

## North Bay Urban Renewal Plan Amendment - 2017

The sections of the North Bay Urban Renewal Plan that are to be amended in the 2017 Amendment are shown below. Deletions are shown in ~~strikeout~~. Additions are shown in *italics*. Where selected deletions or additions are made within an entire paragraph, that paragraph is shown in its entirety in order to show the context of the change. The 2017 Amendment changes are shown first in each section, then the strikeouts.

### 1. Front Page

SECOND AMENDMENT: October 2000  
*Incorporates Master Plan for providing access roads to  
serve specific industrial parcel*  
Prepared by The Benkendorf Associates

THIRD AMENDMENT: *Updated Projects List*  
*June 23, 2006*  
*Harper Houf Peterson Righellis, Inc.*  
*Fiscal Research Institute*

FOURTH AMENDMENT: *Overall update of Plan*  
*including projects list*  
*September 19, 2017*  
*Elaine Howard Consulting, LLC, BergerABAM, BST*  
*Associates, Tiberius Solutions, LLC, ECONorthwest*

### 2. Preface

The *North Bay Urban Renewal Plan (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 (*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.

*In 2017 the Coos County Urban Renewal Agency (Agency) hired a consulting team of Elaine Howard Consulting, LLC, BergerABAM, BST Associates, Tiberius Solutions, LLC and ECONorthwest to review and update the North Bay Urban Renewal Plan. The North Bay Urban Renewal Plan was set to expire in 2018 and needed to be updated to extend the life of the urban renewal area so that the Agency can collect tax revenues and fund projects beyond 2018 in accord*

*with Oregon Revised Statutes Chapter 457.*

*The North Bay Urban Renewal Plan was updated in 2006 but due to the national recession and its after effects, most of the developments projected in the 2006 plan never occurred. As part of the substantial amendment to extend the duration, the project list was reviewed and revised.*

*BergerABAM and BST Associates produced the information on the project lists. They produced two reports: North Bay Urban Renewal Plan Update – Existing and In Process Projects and 2017 Urban Renewal Projects Report. Much of the information in this 2017 update on the North Bay Urban Renewal Plan Amendment came directly from these two documents. An updated “Report Accompanying the Plan Amendment” was also prepared at that time.*

### **3. Section 1 Introduction**

*2017 Amendment:*

*The Coos County Urban Renewal Agency (the agency) formed the North Bay Urban Renewal District in 1986. The North Bay Urban Renewal Area lies to the north of the City of Coos Bay and North Bend and encompasses land area known as the North Spit. The urban renewal area also includes the waters of Coos Bay adjacent to the spit. An urban renewal plan was first adopted for the North Bay Urban Renewal Area in 1986 and was updated in 1998, 2000, and 2006. The 2006 North Bay Urban Renewal Plan (the 2006 plan) is due to expire in 2018 and must be updated to extend the life of the urban renewal district and the plan so that the agency can collect tax revenues and fund projects beyond 2018 in accordance with Oregon Revised Statutes Chapter 457. Because of the 2008–2010 national recession and its after effects, among other factors, most of the development projected in the 2006 plan never occurred. The 2006 plan and projects should be reexamined based on current circumstances and updated with new potential projects. Conditions have changed since 2006, including the initiation and completion of the following local Coos Bay and larger regional economic development initiatives.*

- *The Port’s purchase and ongoing rehabilitation of the 134-mile Coos Bay rail line, linking Coos Bay to west Eugene and the North American Class 1 freight rail system*
- *Completion of the Trans Pacific Railway to serve the North Spit including the Southport Lumber site*
- *Completion of the Port’s 2015 strategic business plan*
- *The Port’s purchase of approximately 1,300 acres previously owned by the United States Department of the Interior Bureau of Land Management (BLM) and Weyerhaeuser*

## **HISTORY OF NORTH BAY ECONOMIC DEVELOPMENT PLANNING**

*2017 Amendment:*

*Oregon International Port of Coos Bay Strategic Business Plan*

*In July of 2015 the International Port of Coos Bay completed a Strategic Business Plan. The plan was prepared by BergerABAM in association with BST Associates.*

*Historical Information to 2017:*

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 *initially* prepared in 1979 – 1980 by a task force comprising all federal, state and local agencies with jurisdiction in the estuary area *and has been subsequently updated*. This plan defined the permitted uses of the North Bay in great detail and was incorporated into Coos County's Comprehensive Plan, *the City of Coos Bay Comprehensive Plan and the City of North Bend Comprehensive Plan*.

## ECONOMIC DEVELOPMENT INCENTIVES

### Enterprise Zone

*The Enterprise Zone Program as described by the Business Oregon Website follows: -In exchange for locating or expanding into any enterprise zone, eligible (generally non-retail) businesses receive total exemption from the property taxes normally assessed on new plant and equipment. Subject to local authorization, timely filings and criteria the benefits include:*

- *Construction-in-Process Enterprise Zone Exemption—For up to two years before qualified property is placed in service, it can be exempt from local taxes, which can cover more property than the regular exemption for commercial facilities under construction.*
- *Three to five consecutive years of full relief from property taxes on qualified property, after it is in service.*
- *Depending on the zone, local incentives also may be available.*

### **Criteria for Qualifying Projects**

*For the basic, three-year enterprise zone exemption period, the business needs to:*

- *increase full-time, permanent employment of the firm inside the enterprise zone by the greater of one new job or 10% (or less with special-case local sponsor waivers);*
- *generally have no concurrent job losses outside the zone boundary inside Oregon;*
- *maintain minimum employment level during the exemption period;*
- *enter into a first-source agreement with local job training providers; and*
- *satisfy any additional local condition that has been established (only) in an urban zone.*

### **Criteria for extended tax abatement (for a total of four or five years of exemption)**

*This includes the criteria for the three-year enterprise zone exemption as well as the following:*

- *compensation of new workers must be at or above 150% of the county average wage as set at the time of authorization.*
- *there needs to be local approval by written agreement with the local zone sponsor (city, port and county, or tribe); and*
- *the company also must satisfy additional requirements that the local zone sponsor may reasonably request in the agreement.*

~~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. The Bay Area Enterprise Zone allows for Enterprise Zone benefits. . 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.~~

### FORMATION OF THE URBAN RENEWAL AGENCY

As a third major economic development strategy, Coos County established the *Coos County* Urban Renewal Agency (*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 *Coos County* Urban Renewal Agency Commission was amended by the Coos County Commissioners in March 1986. The agency is now governed by a *ten* five-member commission of *eight* four elected officials, including *two* one representatives 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 *two* a fifth members 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. The administration of the Agency is undertaken by the International Port of Coos Bay.~~

### NORTH BAY PLANNING OBJECTIVES AND STRATEGY

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

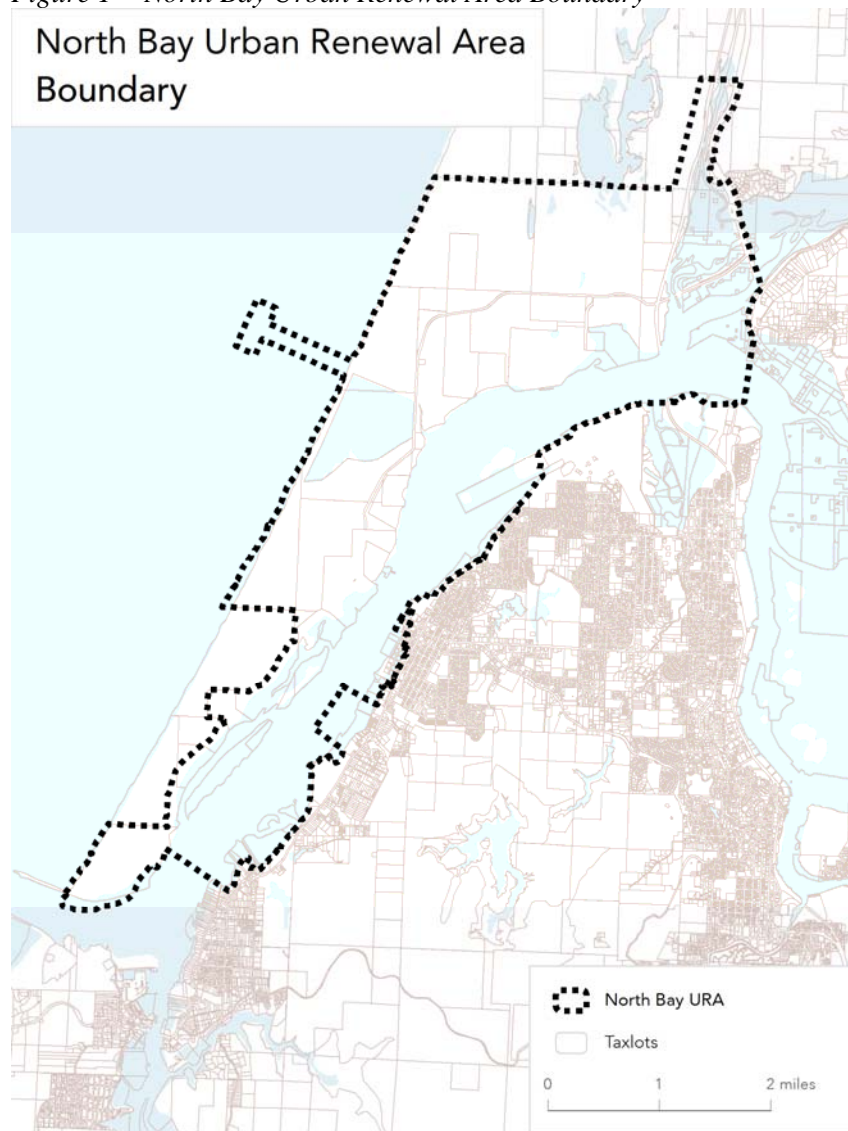
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Although the thrust of the ~~Urban Renewal~~ Agency's program is the construction of infrastructure elements, it is expected that the Agency will also be involved in mitigation activities related to infrastructure construction or industrial site preparation. 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.

#### **4. Section 2 – Urban Renewal 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.

Figure 1 - North Bay Urban Renewal Area Boundary



Source: ECONorthwest

## GENERAL DESCRIPTION

### *2017 Amendment:*

*The North Bay Urban Renewal Area is approximately 8,945 acres (5,740 acres land and 3,205 in water and right of way). Most of the urban renewal area is located on the North Spit, including waters of Coos Bay south and east of the North Spit and east of Jordan Point to Highway 101. The northernmost portion of the area incorporates some of the Oregon Dunes National Recreation Area (Horsfall Beach Campground and Day Use Area and Bluebill Lake), which extends approximately 50 miles north to Florence, Oregon. The Pacific Ocean forms the western boundary of the urban renewal area.*

### *Historical Information to 2017:*

(4 paragraphs of information)

## BOUNDARY RATIONALE

(Paragraph 5) 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* ~~proved~~ 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.

### **5. Section 3 Existing Land Use and Infrastructure**

#### 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

### ***2017 Amendment:***

*The major land owners in the Area in 2017 are APCO Coos Properties, LLC, Coos Bay RV Investments, LLC, Coos County, Coos County Airport District, Fort Chicago Holdings II U.S. LLC, Oregon Dunes Sand Park, LLC, Oregon International Port of Coos Bay, Roseburg Forest Products Co., Sause Bros. Ocean Towing Co., Inc., Southport Lumber Co., LLC, State of Oregon Department of State Lands, Federal, and U.S.A. Corps of Engineers.*

*Most of the urban renewal area is located on the North Spit, including waters of Coos Bay south and east of the North Spit and east of Jordan Point to Highway 101. The northernmost portion of the area incorporates some of the Oregon Dunes National Recreation Area (Horsfall Beach*

*Campground and Day Use Area and Bluebill Lake), which extends approximately 50 miles north to Florence, Oregon. The Pacific Ocean forms the western boundary of the urban renewal area..*

*Land uses in the urban renewal area are a combination of developed and vacant industrial sites, recreational lands, and public facilities. The western and northern portions of the urban renewal area consist primarily of recreational and beach areas. The east side of the urban renewal area bordering Coos Bay and the land surrounding Jordan Cove are vacant and developed industrial sites. Roseburg Forest Products is located on the western side of Jordan Cove. To the west and east of Roseburg Forest Products is the possible future site of the Jordan Cove liquefied natural gas (LNG) project and ocean shipment facility. If constructed, the project would host the only LNG export terminal on the West Coast. The facility would transfer LNG to ships bound for markets around the Pacific Rim.*

*The Trans Pacific Parkway is the major road corridor serving the urban renewal area; the parkway extends 6 miles southeast from the intersection of Highway 101 onto the North Spit. At the terminus of the Trans Pacific Parkway are Port-owned properties known collectively as the North Bay Industrial Park. Facilities at the North Bay Industrial Park include D.B. Western, a chemical processing equipment manufacturer; the Port-owned T-Dock structure leased by D.B. Western; and an abandoned aquaculture facility. The Southport Lumber Company forest products manufacturing facility is located on privately owned industrial property just north of the Industrial Park. To the north of the Southport Lumber site and separated from it by undeveloped land is the BLM boat ramp site with upland parking and a restroom. An approximately 400-acre vacant tract of land known as the Henderson Marsh property separates Southport Lumber and Roseburg Forest Products located on the west side of Jordan Cove.*

*Recreational facilities within the urban renewal area include the North Spit overlook, the BLM boat launch, Marine Park, and the Port trails.*

#### 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

##### **2017 Amendment:**

*The current land uses are miscellaneous (exempt properties), industrial land, industrial land with improvements, high and best use forest land, residential – unimproved, residential – improved, commercial land with improvements, commercial – unimproved, multi for reporting only.*

## **6. 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 uses in the Plan are 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 zoning code.~~

*The current zoning for the area can be broken down by locality as follows:*

### **2017 Amendment:**

*For the Coos County Comprehensive Plan Volume I the zoning districts are recreation, industrial, forest, and urban residential.*

#### **RECREATION**

*The purpose of the Recreation “REC” district is to accommodate recreational uses of areas with high recreational or open space value. The district applies solely to areas designated as “Recreation” in the Comprehensive Plan, which include state, county and other municipal parks, the Oregon Dunes National Recreation Area, as well as private lands currently developed as golf courses.*

*New recreational developments in this district shall be oriented to the open space nature of the land. The type and intensity of recreational developments in this district must be conditioned by environmental considerations set forth in the County’s Coastal Shoreland/Dune Lands Comprehensive Plan policies where such developments are allowed in these coastal resource areas.*

#### **INDUSTRIAL**

*The purpose of the Industrial “IND” district is to provide an adequate land base necessary to meet industrial growth needs and to encourage diversification of the area’s economy accordingly. The “IND” district may be located without respect to Urban Growth Boundaries, as consistent with the Comprehensive Plan. The “IND” designation is appropriate for industrial parcels that are needed for development prior to the year 2000, as consistent with the Comprehensive Plan.*

#### **FOREST**

*The purpose of the Forest “F” zone is to conserve and protect forest land for forest uses. Some of the areas covered by the “F” zone are exclusive forest lands, while other areas include a combination of mixed farm and forest uses.*

#### **URBAN RESIDENTIAL**



*There are three Urban Residential (UR) zoning districts: Urban Residential-1 (UR-1); Urban Residential-2 (UR-2); and Urban Residential – Multi Family (URM). The purpose of the “UR-1” district is to provide for urban residential areas that are exclusively limited to conventional single family dwellings. Detached conventional single family dwellings clustered in planned unit developments are consistent with the objectives of the “UR-1” district. This district shall only be used within Urban Growth Boundaries and Urban Unincorporated Community boundaries.*

*The purpose of the “UR-2” district is to provide for urban residential areas that are designed to accommodate single family dwellings, mobile homes and two family dwellings. Clustered planned unit developments, including multi-family dwellings, are consistent with the objectives of the “UR-2” district. The “UR-2” district shall only be used within Urban Growth Boundaries and Urban Unincorporated Community boundaries.*

*The purpose of the “UR-M” district is to provide for high density urban residential areas necessary to accommodate opportunities for the construction of multiple-family dwellings, primarily necessary to meet the needs of low and moderate income families. The “UR-M” district shall only be used within Urban Growth Boundaries and Urban Unincorporated Community boundaries.*

*For the Coos County Comprehensive Plan: Coos Bay Estuary Management Plan the zoning districts are as follows: water-dependent development shoreland, natural aquatic, conservation shorelands, natural shorelands, conservation aquatic, natural water-dependent development shorelands, development aquatic, development shorelands, rural shorelands, urban development, urban water development.*

#### WATER-DEPENDENT DEVELOPMENT SHORELAND

*Areas managed for water -dependent uses and some of these areas are suited for water -dependent development. Water -related and other uses are restricted to specific instances prescribed in unit management objectives. Water-Dependent Development Shoreland areas are always located outside of the urban growth boundaries, and satisfy needs that cannot be met within urban growth boundaries.*

#### NATURAL AQUATIC

*Areas managed for resource protection, preservation and restoration. Severe restrictions are placed on the intensity and types of uses and activities allowed. Natural Aquatic areas include all major tracks of salt marshes, mud sand flats, seagrass and algae beds that, because of a combination of factors such as size; biological productivity; and habitat value, play a major role in the functioning of the estuarine ecosystem. Natural Aquatic areas also include ecologically important subtidal areas.*

#### CONSERVATION SHORELANDS

*Areas managed for uses and activities that directly depend on natural resources (such as farm and forest lands). While it is not intended that these areas remain in their natural condition, uses and activities occurring in these areas should be compatible with natural resources of the areas. Conservation Shorelands include commercial forest lands, areas subject to severe flooding or*

*other hazards, scenic recreation areas, specified public shorelines, and important habitat areas.*

#### NATURAL SHORELANDS

*Areas managed for the protection of natural resources, including the restoration of natural resources to their natural condition. Direct human influence in these areas will be minimal and primarily oriented toward passive undeveloped forms of recreation, educational, and research needs. Natural Shoreland areas include major freshwater marshes, significant wildlife habitat, and other special areas where lesser management category would not afford adequate protection.*

#### CONSERVATION AQUATIC

*Areas managed for low to moderate intensities of uses and activities. Emphasize maintaining the integrity and continuity of aquatic resources and recreational benefit minor alterations may be allowed in conjunction with approved uses as specified in each unit. Conservation Aquatic areas include open water portions of the estuary and valuable salt marshes and mud sand flats of lesser biological significance than those in the Natural Aquatic category.*

#### NON WATER-DEPENDENT DEVELOPMENT SHORELANDS

*This shoreland district shall be managed to efficiently utilize the property for non-water dependent commercial/industrial development. Development must be conducted in a manner that is consistent with the Plan's general policy regarding beaches and dunes.*

#### DEVELOPMENT AQUATIC

*Areas managed for navigation and other water -dependent uses, consistent with the need to minimize damage to the estuarine system. Some water related and other uses may be allowed as specified in each respective unit. Development Aquatic areas include areas suitable for deep or shallow draft navigation (including shipping and access channels were turning basins), and water dredged material disposal sites, mining or mineral extraction areas, and areas adjacent to developed or developing ball shorelines which may need to be altered to provide navigational access or create new land areas for water -dependent uses.*

#### DEVELOPMENT SHORELANDS

*Areas managed to maintain a mix of compatible uses, including nondependent and nonrelated uses. Development areas include areas presently suitable for commercial, industrial, or recreational development. Development Shoreland areas are always located outside of the urban growth boundaries and satisfy needs that cannot be met within urban growth boundaries.*

#### RURAL SHORELANDS

*Areas managed to maintain a rural character and mix of uses and activities. Management in these areas restricts the intensification of uses to maintain a rural environment and to protect the integrity of existing uses. Compatible rural uses and activities may be expanded in Rural Shorelands. Rural Shorelands include Exclusive Farm Use areas (including the farm and non-farm use is set forth in ORS 215), forest lands, rural centers, and low-intensity rural-residential*

*development.*

### URBAN DEVELOPMENT

*Areas managed to maintain a mix of compatible urban uses, including nondependent and nonrelated uses. Urban Development areas include areas presently suitable for residential, commercial, industrial, or recreational development generally at intensities greater than would be found in rural areas. Urban Development areas are primarily within the urban growth boundaries of existing communities but may include other development areas.*

### URBAN WATER DEVELOPMENT

*Areas managed for water-dependent uses, since these areas are suited for water-dependent development. Water related and other uses are restricted to specific instances prescribed in unit management objectives.*

## **City of Coos Bay**

### COMMERCIAL

*These commercial areas are intended to provide for the regular shopping and service needs for the community and adjacent service areas. Typical allowed uses include convenience food markets, beauty and barber shops, bakeries and service industries. These areas are held to a high standard of site plan review due to the close proximity of residential zones. Development activity shall meet, as applicable, the design guidelines contained in this code.*

### WATERFRONT INDUSTRIAL

*The Waterfront Industrial W-I district is included in the zoning regulations to achieve the following city objectives:*

- (1) To reserve the waterfront for uses which require water access for successful operation.*
- (2) To support the economic well-being and stability of the city's maritime economy.*
- (3) To preserve lands determined to be exceptionally suited for water-dependent and water-related uses.*

### LOW DENSITY RESIDENTIAL-6

*The Low Density Residential LDR districts are intended to implement the provisions of the Coos Bay comprehensive plan. In addition, these districts are intended to: recognize and maintain established low density residential areas, while encouraging appropriate infill and redevelopment; establish higher densities close to employment centers and transit corridors and lower densities in areas without urban services; create efficient residential areas which provide community services in a more economical manner, and facilitate utility-efficient design; and provide for additional related uses such as utility uses necessary to serve immediate residential areas.*

## ***City of North Bend***

### **AIRPORT**

*(1) Uses Permitted Outright. In the A-Z zone, the following uses and their accessory uses are permitted outright:*

*(a) Airport and airport related uses.*

*(b) All uses permitted outright and as conditional uses in the light industrial zone M-L.*

*(2) Conditional Uses Permitted. In the A-Z zone, the following uses and their accessory uses are permitted when authorized in accordance with Chapter 18.60 NBCC:*

*(a) A use permitted outright in the R-M zone.*

*(b) A use permitted as a conditional use in the C-G or R-M zone.*

*(3) Limitations on Use. In the A-Z zone, the following limitations on use shall apply:*

*(a) In granting conditional uses, conflicts and potential conflicts between adjacent uses which are ordinarily not allowed in the same zone shall be considered and resolved in granting such conditional uses.*

*(b) Residential uses shall not be permitted within a noise impact area as defined in the airport master plan. (Ord. 1952 § 1(4), 2006)*

~~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

~~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.~~

## 7. 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 *starting in 2017* and estimates their order-of-magnitude costs in current (fiscal year 2017) 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.

### **2017 Amendment:**

#### **RECOMMENDED PROJECTS, TIER 1**

1. **Plan administration – special studies/plans:** *Feasibility studies are needed to coordinate planning and development issues to guide urban renewal area administrators, tenants and prospects regarding site constraints and solutions, including critical public infrastructure design and construction. Having a framework of public improvements will allow private industries to better predict and rely on improvements to encourage investment within the urban renewal area. Special studies will likely include engineering, utilities, land use, natural resources, and others to propel the district forward in its mission of development and job creation. An estimated budget of \$500,000 (2017 dollars) is included over the 20-year timeframe of the plan update. Each special study could take from six months to one year to complete.*
2. **Transportation – Construct Trans Pacific Parkway Improvements:** *Trans Pacific Parkway is deteriorating and portions of the roadway are flooded during the winter, making access to industrial operations along the southernmost 4,000 linear foot section of the roadway near the North Bay Industrial Park difficult. Roadway reconstruction of this 4,000 linear foot section is recommended. Additionally, the roadway pavement exhibits cracking and other pavement distress along its length from the intersection of Highway 101 and resurfacing the roadway should be considered. The cost to raise the southernmost portion of the roadway, overlay the full length of the roadway, and improve site drainage is estimated between \$3.5 million and \$7.5 million (2017 dollars). Project development, including construction, is anticipated to take 2 to 4 years.*
3. **Utilities – Stormwater detention/containment:** *Projects in this category would include construction of distributed stormwater detention/containment facilities to serve future urban renewal area development. A similar project was identified in the 2006 plan and is carried forward to the 2017 plan and expanded to include areas of potential development within the 20-year timeframe of the plan update. The detention/containment facilities would serve both industrial development and public roadway runoff. The estimated cost range of this project is \$4 million to \$16 million (2017 dollars) depending on the extent of development. The detention/containment facility could take from two to three years to complete.*
4. **Utilities – Water:** *This subcategory includes several projects meant to improve the public water system to support new development in the urban renewal area. It includes upgrading one or both of the existing treatment plants (Shorewood or North Bay) and new water lines within and outside the urban renewal boundary to increase capacity. The estimated cost range of this project is \$4.5 million to \$9.5 million (2017 dollars) depending on the extent of development and upgrades to the water system. The estimated project development schedule is approximately 3 to 5 years.*

5. **Utilities – Natural Gas Pipelines:** *As new industrial users come online, there could be a need for natural gas distribution lines to be extended from their current location at the North Bay Industrial Park north along the Trans Pacific Parkway to the causeway to serve industries in the urban renewal area. The estimated cost to extend the natural gas pipeline for approximately 18,000 linear feet is \$4 million to \$8.5 million (2017 dollars). The natural gas pipeline could take between one and three years to complete.*
6. **Transportation - Coos Bay Rail Line Spur Extension:** *The first portion of the rail spur extension from Highway 101 to Southport Lumber was completed in 2006. This project would extend the rail line 1 mile south to serve the North Bay Industrial Park, making these sites more attractive to existing and future industrial operations. The estimated cost for this project is \$1.25 million to \$2.5 million (2017 dollars) with project development anticipated to take 2 to 4 years.*
7. **Redevelopment and Site Preparation:** *There is extensive vacant or underutilized land throughout the urban renewal area. In many cases, development of this land is dependent upon preparing for development by addressing contaminated soils, demolishing existing facilities (e.g., the defunct Anadromous Aquaculture facility), or potentially mitigation for redevelopment . These activities will make sites more “shovel-ready” for new industries, and reduce potential tenants’ upfront development costs. The estimated cost range for this project type is \$300,000 to \$1.3 million (2017 dollars). Each redevelopment and site preparation project could take between six months and two years to complete.*

*In addition to the physical improvements described above, two ongoing agency activities have been prioritized for implementation:*

1. **Plan administration – urban renewal area administration:** *The agency pays the Port of Coos Bay \$12,000 per year to serve as the administrator of the urban renewal area. This activity will continue after the urban renewal plan is updated on an ongoing, annual basis and therefore is not ordered in the list of priorities above. Total estimated cost over the 20-year timeframe of the plan update in 2017 dollars is \$240,000. This amount will increase on a yearly basis for inflation. Other administrative costs include materials and services and include but are not limited to supplies, insurance, publications and advertising, legal counsel, audits, and professional services.*
2. **Redevelopment loans:** *Under previous plans and the 2017 update, the agency will be authorized to provide loans or other forms of financial assistance to parties wishing to develop or redevelop land or buildings. Financial assistance could include below market interest rate loans, a write down of acquisition costs, assistance in providing utilities or other infrastructure, technical assistance (engineering, planning, architecture, and permitting work), or transfer of sites at reuse value owned by the agency. A budget allowance of \$1.5 million (2017 dollars) is assumed for this agency activity.*

## **RECOMMENDED PROJECTS, TIER 2**

*Tier 2 projects are projects included in the Area, but as of the 2017 Amendment, funding is not anticipated. However, if development occurs at a faster pace than projected, some of the projects could be completed. There may also be times where the Agency is able to leverage their investment in Tier 1 projects, freeing up funds for Tier 2 projects. There may also be a reallocation of funding priorities in the future that would move Tier 1 and 2 projects into different priority categories.*

### **A. Utilities**

*Utility projects could include new facilities or improvements to either public or private utility systems in the categories of utility conduit, stormwater, sanitary sewer, water, natural gas, and telecommunications. General utility category projects could include but not be limited to land acquisition for public or private utility projects and site specific studies such as engineering, design, or planning to facilitate utility projects.*

#### **1. Utility Corridors**

*The existing underwater utility conduit crossing the bay near Newmark Avenue in Coos Bay contains gas and water utilities, and does not have capacity to accommodate new utility lines. Interviews with utility service providers identified the need for a second conduit crossing Coos Bay from North Bend or the City of Coos Bay to serve the urban renewal area. The conduit could either be bored under the bay or installed within the Highway 101 causeway. The conduit could house a variety of public or private utilities to provide more capacity to serve the urban renewal area. The feasibility, constraints, and permitting process of each option (bore or causeway) should be further explored in an engineering feasibility study. Easements may need to be obtained for the utilities. This project does not have a specific location and is not mapped in Appendix A.*

#### **2. Stormwater**

*Construction of a stormwater detention/containment facility to serve future urban renewal area development was identified in the 2006 plan and is carried forward and expanded to include areas of potential development within the 20-year timeframe of the 2017 plan update. The detention/containment facilities would serve industrial development as well as runoff from public roads and is a non-site specific project.*

#### **3. Sanitary Sewer**

*This category of projects represents a range of potential sanitary sewer improvements that could occur throughout the urban renewal area, including the construction of new sanitary sewer lines and a new treatment facility to serve existing and new industrial facilities; both were identified in the 2000 and 2006 urban renewal plans. The 2000 plan discussed sewer treatment in the form of a package plant with a capacity of 30,000 gallons per day to serve an employee base of 1,500. The system would be self-contained, requiring an area of approximately ¼-acre. Additional capacity could be purchased and added via new package plant units. The 2000 plan identified that the package plant could be south of the lagoon, between the lagoon and the Trans Pacific Parkway.*

*The 2006 plan called for two long-term improvements in the form of a south sewer extension with pump station, regional treatment facility, and 4-inch diameter, 9,000 linear-foot pressure sanitary sewer pipe, as well as a 3-inch diameter, 18,800 linear-foot pressurized north sewer extension. The sewer lines could transfer both industrial process water and sanitary sewer effluent to the ocean outfall. The 2006 plan also identified short-term improvements including a septic tank effluent pump (or STEP) system with septic tanks ranging in size from 1,000 to 3,000 gallons and a pump station. While specific*

improvements have not been specified or recommended for the 2017 plan update, sanitary sewer lines will continue to be necessary for development of the urban renewal area.

Both the new treatment plant and sanitary sewer lines are non-site specific projects.

#### **4. Industrial Wastewater**

**Project E-1:** Industrial water treatment occurs in various industrial processes including heating, cooling, processing, cleaning, and rinsing. The 2000 North Bay Urban Renewal Plan indicates that an industrial wastewater treatment facility could be constructed for a variety of uses and would be designed for both primary and secondary treatment of a flow rate of 2.5 to 3.0 MGD. According to the 2000 plan, treated water would be discharged through the ocean outfall on the western side of the urban renewal area. An industrial process water treatment facility is also recommended in this plan update.

**Project E-2:** This project would rehabilitate the existing 30-inch ocean outfall, as identified in the 2000 North Bay Urban Renewal Plan. According to the 2000 plan, project components would likely 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.” We understand that the outfall could also be used for treated sanitary sewage.

#### **5. Water**

The Coos Bay-North Bend Water Board provides water service to the urban renewal area. Both the 2000 and 2006 urban renewal plans identified water supply system improvements as projects. The 2006 plan called out water distribution lines, but did not indicate the source of supply or treatment.

**Project C-1:** The urban renewal area currently has two water treatment plants. The North Bay Water Treatment Plant is a 1.0 MGD facility, and the Shorewood Water Treatment Plant can handle 1.5 MGD. The 2000 plan specified that the Shorewood Water Treatment Plant would need to be upgraded. According to the Coos Bay-North Bend Water Board, the North Bay Water Treatment Plant operates on an emergency-only basis. Therefore, this subcategory includes upgrades to one or both of the existing plants to serve uses in the urban renewal area.

**Non-site specific project:** Existing water distribution systems serving the urban renewal area include a 12-inch water main in Trans Pacific Parkway and a 24-inch pipe crossing Coos Bay from the City of Coos Bay. A 16-inch water main feeds the urban renewal area from the north from Highway 101 creating a looped system with desired redundancy. The 2006 plan identified water lines, including an 18,000 linear-foot ductile iron pipe and fire hydrants, to be installed in the Trans Pacific Parkway right-of-way. The 2000 plan identified a submarine water line crossing Coos Bay from the City of Coos Bay and connecting with the existing water supply line at the Anadromous Aquaculture facility, and an 8-inch line connecting Well 46 to the North Bay Water Treatment Plant. Additional water lines will be necessary to deliver potable water to new users within the urban renewal area. Water line improvements could include lines within and outside the urban renewal boundary to increase capacity.

#### **6. Natural Gas**

Natural gas infrastructure improvements were not identified in the 2000 or 2006 plans. A natural gas pipeline currently crosses the bay near Newmark Avenue to serve industries at the North Bay Industrial Park. As new industrial users come online, there may be a need for natural gas distribution lines to extend north along the Trans Pacific Parkway to the causeway to serve industries in the urban renewal area. Because this project crosses multiple subareas, this is a non-site specific project.

#### **7. Telecommunications**

*Prior urban renewal plans did not identify needed telecommunications improvements. Frontier Communications serves the urban renewal area with phone and internet service. Charter Communications does not have existing infrastructure within the urban renewal area, but has facilities located immediately east of the area near Highway 101 in Glasgow and Shorewood, and could serve the area. Providers state that telecommunications infrastructure is inadequate within the urban renewal area, and such services are increasingly critical to meet industrial site needs.*

**Project I-3:** *Potential telecommunications projects include installing a primary broadband line in Trans Pacific Parkway to provide fiber optic availability for Charter, Frontier, or other service providers. Secure fiber optics and bandwidth are important to future high technology processes and to support industrial and marine terminal operations.*

**Non-site specific project:** *A second project could install telecommunications lines from a Trans Pacific Parkway backbone to individual sites (site service extension lines). According to Frontier Communications, site users often develop buildings and other site improvements in advance of placing telecommunications lines, which entails the costly demolition of improvements to retrofit broadband infrastructure. Provision of telecommunications from a new backbone to sites will help prevent costly post-development installations, and help attract industries to the urban renewal area.*

## **B. Public Parks and Open Space**

*Recreational opportunities within the urban renewal area include camping, walking/hiking/equestrian trails, boating, off-road vehicles, trails, bird/wildlife watching, and natural areas. These opportunities occur on land managed by BLM and the Forest Service.*

*In the context of the urban renewal area, no plans or studies have been completed measuring the demand for new, expanded, or different recreational facilities. The 2006 plan identified the potential for expanding the facilities at the existing BLM boat launch site, acquiring land and constructing new recreational trails, and upgrading Marine Park (amenities and parking lot) as recommended recreational improvements. The BLM boat launch site is frequently over capacity during peak use days. For the 2017 update, general parks and open space projects could include special studies to measure demand for parks or site-specific engineering, planning, or design studies. Park projects may also include construction of new facilities, improvements or expansions to existing facilities, and land acquisition associated with new or expanded facilities, where necessary. Some park projects could include, but are not limited to:*

### **1. Facility Improvements and New Facilities**

**Project E-3:** *Marine Park is a parking lot and trailhead providing access to wetland, marsh, and beach trails for walkers, hikers, equestrians, and four-wheel drive vehicles. The park was identified in the 2006 plan for parking lot and amenity improvements, a project that is carried forward for the 2017 update.*

**Non-site specific project:** *Various formal and informal trails are already located on recreational sites in the urban renewal area, including new planned facilities at Marine Park, Horsfall Beach Campground and Day Use Area, the North Spit overlook, and the Port trails located south of the former aquaculture facility. The 2006 plan identified new recreational improvements to include new trails. These recreational trail projects are included in this 2017 plan update.*

## **C. Public Buildings and Facilities**

*The 2006 plan notes that the urban renewal agency is authorized to fund public building and facility improvements for recreational purposes, new industrial building and parking facilities, and cleanup of blighted properties. Improvements could also include the acquisition and re-use of existing buildings and improvements, and the construction of new industrial buildings as flex, incubator, and/or build-to-suit development projects. Site-specific studies (i.e., engineering, traffic, planning, design, etc.) and land acquisition may also be required. The general public building and facilities projects are not mapped.*

*Specific projects may include those in the categories of redevelopment and site preparation and new facilities.*

### **1. Redevelopment and Site Preparation**

*Projects could include any site preparation or activity such as demolishing derelict buildings or structures (e.g. demolishing the shuttered Anadromous Aquaculture facility) and cleaning up properties that may have been contaminated by previous use. Redevelopment could include assistance with funding part or all of improvements on sites such as infrastructure (utilities, roads, etc.) or parking, buildings, or other site improvements. Redevelopment and site preparation is a non-site specific project.*

### **2. New Facilities**

*The North Bay Rural Fire Protection District provides fire suppression and emergency medical transport services to the urban renewal area. During peak periods in the summer, as many as 10,000 people can be visiting the North Spit as campgrounds and recreational areas fill to capacity, and recreational site users often require emergency medical transport services. As new development occurs within the urban renewal area, the demand for fire suppression and emergency medical transport will inevitably increase. According to the North Bay Rural Fire Protection District and as identified in the 2006 plan, a new fire station is needed to serve the urban renewal area development and recreational uses. The station would likely house five or fewer personnel and 2-3 fire apparatuses and could cost approximately \$2.5 million according to the North Bay Rural Fire Protection District.*

## **D. Transportation Improvements**

*The 2006 plan included three specific transportation projects: capacity improvements to the Trans Pacific Parkway, improvements at the Trans Pacific Parkway/Highway 101 intersection, and rail spur connections. The rail spur was completed with the 2006 plan update and serves the Southport Lumber Company. General transportation projects include land acquisition and site-specific engineering, design, planning, or transportation studies as needed to permit and construct transportation improvements. Road, rail, and general transportation projects are specified in this plan update as follows.*

### **1. Roads**

*The 2000 plan called for a new road identified as the “North Bay Industrial Parkway,” which was constructed and is now known as the Trans Pacific Parkway. The 2000 plan also called for two access roads, one at the northeastern corner of the Roseburg Forest Products site (north) and one at the Henderson Site (south). The 2006 plan identified intersection capacity improvements at Highway 101 and Trans Pacific Parkway, and capacity improvements for the Trans Pacific Parkway.*

**Project A-1:** *Trans Pacific Parkway is a two-lane major collector with improvements ranging from 22 to 38 feet wide in a 100-to 150-foot right-of-way according to the 2011 Coos County Transportation Plan. As the primary road corridor in the urban renewal area, Trans Pacific Parkway will require a variety of improvements to accommodate future industrial growth. Capacity improvements at the intersection of Highway 101 and Trans Pacific Parkway are likely needed to include new turn lanes, road widening, or new approach lanes, or traffic signals depending on specific recommendations in a traffic study.*

**Project I-1:** *In addition to intersection capacity improvements, capacity improvements are likely necessary for the entire length of the Trans Pacific Parkway in order to better serve the urban renewal area. Improvements could include road widening to accommodate additional lanes, turn lanes (center turn lane or right-hand turn lanes), and traffic signals at the intersections of major developments.*

**Project I-2:** *Trans Pacific Parkway lacks stormwater drainage resulting in several inches to nearly a foot of standing water covering portions of the roadway during the winter. The flooding occurs along the southern approximately 4,000 linear feet of roadway near the North Bay Industrial Park. In addition, the pavement is cracked along the entire roadway from the*

*intersection of Highway 101 to the southern terminus at the North Bay Industrial Park. Resurfacing the roadway and addressing flooding by raising the roadway through reconstruction and/or installing stormwater drainage systems is necessary. Stormwater drainage could include inlets and pipes discharging to detention basins and/or roadside swales.*

## **2. Rail**

*The 2000 plan identified a railroad spur extension from the intersection of the Trans Pacific Parkway to “the southern end of the industrial land on the North Bay.” This spur line was identified in the 2006 plan, and was constructed in 2006. The 2000 plan also called for a railroad marshalling yard to be constructed in the northeastern part of the urban renewal area to accommodate increased train traffic; the marshalling yard was never constructed.*

**Project I-4:** *In 2006, a \$1.8-million rail spur of the Coos Bay Rail Line was extended to serve the Southport Lumber Company. Based on conversations with the agency, the rail line needs to be extended approximately one mile further to serve industrial expansion at the North Bay Industrial Park.*

**Non-site specific projects:** *Other rail projects identified by project stakeholders include reconfiguration of existing rail loading operations at existing industrial sites to allow the expansion of industrial operations and to attract new tenants; relocation of truck loading operations at industrial sites; improvements to intermodal rail connections such as covered transfer reload facilities; and new rail spurs and sidings to enhance the rail system during peak seasons.*

## **3. Marine**

*The 2000 plan envisioned the construction of an export/import wharf to serve various cargo types (containers, general cargo, bulk cargo, or forest products). The wharf would have been located along the property of the Oregon International Port of Coos Bay and have two phases. The first wharf was to include construction of two deep-water berths and associated infrastructure (breasting dolphins, mooring dolphins, catwalks, and dredged access channel to the wharf). The wharf was never constructed.*

**Project I-5:** *The ability of industry operators to take full advantage of the bay as one of the urban renewal area’s greatest assets will require dredging to accommodate larger vessels. Existing industrial operations within the urban renewal area use Coos Bay to transport products on ships and barges and dredging the Bay will accommodate larger vessels at existing and new operations.*

**Non-site specific projects:** *Existing and new industries within the urban renewal area may require deep-water port facilities to ship goods. Some existing industries already transport shipments by barge or ship, but lack adequate deep-water port facilities to load/unload their products. Funding the construction of deep-water port facilities, either as shared port berths, or as dedicated facilities serving individual users, was identified by industry operators. If deep-water facilities serving multiple users can be constructed and serve users adequately, this option may use urban renewal funds to a wider extent. Existing marine terminals may require improvements to bring them up to current standards or allow different products to be shipped in larger vessels.*

## **E. Environmental Mitigation Activities**

*The 2000 urban renewal plan called for multiple mitigation projects including those described in the Henderson Marsh Mitigation Plan by Weyerhaeuser and “specific actions related to development of the North Bay Marine Industrial Park” described in the final environmental impact statement for that project. The urban renewal agency partially funded the “Eastside Mitigation Project” as remediation for the Trans Pacific Parkway crossing re-alignment project. General mitigation project activities could include land*



*acquisition and special studies such as natural resources, engineering, or planning studies to facilitate mitigation projects.*

*Environmental mitigation activities from the 2006 plan are recommended in this 2017 plan update to avoid flooding, enhance wetlands, and provide natural conservation areas. Projects may include assistance in the design, construction, and funding of stormwater detention and/or hazardous spill containment facilities and wildlife conservation areas. These activities have no specific location and are, therefore, not mapped.*

#### **F. Redevelopment Loans**

*The 2006 plan authorized the urban renewal agency to fund loans and financial assistance to parties wishing to develop or redevelop land or buildings. No redevelopment loans have since been made by the urban renewal agency. In 2017 and after, forms of funding or in-kind services the agency can provide include below-market interest rate loans, a write-down of land acquisition costs, assistance in providing utilities or other infrastructure, technical assistance (engineering, architecture, and permitting work), and a transfer of sites at fair use value.*

#### **G. Plan Administration**

*In order to carry out plan projects and administer the urban renewal agency, the 2006 urban renewal plan authorizes the agency to pay indebtedness, conduct special studies associated with plan activities, and pay personnel or other administrative costs incurred in the management of the plan. The Port of Coos Bay is the administrator for the urban renewal agency and provides technical and administrative support. Other administrative costs include materials and services and include but are not limited to supplies, insurance, publications and advertising, legal counsel, audits, and professional services.*

##### **1. Staff**

*The Port of Coos Bay is expected to continue providing administrative services for the urban renewal agency and will receive ongoing payments of \$12,000 per year (2017 dollars), a cost that is expected to be increased annually for inflation.*

##### **2. Special Studies/Plans**

*From time to time, the urban renewal agency may need to conduct special studies or complete plans to assess the need for new public and private facilities and to identify solutions to address development obstacles. Such feasibility studies or plans may address land use, public facilities, infrastructure, engineering, or market issues.*

*Interviews with various utility providers indicate there is a lack of information regarding the type and quantity of utilities needed to serve future development in the urban renewal area. Given the lack of information on future development, some utility providers have elected not to plan for new utility infrastructure until new users come online, resulting in piecemeal planning efforts. A utility study and/or plan would establish common assumptions about the utility needs to serve future development and estimates of the demand for, type, quantity, and location of new utility infrastructure throughout the district. Such studies or plans could help provide assurances to future industrial users that utilities can be provided to serve their projects.*

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.

Project Activities	Cost in 2006 Dollars	
<b>Public Utilities</b>	-	<b>\$9,800,000</b>
Short Term Sewer Step System	\$2,300,000	-
Long Term North Sewer Step System	\$1,700,000	-
Long Term South Sewer Step System	\$1,900,000	-
Water System Improvements	\$3,900,000	-
<b>Public Parks and Open Space</b>	-	<b>\$1,000,000</b>
Marine Park Parking & Amenities	\$1,000,000	-
<b>Land Acquisition</b>	-	<b>\$20,000,000</b>
<b>Public Buildings and Facilities</b>	-	<b>\$1,500,000</b>
<b>Street, Curb &amp; Sidewalk Improvements</b>		<b>\$5,600,000</b>
Transpacific Parkway Improvements	\$2,400,000	-
Railroad Spur Extension	\$1,800,000	-
Hwy. 101 Access Improvements	\$1,400,000	-
<b>Mitigation Activities</b>	-	<b>\$6,000,000</b>
Storm water Detention/Containment	\$5,000,000	-
Miscellaneous Conservation Activities	\$1,000,000	-
<b>Redevelopment Loans</b>	-	<b>\$1,000,000</b>
<b>Plan Administration</b>	-	<b>\$3,000,000</b>
<b>TOTAL</b>	-	<b>\$47,900,000</b>

### Recommended Public Improvements

Many of the recommended urban renewal plan projects listed above, include public improvements that are necessary to achieve the objectives of the Urban Renewal Plan. This includes the construction, repair and/or replacement of roadways, curbs, pathways, parking, parks and open spaces, pedestrian and bicycle facilities, water, sanitary sewer facilities, utilities, and other public facilities necessary to carry out the goals and objectives of the Urban Renewal Plan.

Descriptions of the proposed activities are as follows:

#### Public Utilities

The Renewal Agency is authorized to participate in funding improvements to water, storm and sanitary sewer facilities in the area. Utility improvements may include:

- Assistance to property owners and service providers in reducing the cost of connection to sewer and water service.
- Placement of fire hydrants in required locations.

- ~~Assist in funding technical studies of providing sewer service to the area.~~
- ~~Assist in mitigating flood impacts.~~
- ~~Assist with development of telecommunications infrastructure.~~

~~Appendix C includes preliminary cost estimates for sewer and water system improvements which are summarized in the above Table.~~

#### Public Parks and Open Space

~~The Renewal Agency may participate in funding the design, acquisition, construction or rehabilitation of public spaces, parks or public recreation facilities in the Urban Renewal Area. This may include:—~~

- ~~Acquiring land and expanding facilities at the existing boat launch;~~
- ~~Acquiring land and constructing new recreational trails.~~

#### Property Acquisition and Disposition

~~The Renewal Agency is authorized to acquire land or buildings for public and private development purposes. Property acquisition, including limited interest acquisition can be undertaken within the Plan Area. The Renewal Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property and improvements that have been acquired, in accordance with the provision of the Urban Renewal Plan.~~

~~All persons and entities obtaining property from the Urban Renewal Agency shall use the property for the purposes designated in this Plan, and shall commence and complete development of property within a period of time which the Renewal Agency fixes as reasonable, and shall comply with other conditions which the Renewal Agency deems necessary to carry out the purposes of the Plan.~~

#### Public Buildings and Facilities

~~The Renewal Agency may participate in development of public buildings and facilities in the Renewal Area. The extent of the Renewal Agency's participation in funding such facilities will be based on the importance of the project in carrying out plan objectives. Potential public facilities that may be funded include:~~

- ~~Recreational facilities and amenities~~
- ~~Acquisition and re-use of existing buildings and improvements~~
- ~~Construction of parking facilities~~
- ~~Construction of new industrial buildings, as "flex", "incubator" or "build to suit" development projects.~~
- ~~Assist in cost of cleanup of contaminated properties.~~

#### Street, Curb and Transportation Improvements

~~The Renewal Agency may participate in funding roadway and transportation improvements including design, redesign, construction, resurfacing; repair and acquisition of right-of-way for curbs, streets, pathways and bicycle/pedestrian facilities. Street improvements may include:—~~

- ~~Transpacific Parkway improvements~~
- ~~Hwy. 101/Transpacific Parkway intersection improvements Rail spur connections~~

### Mitigation Activities

The Renewal Agency may undertake improvement designed to mitigate flooding and enhance wetlands and natural conservation areas. This may include assistance in the design, construction and funding of stormwater detention, hazardous spill containment facilities, and wildlife conservation areas.

### Redevelopment Loans

The Renewal Agency also is authorized to provide loans or other forms of financial assistance to parties wishing to develop or redevelop land or buildings in the Urban Renewal Area. The Agency may make this assistance available as it deems necessary to achieve the objectives of this Plan. Examples of such assistance may include:

- Below market interest rate loans.
- Write down of land acquisition costs.
- Assistance in providing utilities and other infrastructure
- Technical assistance including engineering, planning, architecture, permitting work.
- Transfer of assembled sites at fair reuse value.

### Land Acquisition

The Port is currently actively engaged in discussions with the BLM and Weyerhaeuser in purchasing land to be held by the Port and leased for industrial users or for selling back to specific companies. These land acquisitions include:

- Weyerhaeuser Land Purchase—The Port is actively pursuing purchase of 1,300 acres of land. This includes the Old Weyerhaeuser Mill Site (Sub Area 1), Henderson Ranch (Sub Area 2), North Weyerhaeuser Property (Sub Area 4) and the Waste Water Ponds (Sub Area 5). See the attached Figures 1 through 7.
- BLM Purchase #1—The Port is pursuing purchase of 80 acres owned by the BLM (Sub Area 2) See the attached Figures 1 through 7.
- BLM Purchase #2—The Port is pursuing purchase of approximately 210 acres in Sub Area 6. This area includes land zoned industrial on the west side of the Trans-Pacific Parkway. See the attached Figures 1 through 7.

With the purchase of these properties all of the industrially zoned land on the North Spit will be in Port or private ownership and will be adequate to support the lead needs addressed in the market study.

### Plan Administration

Tax increment funds may be utilized to pay indebtedness associated with preparation of this Plan, to carry out Plan activities, miscellaneous land use and public facility studies, engineering, market, and other technical studies as may be needed during the course of the Plan. Project funds also may be used to pay for personnel and other administrative costs incurred in management of the Plan.<sup>1</sup>

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<sup>1</sup> All part of the 2006 Plan Update projects section starting on pg. 12, added via motion June 23, 2006

## 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 plan 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.~~



## 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 Well 46 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

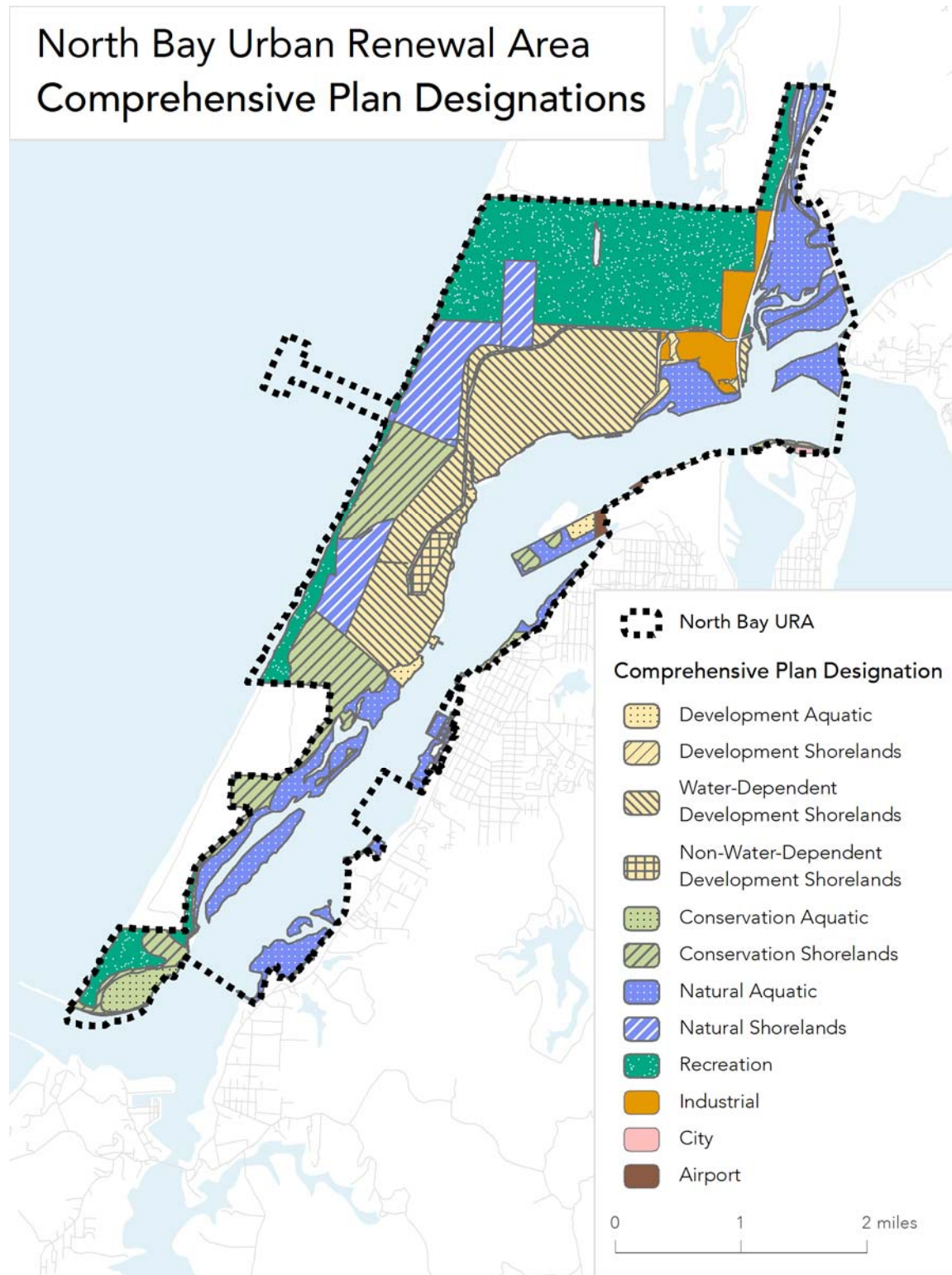
~~In addition to infrastructure projects, the Urban Renewal Agency as well as private entities would be involved in a variety of mitigation activities on sites shown on Figure 4 or other suitable sites in the Urban Renewal Area or nearby. These are described generally in the Coos County Comprehensive 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.~~

### 8. Section 6 Relationship to Local Plans

#### ***2017 Amendment:***

*Figure 2 represents a comprehensive plan map for the Urban Renewal Area.*

Figure 2 – North Bay Urban Renewal Area Comprehensive Plan Designations



Source: ECONorthwest

## *2017 Relationship to Local Objectives:*

*ORS 457.085 requires that the Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the Coos County Comprehensive Plan, various zoning districts per locality, Coos County Transportation System Plan, and Coos County Park System Master Plan. The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies.*

***The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. Regular Italicized text is text that has been taken directly from an original document. Bold Italicized text indicates a finding.***

### **COOS COUNTY COMPREHENSIVE PLAN**

#### **Citizen Involvement**

*to develop a citizen advisory committee, which sets in motion one phase of the citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*

***The North Bay Urban Renewal Plan conforms to the Coos County Comprehensive Plan because it has had three opportunities for public involvement, an open house, a planning commission meeting, and a county commission meeting. Contacts were also made to the major stakeholders, property owners and utility providers.***

#### **Transportation**

*Goal: Coos County shall strive to provide and encourage a transportation system that promotes safety and convenience for citizens and travelers and that strengthens the local and regional economy by facilitating the flow of goods and services.*

#### *Plan Implementation Strategies*

- 1. Coos County shall strive to provide and encourage a transportation system that promotes safety and convenience for citizens and travelers that strengthens the local and regional economy by facilitating the flow of goods and services.*
- 7. Coos County shall continue to support regional efforts to improve and upgrade the major highway system in the County (US Highway 101 and Oregon Highway 42), recognizing that the existing deficiencies in the system strongly contribute to the county's unstable and undiversified economy.*

***The North Bay Urban Renewal Plan conforms to the Coos County Comprehensive plan because it contains a project to improve Highway 101.***

#### **Recreation**

*Goal: Coos County shall strive to meet the recreational needs of its citizens and visitors.*

***The North Bay Urban Renewal Plan conforms to the Coos County Comprehensive plan because it contains projects for Marine Park improvements, construction of new recreational trails, and acquisition of land for new parks.***

### **Industrial and Commercial Lands**

*Goal: Coos County shall strive to diversify and improve its regional economy.*

#### *Plan Implementation Strategies*

- 1. Coos County shall continuously plan for and maintain an adequate supply of commercial and industrial land, recognizing that a readily available supply of such land is the basis for a sound economic development program.*

***The North Bay Urban Renewal Plan conforms to the Coos County Comprehensive plan because it contains projects to maintain industrial and commercial land by bringing infrastructure to the industrial and commercial land.***

### **Public Facilities and Services**

*Goal: Coos County shall encourage the timely, orderly and efficient development of public facilities and services necessary to support appropriate for needed rural and urban development.*

***The North Bay Urban Renewal Plan conforms to the Coos County Comprehensive plan because it contains many projects that will construct new utility infrastructure to serve the urban renewal area.***

## **COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY 2014-2018**

*Goal 1: Support opportunities for employment growth with a focus on increasing the number of living wage jobs in the region.*

#### Objectives:

- Ensure adequate supply of capital to support business development*
- Reduce barriers and obstacles to economic development and employment growth*

*Goal 2: Support infrastructure assistance to communities*

#### Objectives:

- Provide adequate infrastructure to promote economic development*
- Development and enhancement of transportation options, including rail, intermodal, and air service*
- Support the recreational transportation options, such as hiking, pedestrian and biking systems*

***The North Bay Urban Renewal Plan conforms to the Comprehensive Economic Development Strategy because it has infrastructure projects in place to help remove obstacles to economic development in the Area. There are also projects in place to enhance rail connections and recreational transportation options.***

## **COOS BAY COMPREHENSIVE PLAN**

### **Recreation and Open Space**

*Goal: The city shall endeavor to satisfy the recreational needs of its citizens and visitors.*

***The North Bay Urban Renewal Plan conforms to the Coos Bay Comprehensive plan because it contains projects for Marine Park improvements, construction of new recreational trails, and acquisition of land for new parks.***

### **Economic Development**

*Goal 1: Encourage and support economic growth.*

*Goal 2: Maintain and expand a diversified economy.*

*Policy 2.5 Pursue new industrial opportunities well supporting existing industrial uses.*

*Goal 3: Recruit business.*

***The North Bay Urban Renewal Plan conforms to the Coos Bay Comprehensive Plan because it contains infrastructure projects aimed at making land more desirable for businesses to develop and use. As well, there is a redevelopment loan program for parties wishing to develop or redevelop land or buildings which will provide assistance such as below market interest rate loans, a write-down of land acquisition costs, assistance in providing utilities or other infrastructure, technical assistance, and a transfer of sites it fair reuse value.***

### **Public Facilities and Services**

*Goal: The City of Coos Bay shall encourage the timely, orderly, and efficient development of public facilities and services deemed adequate by the community. Therefore, to the maximum extent financially possible, the city's growth shall be guided and supported by types and levels of public facilities and services appropriate for the current and long-range needs of Coos Bay's present and future residents.*

***The North Bay Urban Renewal Plan conforms to the Coos Bay Comprehensive Plan because it contains projects to bring utility service to the urban renewal area.***

### **Public Involvement**

*Goal: The city of Coos Bay shall maintain a citizen involvement program to ensure that the general public has an opportunity to be involved in all phases of the planning and community development process.*

***The North Bay Urban Renewal Plan conforms to the Coos Bay Comprehensive Plan because it has had three opportunities for public involvement, an open house, a planning commission meeting, and a county commission meeting. Contacts were also made to the major stakeholders, property owners and utility providers.***

## **NORTH BEND COMPREHENSIVE PLAN**

### **Economy**

*Goal: To provide for a variety of economic activities will enhance the health, welfare and prosperity of North Bend citizens while contributing to a stable, healthy and expanding economy.*

#### *Policies*

- 3. Participate in the continued development of the Coos Bay Enterprise Zone and the Coos County Urban Renewal Agency.*

***The North Bay Urban Renewal Plan conforms to the North Bend Comprehensive Plan because it continues to provide economic activities to encourage new development in the Area.***

### **Transportation**

*Goal: Safe, convenient and economic transportation systems that adequately meet the needs of residents of North Bend and the entire Bay Area.*

#### *Objectives*

- 1. Improved access to the City's industrial sites and waterfront.*

***The North Bay Urban Renewal Plan conforms to the North Bend Comprehensive Plan because it contains projects that will improve the safety and access to the industrial area is included in the urban renewal area.***

### **Public Services/Facilities**

*Goal: To maintain and further develop quality public facilities and services in a timely, orderly and efficient manner.*

***The North Bay Urban Renewal Plan conforms to the North Bend Comprehensive Plan because it contains projects to bring utility service to the urban renewal area.***

### **Recreation/Open Space**

*Goal: Satisfaction of the recreational needs of the citizens of North Bend and the preservation of an adequate amount of open space.*

***The North Bay Urban Renewal Plan conforms to the North Bend Comprehensive Plan because it contains projects for the acquisition of land for parks and for the upgrades of parks.***

### **Citizen Involvement**

*Goal: To provide for the citizens of the City of North Bend to be involved in all phases of the planning process.*

#### *Objectives*

- 2. To ensure continuity and citizen involvement.*
- 3. To ensure citizens will have information that will enable them to identify and comprehend the issues.*

***The North Bay Urban Renewal Plan conforms to the North Bend Comprehensive Plan because it has had three opportunities for citizen involvement, an open house, a planning commission meeting, and a county commission meeting.***



*Historical Information to 2017:*  
(Descriptions of past local plans reviewed)

## **8. 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. *Specific projects are identified in Section 5.*

### 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 *and infrastructure, including public buildings and parks, systems, marine improvements, 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.~~
- *Redevelopment, redevelopment loans and site preparation.*
- Property acquisition for public right-of-way and sites for public improvements.
- *Plan administration. In order to carry out plan projects and administer the urban renewal agency, the 2006 urban renewal plan authorizes the Agency to pay indebtedness, conduct special studies associated with plan activities, and pay personnel or other administrative costs incurred in the management of the plan. The International Port of Coos Bay is the administrator for the urban renewal agency and provides technical and administrative support. Other administrative costs include materials and services and include but are not limited to supplies, insurance, publications and advertising, legal counsel, audits, and professional services.*

(There are other sections included, but they were not changed)

## 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.~~~~

## 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~~ a minor amendment of this plan. *The property acquired would need to be listed in this section of the plan and added to the plan by minor amendment. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.*

## 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.

## PROJECT FINANCING

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.

### **9. Section 8 Plan Administration**

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

## SUBSTANTIAL PLAN MODIFICATIONS

Substantial modifications include *those amendments required by ORS 457.085(2)(i) as substantial amendments:*

- a) *Adding land to the urban renewal area, except for the addition of land that totals not more than one percent of the existing area of the urban renewal area.*
- b) *Increasing the maximum amount of indebtedness that can be issues or incurred under the*

~~plan. 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.~~ *Minor modifications also include acquisition of property. If property is acquired, it must be specifically identified in 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 the First Plan Amendment 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.~~

### 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.~~