

COOS COUNTY URBAN RENEWAL AGENCY

NORTH BAY URBAN RENEWAL PLAN

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PREFACE

This plan has been prepared pursuant to Oregon Revised Statute Chapter 457 (ORS 457), the Oregon Constitution, and all applicable laws and ordinances of the State of Oregon and Coos County.

The Urban Renewal Area is a single geographic area encompassing most of the North Bay. The urban renewal plan for this area identifies a variety of activities and projects to eliminate the causes of blight and to create an environment in which the private sector can develop employment-producing industrial facilities compatible with the planning framework already established for the area.

An accompanying report has been prepared in accordance with ORS 457 that discusses the physical, social, economic, and fiscal impacts of plan implementation and analyzes its financial feasibility.

CVR5/072

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Section 1 INTRODUCTION

HISTORY OF NORTH BAY ECONOMIC DEVELOPMENT PLANNING

The Coos Bay Estuary Management Plan is the keystone of economic planning for the North Bay area of Coos Bay. Requirements for Coos County compliance with the coastal goals and guidelines of Oregon's state-wide land use planning effort provided impetus for the plan's development. It was prepared in 1979 – 1980 by a task force comprising all federal, state and local agencies with jurisdiction in the estuary area. This plan defined the permitted uses of the North Bay in great detail and was incorporated into Coos County's comprehensive plan.

At the time the estuary management plan was approved by the interagency task force, development on the North Bay area included the Menasha Corporation containerboard plant (now owned by Weyerhaeuser Company); Roseburg Forest Products Company's chip-loading facility, rail and road access to this facility; a 30-inch ocean outfall jointly owned by the Oregon International Port of Coos Bay, Menasha Corporation, and Roseburg Forest Products Company; and an aquaculture facility owned by Weyerhaeuser (now owned by Anadromous, Inc.).

The findings of subsequent environmental studies for proposed projects or permit applications for development in the North Bay area have been consistent with the estuary management plan. In 1982, the North Bay Marine Industrial Park Environmental Impact Statement confirmed the estuary management plan's designation of certain land parcels for industrial development and of waterfront areas for future marine facilities. Weyerhaeuser's proposed PACON oil platform fabrication yard involved an environmental assessment and permit applications, prepared in 1982-84, that further defined use of the North Bay area without introducing inconsistencies. In addition, permits for the Guy F. Atkinson graving dock on Port property and the McCall oil terminal facility, which were not built, and a dock used for fish buying (and permitted for a fish-processing facility) were issued in conformance with the management plan.

During the first half of the 1980s, the Oregon International Port of Coos Bay constructed Phase I of the North Bay Pier (T-Dock) and modular fabrication, assembly, and load out facility (barge slip). The Coos Bay/North Bend Water Board also constructed a 1-mgd water treatment plant and expanded its water supply well fields. These facilities were constructed in conformance with the Coos Bay Estuary Management Plan.

ECONOMIC DEVELOPMENT INCENTIVES

Encouragement and definition of future industrial development in the North Bay area is provided by two economic development strategies: designation of the North Bay as a state Enterprise Zone and the establishment of a Foreign Trade Zone.

Enterprise Zone

Coos Bay has been qualified by the state as a hardship area and has been designated under Oregon's Enterprise Zone Program as one of ten such zones in the state. This 10-year status entitles new firms (or firms already in the area that can expand full-time jobs by 10 percent) to property tax exemptions on new buildings, expansion, machinery, and equipment. The package of incentives also includes exemption from various local development-related fees for new firms locating in the Enterprise Zone.

Foreign Trade Zone

A Foreign Trade Zone is an area legally outside of U.S. Customs jurisdiction, where imported goods and materials may be stored, assembled, or manufactured, and then transshipped to another foreign country without being subject to import duty or excise taxes. U.S. taxes and duties are not paid until the goods enter the U.S. from the zone. The Coos Bay Foreign Trade Zone is the second of only two such zones in Oregon. It consists of three sites adjacent to the harbor's main shipping channel, two of which are in the Urban Renewal Area, totaling over 1,300 acres.

FORMATION OF THE URBAN RENEWAL AGENCY

As a third major economic development strategy, Coos County established the Urban Renewal Agency in December 1985 and empowered it to take action to eliminate blight in areas of the county such as the North Bay.

The composition of the Urban Renewal Agency Commission was amended by the County Commissioners in March 1986. The agency is now governed by a five-member commission of four elected officials, including one representative each from the City Council of Coos Bay, The City Council of North Bend, the Port Commissioner of the Oregon International Port of Coos Bay, and the Coos County Board of Commissioners, and a fifth member selected from the "public at large." An advisory group with the same composition as the agency commission was also established to assist the commission in its work.

NORTH BAY PLANNING OBJECTIVES AND STRATEGY

The objectives of the Urban Renewal Agency in preparing the North Bay Urban Renewal Plan are to:

- Eliminate blight and causes of blight
- Stimulate development of industry, supporting commercial businesses, and recreation facilities by the private sector
- Create long-term employment opportunities
- Increase the county's taxable assessed value

This North Bay Urban Renewal Plan is intended to serve as a framework for development to meet these broad objectives. Proposed future land uses, development regulations, and projects to

occur within the Urban Renewal Area are described in Sections 4 and 5 of the plan. Some of the projects will be funded by tax increment financing and others by private utilities, public utilities, and/or state and federal agencies. The final siting, design, and priority of each project will be determined with the participation of existing and future users of North Bay industrial sites. The project descriptions included in Section 5 of the plan are intended to provide a conceptual overview of the types and typical costs of projects likely to be required; they are not to be viewed as definitive. These projects are consistent with Objective 2 described above, and may be constructed to facilitate and attract new businesses and industry to the North Bay.

These proposed land uses and urban renewal projects are consistent with the Coos Bay Estuary Management Plan, as well as the Bureau of Land Management's land use plan for the North Bay. All development will meet existing zoning regulations and other applicable local, state and federal regulations. The relationship of the North Bay Urban Renewal Plan to other plans is discussed in Section 6.

Although the thrust of the Urban Renewal Agency's program is the construction of infrastructure elements, it is expected that the agency will also be involved in mitigation activities related to infrastructure construction or industrial site preparation. While it is not anticipated at this time, the agency could also become involved in development and/or redevelopment activities. Section 7 of the plan describes the types of activities that may be undertaken within the Urban Renewal Area to achieve plan objectives.

Because there are many unknowns concerning future development of the North Bay, it will be necessary to refine and modify the plan from time to time or to amend it as development potential warrants, as financing becomes available, or as local conditions dictate. The procedures for plan amendment, as well as other plan administration measures, are outline in Section 8.

Section 2
URBAN RENEWAL AREA BOUNDARY

This section provides a general description of the Urban Renewal Area boundary location and a discussion of the rationale used to establish it. The Urban Renewal Area boundary is shown on Figure 1 and a legal description is provided in Appendix A.

GENERAL DESCRIPTION

The Urban Renewal Area encompasses approximately 4,643 land acres and 4,366 water-covered acres. The land portion is located in the unincorporated portion of Coos County, with the exception of a narrow strip of land adjacent to Highway 101 that is part of the City of North Bend. The water portion west of the navigation channel is located in unincorporated Coos County; portions east of the channel are in the cities of Coos Bay and North Bend.

Generally, the boundary follows the east side of Highway 101 across the McCullough Bridge and the mean higher high water line on the east side of the bay. This eliminates most land on the east side of the bay from inclusion in the Urban Renewal Area. The bay itself is included within the boundary.

Property on the southern tip of the North Bay administered by the Corps of Engineers is included in the boundary, which then follows the mean higher high water line of the bay to the small point of land opposite Clam Island, extending inland at one point only to include a parcel of privately owned land in the boundary.

From the small point, the boundary juts inland, crosses the spit to the ocean, follows the shoreline, and then runs along the east-west section line north of Bluebill Lake. It deviates from the shoreline to include the outfall easement that extends approximately a mile into the ocean. A mile-long corridor paralleling the railroad track and including the Shorewood Water Treatment Plant on the east side of the bay creates a northern “handle” on the boundary.

BOUNDARY RATIONALE

This boundary is intended to encompass all of the area on the North Bay that is suitable for industrial use, lands likely to be required for infrastructure to serve the North Bay industrial development, and lands likely to be needed for mitigation activities directly related to industrial and infrastructure development.

Highway 101 is included in the boundary because industrial development on the North Bay may trigger the need for future improvements to its intersection with Jordan Cove Road. Bay waters were included in the boundary because a number of mitigation sites in the bay have been identified, the need for a water supply pipeline crossing the bay has been identified by the Coos Bay/North Bend Water Board, and maintenance of the 40-foot depth navigation channel that runs the length of the bay is essential for attraction of water-dependent and water-related industrial growth on the North Bay. Land at the southern tip of the North Bay was included to allow for

potential assistance in maintaining the existing jetty or for construction of a second jetty should this become necessary to fulfill the intent of the urban renewal plan.

One parcel of privately owned land (the old Coast Guard Weather Station) along this southern stretch, the North Bay was incorporated into the Urban Renewal Area because the owner intends to develop the land for recreational use and to donate a portion of the site for a public boat ramp.

The large acreage immediately north of the U.S. Army Corps of Engineers-administered property at the southern tip of the North Bay was excluded from the Urban Renewal Area at the request of the Confederated Tribes of Coos, Umpqua, and Siuslaw Indians of Oregon. Although they have only recently begun a reservation planning effort, the Confederated Tribes expect to request that this land be taken into trust by the federal government as part of their reservation. If this land does not become part of the reservation, the Urban Renewal Agency may initiate a plan amendment to incorporate it into the Urban Renewal Area.

Most of the remaining land is that designated in the Coos County Comprehensive Plan to permit water-dependent/water-related industrial use and to provide potential sites to mitigate industrial development. The outfall easement and the Shorewood Water Treatment Plant are included within the boundary because outfall and plant modification have been identified as projects necessary to provide expanded water supply and industrial wastewater treatment capability on the North Bay. The northern “handle” of the boundary has been identified as a potential site for development of a railroad marshalling yard to serve the North Bay industrial sites.

Section 3
EXISTING LAND USE AND INFRASTRUCTURE

This section describes the current land ownership pattern on the North Bay; existing land uses, access facilities, and utilities; and existing permits for infrastructure facilities not yet constructed.

LAND OWNERSHIP PATTERN

Existing land ownerships, shown on figure 2, are categorized as private land and as lands administered by the Bureau of Land Management, U.S. Forest Service (Oregon Dunes National Recreation Area), U.S. Army Corps of Engineers, or the Oregon International Port of Coos Bay (Port). Easements through public land are held by the Southern Pacific Transportation Corporation, and a parcel of Port-owned land is leased for use by a privately owned aquaculture facility.

Most of the land proposed for industrial development in Section 4 of this plan is owned privately or by the Port. A small portion of land slated for these uses is administered by the Bureau of Land Management. New recreation development is proposed on one parcel of privately owned land. Based on consultation with affected public agencies and private land owners, it has been determined that these uses are consistent with current plans developed for the area. Conformance with local plans is discussed in Section 6 of this plan.

LAND USE

The current land uses, shown on Figure 3, are water-dependent/water-related industrial, recreation, and residential.

WATER-DEPENDENT/WATER-RELATED INDUSTRIAL

The water-dependent/water-related industrial developments within the Urban Renewal Area include an aquaculture facility, a chip export facility, a containerboard plant, and a sand export facility.

Anadromous Aquaculture, Inc. operates a salmon capture and release facility located on the southern end of the Oregon International Port of Coos Bay's property. Juvenile salmon are released to the sea via a fish ladder into Coos Bay or from a specially equipped barge towed more than 10 miles beyond the entrance to Coos Bay. Adult salmon are captured after they return to the holding ponds via the fish ladder. The fish are then taken by truck to offsite processing plants.

Roseburg Forest Products owns and operates a wood chip export facility directly across the Coos Bay navigation channel from the North Bend Municipal Airport and adjacent to waterfront property that fronts Jordan Cove. Wood chips are brought to the facility by truck or rail, and logs are delivered to the site and converted to wood chips. The chips are stockpiled or loaded onto trucks, railroad cars, or ships for export. A chip export dock facility supports the ship loading operation.

Weyerhaeuser Corporation owns and operates a containerboard plant on Jordan Point. The plant uses a pulp process to convert raw wood to containerboard. The wood is brought into the plant in the form of logs, wood chips, or recycled cardboard by rail or truck and the finished product leaves the plant by rail or truck.

Coos Sand and Gravel operates a sand export facility on the east end of the North Bay just north of Jordan Cove Road along the Southern Pacific Transportation Company's railroad. At this site, sand is loaded onto railroad cars for export to other areas.

RECREATION

Recreational facilities within the Urban Renewal Area include a public campground and off-road vehicle (ORV) areas. The public campground is located on Bluebill Lake on the south side of Horsfall Road. The campground is used primarily by people who are also using the nearby off-road vehicle (OARV) recreation area. While the major ORV recreation area is located outside the Urban Renewal Area in the National Dunes Recreation Area, there are several access and staging areas for this activity along Horsfall Road near the northern end of the Urban Renewal Area.

Tidelands along the waterfront of the North Bay are used by the general public for clamming, crabbing, beachcombing, hiking, hunting, picnicking, and bird watching.

RESIDENTIAL

Residential land use occurs at two locations within the Urban Renewal Area. One use is a vacant, dilapidated, single-family dwelling unit, located near the southern end of the North Bay, across the Coos Bay navigation channel from Sitka Dock. A 4-wheel-drive vehicle or a boat is required to reach this property. The other residential use is an occupied single-family dwelling unit to the north of Jordan Cove Road along the east bank of North Slough.

ACCESS FACILITIES

Access to properties within the Urban Renewal Area is provided by road, railroad, or water. These facilities are shown on Figure 3. There is no landing area for aircraft within the Urban Renewal Area.

ROAD

Road access to the North Bay is via Jordan Cove Road, which intersects with U.S. Highway 101 on the Haynes Inlet Causeway. Jordan Cove Road is a county road that terminates at the Roseburg Forest Products Company's property line. A public access easement connects the termination of Jordan Cove Road with the origin of the North Bay Access Road. The access road runs south near the eastern edge of the North Bay, terminating at the southern edge of the Oregon International Port of Coos Bay's property.

Horsfall Road links Jordan Cove Road to the Oregon Dunes National Recreation Area and provides access to the off-road vehicle recreation areas.

RAIL

Southern Pacific Transportation Company's railroad line provides rail service to the North Bay. The railroad crosses Coos Bay at North Point, near the mouths of Pony Slough and Haynes Inlet. The Southern Pacific main line serves the Weyerhaeuser facility directly, and a spur line serves the Roseburg Forest Products Company. North of Weyerhaeuser, the main line serves the Coos Sand and Gravel sand export site and then continues north along the eastern edge of North Slough.

WATER

The land available for water-dependent/water-related industrial development within the Urban Renewal Area fronts the main Coos Bay navigation channel. Along this segment of Coos Bay, the channel has an authorized depth of 40 feet and an authorized width of 300 feet. The U.S. Army Corps of Engineers is evaluating the feasibility of deepening the channel to an authorized depth of 45 feet and is considering a corresponding increase in authorized width.

Deep-draft berthing facilities are located adjacent to the main navigation channel at the Oregon International Port of Coos Bay's T-dock and Roseburg Forest Products Company's chip export dock. The T-dock is just north of the aquaculture facility and the chip export dock is on the south waterfront of Roseburg Forest Products' property. Deep water access to both facilities from the navigation channel is maintained by dredging.

Shallow-draft-only access to the North Bay is provided by the Oregon International Port of Coos Bay's barge slip. The barge slip is located approximately one mile north of the T-dock.

UTILITIES

Utilities serving the North Bay include raw and treated water and electricity. These facilities are shown in Figure 3.

WATER

There are two water treatment plants within the Urban Renewal Agency Boundary, the Shorewood Water Treatment Plant and the North Bay Water Treatment Plant. The Shorewood plant is located on the west side of U.S. Highway 101 on the north bank of North Slough. This plant has a capacity of 1.5 mgd.

The North Bay Water Treatment Plant is located to the north of the effluent lagoon and to the southwest of Henderson Marsh. This plant has a capacity of 1 mgd.

Raw water is supplied to Weyerhaeuser by the Coos Bay-North Bend Water Board from the well fields located in the sand dunes north of the Weyerhaeuser plant. Treated water is supplied to

Weyerhaeuser and Anadromous via a pipeline from the Water Board's North Bay Water Treatment Plant.

WASTEWATER

There are no municipal wastewater treatment plants within the Urban Renewal Area. Fish waste from Anadromous is discharged into the bay as part of the flow-through water supply system. Roseburg Forest Products produces no industrial wastewater, and Weyerhaeuser has an industrial wastewater treatment program that includes both primary and secondary treatment.

Weyerhaeuser's treated effluent is disposed of via an outfall that extends westward into the Pacific Ocean a distance of approximately one mile. The outfall is located just north of the lagoon.

ELECTRICITY

PP&L provides electric power to the North Bay. Primary service is 115 kV, and 12.5 kV. Distribution is supplied by two step-down transformers, or substations, to Weyerhaeuser, Roseburg Forest Products, and Anadromous. One substation is located near the northeast corner of Weyerhaeuser's plant and the other is located on the west side of Jordan Cove Road. The power transmission lines are both overhead and underground.

INFRASTRUCTURE PERMITS

The Oregon International Port of Coos Bay and Weyerhaeuser hold permits issued by the U.S. Army Corps of Engineers and the Oregon Division of State Lands for several facilities that have not been constructed. The first permit is for a graving dock on property owned by the Oregon International Port of Coos Bay. The site is adjacent to the T-dock and was acquired to permit the Guy F. Atkinson Company to develop a marine structures fabrication yard. The second permit is for a marine fabrication yard on Weyerhaeuser's Henderson Marsh property and was acquired on behalf of Pacific Arctic Constructors (PACON) for fabricating steel jackets for offshore oil production platforms. The third permit is held by the Oregon International Port of Coos Bay on Roseburg Forest Products property for a barge load-out facility that was to support an oil module fabrication project proposed for the vacant buildings on Roseburg Forest Products property. All three of these permits will require mitigation action in conjunction with facility construction.

Section 4
PROPOSED LAND USES AND REGULATIONS

This section describes the land uses proposed for the Urban Renewal Area, the zoning district to be applied and the development standards to be used in implementing the plan.

Figure 4 represents a generalized land use plan map for the Urban Renewal Area. This land use plan is based on, consistent with, and subordinate to the Coos County Comprehensive Plan, the North Bend Comprehensive Plan, and the Coos Bay Comprehensive Plan, and their implementing ordinances. Taken together, they define the locations of the principal land use classifications applicable to the Urban Renewal Area:

- Water-dependent/water-related industrial/general industrial/support commercial
- Recreation
- Conservation
- Natural uses
- Land transportation facilities

They also identify regulating provisions for development of these uses. Mitigation and dredged material disposal are also permitted uses within the Urban Renewal Area. All uses and development in the Urban Renewal Area will be conducted in accordance with applicable provisions of the Coos County Comprehensive Plan, the North Bend Comprehensive Plan, and the Coos Bay Comprehensive Plan, and their implementing ordinances.

WATER-DEPENDENT/WATER-RELATED INDUSTRIAL/GENERAL
INDUSTRIAL/SUPPORT COMMERCIAL

Water-dependant/water-related industrial uses are the primary proposed uses to be developed within the Urban Renewal Area, but limited non-water-dependent/non-water-related uses may occur in specified areas. These include commercial development necessary to support water-dependant/water-related development and non-water-dependant/non-water-related industry. Coos County Comprehensive Plan provisions for the areas designated in Figure 4 permit water-dependent/water-related industrial development such as sand export, aquaculture, fish processing, structural steel and modular fabrication and erection, imported products assembly, forest products manufacturing and export, import/export terminal activity, and marine transportation repair/manufacturing/assembly, providing that the special conditions for industrial siting in each segment can be met. These industries are not intended to constitute a list of permitted uses, but rather to indicate a range of potential uses for the purposes of identifying infrastructure needs and development effects.

Existing industrial uses currently occupy approximately 189 acres within this area, leaving about 1,658 for new development. Assuming about 15 to 20 percent of this acreage will be required

for access, circulation, parking, utility easements, and other infrastructure elements; a net acreage of approximately 1,375 acres would be available for industrial use. Acreage within the existing industrial sites is also available for expansion and redevelopment.

RECREATION

Recreation development is proposed on approximately 40 acres, as shown in Figure 4. This includes possible expansion of the existing federal campground in the Oregon Dunes National Recreation Area and a proposed recreation development on private land once occupied by the old Coast Guard weather station. This privately-owned parcel is not currently served by any improved access roads. An unoccupied, dilapidated residence is located on this parcel; the remainder of the site is vacant.

CONSERVATION

Conservation uses are proposed for approximately 610 acres, as shown in Figure 4. Most of the land designated for conservation is vacant. No development is expected at this time other than modifications to the existing Shorewood Water Treatment Plant adjacent to U.S. Highway 101. Mitigation activities are anticipated in these areas, and some possible infrastructure-related construction.

NATURAL USES

Natural uses are proposed for approximately 2,465 acres in the Urban Renewal Area, as shown in Figure 4. These areas will be managed to conserve and enhance wildlife habitat resources.

LAND TRANSPORTATION FACILITIES

A railroad marshalling yard is proposed for a 38-acre site within the Urban Renewal Area, as shown in Figure 4. This area lies adjacent to North Slough and is currently undeveloped except for the existing rail corridor.

MITIGATION ACTIVITIES

Mitigation activities may be permitted at various locations in the Urban Renewal Area. Mitigation sites that have been identified in the Coos County Comprehensive Plan, the North Bend Comprehensive Plan, the Coos Bay Comprehensive Plan, and various environmental impact statements and assessments prepared in conjunction with proposed development are identified on Figure 4. These are not intended to comprise a complete inventory of suitable mitigation sites within the Urban Renewal Area, but merely to indicate those which have already been identified to date. Mitigation activities will be conducted in accordance with applicable policies and regulations of the Coos County Comprehensive Plan, as well as in accordance with other applicable county, state, and federal permit requirements.

DREDGED MATERIAL DISPOSAL

Dredged material disposal may be permitted at various locations within the Urban Renewal Area. Dredged material disposal sites that have been identified in the comprehensive plan are identified in Figure 4. These are not intended to comprise a complete inventory of suitable disposal sites within the Urban Renewal Area, but only to indicate those sites that have been identified at this time. Disposal activities will be conducted in accordance with applicable policies and regulations of the Coos County Comprehensive Plan, the North Bend Comprehensive Plan, and the Coos Bay Comprehensive Plan, as well as in accordance with other applicable county, state, and federal permit requirements.

Section 5 PROJECTS WITHIN THE URBAN RENEWAL AREA

This section describes access, utility, and mitigation projects expected to occur within the Urban Renewal Area during the 20-year planning period and estimates their order-of-magnitude costs in current (fiscal year 1987) dollars. Some of these projects are expected to be funded by the Urban Renewal Agency, while others may be funded by private utilities, public utilities, and/or state and federal agencies. Joint agency or public/private financing can also be pursued.

These project descriptions are not intended to constitute a definitive list of projects permitted by the plan, but rather to suggest the likely range and magnitude of infrastructure needed to serve proposed industrial development of the North Bay. These projects may be constructed to facilitate and attract new businesses and industries to the North Bay. Project descriptions and costs will be revised and refined to meet specific needs as they are identified. Such revisions will be considered minor plan modifications and will be approved according to the procedures for minor modifications established in Section 8.

ACCESS PROJECTS

Road, rail and water access projects needed for industrial and commercial development proposed for the North Bay are shown on Figure 5, and include:

- North Bay Industrial Parkway
- North Bay Industrial Parkway extension
- Export/import wharf
- Railroad corridor
- Access roads
- Bridge widening
- Railroad marshaling yard

NORTH BAY INDUSTRIAL PARKWAY

The North Bay Industrial Parkway, a new 24-foot-wide paved road, would connect the North Bay industrial lands with Jordan Cove Road and U.S. Highway 101. The road would also replace the public access easement across Roseburg forest Products property and the county-maintained gravel and paved road that presently serves Anadromous, the T-Dock, and the barge slip. The road would be built along a 70-foot corridor and include a right-of-way for utilities.

The new road would start near the intersection of Horsfall Road with Jordan Cove Road, and continue roughly parallel to Jordan Cove Road until it turns southward. The parkway would continue westward to just beyond Henderson Marsh, where it would turn to the south and connect with the existing paved road near the east side of the effluent lagoon.

The estimated project construction cost is \$4 million. It is being funded by the Oregon International Port of Coos Bay through a grant from the Oregon Department of Transportation.

The project utilizes no private funds and will not require Urban Renewal Agency tax increment dollars. Construction is expected to be completed in fiscal year 1988.

NORTH BAY INDUSTRIAL PARKWAY EXTENSION

The remainder of existing North Bay access road, part of which is paved and part unimproved, would be improved as an extension of the Parkway to a 24-foot width. This portion of the road would begin south of the effluent lagoon and end near the Anadromous site. Funding would likely be provided by the Urban Renewal Agency.

EXPORT/IMPORT WHARF

The export/import wharf would be built to support a landside export/import terminal operation for cargo types such as containers, general cargo, bulk cargo, or forest products. It is likely that the wharf would be built in phases to coincide with developing and expanding landside cargo handling facilities. The wharf would be designed with flexibility to accommodate future dockside rail service, special cargo handling equipment (such as container cranes and bulk ship loaders/unloaders), and heavy lifting along dockside. A dredged access from the main navigation channel would be required for deep-draft shipping operations.

The export/import wharf would be located along the waterfront property of the Oregon International Port of Coos Bay, with construction starting in phases adjacent to the T-Dock and progressing to the north towards the barge slip. Although not included in the financial feasibility analysis for this 20-year planning period, it is likely additional wharf would also be constructed along the waterfront north of the barge slip at a later date to meet landside development requirements.

The initial wharf project includes phased construction of two deep-water berths, each approximately 800 feet long. Breasting dolphins for the first berth would be designed for incorporation into future berths to make phased construction practical. Phase 1 would include constructing a 900-foot berth, four breasting dolphins, mooring dolphins, catwalks, and a dredged access channel to the wharf face. Phase 2 would include constructing a 900-foot berth that incorporates two breasting and mooring dolphins from Phase 1, two additional breasting dolphins, mooring dolphins, catwalks, and a dredged access channel to the wharf face.

The project would be financed with Urban Renewal Agency tax increment dollars.

RAILROAD EXTENSION

An additional railroad line would be constructed in a 30-foot addition to the 70-foot-wide North Bay Industrial Parkway corridor and the proposed extension of that corridor. The railroad corridor would commence at the intersection of the North Bay Industrial Parkway and the existing Southern Pacific tracks, and continue parallel to the North Bay Industrial Parkway to the southern end of the industrial land on the North Bay.

The railroad corridor preparation would be funded by the Urban Renewal Agency; construction of the railroad tracks would be financed by Southern Pacific Transportation Company.

ACCESS ROADS

Six access roads would be constructed to support development of the industrial properties on the North Bay. These roads would have a 24-foot-wide paved surface suitable for industrial traffic and would include necessary drainage and utility elements.

The roads would intersect with the North Bay Industrial Parkway in the following locations:

- The first proposed access road would run south from its intersection with North Bay Industrial Parkway to the northeastern corner of Roseburg Forest Products. It would provide access to the existing warehouse facilities and to land proposed for commercial use to the east.
- The second proposed access road would run south from its intersection with the North Bay Marine Industrial Parkway to the southern waterfront of Henderson Marsh. The road would divide the Henderson Marsh industrial site into two approximately equal development parcels.

RAILROAD MARSHALLING YARD

It is envisioned that a railroad marshaling yard will be constructed to support rail service to the export/import facilities on the North Bay when rail traffic to and from the industrial facilities reaches two to three unit trains per week. To provide for this marshaling yard, space for a corridor has been allocated along the existing Southern Pacific rail line within the northeast corner of the Urban Renewal Area. The area is approximately one mile long by 300 feet wide. Site preparation would be funded by the Urban Renewal Agency; construction would be funded by the Southern Pacific Transportation Corporation.

UTILITY PROJECTS

Sewer, water and electric utility projects needed for industrial and commercial development proposed for the North Bay are shown on Figure 6. They include:

- Sanitary wastewater treatment
- Sanitary wastewater collection
- Fire protection and water supply
- Water treatment plant expansion
- Water supply system improvements
- Industrial wastewater treatment
- Outfall modification
- Effluent sewer line
- Electric system improvements

SANITARY WASTE WATER TREATMENT

A sanitary wastewater treatment plan will be required to treat sanitary waste from new developments on the North Bay, especially labor-intensive industries such as a structural fabrication and assembly yard or forest products export facilities. A package plant can be purchased with a capacity of 30,000 gpd, which would be sufficient for a work force of up to 1,500 employees. The plant would be self-contained and require an area of approximately ¼ acre. Expansion can be accomplished by purchase of additional package units.

A possible site for a package plant would be south of the lagoon between the lagoon and the North Bay Industrial Parkway (presently paved and known as the North Bay Access Road). It is envisioned that this facility and its necessary expansion would be constructed entirely with Urban Renewal Agency tax increment dollars.

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State of Oregon Department of Human Resources, Employment Division. Coos County Resident Labor Force, Unemployment & Employment, 1980-1986. Unbound Xeroxed material. Oregon Department of Human Resources, Employment Division, Salem, Oregon, 1986.

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CVR51/080

SANITARY WASTEWATER COLLECTION

The sanitary wastewater collection system could be constructed in phases as industrial development generates the need for such a system, or the entire collection system could be constructed as an improvement to the North Bay with the intent of making the area more attractive for development. For purposes of this narrative, it will be assumed that the collection system would be installed in stages.

The first stage of the collection system would be a trunk line running along the road right-of-way from Anadromous to the sanitary wastewater treatment plant. The trunk line would likely be installed on the east side of the road. The line would cross to the west side of the road and enter the treatment plant north of the barge slip. The second stage of the collection system would be along the North Bay Industrial Parkway from north of Roseburg Forest Products to the sanitary wastewater treatment plant.

These improvements would be constructed entirely with Urban Renewal Agency tax increment dollars. Private participation would include a separate pumping station and tie-in for each user connecting to the trunk line.

FIRE PROTECTION AND WATER SUPPLY

Two initial improvements would be required to upgrade the existing fire protection and water supply system: installation of a new 1-million gallon reservoir, and construction of a new 12-inch waterline within the new North Bay Industrial Parkway right-of-way.

The Coos Bay-North Bend Water Board plans for the new reservoir to be located on the north side of the North Bay Industrial Parkway and to the north of Roseburg Forest Products property. The new 12-inch waterline would be constructed within the new North Bay Industrial Parkway right-of-way.

These improvements would be funded by Urban Renewal Agency tax increment dollars, with or without assistance from the Coos Bay-North Bend Water Board.

WATER SUPPLY SYSTEM IMPROVEMENTS

Additional water supply system improvements include a new 8-inch raw waterline, expansion of the Shorewood plant capacity, and a submarine pipeline crossing beneath Coos Bay. The 8-inch raw waterline would connect Well46 to the North Bay Water Treatment Plant and would allow the existing 12-inch line to be used for treated water. The expansion to the Shorewood plant would be located at the plant on the west side of U.S. Highway 101 and north of the Shorewood residential addition. The submarine pipeline crossing beneath Coos Bay would leave the east shore of Coos Bay at Empire, cross the bay, and would connect the water supply from the east side of the bay with the existing water supply line at Anadromous on the west side of the bay.

These improvements would be funded by Urban Renewal Agency tax increment dollars, with or without assistance from the Coos Bay-North Bend Water Board. A future water supply project,

not included in the financial feasibility analysis for plan implementation, may be a well field expansion to increase the water supply available to North Bay industry.

INDUSTRIAL WASTEWATER TREATMENT

The proposed industrial wastewater treatment plant would be constructed to coincide with the development of a major forest products export facility or other “high volume” water user. The plant could also be designed to provide for treatment of other industrial wastes from industries such as fish processing or some type of refining process, should such an industry develop. The plant would be designed for primary and secondary treatment of a 2.5 to 3 million gallons per day (mgd) flow rate. The proposed location for this plant is between the North Bay Industrial Parkway and the lagoon to the west of and adjacent to the proposed sanitary wastewater treatment plant.

This facility would be funded by Urban Renewal Agency tax increment dollars. However, private industry owners would be required to pay for effluent lines from the industrial facilities to the wastewater treatment plant.

OUTFALL MODIFICATIONS

Outfall modifications would be constructed in conjunction with industrial wastewater facilities and would include items such as fitting the existing ocean outfall with additional diffusers to accommodate increased capacity, cleaning bio-fouling that may have occurred inside the line, and tie-in modifications. These modifications would occur along the length of the outfall pipeline or at the ocean or landside ends of the outfall itself. These modifications would be funded by Urban Renewal Agency tax increment dollars.

EFFLUENT SEWERLINE

The effluent sewer line would connect the discharge of the industrial wastewater treatment plant with the inlet end of the ocean outfall. It would be constructed along the perimeter of the lagoon from the industrial wastewater treatment plant to the blind flange on the tie-in “T” of the ocean outfall. The effluent sewer line would be funded by Urban Renewal Agency tax increment dollars.

ELECTRIC SYSTEM IMPROVEMENTS

Pacific Power and Light (PP&L) plans to install two substations to convert 115-kilovolt (kV) power to 12.5-kV. One substation would be located north of Roseburg Forest Products’ property near the new North Bay Industrial Parkway. The second substation would be located adjacent to the proposed wastewater treatment plants and across the North Bay Industrial Parkway from the proposed fabrication and assembly site on the Oregon International Port of Coos Bay’s property north of the barge slip (formerly known as the Workmen’s Lease Site). The project would be funded by PP&L.

MITIGATION PROJECTS

In addition to infrastructure projects, the Urban Renewal Agency as well as private entities would be involved in a variety of mitigation activities on sites shown on Figure 4 or other suitable sites in the Urban Renewal Area or nearby. These are described generally in the Coos County Comprehensive Plan, the North Bend Comprehensive Plan, and the Coos Bay Comprehensive Plan. Specific mitigation actions related to development of the Henderson Marsh are described in the Henderson Marsh Mitigation Plan (Weyerhaeuser, 1984). Specific actions related to development of the North Bay Marine Industrial Park are described in the final environmental impact statement for that project. These mitigation activities would be funded by the Urban Renewal Agency with tax increment dollars.

Section 6
RELATIONSHIP TO LOCAL PLANS

This section discusses the relationship of the North Bay Urban Renewal Plan to the provisions of the local plans acknowledged by the Oregon Land Conservation and Development Commission, and to sections of the Bureau of Land Management's land use plan relevant to the North Bay.

COOS COUNTY COMPREHENSIVE PLAN

The Coos County Comprehensive Plan, acknowledged by the Land Conservation and Development Commission in 1985, incorporates the Coos Bay Estuary Management Plan and its policies governing development of the Coos Bay estuary and its shorelands.

Article 4.5 of the Coos County Zoning and Land Development Ordinance is the primary tool for implementing these policies. The North Bay Urban Renewal Plan conforms in all respects, and is subordinate to the Coos County Comprehensive Plan and its implementing ordinance measures.

NORTH BEND COMPREHENSIVE PLAN

The North Bend Comprehensive Plan was acknowledged by the Land Conservation and Development Commission in 1983 and was amended to include the Coos Bay Estuary Management Plan in 1984. The North Bend zoning ordinance is the key tool for implementing plan policies as they relate to the portion of the bay within the Urban Renewal Area. The North Bay Urban Renewal Plan conforms in all respects, and is subordinate to the North Bend Comprehensive Plan and its implementing ordinances.

COOS BAY COMPREHENSIVE PLAN

The Coos Bay Comprehensive Plan was acknowledged in 1983 by the Land Conservation and Development Commission and revised in 1984 to incorporate the Coos Bay Estuary Management Plan. The Coos Bay zoning ordinance is the major tool for implementing plan policies. The North Bend Urban Renewal Plan conforms in all respects, and is subordinate to the Coos Bay Comprehensive Plan and its implementing ordinances.

BUREAU OF LAND MANAGEMENT LAND USE PLAN

The South Coast-Curry Management Framework Plan (MFP) for the Coos Bay District of the Bureau of Land Management (BLM) was completed in 1983. At this time, the public land on the North Bay was administered by the U.S. Army Corps of Engineers. An April 1984 Public Land Order returned approximately 1,606 acres to BLM for administration. A plan amendment to the District MFP was prepared for this land in August 1984 to provide guidance for BLM management efforts for the next 10 to 15 years.

The plan amendment identifies four alternatives, including a preferred alternative. The North Bay Urban Renewal Plan identifies proposed land uses for BLM lands within the urban renewal boundary consistent with those of the preferred BLM alternative.

All BLM-administered parcels identified for “future industrial” use are shown in this urban renewal plan as “industrial” lands. With one exception, all of the “wildlife” designated lands in the BLM plan amendment are shown as “natural” areas on the urban renewal plan. In the BLM-administered land directly west of the existing rail corridor and north of the chip loading facility, an 18-acre parcel identified in the BLM plan amendment for “wildlife” use is shown for “conservation” use in this urban renewal plan. Both designations are intended to reflect the commitment to preserve or mitigate adverse affects on an existing freshwater habitat in that area. Because the parcel is located adjacent to industrial lands on three sides, the “conservation” designation seems more appropriate than a “natural” designation in the urban renewal plan.

Another parcel of BLM-administered land in the northwest corner of Section 5 (Township 25 South, Range 13 West) is identified in the BLM plan amendment for “recreation” use (such as improvements to benefit wildlife habitat that would, in turn, improve recreation values), although the amendment specifies that no developed recreation facilities would be permitted in that area. The urban renewal plan shows this as a “natural” area, consistent with the county zoning designation “natural shorelands” in which it is located. Like the BLM designation, the county designation also allows for mitigation and restoration activities if conditional use criteria are met.

Section 7
PLAN IMPLEMENTATION

This section describes activities that may be undertaken by the Urban Renewal Agency in accordance with applicable federal, state, and county laws, policies and procedures to achieve the objectives of this plan. These include public improvements, redevelopment through new construction, rehabilitation and conservation, property acquisition for development and redevelopment, property disposition, owner participation, and relocation. Methods of financing plan implementation activities are also described.

PUBLIC IMPROVEMENTS

The Urban Renewal Agency, in concert with other public agencies and funding sources, may participate in the planning, design, and construction of public facilities, utility systems, access facilities and systems, and in measures to protect or mitigate against adverse effects of development on sensitive habitats and resources of the North Bay. Expected activities and improvements include such items as:

- Facility/system planning and design studies for water supply and treatment; domestic and industrial wastewater collection and treatment; rail, road and water access; storm drainage; mitigation efforts; and other utilities and services needed for proposed land uses.
- Construction of needed facilities, systems, and mitigation activities within the Urban Renewal Area.
- Construction of roads and utility systems located outside the Urban Renewal Area, but which have continuity with and are required to serve development within the area, provided the Urban Renewal Agency Commission finds that such improvements are necessary to realize the objectives of this plan and the intent of this section.
- Property acquisition for public right-of-way and sites for public improvements.

DEVELOPMENT AND REDEVELOPMENT THROUGH NEW CONSTRUCTION

The plan is intended to stimulate new job-producing private investment on vacant or underutilized property. Development and/or redevelopment through new construction may be achieved by property owners with or without financial assistance from the Urban Renewal Agency, or by Urban Renewal Agency acquisition of property for resale to others for development or redevelopment.

The Urban Renewal Agency may develop rules and guidelines, establish loan programs, provide below-market and market interest rate financing, and other forms of financial assistance to property owners as are appropriate to achieve plan objectives. These activities are not anticipated at the time of plan adoption, but may be applicable at a later time.

REHABILITATION AND CONSERVATION

This plan is intended to encourage conservation, rehabilitation, and expansion of existing buildings, and to promote the preservation and expansion of existing industries and businesses that are compatible with the proposed land uses of the plan. Rehabilitation, expansion, and conservation may be achieved by owner and/or tenant activity (with or without financial assistance from the Urban Renewal Agency) and by Urban Renewal Agency acquisition of property for rehabilitation by the agency or resale for rehabilitation by others.

The Urban Renewal Agency may develop rules and guidelines, establish loan programs, provide below-market and market interest rate financing, and other forms of financial assistance to the owners of buildings in need of rehabilitation and/or expansion who are economically capable of assuming repayment obligations. These activities are not anticipated at the time of plan adoption, but may be applicable at a later time.

PROPERTY ACQUISITION FOR DEVELOPMENT AND REDEVELOPMENT

The Urban Renewal Agency may acquire property within the Urban Renewal Area to achieve the objectives of the plan.

LAND ACQUISITION WITHOUT PLAN AMENDMENT

The Urban Renewal Agency may acquire land without amendment to this plan when the following conditions exist:

- When it is determined that the property is needed to provide public improvements and facilities as follows:
 - Right-of-way acquisition for streets and other transportation systems.
 - Property acquisition for any public use, including sites or rights-of-way for county-owned utilities.
- When such conditions exist as may affect the health, safety, and welfare of the urban renewal areas as follows:
 - When existing conditions do not permit practical or feasible rehabilitation of a structure and it is determined that acquisition of such properties and demolition of the improvements are necessary to remove substandard and blighting conditions.
 - When detrimental land uses or conditions such as incompatible uses exist, and it is determined that acquisition of such properties and demolition of the improvements are necessary to remove blighting influences and to achieve the objectives of this plan.

- When the owner of real property within the boundaries of the Urban Renewal Area wishes to convey title of such property by any means, including by gift.

Land acquisition not requiring a plan amendment would require prior approval of the Board of County Commissioners.

LAND ACQUISITION BY PLAN AMENDMENT

Land acquisition for any purpose other than specifically listed above would be accomplished by following procedures for amending this plan as described in Section 8. Assembling land for development by the private sector when the land developer is a person or group other than the property owner of record would also require formal amendment of this plan.

At the time of plan adoption, no property has been identified for acquisition. However, property acquisition, including limited interest acquisition, may be a useful tool for plan implementation at a later date.

PROPERTY DISPOSITION

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

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

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

OWNER PARTICIPATION

Property owners within the Urban Renewal Area proposing to improve their properties and receiving financial assistance from the urban Renewal Agency must do so in accordance with all applicable provisions of this plan and with all applicable codes, ordinances, policies, plans, and procedures of the county.

RELOCATION

While the acquisition of developed and occupied property by the Urban Renewal Agency is not anticipated, should conditions arise that warrant such action, the Urban Renewal Agency would provide assistance to persons or businesses displaced in finding replacement facilities. All displaced persons or businesses would be contacted to determine such relocation needs. They would be provided information on available space and be given assistance in moving. All relocation activities would be undertaken and payments made in accordance with the requirements of ORS 281.045-281.105 and any other applicable laws or regulations.

PROJECT FINANCING

The Urban Renewal Agency may borrow money and accept advances, loans, grants, and any other form of financial assistance, for the purposes of undertaking and carrying out this plan, from federal, state, city, or county government, or other public body; or from any sources, public or private. It may also otherwise obtain financing as authorized by ORS Chapter 457. Upon request of the Urban Renewal Agency, Coos County Board of Commissioners may from time to time create local improvement districts, issue revenue bonds, certificates or debentures to assist in financing project activities.

The funds obtained by the Urban Renewal Agency would be used to pay or repay any costs, expenses, advancements, and indebtedness incurred in planning or undertaking project activities or in otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this plan.

Projects may be financed, in whole or in part, by self-liquidation (tax increment financing) of the costs of project activities as provided in ORS 457.420 through ORS 457.450. The ad valorem taxes, if any, levied by a taxing body upon the taxable real and personal property in the Urban Renewal Area would be divided as provided in ORS 457.440. That portion of the taxes representing the levy against the increase, if any, in assessed value of property located in the Urban Renewal Area over the assessed value specified in the county tax assessor's certified statement filed under ORS 457.430, would, after collection by the tax collector, be paid into a special fund of the Urban renewal Agency and would be used to pay the principal and interest on any indebtedness incurred by the Urban Renewal Agency to finance or refinance the implementation of this plan.

Section 8
PLAN ADMINISTRATION

This section discusses procedures for administering the North Bay Urban Renewal Plan including plan amendment and plan duration and validity.

PLAN AMENDMENTS

This plan will be reviewed and analyzed periodically and will continue to evolve during the course of project execution and ongoing planning. Proposed modifications that substantially change the plan must be approved and adopted by the Board of County Commissioners in the same manner as the original plan and in accordance with the requirements of state law (ORS 457.095 and ORS 457.220) and county ordinances. Minor modifications may be approved by resolution of the Urban Renewal Agency.

SUBSTANTIAL PLAN MODIFICATIONS

Substantial modifications include but are not limited to revisions of project boundaries, acquisition of real property not specifically authorized by this plan, and other elements that change the basic principles of the plan.

MINOR PLAN MODIFICATIONS

Minor modifications include but are not limited to clarification of language and procedures, and alterations in infrastructure projects that do not change the basic planning or engineering principles of this plan.

AMENDMENT TO THE COMPREHENSIVE PLAN OR ANY OF ITS IMPLEMENTING ORDINANCES

If amendments to the county comprehensive plan or any of its implementing ordinances cause a “minor” or “substantial” modification to this plan, the Board of County Commissioners’ amending action would automatically amend this plan without initiation of the formal plan amendment procedure described above. In the event of such amendment, the text and/or exhibits of this plan would be changed accordingly by a resolution of the Urban Renewal Agency at its next regular business meeting following official notice from the County Commission that such amendment to the county comprehensive plan or any of its implementing ordinances has been approved by the Board of County Commissioners.

PLAN DURATION AND VALIDITY

This plan may remain in effect for a period of not more than twenty (20) years from its effective date of adoption. The plan may remain in effect after termination of the division of ad valorem taxes provided for in Section 7.

Should a court of competent jurisdiction find any work, clause, sentence, section or part of the plan to be invalid, the remaining words, clauses, sentences, sections or parts will be unaffected by such finding and will remain in effect for the duration of the planning period.

FINDING IN SUPPORT OF SECOND PLAN AMENDMENT

1. The purpose of Urban Renewal Districts is to remove “blighted areas: as defined by ORS Chapter 457. As defined by 457.010 (1) “Blighted areas means areas which by reason of . . . inadequate or improper facilities, . . . A blighted area is characterized by the existence of one or more of the following conditions: (e) The existence of inadequate streets and other rights-of-way, open spaces and utilities;”

In order to remove the blighted areas, the Agency has determined that adequate streets and utilities should be provided and that the projects included in the plan should be implemented to remove blight and to provide sites for new businesses and industry.

2. A Master Plan has been prepared for the North Bay Marine Industrial Park, and the plan illustrates a functional and cost-effective manner for providing access roads to serve a specific industrial parcel.

FIRST AMENDMENT TO COOS COUNTY NORTH BAY URBAN RENEWAL PLAN

Background

This First Amendment to the North Bay Urban Renewal Plan for the County of Coos County is undertaken pursuant to ORS 457.190(3)(c)(A), which provides:

“Each existing urban renewal plan that provides for a division of taxes pursuant to ORS 457.420 to 457.460 may be changed by substantial amendment no later than July 1, 1998, to include a maximum amount of indebtedness that may be issued or incurred under the plan determined as described in subparagraph (B) of this paragraph. The additional notices required under ORS 457.120 are not required for an amendment adopted pursuant to this paragraph.”

Pursuant to ORS 457.190(3)(c)(A), the First Amendment to the Coos County Renewal Agency’s North Bay Urban Renewal Plan therefore adds the following new section to the North Bay Urban Renewal Plan: *New wording is show in italics.*

Section 9 – Establishment of Maximum Debt

The maximum amount of indebtedness that may be issued or incurred under the North Bay Urban Renewal Plan is \$60,900,390.

REPORT ON THE FIRST AMENDMENT TO THE NORTH BAY URBAN RENEWAL PLAN

Background

The First Amendment to the North Bay Urban Renewal Plan is carried out pursuant to the requirements of ORS 457.190(3)(c)(A), which requires that this North Bay Urban Renewal Plan be amended to include a maximum amount of indebtedness that may be issued or incurred under the plan. Calculating and inserting this maximum amount of indebtedness requires changes to information in the Report on the October 1986 Plan.

The Report on the First Amendment to the North Bay Urban Renewal Plan therefore makes the following changes and additions to the Report on the Plan: New wording is shown in *italics*.

Section 6 – Financial Feasibility

Section 6 of the Report on the Plan is hereby revised to read:

ORS 457.190(3)(c)(B) states that the maximum amount of indebtedness that may be issued or incurred under the plan, as determined for the purposes of meeting the requirements of this paragraph, shall be based upon good faith estimates of the scope and costs of projects, included, but not limited to increases in the costs due to reasonably anticipated inflation.

A. Estimated Project Costs and Completion Dates

Project costs have been updated from the October 1986 adoption date to March 1998. Costs were updated using the construction cost index from the Engineering News Record.

The October 1986 construction cost index was 4344, and the March 1998 index was 5874. The 1530 points difference in the index constitutes a 35% growth in costs during the 1987-1998 period. The original 1986 plan costs therefore were increased 20% to account for inflation of construction costs.

Table 8 of the Report on the Plan is hereby replaced by a new Table 8 on the following page. The list of activities to be undertaken under this North Bay Urban Renewal Plan are shown in the Table on the following page, along with their 1998 costs.

TABLE 8 – Project costs Updated to 1998 Values		
<i>Total Project Costs</i>	<i>1986</i>	<i>1998</i>
Wastewater Plant Construction	\$90,000	\$121,699
Sanitary Collection System	\$500,000	\$676,105
Access Road Construction	\$100,000	\$135,221
Parkway Extension	\$1,000,000	\$1,352,210
Water System Improvements	\$910,000	\$1,230,511
Industrial Wastewater Plant	\$10,000,000	\$13,522,099
Outfall Modification	\$500,000	\$676,105
Sewer Line Construction	\$630,000	\$851,892
Wastewater Plant Expansion	\$90,000	\$121,699
Water System Improvements – Phase	\$2,300,000	\$3,110,083
Mitigation Activities	\$30,000	\$40,566
Docking Facility Construction – Phase	\$5,000,000	\$6,761,050
Docking Facility Construction – Phase	\$4,300,000	\$5,815,503
Rail Corridor Preparation	\$2,930,000	\$3,961,975
Marshaling Yard Site Preparation	\$2,000,000	\$2,704,420
Access Road Construction	\$750,000	\$1,014,157
Mitigation Activities	\$1,000,000	\$1,352,210
Totals	\$32,130,000	\$43,446,506

Update of Costs to 1998 Values – Administration

The 1986 plan did not include administrative costs. Costs of administering the renewal plan are most appropriately covered from Agency revenues, or these costs become a burden on the City’s general fund revenues. Administrative costs will be covered within the total maximum indebtedness for the North Bay Urban Renewal Area.

B. Estimate of Total Cost to Complete Project Activities and Date of Completion

The costs shown in Table 8 of this First Amendment are 1998 costs. Anticipated annual tax increment revenues, and anticipated revenues from other sources will not be sufficient to carry out all project activities in 1998. Project activities instead will be undertaken as revenues become available, either through short or longer term borrowings. The need to phase project activities will lead to further inflation of project costs. Recent construction cost increases shown in the Engineering News Record are in the 2.4% range. The 1998 costs from Table 8 are therefore further increased by 2.4% annually, until revenues are borrowings are sufficient to cover all project activity costs.

Tables 5, 6 and 7 of the Report on the Plan are hereby deleted and replaced by a new Table 9. Table 9 shows the estimated total principal costs to complete all remaining activities in the North Bay Urban Renewal Area.

TABLE 9			
NORTH BAY URBAN RENEWAL AREA			
COST OF PROJECTS THROUGH ANTICIPATED COMPLETION DATE FOR PROJECT ACTIVITIES			
Year	Cost of Year	Outlay During Year	Balance, End of Year
1998	\$43,446,506	\$96,417	\$43,350,089
1999	\$44,397,915	\$124,713	\$44,273,202
2000	\$45,343,342	\$153,858	\$45,189,483
2001	#46,281,770	\$183,878	\$46,097,892
2002	\$47,212,137	\$298,508	\$46,913,629
2003	\$48,047,591	\$755,655	\$47,291,936
2004	\$48,435,042	\$1,226,517	\$47,208,525
2005	\$48,349,615	\$1,711,504	\$46,638,111
2006	\$47,765,414	\$1,808,386	\$45,957,028
2007	\$47,067,868	\$1,908,174	\$45,159,694
2008	\$46,251,261	\$2,010,956	\$44,240,305
2009	\$45,309,649	\$2,116,821	\$43,192,829
2010	\$44,236,854	\$2,225,862	\$42,010,992
2011	\$43,026,451	\$2,338,175	\$40,688,277
2012	\$41,671,764	\$2,453,856	\$39,217,908
2013	\$40,165,854	\$11,028,772	\$29,137,083
2014	\$29,841,363	\$11,405,171	\$18,436,191
2015	\$18,881,818	\$11,792,863	\$7,088,955
2016	\$7,260,304	\$7,260,304	\$0
Est. Cost to Complete		\$60,900,390	

Notes on Table 9

(a) Outlays on Project Activities

Annual outlays on project activities are based upon anticipated annual tax increment revenues over the life of the project, interest earnings, proceeds from borrowings, and other resources available to the Agency. Anticipated annual tax increment revenues are shown in Table 10 of this Report.

(b) Costs of debt and principal on existing debt

Coos County North Bay Urban Renewal Area currently has no outstanding indebtedness. It is anticipated that the Renewal Agency will issue a long term bond or other form of borrowing to carry out project activities. The principal amount and timing of the Bond Issue or issues are not yet established. The principal amount and debt service are based upon an assumption that the borrowing will be for a ten year term, at 5% interest, and will require a 1.5 to 1 debt service coverage ratio. A debt service reserve of 10% and 1.5% cost of issue are expected to be funded from bond proceeds. This net amount is available for carrying out project activities.

1. *It is assumed that Option One will be selected as the tax increment revenue certification method.*
2. *It is assumed that the renewal agency will certify 100% of its maximum revenue in each year of the projection period.*
3. *It is assumed that total assessed value within the urban renewal area will increase 3% annually in each year of the projection period.*
4. *In addition to the indexing of values, it is assumed that new construction will add the following additional values to the North Bay Urban Renewal Area:*
 - *\$50,000 of value will be added each year in the period 1998-99 to 2001-02.*
 - *\$8 million in new value will be added in the year 2002-03. That will reflect the value of a new project expected to start in 1999, as the project comes off its Enterprise Zone exemption.*
 - *Value gains of \$20 million are estimated in each of the three years beginning 2003-04. The assumption is that the Nucor Steel facility would be under construction by 1999-2000. These \$20 million value gains would represent major satellite industries siting near Nucor. The year 2003 is the first year they would begin coming off the Enterprise Zone exemption.*
 - *\$1 million in new value is added in each year from 2006-07 through 2012-13.*
 - *\$400 million in new value is added in the year 2013-14. This represents the full value of Nucor when it comes off the 15 year tax abatement.*
 - *\$1 million in new value is added in the years 2014-15 and 2015-16.*
5. *These revenue projections are consistent with Ballot Measure 50 provisions on value increases, and produce annual growth and renewal values consistent with growth patterns in the recent past for Coos County North Bay Urban Renewal Area.*

D. Financial Feasibility

The revenues shown in Table 10 are expected to be sufficient to carry out all project activities currently shown in the North Bay Urban Renewal Plan, and to retire project indebtedness within a reasonable period of time. It is financially feasible to carry out the North Bay Urban Renewal Plan for North Bay Urban Renewal Area.

The First Amendment to the North Bay Urban Renewal Plan adds a new Section 8 to read as follows:

SECTION 8 – BALLOT MEASURE 50 IMPACTS

Section 4, “Fiscal Impacts on Taxing Districts”, of the original Report on the North Bay Urban Renewal Plan addresses increases in property tax rates which result from carrying out the urban renewal program. The permanent Ballot Measure 50 tax rates for overlapping taxing bodies have been increased as a result of being calculated without including the 1997-98 level of incremental values in Coos County Urban Renewal Area.

Under Ballot Measure 50, the choice of tax increment revenue certification method can impact the potential property tax revenues received by overlapping tax bodies. A Table 11 hereby is added to Section 8 to the Report on the First Amendment to the North Bay Urban Renewal Plan.

Table 11 shows the anticipated cumulative incremental values in the Renewal Area over the life of the Plan, and the anticipated property tax revenues foregone as a result of taxing bodies not being able to apply their permanent BM50 tax rates to those values. The dollars foregone in each year also are shown as a percentage of the total potential property tax revenues for the body would increase if it had access to the renewal area values.

COOS COUNTY
 OPTION ONE -POTENTIAL REVENUE IMPACTS ON TAX BODIES
 TABLE 11

Year	Cumulative New Incremental Values in area	County taxes foregone on new values	Amt foregone as % of Total County Tax	City taxes foregone on new values	Amt foregone as % of Total City Tax	Port taxes foregone on new values	Amt foregone as % of Total Port Tax	Library tax foregone on new values	Amt foregone as % of Total Library Tax	Hospital tax foregone on new values	Amt foregone as % of Total Hospital Tax	C.Coll tax foregone on new values	Amt foregone as % of Total C.Coll tax
1998-99	\$1,296,320	\$1,401	0.055%	\$594	0.724%	\$422	0.222%	\$946	0.055%	\$1,153	0.330%	\$911	0.051%
1999-00	\$2,631,529	\$2,845	0.107%	\$1,207	1.337%	\$856	0.431%	\$1,920	0.107%	\$2,340	0.639%	\$1,848	0.099%
2000-01	\$4,006,795	\$4,331	0.155%	\$1,837	1.936%	\$1,303	0.627%	\$2,923	0.156%	\$3,563	0.929%	\$2,814	0.144%
2001-02	\$5,423,319	\$5,863	0.201%	\$2,487	2.493%	\$1,764	0.811%	\$3,957	0.202%	\$4,822	1.200%	\$3,809	0.186%
2002-03	\$10,832,339	\$11,710	0.383%	\$4,967	4.660%	\$3,523	1.538%	\$7,903	0.385%	\$9,632	2.269%	\$7,609	0.355%
2003-04	\$32,403,629	\$35,028	1.089%	\$14,857	12.274%	\$10,538	4.281%	\$23,642	1.094%	\$28,813	6.231%	\$22,760	1.011%
2004-05	\$54,622,058	\$59,046	1.745%	\$25,044	18.413%	\$17,763	6.729%	\$39,852	1.752%	\$48,570	9.681%	\$38,367	1.620%
2005-06	\$77,507,039	\$83,785	2.355%	\$35,537	23.457%	\$25,205	8.923%	\$56,549	2.365%	\$68,919	12.705%	\$54,441	2.187%
2006-07	\$82,078,570	\$88,727	2.386%	\$37,633	23.697%	\$26,692	9.031%	\$59,885	2.396%	\$72,984	12.853%	\$57,652	2.216%
2007-08	\$86,787,247	\$93,817	2.414%	\$39,792	23.910%	\$28,223	9.128%	\$63,320	2.423%	\$77,171	12.986%	\$60,959	2.242%
2008-09	\$91,637,185	\$99,060	2.438%	\$42,016	24.099%	\$29,800	9.215%	\$66,858	2.448%	\$81,484	13.103%	\$64,366	2.264%
2009-10	\$96,632,620	\$104,460	2.460%	\$44,306	24.265%	\$31,425	9.291%	\$70,503	2.470%	\$85,926	13.207%	\$67,875	2.284%
2010-11	\$101,777,919	\$110,022	2.479%	\$46,665	24.410%	\$33,098	9.357%	\$74,257	2.489%	\$90,501	13.297%	\$71,489	2.302%
2011-12	\$107,077,576	\$115,751	2.495%	\$49,095	24.535%	\$34,822	9.415%	\$78,124	2.505%	\$95,213	13.375%	\$75,211	2.317%
2012-13	\$112,536,223	\$121,652	2.509%	\$51,598	24.640%	\$36,597	9.463%	\$82,106	2.519%	\$100,067	13.441%	\$79,045	2.330%
2012-13	\$517,158,630	\$559,048	10.167%	\$237,117	58.981%	\$168,180	31.491%	\$377,319	10.204%	\$459,857	40.578%	\$363,252	9.496%
2013-14	\$534,919,709	\$578,248	10.480%	\$245,261	59.795%	\$173,956	32.224%	\$390,277	10.518%	\$475,651	41.395%	\$375,728	9.790%
2014-15	\$553,213,620	\$598,024	10.799%	\$253,648	60.601%	\$179,905	32.963%	\$403,625	10.839%	\$491,918	42.213%	\$388,577	10.091%

Appendix A
NORTH BAY URBAN RENEWAL
BOUNDARY DESCRIPTION

Stuntzner Engineering & Forestry

705 SO. 4th - P.O. BOX 118 COOS BAY, OREGON 97420

TELEPHONE 267-28

NORTH BAY URBAN RENEWAL AREA BOUNDARY DESCRIPTION
9/17/86

A parcel of land located in portions of Township 24 and 25 South, Range 13 West and Township 25 South, Range 14 West of the Willamette Meridian, Coos County, Oregon, more specifically described as follows:

Beginning at the section corner common to Sections 13 and 24, said Township 25 South, Range 14 West and Sections 18 and 19, said Township 25 South, Range 13 West; thence South along the section line common to said Sections 19 and 24 to the mean higher high water line on the right bank of Coos Bay; thence Southwesterly along said right bank common to said Section 24, to the Easterly extension of the North line of Government Lot 4, said Section 24; thence West along said North line to the Northwest corner of said Government Lot 4; thence South along the lot line common to Government Lots 4 and 5 to the section line common to Sections 24 and 25, said Township 25 South, Range 14 West; thence East along the section line common to said Sections 24 and 25 to the mean higher high water line on the right bank of Coos Bay; thence Southwesterly along said right bank common to Sections 25 and 26 to a point on the Easterly extension of the South line of Section 26; thence West along said extended South line to a point on the mean higher high water line of the Pacific Ocean; thence Southwesterly along said mean higher high water line to its intersection with the mean higher high water line of the right bank of Coos Bay; thence Northeasterly along said right bank to a point which bears South 1,000 feet from said extension of the South line of Section 26; thence leaving said right bank South 56°00' East, across Coos Bay to a point on the mean higher high water line of the left bank of said Coos Bay; thence Northeasterly along said left bank common to Sections 36 and 25, said Township 25 South, Range 14 West and Section 30, said Township 25 South, Range 13 West, to a point on the South line of that parcel described in Volume 108, Page 582, Deed Records of Coos County; thence North 58°46' West to a point which bears South 33°30' West of the most Westerly edge of the existing Sitka Dock; thence North 33°30' East 2,752.20 feet; thence South 58°46' East along the North line of that parcel described in Volume 108, Page 603, said Deed Records, to a point on the mean higher high water line of the left bank of Coos Bay; thence Northeasterly along said left bank common to Sections 19 and 30, said Township 25 South, Range 13 West, to a point on the centerline of vacated Michigan Avenue, Empire City Plat; thence North 66°26' West to a point which bears South 23°34' West of a point 50 feet perpendicular to and Northwesterly of an existing private fisheries dock; thence North 23°34' East to a point on the Westerly extension of the Southerly right of way of Newmark Street, Belt Line Railroad Addition to Empire City; thence South 66°26' East along said

North Bay Urban Renewal Area Boundary Description

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extended right of way to the mean higher high water line on the left bank of Coos Bay; thence Northeasterly along said left bank to a point on the Northerly right of way of said Newmark Street; thence North $66^{\circ}26'$ West along said Northerly right of way extended to a point which bears South $23^{\circ}34'$ West of a point 50 feet perpendicular to and Northwesterly of an existing private receiving dock; thence North $23^{\circ}34'$ East to a point on the Westerly extension of the Southerly right of way of vacated Schetter Avenue, vacated Empire City Plat; thence South $66^{\circ}26'$ East to a point on the mean higher high water line of the left bank of Coos Bay; thence Northeasterly along said left bank to a point on the Northerly right of way of said Schetter Avenue; thence North $66^{\circ}26'$ West along said Northerly right of way extended to a point which bears South $23^{\circ}34'$ West of a point 50 feet perpendicular to and Northwesterly of an existing private receiving dock; thence North $23^{\circ}34'$ East to a point which bears North $66^{\circ}26'$ West of the Northwest corner of the intersection of Water Street and Harris Avenue, vacated portions of Empire City; thence South $66^{\circ}26'$ East to a point on the mean higher high water line of the left bank of Coos Bay; thence Northeasterly along said left bank common to Section 17, said Township 25 South, Range 13 West, to a point that bears South $29^{\circ}39'30''$ East from the South line of that parcel described in Volume 254, Page 269, see Deed Records; thence North $29^{\circ}39'30''$ West to the Northwest corner of said parcel; thence North $60^{\circ}20'30''$ East to the point of intersection with the mean higher high water line on the left bank of Coos Bay; thence Northeasterly along said left bank and the Northerly boundary of the North Bend Municipal Airport to a point on the Northerly projection of the section line common to fractional Sections 9 and 10, said Township 25 South, Range 13 West; thence East across the entrance to Pony Slough to a point on the mean higher high water line of the left bank of Coos Bay; thence Northeasterly along said left bank of Coos Bay common to said Section 10, to a point on the Northerly right of way of Arizona Avenue, Steamboat Addition to North Bend; thence East across the entrance of an unnamed inlet, along said Northerly right of way to a point on said left bank; thence Northeasterly along said left bank to a point on the Easterly right of way of U.S. Highway 101, at the McCullough Bridge crossing; thence Northerly along said Easterly right of way to a point on the mean higher high water line on the right bank of Coos Bay; thence Northerly along said right bank to its intersection with the mean higher high water line on the left bank of Haynes Inlet at a point on the Easterly right of way of said U.S. Highway 101; thence Northerly along said Easterly right of way to a point 240.0 feet perpendicular to Engineer's Centerline Station P.S. 168+09.86; thence South $55^{\circ}31'30''$ West 400.0 feet to a point on the South line of Block 6, Shorewood Addition to Coos County; thence around said Block 6, to wit: North $88^{\circ}44'37''$ West 286.50 feet; North $51^{\circ}26'00''$ West 219.02 feet, North $2^{\circ}53'54''$ West 361.88 feet, North $1^{\circ}00'00''$ East 210.00 feet, North $69^{\circ}07'07''$ East 50.00 feet, North $13^{\circ}33'23''$ West 321.37 feet, North $76^{\circ}37'07''$ East 50.00 feet to a point 100.0 feet perpendicular to

Appendix B
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