immediately downstream from the Western Lily/Sundew Fen habitat at Knute's Seabreeze cranberries.

Figure 26 -- Close-up of Vegetation on County-owned Property

Botanists, including a federal Western Lily specialist, indicate that there are Western Lilies in proximity to the airstrip and possibly on the county parcel. There is a possibility that there could be other rare and unusual plants. For example, there is another potentially rare plant to consider: bog clubmoss (Lycopodiella inundata). This is not endangered or threatened but rare, which apparently is its own classification. This Consultant is not clear on what rare means in terms of protection.

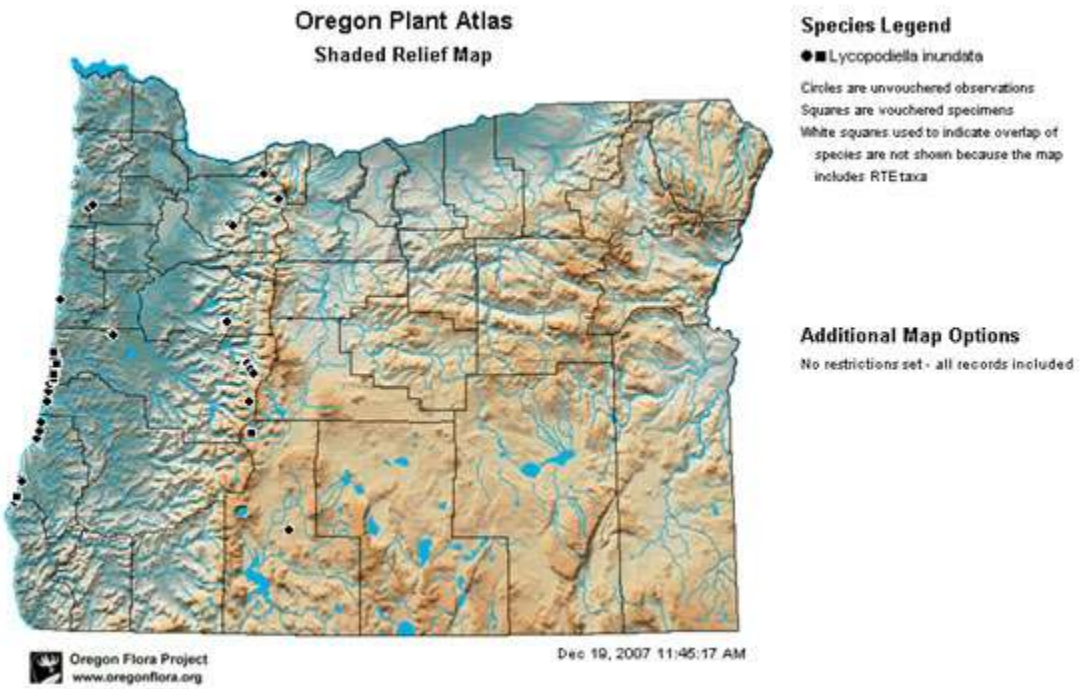

Figure 27 -- Oregon Plant Atlas map showing location of bog clubmoss[17]

Any development must consider the implications of protected and rare species as such development could be considered detrimental. Changing the drainage and therefore the hydrology in the area could also affect these endangered plants. As such an environmental survey would be required to inventory and catalog presence of plant and animal life on the county land to identify protected species, if any.

Infrastructure Development Considerations

Access Road

A road would need to be constructed to gain access to the county's property. Rough estimates indicate a total length of 1,500 feet using the shortest route from Airport Road to the county property (see next page). Estimated build cost is $300,000[18].

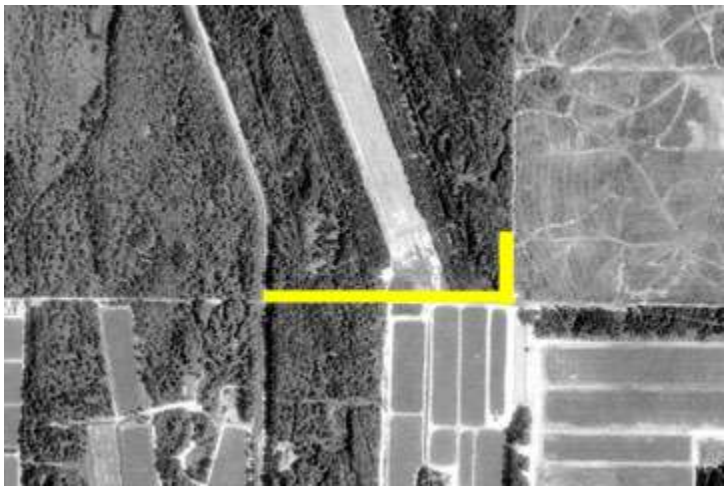

Figure 28 -- Envisioned Cape Blanco Airport County Property Access Road

Given the current assessment of compromised RSAs by ODA and footprint of the state lands the implication is that the access road would need to be installed on private land. No estimate of additional costs for this solution was immediately available (i.e., land acquisition for the road or easement).

Power

There is power to the airport hangars.

Figure 29 -- Power Line on Airport Road and Light at Hangars

There is no power to the county land under study. Bringing power to the county property will require an engineering study by Coos-Curry Electric Cooperative to determine power needs and the best route for reaching onto the property. Sizing the power delivered depends on projected uses for the property. This engineering work might be combined with telecommunications engineering.

Water

There is no water service at the airport or at the county-owned land.

Wells do exist around the property in question.[19]

Property	***Well Depth (feet)***	***GPM***
2901	41	10
3000	41	10
4100	62	30
4005	40	80

Rough investment estimates for developing a producing well are computed at $20/foot for drilling and $15/foot for materials.[20] The estimated cost of the pump was not available without additional engineering work. Miscellaneous other costs would also be incurred. The dollar amount for that would depend on how the well was built (sand, etc.). Using these numbers the following cost of well development would be estimated as follows:

Well Depth (feet)	***Estimated Investment (Drilling and Materials)***
40	1,400
65	2,100

Keep in mind these investment numbers only address a portion of the costs. Total costs to develop a producing well could range from $5,000 to $10,000 or more.

Sewage Disposal

There is no sewage disposal at the airport or at the county-owned land nor is there a nearby sewage disposal treatment plant. A "porta-potty" provides for this need in the area of the airport hangers (see Figure 14). The soil profile indicates relatively shallow material on a hard-pan floor with poor drainage characteristics.

A sewage disposal system would need to be sized to meet the needs of any proposed development. Factors impacting the cost of such an investment would include identifying a viable location on the property, the type of system to be installed and the processing capacity of the system.

Transportation

Surface transportation for hire is not readily available to either the airport or to the adjacent land.

Telecommunications

Telephony could be extended to the airport and to the county-owned property. But it does not exist there at this time. There is no telephone at the airport. Some factors to be addressed would be whether to carry telephone lines to the property above or underground. Above ground would

require pole placements. Engineering for this might be done in conjunction with getting power to the county parcel. No estimate of cost for providing telephony to the airport was obtained.

Broadband capacity is growing for the area but does not exist there today. Verizon and Charter Communications have fiber runs down highway 101. Likely the closest connection point to either of these service providers would be in Port Orford.

Curry County recently completed an expansion of their internal communications capabilities over wireless. A new county antenna on the east side of 101 can be seen from the airport runway. Line of site communication could be enabled but this would not be available for commercial purposes under current county policies.

Figure 30 -- View of Curry County Communication Antenna as seen from Airport Road

Curry County lacks telecommunication route redundancy now considered critical to any light industrial manufacturing or other form of business requiring continual availability of telephony or broadband communications.

Gross Estimate of Investments to Bring this Property to a Shovel-Ready Status

The following estimates (see next page) are very rough, preliminary and subject to change. The purpose is to give some idea of the possible costs involved to bring this county parcel to a shovel ready status (i.e., readied for development).

Element	***Estimate***
Engineering	30,000
Access Road	300,000
Power	unknown
Water	10,000
Sewage Disposal	unknown
Leveling and drainage	unknown
Telecommunications	unknown
Environmental Assessment and Inventory	unknown
Project Management	30,000

The "unknowns" require additional information to cast an estimate. Even so, we estimate the cost to the county of preparing this land for a business park in the range of $500,000 to $800,000.

Measure 49

In 2007, the Oregon legislature placed Measure 49[21] on the November 6, 2007 special election ballot. It passed with 62% in favor. The measure overturns and modifies many of the provisions of Measure 37. The Legislature stated that it would restrict the damaging effects of Measure 37 by limiting some of the development that measure permitted.

The implications of Measure 49's passage on development of the county parcel are not clear at this point, save that it creates yet another barrier/challenge to development. Sue Musser, Sweet Ranch decision-maker, indicates that this has changed development plans for the Sweet Ranch, which is adjacent to the airport.

No doubt legal opinions and court cases yet to come will help clarify this emerging situation.

Other Airport Industrial, Business or Technology Park Activity in the Region

Somewhat surprisingly there is a very low level of airport industrial, business or technology parks in association with the airports of the region. Photographs from the air on from ground-level really bring home this point. Appendix 2: Regional Airports provides a comprehensive overview of these airports. Many airport managers would like to see such development but are faced with a number of development challenges (see Section 3: Alternatives, Airport Industrial, Business or Technology Park Development Challenges).

Section 3: Alternatives

Assistance, Funding and Financial Incentives

A number of the alternatives presented here may need financial assistance of one form or another. For a wide variety of Assistance, Funding and Financial Incentives please refer to Appendix 3.

Alternative 1: Hold Property for Future Use

This may be a reasonable alternative as land values will only increase. In addition there is a high likelihood that market forces will increase the demand for airport expansion some time in the next 10 years. This would help set the stage for development or sale of the property at a future date. There is no apparent expense of holding this property "as is" until some future date.

Alternative 2: Natural Resources Extraction on County Parcel

Logging potential of trees on this property has been evaluated previously and found to be of limited or no commercial value.

Much of this area is underlain by low nutrient Blacklock soils, which means that trees that grow here are often stunted and not suitable for timber production. This soil has limited use for timber production. Intensive uses are for cranberry bogs, pasture, occasional home sites and recreation such as campgrounds and hunting. The native vegetation is shorepine, sitka spruce, Port-Orford-cedar, western hemlock, evergreen huckleberry, rhododendron, salal, madrone, swordfern, azalea, spirea, sedges, rushes, and water-tolerant grasses. In addition there is the high probability of rare and endangered plant species on this parcel.

Alternative 3: Sell County Property 311S15-4200

Sale of the property to the state is ill-advised as the county would only receive 6% of the sales price.

Sale of the property to a private party would convert this parcel into a taxable property. A rough estimate for the sale price is $136,810 (using $2,138 per acre of nearby parcel 3114-00-03900 R20984[22]) to $895,860 (using $14,000 per acre Real Market Value of adjacent parcel 3115-00-04100 R14343[23]).

On sale of the property to a private party the zoning would likely revert to either agricultural or forestry/grazing, unless other action was initiated. This along with Measure 49 implications would constrain the use of the property to some form of agricultural use, such as a cranberry operation.

One thought is to explore sale of this property to a land conservancy group. That use would be consistent with the state parks property that exists on the other boundaries of the airport property.

Alternative 4: Land Swap of County Property 311S15-4200

This alternative might better position the county to develop an industrial, business or technology park in more favorable circumstances (i.e., location) for such development. No specific parcel was identified. The land swap could be done with private, state or federal land owners.

Figure 31 -- Map Showing State (blue), Federal (green) and County (purple) Land

Alternative 5: Develop an Airport Industrial, Business or Technology Park

Regional airports, especially when combined with a neighboring industrial, business or technology park, can be valuable assets in overall regional economic development. However, these airports often do not operate at full capacity since the neighboring facilities and industrial parks lack the interest of investors, and vice versa. Although the infrastructure is often available, they lack good concepts for further developing and marketing their tourism assets, industrial parks and regional airports and thus increasing the attractiveness of their regions.

Many challenges for development of an industrial, business or technology park present themselves in this situation. By no means are they insurmountable but the cost to benefit must be fully understood.

Park Development Challenges

Typically airports that have developed profitable airport industrial parks started with very large tracts of land. These airports are able to persuade airport authorities that part of this property might not be needed for airport use and could therefore be released from airport property use constraints. For example, Kingman Airport in Arizona started with 4000 acres and was able to obtain the release of 1000 acres for industrial development.

There is one separate county-owned parcel with potential availability for development adjacent to the airport (311S15-4200). This parcel could be developed subject to a number of considerations, the sum total of which when taken into consideration with other factors would present significant barriers to development. Because this property has not been disturbed, likely it would trigger the need for an Environmental Impact Report.

- The numbers of acres possible to be used for the industrial park are below normal acreage for most airport industrial, business or technology parks. Most airport industrial, business or technology parks have well over 100 acres. The two industrial parks with the least amount of land so dedicated are 24 acres at Tulare, CA and 40 acres at Astoria, OR. The number of acres at Cape Blanco Airport which could currently be used for industrial development is substantially less than the airport's 398 acres, given the footprint of the taxiways, runway, RSA's and side clearance for the runway. The adjacent county property is at 63.99 acres.
- The amount of usable land is severely restricted by the geography at the airport. This is similarly true of the adjacent county-owned parcel. For example, a road would need to be developed to provide access to the county-owned property.
- Airfield Runway Requirements indicated by ODA are for an 8,000 foot runway. The airport is very usable by smaller aircraft, including jets, but the ODA deems 8,000 feet as necessary for support of commercial shuttle aircraft.
- Surface transportation and parking are an issue.
- Lack of sewage disposal infrastructure at the airport. The airport currently has no septic system and no plans to construct such.
- Lack of a developed water system and no plans to construct such.
- Lack of power to the county-owned parcel.
- Strong potential for protected species.
- Poor highway access. It takes approximately an hour and a half to two hours to reach I-5 over mountainous terrain on secondary roads.
- Lack of rail access. Traditionally, goods manufactured at industrial parks, can easily be transported by air, truck or rail to markets.
- Lack of access to a large population. One reason many airport industrial parks are successful is that within a relatively short distance there is access to large populations of people. The population of Port Orford is 1,190. The entire population of Curry County is 22,358.
- Airport runway expansion would have to extend into either Oregon State Park lands or into an adjacent farming operation. Neither would seem to be in the planning horizons of the ODA.
- Non-NIPPIAS status means the airport is not eligible for FAA funding. This imposes a substantial barrier to obtaining funds for improvements.
- Measure 49 implications
- Transfer to a private party requires the PF zoning to revert to the zoning of the majority of other properties in the area (i.e., agricultural or forest/grazing).
- Air quality and noise also are raised as issues. Air quality in the immediate area is likely not too big a concern as the prevailing winds carry any pollution away from the area. Some concern for the impact to global warming has been raised. This is a serious issue. However, all things considered air traffic pollution from the Cape Blanco Airport is very low and likely will remain in that status for some time to come. Only thorough air quality monitoring over a period of time would accurately determine air quality and whether or not it is an issue.
- Noise from overhead traffic is of concern to some. Landing patterns, however, mean that any overhead traffic in Port Orford is more likely from folks having a "look-see" (i.e., tourists, coast guard, etc.). Take-offs and landings are required to be at a minimal level of 2,000 feet when passing over the reefs immediately offshore. Wind tends to carry the sound inland. On one day this fall when doing a

physical survey of the airport, the sound of the cranberry beaters was far greater and of a longer duration than any aircraft engine noise. In general while noise could be an issue for some, in reality it barely is noticed by many. Reports from persons having lived immediately at the end of the runway or just up airport road (near 101) indicate that noise from aircraft was not an issue for them. Only a detailed sound survey using instruments will establish the exact noise levels and noise distribution.

Workforce factors

According to the results of the latest Business Retention and Expansion survey the current Port Orford business environment is dominated by retail and services. [24]

Sector	***%***
Service	21
Agriculture	0
Wholesale	7
Construction	3
Retail	28
Technology	7
Medical	0
Finance/Insurance	3
Real Estate	10
Restaurant	3
Lodging	14
Education	0
Manufacturing	3
Recreation/entertainment	0

Note: Responses to the BR&E survey did not include indications of known north county agriculture (cranberries, ranching, etc.) or teachers (education). This likely is the result of the survey method of distribution by mail to a non-random group of existing businesses.

Port Orford area businesses (includes Langlois and Sixes) were asked how many people they employed on an average throughout the year. 29 Port Orford area businesses responded to the survey and reported they collectively employ 102 people.

Full-Time	***Part-Time***	***Seasonal***	***Union***	***Total***
62	26	14	0	102
60.8%	25.5%	13.7%	0%	

For the most part existing businesses are content with their employees but several areas of needed improvement were identified. The BR&E report cited above reported issues with poor quality of available help, work maturity, teamwork, technical and basic skills, customer service skills, personal skills and thinking skills.

Discussions with several parties[25] indicate that at any time there may be only a little over 2 dozen unemployed employable persons in the Port Orford area. Additionally, the skill level or work ethic of those persons may not even qualify them for light industrial assembly work.

When asked to rate areas in which current employees need training, the following responses were provided:

Skills	***%***
Customer Service	56.2
Computer	50.0
Specialized	25.0
Professional	18.8
General	12.5
Managerial	6.2
Other	6.2
No Training Needed	18.8

The Port Orford area respondents to the BR&E survey indicated overall dissatisfaction with the local workforce.

	Excellent	***Good***	***Average***	***Poor***	***Very Poor***
Quality	4.2	25	33.3	25	12.5
Quantity	4.2	16.7	12.5	37.5	29.2
Availability	4.2	12.5	20.8	37.5	25
Stability	0	12.5	16.7	50	20.8

Note: Numbers are percentages

Quality has 37.5% rated Poor/Very Poor. Quantity has 66.7% rated Poor/Very Poor. Availability shows 62.5% Poor/Very Poor. Stability has 70.8% Poor/Very Poor. These are not numbers that would encourage external investment.

Businesses were asked about future technologies and the effect on their business. 64.3% reported they did not foresee technologies that would affect their business, while 34.7% indicated technologies that would affect their future. Of the businesses that would be affected by new technology, 40% responded that new innovations in computer software/hardware updates, internet speeds, communications, etc., will be the future trend of their business.

Businesses were asked if they planned to modernize or expand their business. 55.2% of local businesses do not have plans to modernize or expand. 44.8% would like to expand or modernize their businesses.

In short the skill sets necessary to support light manufacturing, including assembly work, or customer service work (e.g., call centers) are not present in sufficient quantities to support attracting a new business entity to the immediate area. In addition low-end manufacturing work is most at risk to be outsourced offshore. There is a resurgence of manufacturing in the US but it is more knowledge-based and requires a higher level of technical and people skills then present in today's north Curry County population.

Alternative 6: Cape Blanco Airport as an Ecotourism and Art Tourism Portal

Tourism already contributes to the region's economic well-being. Yet there are opportunities to add new dimensions beyond the traditional approaches to tourism as practiced in the region.

Regional airports, especially when combined with a neighboring industrial, business or technology park, can be valuable assets in overall regional economic development of which tourism development is an important part. Although the infrastructure is often available, good concepts are often lacking for further developing and marketing regional tourism assets and airports.

Today the airport does provide a viable entry-point into north Curry County. Even without any airport expansion there is the opportunity to enhance regional economic development by utilizing this asset in conjunction with expanded promotion and organization of the area's spectacular natural resources and art offerings.

Figure 32 -- Cape Blanco Airport Is a Potential Ecotourism Portal

In many ways this is more an act of becoming even more organized and well-defined, crafting a more systemic approach than is currently in play. This approach is about more than brochures and Web sites, although those remain as critical and integral parts of an overall systematic strategy. We are not proposing elimination of current approaches but rather see opportunity to add a new dimension of tourism, one that attracts a demographic with greater disposable income and a willingness to pay for a value-added experience.

Doubts about the viability of developing this sector are likely to come from those who look at the weaknesses of the current approach to tourism in the region. The current approach to tourism generates a number of low-paying jobs and is dependent highly on the "accidental tourist" stopping for food or lodging as they pass through the county.

This approach is different in that it targets a different demographic; people that leave their homes to travel to north Curry County secure in the knowledge that their experience will be of the

highest quality and a notable moment in their lives. In exchange they will spend more money than the casual tourist, money that will stay in the regional economy.

Area Recreation Opportunities

The area is rich with natural beauty and many attractions. Here in no particular order is a short list:

- Spectacular ocean views with great whale watching opportunities.
- Port of Port Orford, a working harbor with long history as a fishing and lumber port.
- Elk River fish hatchery
- Wind surfing at Floras Lake State Park
- Cranberry bog tours
- Art galleries
- Newburg State Park
- Oregon Islands
- The Elk and Sixes rivers are well known throughout the Pacific Northwest for their fall and winter steelhead and salmon fishing, as well as trout, in season. Float trips are available on the Elk and Sixes rivers.
- Fall colors
- Battle Rock City Park
- Cape Blanco State Park
- A hike up the three mile trail to the top of Humbug Mountain provides impressive vistas of the Oregon coast.
- Picnicking
- Humbug State Park campground
- The black sands of Humbug Beach.
- Cape Blanco Light Station
- The Port Orford Lifeboat Station (Coast Guard Station #318)/Port Orford Heads State Park.
- Paradise Point State Recreation Area
- Ocean, lake and river fishing
- Active artistic community, with at least eight art galleries owned and operated by working artists
- Ocean surfers ride the waves at Hubbard Creek and Battle Rock State Park.
- Patrick Hughes House
- Gift shops
- Restaurants
- Kite flying
- Beachcombing
- Camping
- Bicycling (e.g., Oregon Coast Bike Route) and hiking (e.g., Oregon coast Trail) paths/trails
- Crabbing
- Blacklock Point
- Clamming
- Hikes through the pristine forests include groves of the rare Port Orford cedar.
- Garrison Lake
- Prehistoric Gardens
- Historic Cape Blanco Airport
- Bird watching
- Boating and kayaking
- Sailing
-

Art Tourism Opportunities

One aspect of tourism that can be associated and integrated with ecotourism is art tourism. Some regions have identified artists and creative people as among their best resources. A number of area Web sites do promote regional artists, and there are quite a few top-notch artists in the region. Many have studios that are open to the public at designated times. Four area artists' work examples follow.

Figure 33 -- "Footed Earthenware Platter" by Linda Tarr[26]

Figure 34 -- Glass Bowl by Chris Hawthorne[27]

Figure 35 -- Oregon Coast by Curtis Hempt[28]

Figure 36 -- Basket Weaving with native materials by Shannon Weber[29]

Annual Events

Throughout the year a variety of events are in play. This following is a short list:

February	Annual E.S.A. Sorority Valentine's Traveling Bake Sale
March	Port Orford/Langlois School District Spring Break
	Whale Watch Week at Battle Rock
April	Annual Easter Egg Hunt at Buffington Park
	Spring Beach Clean-up
	Opening of Historical Sites: Cape Blanco Lighthouse, Historic Hughes House and Port Orford Lifeboat Stations Museum
July	Annual Fourth of July Jubilee
September	Art and Seafood Festival
October	Fall Beach Clean- Up
December	Bazaar Holiday with five unique bazaars
	Annual Christmas Children's Weekend
	Historic Hughes House Christmas Tours
	Winter Whale Watch Week at Battle Rock

Emergence of Recreational and Educational Travel

Whether called nature tourism or ecotourism, recreational and educational travel based on natural attractions is a promising means of advancing social, economic, and environmental objectives. It offers regions new opportunities for small-enterprise investment and employment and increases the area's stake in protecting their biological resources. Making ecotourism a positive economic and environmental tool requires policies that foster responsible nature tourism development, broad-based and active local participation in its benefits, and conservation of a region's' biological heritage.[30]

Figure 37 -- Path to Blacklock Point at Airport Entrance

The Oregon Coastal Management Program states:

> "Historically, the coastal economy has relied on resource-based jobs such as fishing, farming, and logging. Opportunities in these areas generally have been declining in recent years leading to a decrease in net earnings. There are many factors behind this decline, such as man made problems and natural occurrences affecting fish and the reduction of timber cut quotas and market influences. Coast wide fishing and timber harvest have been on a decline. One area of growth is tourism.
>
> The economic viability of coastal communities has been and continues to be based on their surrounding natural resources. **There has been a shift, though, from extraction of those resources to appreciation of them where they are. Coastal resources are limited and fragile.** Growth along the coast needs to be located away from natural resource and hazard areas. The challenge is significant to make wise use of resources to ensure that development of the coast results in livable communities and a sustained economy."[31]
> *Note: boldface added for emphasis.*

Ecotourism Now the World's Largest Industry

As the new millennium unfolds, we are becoming increasingly aware of the finite, interconnected and precious nature of our planet home. Likewise, tourism is becoming an increasingly popular expression of this awareness. With advances in transportation and information technology, ever more remote areas of the earth are coming within reach of the traveler. In fact, ***tourism is now the world's largest industry, with nature tourism the fastest growing segment!***

Figure 38 -- Battle Rock

What Is Ecotourism?

In response to this increasing appreciation of nature experiences, a new travel ethic has arisen which is now called ecotourism. This term has become increasingly popular in both conservation and travel circles, but what exactly does it mean?

The Nature Conservancy has joined the World Conservation Union (IUCN) in adopting the following definition of ecotourism:

> "Environmentally responsible travel to natural areas, in order to enjoy and appreciate nature (and accompanying cultural features, both past and present) that promote conservation, have a low visitor impact and provide for beneficially active socio-economic involvement of local peoples." [32]

Figure 39 -- Port Orford is Ideal for Whale & Bird Watching

Most tourism in natural areas today is not ecotourism. Ecotourism can be distinguished from nature tourism by its emphasis on conservation, education, traveler responsibility and active community participation. Specifically, ecotourism possesses the following characteristics:

- Conscientious, low-impact visitor behavior
- Sensitivity towards, and appreciation of, local cultures and biodiversity
- Support for local conservation efforts
- Sustainable benefits to local communities
- Local participation in decision-making
- Educational components for both the traveler and local communities

Figure 40 -- Pristine Woods

It is becoming evident that increased tourism to sensitive natural areas in the absence of appropriate planning and management can become a threat to the integrity of both ecosystems and local cultures. Increasing numbers of visitors to ecologically sensitive areas can lead to

significant environmental degradation. Likewise, local communities and cultures can be harmed in numerous ways by an influx of visitors and wealth. Additionally, fluctuations in climate, currency exchange rates, and political and social conditions can make over-dependence upon tourism a risky business (this is an opportunity to attract tourists from all over the globe).

However, this same growth creates significant opportunities for both conservation and local community benefit. Ecotourism can provide much needed revenues for the protection of national parks and other natural areas, revenues that might not be available from other sources. Additionally, ecotourism can provide a viable economic development alternative for local communities with few other income-generating options. Moreover, ecotourism can increase the level of education and activism among travelers, making them more enthusiastic and effective agents of conservation.[33]

Significant Aspects of Ecotourism[34]

Conservation and Preservation of Natural Resources
Takes place on many different levels. It can be in the form of private reserves, native tree reforestation, or supporting an established reserve area. Although pristine protected areas are extremely attractive for tourists to visit, it is important to know that the purpose of a protected area is to maintain habitat for flora and fauna, allowing species to exist and thrive without human interference. Whenever visiting a protected area, your visit should be made with minimal impact.

Low Impact and Green Efforts
Have to do with how a hotel or agency manages its own impact and waste. Ecological management practices include recycling, water and energy conservation, ecological waste systems (such as composting, and gray water systems), and allowing the guest to decide whether to change linens or towels. These simple efforts make a huge difference in the long-term impact of tourism. In nature there is no waste, everything is recycled and used over and over again on the planet. Tourist facilities should have the same "No Waste" practice.

Sustainability
Means that many of the products consumed at a facility are locally produced. Good examples of sustainability are construction using local materials and methods, organic gardens for onsite food production and using renewable energy resources. Ultimately sustainability means a lifestyle that is in balance, and can easily be maintained in the future. This is especially important when visiting ecologically sensitive areas.

Community Involvement
Is one of the most important parts of eco-tourism. Is tourism helping the area? Is the establishment sensitive to its effect on the community? Tourism needs to benefit the local population and culture. Ideally, the establishments should be locally owned. The community should benefit from the natural and cultural resources that they are willing to conserve and share with visitors/tourists. Ecotourism can be a tool for alleviating poverty.

Environmental Education and Interpretation
Means that as a guest you leave an eco-facility having learned something about the environment, the culture, or even new ways of recycling. It is important that the spread of information is clear and relevant. Also look for educational programs that help the community to preserve their environment and culture and further their own education.

Ecotourism Targets Upscale Market Opportunities

Tourism can be segmented into different services and products and then further differentiated to appeal to specific market niches. While we do not want to in any way discourage the family on an annual or week end vacation trip from visiting the region, there are opportunities to appeal to a more upscale clientele. Here I refer to the "empty-nesters" with disposable income.

By organizing opportunities that appeal to this demographic for engaging with the area environment, art and other aspects of a high quality experience, additional revenue can be attracted to the region. This is a demographic that has money to spend and is happy to spend it, when they are properly stimulated and rewarded. These travelers seek "authentic experiences".

Key to the experience is the offering of an experience that expresses a "visitor and host" relationship. This approach implies a more intimate contact and exchange. It also presents a more inviting experience. These visitors expect to find an appropriate balance between a private experience and a sense of being personally cared for during their visit.

Of critical importance is the ability to offer a seamless experience that reinforces the theme of eco-tourism from the moment the visitor arrives to the moment of departure. Here are a few ideas for "packaging" this experience.

- Guided tour packages:
    - Fall color photography shoots up the rivers and along the by-ways.
    - Diving experiences in the reefs.
    - Whale-watching
    - Pick-up and return to the Cape Blanco Airport by area lodging establishments.
    - Tours with high focus on educational components of the ecology and history of the region.
    - Bird watching
    - Plants of the region
    - River and ocean shore trips
    - Working port tours
    - Local history
    - "Catch and release" fishing
    - Crabbing
- Lodging, preferably in small lodges, country inns or "bread & breakfasts" vs. larger facilities
- Dining (even on the trail) featuring local organic foods
- Entertainment such as book readings and reviews with area nature authors or "quality" time with artists in their studios,),
- Training and supervised kayaking and canoeing,

Critical to providing the quality eco-tourism experience is the level of hospitality, the natural and the man-made components of the environment. It is through the crafting of a balance between these factors that one builds the perception of value. This is especially critical to developing branding for the area such that these experiences command a great price.

Regional Community and Governmental Entities Can Work Together

North Curry County comes equipped with a wide variety of opportunities for building and sustaining the eco-tourism experience. It must be noted that this is not just a Port Orford or Langlois or other single community effort. Here we define community in the larger sense of any and all residents of north Curry County. No city, county, state or federal government can sustain this effort on its own, although the effort must be approached in full recognition of all laws and regulations. This approach is best-served by an organized grass-roots type of effort and may mean creation of a new entity solely for this purpose. Existing entities can be allies in the process but sometimes you simply have to start anew.

The regional community and governmental entities can work together to:

- Craft a strategic framework to guide the development of this approach.
- Identify and mobilize funding for potential private nature tourism investments. Ecotourism enterprises, like most business ventures, need operating capital.
- Formulate fiscal policies to promote nature tourism and to maximize its economic and environmental benefits. Governmental entities in conjunction with area community representatives can encourage public policies (such as visitor fees, regulations for tourism operations, and investment incentives and land-use zones for tourist facilities) that promote environmentally sound tourism as well as community involvement in providing services and products such as guides, lodging, transport, and arts/crafts.
- Encourage exchange of information and know-how about nature tourism opportunities and operations.
- Monitor and certify the performance of ecotourism activities. Green tourism takes ecotourism a step further, promoting environmentally responsible tourist operations that conserve energy, recycle waste, and instruct staff and tourists on proper behavior in parks and protected areas.
- Identify funds to do research on ecotourism's developmental and environmental impact. Information is needed to demonstrate to decision-makers the economic contributions nature tourism can make. Better understanding of the impact of ecotourism is needed to regulate and enforce against environmentally damaging investments.[35]

Ecotourism has the potential to touch many aspects of the Cape Blanco area and its residents in a positive way, if implemented in a holistic manner. This means addressing the complete cycle or chain of events related to ecotourism. There is also the potential to develop a light manufacturing opportunity associated with branded ecotourism-related products from the area.

Getting Started

At all times it must be reinforced that this is not a one time event but rather a multi-year process that will evolve. Yes, it can be messy at times, especially in the first throes of getting organized.

A first step is to acknowledge the existence of these disparate resources already in existence and to craft a strategy for a systematic way to coordinate, offer and execute a high-quality eco-tourism experience. So much is already in place. Development of a strategic framework will help guide efforts over the years. Since this would be a community-owned effort, the community

would have the prerogative to determine what level of additional development might occur over time to facilitate additional growth of this type of offering.

Also among first steps should be the identification of an Advisory Committee, drawn from a variety of north county interests and residents. This committee would likely require outside facilitation given the "interesting" history and factions of the region.

Initially the Advisory Committee would inventory resources and offerings using a visitor's perspective. From this inventory could emerge the first set of offerings and initial approaches to developing a sustainable eco-tourism industry. A critical success factor to work toward would be to establish north Curry County as the eco-tourism destination of choice, and not just in Oregon.

Comments on a Previous Somewhat Related Effort

In the mid-90's a "preferred Model for Sustainable Nature and Culture Tourism Development" was suggested by Egret Communications. This comprehensive approach provided a detailed framework, carried substantial initial investment, suggested significant building renovations, and promoted building of a canopied trail through the woods.

Why this effort did not take off may stem from several factors. It may have been just too much to absorb, the time may not have been right, and there may have been some vocal elements that simply have stood in the way of any type of economic development program.

The phrase "economic development" is often reacted to with alarm, perhaps with good cause given the truly abysmal results from a number of poorly visioned and executed projects. To not address the future with a framework for development that takes the best interest of the long term health and welfare of the community into consideration is pure folly. As sure as we sit here today having this discussion, development of one form or another will occur. The question to be addressed is how we will address the inevitability of the future: why not frame a future that channels energies toward stewardship of the area's natural beauties while promoting a sustainable way to share these highly desired features? This approach in no way forecloses opportunity for business parks or other such investments but seeks to position a balanced and controlled approach.

It should also be noted that by developing a regional brand awareness through eco-tourism there is still the opportunity to explore creation of other goods and services that exploit the brand. Here we refer to crafts and light manufacturing of products made in the region and identified with the region.

Section 4: Summary

North Curry County has in its territory an amazing artifact of the Second World War, a mile-long industrial strength airport. This example of the civil engineering and technical prowess of the United States at a time of national challenge is a monument to those who served and met the challenges of that time. Today one would be hard-pressed to gain approval for locating such an airport in north Curry County. Yet there it is and there it will remain.

In this feasibility study we have asked the question: how might this facility and the adjacent county-owned property add value into today's regional economy?

Six alternatives are considered in this study:

- Alternative 1: Hold Property for Future Use
- Alternative 2: Natural Resources Extraction on County Parcel
- Alternative 3: Sell County Property 311S15-4200
- Alternative 4: Land Swap of County Property 311S15-4200
- Alternative 5: Develop an Airport Industrial, Business or Technology Park
- Alternative 6: Cape Blanco Airport as an Ecotourism and Art Tourism Portal

An additional opportunity could be derived from the airport's emergency status as the airport serves a critical emergency need. It is the only runway of this length and capacity substantially above sea-level on the Oregon Coast. The Coast Guard facility at Astoria is at 25 feet sea level and would have a high probability of severe damage from a tsunami. Other airports along the coast are above sea-level but are also at risk of tsunami damage, too short and of a substantially lesser load capacity than the Cape Blanco Airport. This airport at 5,100 feet x 150 feet and at 250 feet above sea-level is ideally suited as an emergency facility and is so classified by the Federal Aviation Administration (FAA) and Oregon Department of Aviation (ODA). As such at a minimum the landing strip lighting and the location beacon need to be brought back into repair. This is a safety issue. Emergency management planners would be well-advised to hold periodic drills and training exercises at this facility to prepare for the inevitable coastal tsunami. These drills would bring revenue into the county.

Today many challenges exist to the development of a Cape Blanco Airport Industrial, Business or Technology Park. This study explored successful industrial parks to see what particulars could be emulated in north Curry County in conjunction with the state-owned Cape Blanco Airport.

Three main factors of successful airport industrial, business or technology parks are:

- good transportation alternatives which allow manufacturers to receive raw materials as necessary and to get their products to markets economically;
- access to a population with sufficient employable workers; and
- a substantial and generous amount of shovel-ready land to dedicate to this endeavor.

At this time none of these factors are able to be duplicated satisfactorily for the sites in question in this study.

Here are some of the challenges to be addressed:

Airport

- Non-NIPPIAS status means the airport is not eligible for FAA funding. This imposes a substantial barrier to obtaining funds for necessary improvements to enhance the commercial viability of the airport.
- ODA deems 8,000 feet as necessary for support of commercial shuttle aircraft. Airport runway expansion would have to extend into either Oregon State Park lands or into an adjacent farming operation. Neither is in the planning horizons of the ODA.

- No plans to add fueling station.
- Air quality and noise also are raised as issues.

County Land

- A road would need to be developed to provide access to the county property.
- Cost of preparation to a "shovel-ready" status (e.g., leveling, drainage).
- Lack of power to the county-owned parcel.
- Strong potential for protected species.
- Measure 49 implications plus transfer to a private party requires the PF zoning to revert to the zoning of the majority of other properties in the area (i.e., agricultural or forest/grazing).

Airport and County Land

- The number of available acres is well below normal acreage for such parks.
- The amount of usable land is restricted by the geography and other factors.
- Surface transportation and parking are an issue.
- Sewage disposal at the airport or on the county-owned land.
- Water at the airport or on the county-owned land.
- Poor major highway access (I-5).
- Lack of rail access.
- Lack of access to a large population (workforce).

The sum total of all of these challenges would still not prevent such a development. However, there are significant market and political forces that suggest this is not the time to pursue such development. The sum of these factors suggests that the return on county investment dollars would face a high risk of being satisfactory. As is the nature of markets a number of factors may shift over the next 5 to 10 years that may make development of this airport and an associated industrial, business or technology park viable. As such it makes sense to re-visit this opportunity on a periodic basis.

This is not to say that today other land sites in north Curry County owned by the county or available through a land swap might not have some level of viability as an industrial, business or technology park. These alternate sites would also face challenges for development and sustainability. However, even though their location might eliminate some of the challenges faced at the airport properties, there are still a number of market factors to be understood and met. One of the substantial issues for such developments remains with the area workforce, one that can meet the evolved growing needs of knowledge-based employers that might locate in the region.

There is a significant, perhaps huge, economic development opportunity in the north county. High-quality, well-planned visitor experiences targeting the upscale tourist market could provide substantial dollars to the local economy. The airport does provide value to the county today. It also can serve as a tourism portal when systematically integrated into a high-quality visitor experience. This requires a re-thinking of how tourism is approached in the region.

The region's natural beauty and associated assets has a potential return well beyond that of development of an industrial, business or technology park. This potential is worthy of further in

depth exploration as the new millennium unfolds. We are becoming increasingly aware of the finite, interconnected and precious nature of our planet home. Likewise, tourism is becoming an increasingly popular expression of this awareness. With advances in transportation and information technology, ever more remote areas of the earth are coming within reach of the traveler. In fact, ***tourism is now the world's largest industry, with nature tourism the fastest growing segment!***

Residents of north Curry County will benefit from a full exploration and implementation of economic development approaches available to them to realize the tremendous potential benefits that can accrue to the region and its residents. These opportunities can provide benefits that meet the highest levels of scrutiny by environmentalists and by those who seek to sustain and grow business in the region. The eco-tourism and art-tourism approach can rise to this level of scrutiny, protect the environment, retain much of the character of the region and provide living wage jobs.

What began as a study to understand how Cape Blanco Airport and the adjacent county-owned property might add value into today's regional economy ended up again revealing and reinforcing the opportunity to beneficially exploit the region's natural resources.

Appendix 1: Public Comments

Comment 1

August 15, 2007[36]

Trees are a blight houses a delight

The Curry County Commissioners are a sorry lot that should be put out to pasture. They now have their shortsightedness leveled on Cape Blanco Airport. They've already sold Curry County out to the developers lock, stock and barrel through stealthy hearings which virtually excluded Curry residents from playing major role in the deliberations that they and the building industry formulated, encompassed in the planning revision manifesto.

Talk about the clout of special interests toward influencing the Commissioners. It's awesome and yes, disgusting to contemplate in the sense that most local folks settled in Curry for the peace, quietness and solitude it offered. Instead, though, we are witnessing the onset of uncontrolled, rampant growth that is destroying the entire expectation that retirees and others envisioned when embracing coastal living in Curry County. Vast swaths of forest will vanish when the Borax and Harbor Hill developments commence. These turncoat Commissioners' actions have caused residents of Curry immeasurable harm to their traditional way of life and no longer represent the people of Curry County or deserve our trust in their leadership.

But let's revert back to their latest gambit. In all of Marilyn Schafer's disingenuous palaver not once does she spell out what the ultimate intentions are for the Cape Blanco Airport. It appears that there is much more at stake than she lets on. Perhaps extension and renovation of the runway for commercial jets along with increased air traffic pollution nerve-wracking noise and traffic congestion. The very things that most homeowners that settled in Curry abhor since many had already experienced this unhealthy and disruptive lifestyle.

Also, consider who will be stuck with the upkeep of this monstrosity if the state vests the airport to the County.

Since this issue affects Port Orford and its Urban Growth Boundary, they alone should have the final say as to its acceptance towards its transition as a major airport.

The policy makers for Curry County are contriving to make life intolerable for long time residents. By catering to special interests they have run roughshod over the will of the people. Officials of that stripe are our worst bane.

It's long past due for Curry residents to show who's the boss in matters that impact the serenity of our community. Unless we do, Curry will soon become another garish neon strip.

LouisMincer
Port Orford

Comment 2

"Growth is not always good. One very wonderful aspect of the area is the lack of air traffic.

Having in lived in many different cities, air pollution isn't just the stuff we breath. This pollution is also an audio/visual event.

It's similar to living near train tracks, only you can't move away from the noise.

Is it worth it to develop something that will be used by so few? Or is this a "let's build this and they will come" endeavor? If so, who will 'they' be?"

Posted by "Last fern standing", *Thursday August 23, 2007*[37]

Comment 3

Saturday, August 25, 2007 3:20 PM

Dear John,

We didn't quite get a chance to meet at the commissioners' event here in Port Orford, but I was there and appreciated your invitation to send you comments.

So here they are. They are going to the commissioners and a few others also.

My view is pretty straight forward here, but if you want to talk, give me a call: 541 3320261.

all best, Tim Palmer

Tim Palmer
P.O. Box 1286
Port Orford, OR 97465

Attached letter:

County Commissioner Chair Marlyn Schafer
P.O. 746
Gold Beach, OR 97444

Dear Commissioner Schafer:

I am writing about the commissioners' feasibility study of development at the Cape Blanco Airport, and the meeting that you had in Port Orford on August 1.

I'm sure you know that the Cape Blanco-Blacklock-Flores Lake area is regarded as an extraordinary place to many of us here in the northern end of Curry County. The natural attributes of this area, and of all the northern county, are one of the main reasons that I and others

live here, operate our businesses here, and want to remain here with the surroundings and the quality of life that attracted us to Curry County in the first place.

With all this in mind, it was with some concern that I learned about the airport development feasibility study.

It is my belief that any development or change in operations at the airport and its surrounding area needs to recognize the natural limitations of this site. Many wetlands surround the airport, it is one of the windiest places on the West Coast, it is in or near areas recognized as outstanding and/or rare for wildlife, plantlife, birdlife, healthy estuaries, and recreation. Located between two of the finest state parks on our coast, the land surrounding the airport is critical to the health of these important public resources belonging to all the people of Oregon.

Any plans for development will have to recognize and accommodate those intrinsic qualities of this region.

More fundamentally, I and others prefer northern Curry County for what it is, not for what it could become with the kinds of development pressures and incentives that have altered so many other communities along the West Coast. I live and operate my business here because I like this place as it is, and I will object to and oppose efforts that would diminish my quality of life or detract from the natural health and integrity of the environment that we all appreciate, enjoy, and need.

Thus, when you commented at the August 1 meeting that you have "gotten used to" the noise of an airport, you didn't instill much confidence in us that you would fairly regard reasonable concerns that residents might have. I-and others, as you heard--don't want airport noise, whether a person can get "used" to it or not.

One gentleman commented that we could become "like Bandon" if we did things such as develop the airport. But I and others don't want our community to be like Bandon. If I did, I would move there. Except that, being Bandon, the price of a home is unaffordable to me and to most of my neighbors and their children here in Port Orford-in large part owing to the type of development that has occurred in that town over the last decade. Avoiding such inflated real estate values is one big reason I don't want to see the highly destructive development boom that some other people might regard as beneficial. I will therefore oppose measures designed to transform our community and region into a place that is more like the places elsewhere that so many of us have left with disgust.

It was stated by one of the aviation officials at the meeting that few people live near the airport and that approaching planes would not bother people. But people do live nearby, and planes approaching the airport over Port Orford would be an unwelcome nuisance with their noise over our houses.

Most troubling to me was your response when asked if there were any particular development ideas or individuals in mind as this study was being launched. You replied very emphatically, "No," and stated that this is simply a "fact-finding mission" of the commissioners, instituted by your development director. Yet in your document, "Economic Development Strategic Plan/Cape Blanco Airport Feasibility Study," March 27, 2007, page 2 in the scope of work states, "Currently there are several entities interested in utilizing Cape Blanco's facilities. A Fixed-base

Operator, as proposed by Q-Continuum, LLC, would contain refueling, maintenance, avionics shop and charter operations..the airport facilities could be of great advantage to local businesses for charter services, including freight deliveries, recreational visitors to the area to take advantage of proposed new golf resort and existing sport fishing opportunities."

Please explain this discrepancy between what your document says and what you said.

I do not imply here that I'm opposed to all new development. I'm not. We have a county and local plan that encourages new development within our established urban growth boundaries. Port Orford may have the largest such boundary in the state on a per capita basis. New development should occur within this area, and not in more remote places, and especially not in places with the environmental constraints and State Park conflicts inherent in the Cape Blanco airport site. To concentrate development and avoid rural sprawl is not just a good idea in my opinion, but the fundamental concept of good planning everywhere and the basic tenant of our state land-use law, under which the county must operate.

Any plans at the Cape Blanco runway should be limited to private use of the airport as it is now being used. Perhaps the county land adjoining the runway could profitably be leased for hanger space by people wanting to keep a plane at the site.

I don't mean for these comments to be an end of dialogue about this issue, but rather a beginning that fully discloses to you my position in regard to the airport and to the kind of development that could potentially be recommended for our area. I expect full disclosure from you, as well, but feel that we did not get that at the August 1 meeting.

I am not making this a "public" letter at this time, but would rather give you the opportunity to answer my concerns and to have them be reflected in the recommendations in the study that is being prepared by Mr. Irwin.

Finally, I want you to know that any proposal that would purposely or unwittingly jeopardize the quality of life in northern Curry County by encouraging escalated land values, unwanted noise, environmental destruction, diminishment of our state parks, sprawl outside our urban growth boundaries, and the type of development that so many people here have found undesirable elsewhere will be opposed by many people.

Sincerely,

Tim Palmer

cc:
Commissioner Lucie LaBonte
Commissioner Georgia Nowlin
John Irwin, consultant
David Pratt, County Planning Director
Dan Clem, Oregon Department of Aviation
George Welsch

Comment 4

Friday, August 31, 2007 3:08 PM

Dear Commissioners Schafer, LaBonte, and Nowlin,

As a follow-up to the work session you held in Port Orford at the beginning of the month (August has flown!), I've attached a letter that enumerates the Kalmiopsis Audubon Society's concerns about potential development proposals at the Cape Blanco Airport.

Thank you for considering our input at this time.

Cordially,

Ann Vileisis
--

President
Kalmiopsis Audubon Society
P.O. Box 1265
Port Orford, OR 97465
541-332-0261

Attached letter:

Kalmiopsis Audubon Society
P.O. Box 1265 Port Orford OR 97465

August 31, 2007

To: Curry County Commissioners Marlyn Schafer, Lucie LaBonté, Georgia Nowlin
Re: Cape Blanco Airport, development feasibility study

Dear Commissioners:

Thank you for inviting input and comments as you develop a feasibility study about development of the county property at the Cape Blanco Airport.

I am writing on behalf of the Kalmiopsis Audubon Society. Our group has 175 members who are concerned about habitat for birds, fish, and wildlife, and who enjoy our local state parks, and so we have concerns about development that might occur on the county land adjacent to the airport.

There have been many different things said publicly about what might be considered and proposed at the Cape Blanco Airport—from Commissioner Schafer being quoted in the Gold Beach paper as saying that someday we could have commercial jets landing there to the State

Aviation Interim Director saying that he'd just like to upgrade broken lights and keep the airport in workable shape.

This is a wide range of possibilities, and our concerns would be amplified if it turns out that there will be a proposal for large scale development. Since there are no specific proposals at this point, I'll briefly enumerate some key concerns in a general sense.

We are concerned primarily about how development in this area could impact Floras Lake State Park. At the public meeting on Aug. 1, it was stated that development at the airport would not impact Blacklock Point or the state park, but I think this matter needs to be considered more carefully.

Floras Lake State Park and the Blacklock Area, in particular, are favorite places to many residents in the north part of Curry County. Because these parks are not as heavily used as other parks that are better known, they always offer a feeling of remoteness. Visitors who come to Port Orford and stay awhile get a chance to find this remote park feel as if they have discovered a real gem. This feeling of discovery is rare and valuable in a world where everything is cordoned off and marked with signs and arrows, and it is one of the things that makes north Curry a very special place. While the beauty of Blacklock with its stark point and stunning sandstone cliffs is certainly remarkable, it is the remote and undeveloped feeling of the park that many people most appreciate and cherish.

Park visitors walk the trails from both the airport- and Floras Lake- ends of the park, and bicyclists and equestrians from both Curry and Coos County use many of the trails, as well.

Although the park itself would not be physically developed, of course, increased air traffic, low and over the park, would certainly impact visitors' experience to this special and remote place.

In addition, we are concerned about access to the park. Given increased concerns about airport security in recent years, one can envision that increased development at the airport (to the point of having scheduled flights), could lead to the need to constrain access to the state park in order to increase security around the runway.

We are also concerned about impacts on natural resources. We are aware that western lilies grow in the Cape Blanco airport area. The western lily is a rare plant that grows only in southern Oregon and northern California, within 6 miles of the sea, in areas with the unusual Blacklock soils (this is hardpan with organic material on top that remains wet much of the year). The western lily is a federally endangered species protected by the Endangered Species Act.

We are also concerned that increased air traffic could affect offshore sea-bird colonies (depending on flight patterns and traffic volume) near Blacklock Point. These offshore islands are part of the Oregon Islands National Wildlife Refuge, and I understand the refuge lands have a recommended ceiling height of 2,000 feet to decrease disturbance to breeding birds and marine mammals.

In the work proposal for the feasibility study, it appears that someone is interested in operating a fueling station at the airport. Since springs that feed streams that flow through the state park to the sea originate in the area adjacent to the airport, we would be concerned about the possibility for fuel spills that could impact the state park's waterways.

Finally, we are concerned about encouraging development 15 miles outside town in the middle of a farm and ranching area. The Kalmiopsis Audubon Society has always supported the principles of land use planning that emphasize putting new development and growth within communities and within urban growth boundaries. The benefits of this pattern of development are well documented. It prevents unnecessary traffic and energy consumption, reduces costs of services for government, and conserves working farms, ranchlands, and timberlands as well as habitat for birds and wildlife. The county's airport property may be officially zoned with an enterprise overlay (though we could not find this in our copy of the official zoning ordinance), however, encouraging large-scale development in this area would fly in the face of well-established principles of smart growth and planning.

There are a few more aspects of this area that John Irwin will likely want to investigate. At the public meeting, it was stated that the airport runway drains very well. This may be the case, but the area around the runway is known for particularly poor drainage. Anyone who sees this area during our long winter rainy season knows that this is a problem, even though it may not be evident at this time of year. There is a layer of hardpan soil that causes water to pool up much of the time during the rainy months. Apparently it is very difficult to get septic drainage in this area, and so development would require an independent sewage treatment facility or other alternative means of coping with human waste.

Moreover, owing to consistent high winds and adverse weather including heavy fog, conditions for landing and taking off at this airport are often unfavorable. This matter should also be investigated.

I have a very busy schedule this fall, but I'd be happy to discuss any of these concerns further with consultant John Irwin.

Thank you for considering these comments.

Cordially,

Ann Vileisis //AV
President

cc: John Irwin, Susan Brown

Comment 5

Dear Mr. Irwin,

I am writing in regard to your study of the possible development of Cape Blanco Airport.

First I want to thank you for your honesty and openness at the meeting that was held in Port Orford. I was the person who asked how you planned to measure the values like quietness and clean air and a lack of planes flying overhead that are so important to myself and many in this area. I greatly respect your humility in responding that you don't know how to measure those things.

I am writing to you to suggest to you, and through you, the county commissioners, that the way the Cape Blanco airport is right now is just fine, and that any schemes to bring more air traffic to our area would not be something that I, and many others who have chosen to live here, would welcome or appreciate.

Our area is unique in its remoteness from large population areas and stunning natural beauty. Many, like myself, have chosen to live here because of these values which are unquantifiable, in dollar terms. I have chosen this place for my home and my business because it offers an environment conducive to reflection, meditation, and creativity. The area near the airport, Blacklock Point, is one of the most stunningly beautiful places on the coast. It is also an area that is important to many birds and sea mammals. The presence of these wild animals, in addition to the beauty of the places they live, is very precious to me and many of the other people who live here.

I would like to suggest that it is a great leap of faith to suppose that development, and the money it will bring, will necessarily improve the quality of life in our area. There are numerous examples of places of great natural beauty and wildness, where those things have been 'sold' and now no longer exist. The results of those efforts, often encouraged by the county governments who want to have more money to work with, are often communities that have much greater social problems, like poverty and drug addiction, than before the great economic success of development.

You will, in your study of our area, run across the argument that environmentalists don't care about the health and welfare of the people in the community, the education of the children, the maintanance of social services. Please don't accept this specious argument. Many of those who choose this area because of its unique natural beauty and quietness devote many many hours and great amounts of money and energy to provide the kind of help and services that the county and other government agencies are unable to provide. Because part of the wholeness that comes from living in such a beautiful and wild place manifests itself in generosity and a desire to be a positive part of a healthy community. These things are not easily quantifiable, but they help form the social net that sustains our community.

I am wary of development schemes which would render greater services and benefits to a very few wealthy individuals, while the pay-off for local people would be service industry jobs. The idea of the county concerning itself with making the airport the center of a development scheme for the North Curry county seems likely to render such results. There are many places where

wealthy people can fly in for a few days of golf. There are no other places like this place, as it exists, right now. It is valuable to retain the specificity of this remote area, and let people who can love it find it for themselves, without packaging and selling it, based on the idea that this will somehow be an improvement.

I hope while you are doing your work you will have a chance to spend some time walking and enjoying our amazing area.

And I hope that you will find a way to communicate to the county commissioners these ideas that I have tried to communicate to you.

Please feel free to call me if you like to have a longer conversation about our area and these topics.

Respectfully,
Linda Tarr
Port Orford
541 332-1032

Comment 6

From: Florence Prescott [mailto:foncyprescott@earthlink.net]
Sent: Monday, September 10, 2007 8:25 AM
To: jirwin@mind.net
Cc: Marlyn Schafer; Lucie LaBonte; Georgia Nowlin
Subject: Cape Blanco airport study

Dear Mr. Irwin and Commissioners:

I attended the open meeting in Port Orford regarding the potential use and development of the airport at Cape Blanco and want to comment. Please include these comments as part of the study and public record.

I wish to express my deep concern about any development which may be proposed for the fragile area in the vicinity of the airport as well as the whole North Curry area. Many concerns have been raised regarding the Blacklock Point to Floras Lake wild areas, hiking trails and wildlife habitat that would be affected by air traffic and lighting so I will not go into that at this time. My objections have much more to do with the fact that the entire character of North Curry would be negatively affected by increased air traffic in our area.

I moved my home and business to Port Orford expressly because of the quiet, natural qualities of this area. In fact, my business as a licensed massage therapist treating local clients and tourists depends on a tranquil, stress-free environment. More air traffic would destroy the tranquility that most tourists and the population of this area desire. I was dismayed by Commissioner Schafer's callous remark at the meeting that we would soon "get used to" the noise. We do not want to get used to it. We moved here to get away from that type of disturbance. And please do not think that air traffic increases would not affect us here around Port Orford even though the airport is well north of us. Small and large planes would be circling right above us here as they already do when touring the area and approaching the airport. We notice each one and shudder to think there might be more someday.

Most of the citizens I speak with about this issue, both newer and long term residents, are dead set against any Bandon-type of development where golf courses and condos overtake fabulously beautiful and valuable wild areas despite what some may tout as potential economic gains. Let's not court those monied interests who come into communities like ours and completely change the treasured character of the whole area. Yes, we want economic development but not at the expense of the very core of this place.

The real promise for development here lies in preserving the very environment that increased airport use would destroy and again, I am not just talking about the wild area right around the airport. Let's build our economic potential with things like eco-tourism, kayaking, whale watching, sport fishing, hiking, forest and stream restoration projects and ocean and fisheries research facilities and not destroy this vital, unique area with more planes.

Thank you,
Florence Prescott
Port Orford

332-1032

Comment 7

September 10, 2007

To: John Irwin
Consultant Cape Blanco Airport, development feasibility study
jirwin@mind.net

From: Albert Geiser
42277 Garrison Lake Road
Port Orford, 97465
oceantribe@earthlink.net

Dear John Irwin,

I'm a concerned citizen living in the UGB north of Port Orford; I have read the scope of work for the feasibility study that raised several questions. The claims that an FBO operation with maintenance, avionics and charter operations employing 25 full-time/part time employees sounds like lots of blue sky. But if Q-Continuum LLC can actually show a pro forma that supports that much anticipated air traffic volume (noise) this should be front-page news for two small communities, and the people that use five state parks and miles of quite beaches in both southern Coos and northern Curry counties. I have flown commercial out of the North Bend airport six times each year for the last 15 years and private air out of Newport Oregon for a dozen years prior. Both with direct corridors to I-5 and a larger population base to service and to draw employees from, it stretches the limit of imagination to think that Cape Blanco Airport could support the proposed infrastructure. The resort at Bandon Dunes and the Casino in North Bend has increased the number of full seats per Horizon flight, but they have not added flights to the schedule. The airport in its present condition can easily serve any emergency service agency, Coast Guard or National Guard in the event of earthquake or Tsunami, electrical service would be severed, requiring emergency generators and lighting to be flown into service.

Your study is scheduled from August to November and includes public meetings to solicit citizen input; notice should be given in "The World", "Port Orford News" and "Port Orford Today" so that comments from the public in Coos Bay, Bandon, Langlois and Port Orford are solicited. The timing of this study also allows you to put your boots on the ground to hike out to Blacklock point when it's still "dry" and after the rain begins. I have hiked the trails in that area many times in all seasons, birding and mushroom hunting, finding surface water and bogs ubiquitous and the trails flooded in the wet season to the point that turning back is the only option without hip waders.

The "claimed" benefits outlined are many, but the single largest benefit exists along this "Wild and Scenic" coast, quiet. Flight patterns over Floras Lake wind surfers sleeping in, hikers and birds at Cape Blanco, Blacklock, New River, and golfers in luxury accommodations and homes seems to run counter to the "draw" for increased tourism. The prevailing winds and the single orientation of the runway will put Port Orford always in a flight path, approaching or departing heavy jets; this is not a benefit to the community.

Best regards,
Al

Comment 8

From: CUMMINGS Christopher * Aviation [mailto:Christopher.Cummings@state.or.us]
Sent: Friday, September 07, 2007 3:15 PM
To: Susan Brown
Subject: Cape Blanco Airport

Ms. Brown,

Contrary to our conversation yesterday, ODA does not have a master plan for Cape Blanco Airport. This airport is not included in the National Plan for Integrated Airport Systems (NPIAS). As such, ODA does not receive federal funds for improvements to the airport, including master plans. Considering this, unless this airport is included in the NPIAS (ODA will be requesting its inclusion) it is unlikely that ODA will develop a master plan.

In the next 1-2 months I will have a report on Cape Blanco as part of our Statewide System Plan. I will forward it once it becomes available.

Chris Cummings
Aviation Planning Analyst
Oregon Department of Aviation
3040 25th Street SE
Salem, OR 97302-1125
PH: 503-378-3168
Fax: 503-373-1688
Christopher.Cummings@state.or.us
www.aviation.state.or.us

Appendix 2: Regional Airports

A picture can sometimes tell a story better than words. In this appendix are photos of most of the regional airports.

Astoria Airport:

Figure 41 – Astoria Regional Airport[38]

There is a 45-acre industrial park starting to develop at Astoria Airport. It was previously tried in the 80.s but not allowed to continue because there was not enough water volume for fire suppression. There are 30 acres now available of raw land for development. A Port Authority governs the airport with five elected commissioners and executive director. The elected commissioners set the policy, the executive director and staff has interactions with the airport manager. This City has a deep-water draft port where cruise ships dock on a regular basis to and from Alaska and the Caribbean.

Currently the airport does not have commercial service, though previously, Horizon Airlines had 950 passengers per month with Metroliner aircraft. When that aircraft was phased out of service, Astoria lost its air service even though they had met all their goals. Astoria Airport wishes to obtain commercial service again. The Coast Guard is currently on the field. Note: the Coast guard facility is at high risk of tsunami damage due to its elevation (i.e., sea level).

Bandon Airport:

Figure 42 -- Bandon State Airport

Figure 43 -- Landing at Bandon Airfield[39]

There is no airport industrial, business or technology park at this airport.

Brookings Airport

Figure 44 -- Brookings Airport

Figure 45 -- Hangers at Brookings Airport (Ground View)

There is no airport industrial, business or technology park at this airport. Two local companies have Kingairs that fly into Brookings, and Cal-Ore Life Flight also has a base. At this airport there is the nearby Salmon Run Golf Course and fishing on the Chetco River and the nearby Rogue River.

Crescent City, CA

Figure 46 -- Jack Mc Namara Field Airport (Crescent City, CA)

There is no airport industrial, business or technology park at this airport. Jack McNamara airport has 29 aircraft based on site and scheduled passenger service. Hangar rental, land lease and fuel sales are the main sources of revenue from privately owned aircraft. Demand for new hangars or growth in fuel sales is limited without an increase in demand for such services from this segment of the aviation industry.

Three main factors of successful industrial parks are: 1) good transportation alternatives which allow manufacturers to receive raw materials as necessary and get their products to markets

economically; 2) access to a large population; and 3) a generous amount of land to dedicate to this endeavor. None of these factors are able to be duplicated in Del Norte County.

There was no reason found which would compel a business to re-locate on one of the identified parcels at the airport.[40]

Eureka, CA

Figure 47 -- Murray Field Airport (Eureka)

Figure 48 -- Murray Field Hangars

Murray field is the principle airport for the Humboldt County area. There is no airport industrial, business or technology park at this airport. There are a number of hangars and other support facilities.

Two additional small airports service the area, Eureka Municipal Airport and Kneeland Airport. Both are small, rural and do not have airport industrial, business or technology parks at this airport.

Figure 49 -- Eureka Municipal Airport

Figure 50 -- Kneeland Airport (Eureka)

Florence Airport

Figure 51 -- Florence Municipal Airport

In 1996 Florence Airport received approval from the FAA to release approximately 60 acres for non- aeronautical use, which could then be used as an Airport Industrial Park. Nineteen of these lots must be retained by the Airport and offered for lease. The City, which owns the Airport, started developing the acres into lots for an Airport Industrial Park. In order to encourage development the City provided tax incentives. The City earlier sold 12 lots for between $60 and $70,000 each. It would have been better economically had the City retained the lots and leased them for market rate. Recently, the City Council increased the price to $120,000 per lot but they have not sold any. The City placed $300,000 in an airport fund for use to match FAA Grants from the earlier sales. The City floated a $500,000 bond for sewer, streets, streetlights and curbs. Half of the funding for this infrastructure will come from grants and the other half from the City. These lots have been sold to members of the local community, and therefore, the Airport Industrial Park has not accomplished its goal of drawing outside industry to the City.

Additional Florence area airports are quite small and do not support adjacent industrial park activity. They do support tourism related economic activities.

Figure 52 -- Lake Woahink Seaplane Base (Florence)

Figure 53 -- Siltcoos Lake Seaplane Base (Florence)

Fortuna, CA

Figure 54 -- Rohnerville Airport (Fortuna, CA)

There is no airport industrial, business or technology park at this airport.

Gasquet, CA

Figure 55 -- Ward Field Airport

Figure 56 -- Ward Field, Gasquet

There is no airport industrial, business or technology park at this airport.

Gleneden Beach Siletz

Figure 57 -- Siletz Bay State Airport

There is no airport industrial, business or technology park at this airport.

Gold Beach

Figure 58 -- Gold Beach Municipal Airport

There is no airport industrial, business or technology park at this airport. There are a number of business and governmental entities in close proximity.

Grants Pass

Figure 59 -- Grants Pass Airport

There is no airport industrial, business or technology park at this airport. Some businesses located nearby.

Happy Camp, CA

Figure 60 -- Happy Camp Airport (CA)

There is no airport industrial, business or technology park at this airport.

Illinois Valley/Cave Junction Airport

Figure 61 -- Illinois Valley Airport (Cave Junction)

Figure 62 -- Cave Junction/Illinois Valley Airport Industrial Park

This airport facility has received EDA funds to develop water, sewer and power infrastructure at the airport land. To date there has been limited expansion of businesses at this site.

Lakeside

Figure 63 -- Lakeside State Airport

There is no airport industrial, business or technology park at this airport.

Medford – Rogue Valley International Airport

The Master Plan for the Rogue Valley International-Medford Airport[41] is being undertaken by the Jackson County Airport Authority to outline a long range, orderly direction for airport development which will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. The study is being funded with passenger facility charges.

Figure 64 -- Rogue Valley International Airport – 2 views[42]

The Master Plan provides a step-by-step or phased outline for development and gives the Airport Authority advance notice of pending needs to aid in future scheduling and budgeting. This allows for orderly and timely improvements.

Newport Airport

Figure 65 -- Newport Municipal Airport

According to the Airport Manager, Dennis Reno, none of the land around the airport is zoned for an airport industrial park. He is interested in an airport industrial park feasibility study for his airport.

There is no airport industrial, business or technology park at this airport.

North Bend

Figure 66 -- Southwest Oregon Regional Airport (North Bend)

There is no airport industrial, business or technology park at this airport. There are some adjacent businesses.

Pacific City

Figure 67 -- Pacific City State Airport

There is no airport industrial, business or technology park at this airport.

Powers

Figure 68 -- Powers Airport

There is no airport industrial, business or technology park at this airport.

Roseburg Airports

Figure 69 -- Roseburg Regional Airport

Figure 70 -- George Felt Airport (Roseburg)

There is no airport industrial, business or technology park at these airports.

Seaside Airport

Figure 71 -- Seaside Municipal Airport

There is no airport industrial, business or technology park at this airport.

Tillamook Airport

Figure 72 -- Tillamook Airport

There is no airport industrial, business or technology park at this airport.

Waldport Airport

Figure 73 -- Wakonda Beach State Airport (Waldport)

There is no airport industrial, business or technology park at this airport.

Appendix 3: Assistance, Funding and financial incentives

Note: Credit goes to Susan Brown, Economic & Community Development Director, for this compilation. Find it at http://curryecondev.org.

Business Incentives

Incentive	*Description*
Standard enterprise zone exemptions	Designed to encourage business investment in specific areas of the state with property tax relief.
Long-term rural enterprise zone incentives	Enhanced enterprise zone program with up to 15 years of tax abatements.
E-commerce enterprise zones	A special enterprise zone designations with income tax credits too.
Oregon Investment Advantage tax exemption	A new program that helps businesses start or locate in most Oregon counties with a 10 year income tax holiday.
Strategic Investment Program (SIP)	Exempts a major portion of large capital investments (more than $25 or $100 million) from property taxes anywhere in Oregon.
Construction-in-progress	Exempts new commercial facilities from property taxes for a period of time anywhere in Oregon.
Food processor exemption	Processors of raw or fresh fruits, vegetables, legumes, nuts or seafood receive new machinery and equipment exemption from property taxes for five years.
Vertical Housing Program	Program encourages mixed-use commercial/residential developments in areas designated by communities through a partial property tax exemption.
Business Energy Tax Credit (BETC)	Investments in energy conservation, recycling, renewable resources and less-polluting transportation fuels.
Rural Renewable Energy Development Zones	An enterprise zone-type exemption from property taxes on wind farms and other eligible projects anywhere in a designated county.
Pollution control tax credits	Tax credit for facilities that prevent, reduce or control one of the following: air, water, noise pollution; solid waste, hazardous waste, used oil by recycling or providing for appropriate disposal for projects completed by December 2007.
Research tax credits	Corporate tax credit for qualified research and basic research conducted in Oregon.

Incentive	***Description***
Dependent care tax credit	Employers who provide dependent care assistance to their employees may claim one of two credits—the Information and Referral Services Credit or the Employer-paid Dependent Care Credit.
Federal/State worker-based tax credits	Three incentive programs for business.
Film production	The Oregon Production Investment Fund rebates 10% of Oregon-based production expenses (including labor) and the Greenlight Labor Rebate offers qualifying productions an additional cash payment of up to 6.2% of wages paid to production personnel.
Detailed information about these programs can be found at: http://www.oregon4biz.com/incentives.htm	

CCD Business Development Corporation
CCD is a private, nonprofit SBA Certified Development Company providing financing assistance to ALL Counties in the State of Oregon. Programs are designed to help companies start new ventures or expand existing ones via low interest loans and loan guarantees.

CCD Business Development Corp
2455 Maple Leaf, North Bend, OR 97459
Phone: 541-756-4101
Toll Free: 866-202-5903
Fax: 541-756-1167
Email: eophus@ccdbusiness.com
http://www.ccdbusiness.com/

Community Reinvestment Fund
The Curry County Economic Development Department recognizes the need to reinvest funds into the county to achieve sustainable growth, improve the quality of life, and further the efforts of local organizations. Reinvestment is one of the most important ways to breathe new life into existing communities which are in need of social, physical, environmental or economic assistance and are lacking new investment and private enterprise.

The purpose of this reinvestment fund is to support the goals of the Economic Development of Curry County: Marketing Curry County as a "Place to do Business", Workforce training & education, Business retention & expansion, Affordable housing, Strategic planning.

Activities not eligible for funding: Annual funds appeals, Grants to scholarship programs, Subsidies for individuals or groups to participate in conferences, Projects that will not clearly benefit the county, Purchases or activities that occur prior to grant awards, Deficit funding, Lobbying to influence legislation, Scientific research, Religious activities, and Operating support
http://curryecondev.org/CRF.htm

Curry County
partners with numerous agencies to bring employers specialized services, such as Workforce Training, Business Finance Programs, Job Creation Incentives, Enterprise Zone Incentives, Hiring & Human Services Resources, Labor Market Information, and much more.

Susan Brown
Economic Development Director
Curry County
PO Box 746
94235 Moore Street
Gold Beach, OR 97444
Local: 541-247-4466
Fax: 541-247-3201
Email: browns@co.curry.or.us
http://curryecondev.org/

Entrepreneurial Development Loan Fund (EDLF)
Initial, direct loans to help newer businesses get started in Oregon. Assists micro-enterprise and small businesses. Small business counseling. Participant must meet two of the following criteria: In operation for less than 24 months with revenues of less than $100,000 in the previous 12 months and business owned by severely disabled person.
http://www.oregon4biz.com/edlf.htm

Industrial Development Revenue Bonds
Tax-exempt bonds issued by the state of Oregon on behalf of qualified businesses. Bonds finance job creation and business growth of Oregon traded-sector, value-added manufacturers and processors by providing long-term debt financing for land, buildings and other fixed assets at a rate below prime. Affordable interest rates, tax-exempt status assists in lowering capital expenses; designed to help manufacturers grow.
http://www.oregon4biz.com/idrb.htm

Oregon Business Development Fund (OBDF)
Financing for land, buildings, equipment, machinery and permanent working capital. Emphasizes rural and distressed areas and businesses with fewer than 50 employees. Fund features a Targeted Development Account for distressed areas of Oregon.
http://www.oregon4biz.com/obdf.htm

Oregon Business Retention Service
Program providing consulting services to assist Oregon companies facing difficult changes. Consultant is matched to a company based on specific needs and industry requirements. Interest-free loan.
http://www.oregon4biz.com/brs.htm

Oregon Capital Access Program (CAP)
Small business loan program to provide capital for start-up or expansion. This program helps lenders (banks) make more commercial loans to small businesses. For profit or non-profit businesses seeking funds for most business purposes, except to purchase or improve residential housing or real property not used for business operations, or for refinancing existing balance of a non-enrolled loan.

http://www.oregon4biz.com/cap.htm

Oregon Credit Enhancement Fund (CEF)
Fund provides guarantees for working capital or fixed asset bank loans. Available for manufacturing, production and processing companies with less than 200 employees. Assists businesses in a distressed area and a business that uses proceeds to clean up a Brownfield site. Funds can be used for real property, buildings, machinery and equipment, working capital and export financing.
http://www.oregon4biz.com/cef.htm

Oregon Economic and Community Development Department
OECDD provides integrated services to companies and people doing business here, or looking to make new or further investments.

Chris Claflin
Business Development Officer
Coos, Curry and Douglas counties
145 Central Avenue
Coos Bay, OR 97420
Phone: 541-267-4651
Fax: 541-267-6704
Email: chris.claflin@satate.or.us
http://econ.oregon.gov/

Port Orford Enterprise Zone
Located within and adjacent to the city of Port Orford. This zone parallels Highway 101 in northern Curry County. The enterprise zone is approximately one hour south of Coos Bay and the North Bend Airport, and one hour north of Brookings. The area offers well-serviced industrial sites including sites adjacent to the Cape Blanco State Airport, north of Port Orford and industrial lands at Paradise Point Road and along Highway 101.

Curry County partners with the cities and ports to assist businesses with permitting and licensing fees, waiver of qualifying property taxes, reduction of water and sewer fees, assistance with loan, grant and funds programs, just to name a few.

Enterprise zones target ‘for-profit’ business operations that do not compete significantly within the local economy and that bring in outside income There are four basic requirements a prospective enterprise zone candidate must satisfy for the three to five year exemption.

Eligible business activities are limited to the provision of goods, products or services to other businesses that do not involve the following or similar activities: entertainment, tourism, health care, child care, serving meals, finance, housing, property management, leasing space, construction and sales of goods and services at a retail level. Most eligible businesses are manufacturers, but this is not the only possibility. Eligible activities may qualify even if a firm is in engaged in separate, ineligible activities. A non-retail operation of a firm, such as a warehouse for a retail chain or the manufacturing facility of a business firm that sells its products directly to non-business customers, is also eligible.

The firm must make an investment in the qualified property, either through a purchase or a lease. A qualifying business or firm in the zone must increase employment by at least 10 percent or one new job, whichever is greater; only full-time, year-round employees are counted. The firm must also not diminish employment more than 30 miles outside the zone in Oregon concurrent with the exemption.

The firm must enter a "First Source Agreement." The agreement requires the firm consider qualified applicants referred by job-training providers before hiring new employees.

The Enterprise Zone Program is designed to encourage businesses of all sizes to make new or additional investments that will improve employment opportunities, spur economic growth and diversify business activity within the communities each zone encompasses.

To receive a fourth or fourth and fifth year exemption, new employees must receive compensation including benefits that on average is at least 150 percent of the county average annual wage at the time of pre-certification. Also at that time, the firm must enter into a written agreement with the local governments that sponsor the enterprise zones, which may include additional requirements for the extra years of abatement.
Before the enterprise zone exemption, property tax abatement is available for commercial and industrial construction still under way on December 31.

The Gold Beach and Port Orford Enterprise Zones are managed by Susan Brown on behalf of the zone sponsors. An enterprise zone pre-certification form must be filed prior to starting any eligible investment or hiring new employees, although a building may already be under construction if sold or leased to the pre-certified business prior to use or occupancy of the premises.

Once investment is completed and the new employees have been hired, pre-certified businesses must file a tax exemption application with the Curry County Assessor between Jan. 1 and April1, the first year in which the exemption is sought.

Revolving Loan Fund
To specifically address the needs of Curry County Businesses. The loan fund will be administered through CCD (see above), funds were received through a grant from USDA - Rural Development.

These funds can be used for business start-up costs, expansion, capitol expenditures, development and many other activities associated with business and industry that will contribute to the health of our economy.

ShoreBank Enterprise Cascadia
Was established to assist natural resource dependent communities strengthen their economic, environmental and social conditions. In the last decade, Enterprise has: provided over 100 clients with expert advice in matters concerning business strategy, non-profit organizational capacity, new product development, and real estate development.

145 Central Ave
Coos Bay OR 97420
Phone: 541-266-9945

Fax: 541-267-2186
Email: info@sbcpac.com
http://www.sbpac.com/

Umpqua Community Development
Utilizes its experience in funding acquisition and project management to help small communities with major infrastructure construction projects and community facility upgrades.

320 Central, Suite 410
Coos Bay, OR 97420
Toll Free: 866-572-5635
Phone: 541-267-6505
Fax: 541-267-6504
Email: info@umpquacdc.org
http://www.umpquacdc.org/

USDA Rural Development
Builds cooperative financial partnerships with rural Oregonians. USDA Rural Development's Business & Cooperatives Program staff administers a variety Federal loan guarantee, loan, and grant programs designed to create and retain jobs, support business and cooperative development, and promote sustainable economic progress in Oregon's rural communities.

2440 NW Troost, Suite #200
Roseburg, Oregon 97470
Phone: 541-673-0136 Ext. 4
FAX: 541-672-3818
TDY: 503-414-3387
http://www.rurdev.usda.gov/

US Small Business Administration
Small Business Planner includes information and resources that will help you at any stage of the business lifecycle.

515 SW 5th Avenue, Ste 1050
Portland, OR 97201
Phone: 503-326-5122
http://www.sba.gov/

Appendix 4: Curry County Zoning Ordinance, Public Facilities, Section 3.200[43]

Section 3.200. Public Facilities Zone (PF).

Purpose of Classification. The PF zone is applied to publicly and privately owned areas for the development or maintenance of needed public facilities and services. All public highway, road and street right-of-ways are included in this zoning designation.

Section 3.201. Uses Permitted Outright.

The following uses and their accessory uses are permitted outright:

1. Public schools, including nursery or day care center when located within an urban growth boundary.
2. Public parks or recreational facilities.
3. Public utilities and/or service facilities.
4. Government structures, offices or uses.
5. Public parking lots or parking buildings when accessory to a permitted use.
6. Community centers.
7. Cemeteries.
8. Expansion of airport hangars and related buildings.
9. Disposal of dredge spoils on sites described in permits issued by Federal and/or State governmental agencies.
10. Storage of equipment and construction materials necessary to maintain public roads and highways for a period not to exceed six months in a calendar year, but not including the operation of portable construction material processing plants. The time limitation for storage of materials does not apply to the stock piling of sand, or rock.
11. Repair or modification of an existing use listed above which is located in a rural area outside of an urban growth boundary.
12. Public transportation improvements including:
    a) Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.
    b) Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within existing right-of-way.

c) Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.

d) Landscaping as part of a transportation facility.

e) Emergency measures necessary for the safety and protection of property.

f) Acquisition of right-of-way for public roads, highways, and other transportation designated in the Transportation System Plan except for those that are located in exclusive farm use or forest zones.

g) Construction of a public street or road as part of an approved subdivision or land partition approved as being consistent with the applicable land division ordinance or code.

Section 3.202. **Conditional Uses Subject to Administrative Approval by the Director.**

The following uses may be allowed provided a land use application is submitted pursuant to Section 2.060 of the Curry County Zoning Ordinance and the Planning Director approves the proposed use based upon relevant standards for review in this ordinance. Numbers in parenthesis following the uses indicate the standards described in Section 7.040 that must be met to approve the use.

1. Single family dwelling or manufactured home which is subordinate and accessory to a permitted use.

2. Trailer, camping or recreational vehicle temporarily used as a residence during construction of a permitted use or to temporarily provide watchman security for material that cannot be reasonably stored in an established commercial storage facility.

3. One manufactured home in conjunction with an existing dwelling as a temporary use for the term of a hardship suffered by the existing resident or a relative of the resident. (17)

4. Television, microwave, and radio communication facilities and transmission antenna towers. (5)

5. A temporary or modular office as allowed by the Uniform Building Code.

6. A nongovernmental business or professional office conducted in a public building or on land leased from the public.

7. The construction or establishment of any new public or private structure or facility such as those listed as outright uses which would not create an urban use in a rural area.

NOTE: The addition of structures or buildings that are located within the

2. Be of the minimum parcel size or number of dwellings necessary to fulfill the need: and

3. The minimum lot size shall be as large as necessary for proper installation and operation of water supply and sewage disposal systems.

Section 3.204. **Set-Backs.**

See Article IV.

Section 3.205. **Height of Buildings.**

See Article IV.

Section 3.206. **Off-Street Parking and Loading.**

See Article IV.

Section 3.207. **Reversion of Zoning Upon Private Ownership.**

Land designated in this comprehensive plan and zoning designation is intended for public facilities use by public agencies and not for privately owned lands.

1. Land which is transferred to public ownership for purposes of public highway or public road right-of-way or for other transportation projects shall automatically revert to the "Special Use Lands" comprehensive plan designation and to Public Facilities (PF) zoning designation.

2. Land designated for Public Facilities (PF) use which is transferred to private ownership by a public agency shall automatically revert to the comprehensive plan and zoning designation of the majority of the immediately adjacent lands upon transfer to private ownership.

3. The county may consider an alternative comprehensive plan and zoning designation other than the designation of the majority of the immediately adjacent lands based on the following:

   a. Existing development on the subject property.

   b. Location of the subject property relative to the adjacent uses,

   c. Natural features or natural hazards on the subject property.

   d. Adequacy of existing public facilities to serve the subject property if it were planned and zoned as alternatively proposed,

   e. Adequacy of the existing road or street system to serve the subject property if it were planned and zoned as alternatively proposed, or

general vicinity of the existing use or are an integral part of the existing use are deemed not to be an urban use (i.e. additions to rural schools, park related buildings within existing parks, etc.).

8. The construction or establishment of any new public or private structure or facility related to or associated with any of the outright uses or structures described in Section 3.201 that would create an urban use in a rural area and does not adversely affect any adjacent resource lands.

9. Temporary use of portable construction material processing plants, i.e. rock crushers, asphalt plants, etc. not to exceed one year. (I0)

10. Construction, reconstruction, or widening of highways, roads, or other transportation projects that are: (1) not improvements designated in the Transportation System Plan; or (2) not designed and constructed as part of a subdivision or planned or planned development subject to conditional use review, shall comply with the Transportation System Plan and applicable standards, and shall address the following criteria. For State of Oregon projects that require and Environmental Impact Statement (EIS) or Environmental Assessment (EA), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:

    i) The project is designed to be compatible with existing land use and social patterns, including noise generation, safety and zoning.

    ii) The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.

    iii) The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.

    iv) The project includes provision for bicycle and pedestrian circulation as consistent with the comprehensive plan and other requirements of this ordinance.

11. Construction of rest areas, weigh stations, temporary storage yards and permanent material processing sites.

NOTE: If review of a conditional use request under this Section indicates that the proposed use or activity is inconsistent with the Transportation System Plan, the procedure for a plan amendment shall be undertaken prior to or in conjunction with the conditional use permit review.

Section 3.203. **Lot Size and Dwelling Density.**

Except as provided in Section 5.030 and 5.040 in a PF zone parcels created within this zone and dwellings sited shall meet the following standards:

1. Provide the minimum impact on the surrounding agricultural or forest use;

f. Other relevant factors.

4. Consideration of an alternative comprehensive plan and zoning designation shall be by the Board of Commissioners based upon factual evidence related to the items listed in subsection 2 above.

5. The Board of Commissioners shall consider an alternative to the Public Facilities (PF) plan and zoning designation in the same manner as a post-acknowledgment plan amendment.

Appendix 5: Contacts

Gary Anderson, Port Of Port Orford Manager, 541-332-7121, portoffice@harborside.com

Carl Betz, carlbetz@carlbetz.com, 818-468-6436, developer

Susan Brown, Director, Curry County Community & economic Development, 541-247-4466

Daniel Clem, Director, Oregon Department of Aviation, 503-378-2340, daniel.e.clem@state.or.us

Leesa Cobb, Port Orford Ocean Resource Team, 541-332-0627, poort@carrollsweb.com

Dan Crumley, Road Department, Curry County, 541-247-7097

Chris Cummings, Oregon Department of Aviation, 503-378-3168

Michelle Duarte, Wild Spring Guest Habitat, 541-332-0977

Albert Geiser, 42277 Garrison Lake Road, Port Orford, 97465, 541-332-6720

Michael Murphy, City of Port Orford, 541-332-3681

Sue Musser, Sweet Ranch, 541-661-0739

Tim Palmer, 541-332-0261

David Pratt, Director of Planning, Curry County, 541-247-3304

Linda Tarr, 541-332-1032

Ann Vileisis, 541-332-0261

George Welsch, NC Electronics, 541-332-7004

Plus a number of encounters at local restaurants, Battle Rock Park, Cape Blanco Lighthouse, Cape Blanco Airport, library and gas station.

Appendix 6: Endnotes

[1] Photo by Wingspar, http://www.pbase.com/wingspar/aerial_shots, retrieved March 27, 2007
[2] "Soil Survey of Curry County, Oregon", United States Department of Agriculture, Natural Resources Conservation Service, http://soildatamart.nrcs.usda.gov/Manuscripts/OR015/0/Curry.pdf, page 24, retrieved December 24, 2007
[3] Note: FAA and ODA consistently refer to Cape Blanco Airport in terms of its location relative to Denmark.
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[5] ibid, AirNav, August 12, 2007, retrieved September 19, 2007
[6] Oregon Department of Aviation, Oregon Aviation, Volume II, Individual Airport Plans, Cape Blanco Airport, http://www.meadhunt.com/oda/index.htm, retrieved November 18
[7] FAA Information Effective 30 August 2007, http://www.airnav.com/airport/5s6/, retrieved March 27, 2007
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[11] Ibid, Landings data
[12] Ibid, ODA, Oregon Aviation, Volume II, Individual Airport Plans, Cape Blanco Airport
[13] Curry County economic and Community Development, http://curryecondev.org/
[14] http://www.shojiplanning.com/clients/portorford2006/Plan%20Maps.pdf
[15] Blacklock Series, USDA, National Resources Conservation Services, http://www2.ftw.nrcs.usda.gov/osd/dat/B/BLACKLOCK.html, retrieved December 18, 2007
[16] Ibid, "Soil Survey of Curry County, Oregon", United States Department of Agriculture, Natural Resources Conservation Service, page 479, retrieved December 24, 2007
[17] Oregon Plant Atlas, Oregon Flora Project and the Oregon State University Herbarium http://cladonia.nacse.org/platlas/jclass/PassTaxonNameViaURL.htm#Lycopodiella,inundata, retrieved December 19, 2007
[18] Dan Crumley, Road Department, Curry County, 541-247-7097, advised use of $200/foot for estimating purposes, November 20, 2007.
[19] Well Log Information supplied by Bandon Well & Pump, 541-347-7867, obtained by telephone December 27, 2007
[20] Estimates obtained from Glen at Myer Well Drilling & Pump Service, Gold Beach, OR, 541-247-7040, obtained by telephone December 27, 2007
[21] Measure 49, 21-pages, http://www.leg.state.or.us/07reg/measpdf/hb3500.dir/hb3540.en.pdf
[22] Assessment, Curry County, http://gis.co.curry.or.us/Website/Curry%20PDF/web-content/ASSMT.pdf#page=1, page 14
[23] Assessment, Curry County, http://gis.co.curry.or.us/Website/Curry%20PDF/web-content/ASSMT.pdf#page=1, page 14
[24] Business Retention & Expansion (BR&E) Survey, Port Orford Area, 2007, Curry County Economic & Community Development, Susan Brown, Director
[25] Discussions on the topic of the Port Orford workforce included Commissioner Lucie LaBonte, Leesa Cobb, Executive Director of Port Orford Resources Team, Michael Murphy, City Administrator, George Welch, NC Electronics, and Susan Brown, Economic Development Director.
[26] Linda Tarr, Port Orford, OR, http://www.opus6ix.com/tarr_linda.htm
[27] Chris Hawthorne, Sixes, OR, http://www.chrishawthorne.com/AvailableinNovember2007.html
[28] Curtis Hempt, Port Orford, OR, http://www.oregoncoastradio.com/hempt_oregoncoast.htm
[29] Shannon Weber, Port Orford, OR, http://www.wildriverscoastart.com/16port-orford-artists.html
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[41] Rogue Valley International - Medford Airport Master Plan, February 2001, http://www.co.jackson.or.us/Page.asp?NavID=469, retrieved October, 2007
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[43] Curry County Zoning Ordinance, Public Facilities Zone, Section 3.200, http://www.co.curry.or.us/publicservices/ZoneOrd/Art%20III%20Section%203%2020.pdf, retrieved August 2, 2007