



CITY OF COOS BAY JOINT COUNCIL/URA WORKSESSION

August 8, 2017 - 5:30 PM

Fire Station No. 1 Conference Room - 450 Elrod Avenue, Coos Bay, OR

1. Call to Order
2. Review of the Following Council/URA Agenda for August 15, 2017
 - a. Consideration of Approval for a Facade Improvement Grant for the Location of 737 N. Front Street
 - b. Review of the North Bay Urban Renewal 2017 Plan Amendment
 - c. Approval of Amending Ordinance No. 114 an Ordinance Controlling Vehicular and Pedestrian Traffic - Approval Would Require Enactment of the Proposed Draft Ordinance
 - d. Consideration of a Contract Amendment to Infrastructure Finance Authority (IFA) Loan 1
3. Other Business
4. An Executive Session Would be Held Pursuant to ORS 192.660 (2) (e) for the Purpose of Discussing Real Property Negotiations
5. Adjourn

**CITY OF COOS BAY
JOINT CITY COUNCIL / URA WORK SESSION**

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
August 8, 2017	2.a.

TO: URA Chair Kramer and Board Members

FROM: Debbie Erler, Planner 1

THROUGH: Rodger Craddock, City Manager

ISSUE: Consideration of Approval for a Façade Improvement Grant for the Location of 737 N. Front Street

SUMMARY:

The applicant is requesting a Façade Improvement Grant to remove existing exterior materials; replace existing windows and doors at the main entry; install period-style goose neck lighting on street elevations; replace siding with galvanized metal siding, flashing, trim and bevel wood siding; repair/replace existing areas of stucco; repaint; replace gutters as needed; repair exterior stairway/concrete; new security locks for doors/gate; and professional design expenses. Subject to approval by the Urban Renewal Agency, the Façade Improvement Program provides a 50/50 grant with a maximum grant award of \$25,000 per fiscal year.

The Design Assistance Team (DAT) met on June 21, 2017 to review the pre-application submittal and again on July 13, 2017 to review the final submittal. The DAT discussed the project and recommended that it be approved as submitted. A public hearing before the Planning Commission is being held on August 8, 2017 for approval of the applicant's Architectural Design Review application, which is required because the property is located in the Waterfront Heritage District (WH). The property is also located in the floodplain; therefore, the project will be monitored to verify continued compliance with the City's Flood Damage Prevention Ordinance (CBMC 17.347). The restoration and preservation of this structure will provide aesthetic appeal to visitors and aid in the redevelopment of Front Street. Subject to approval by the Urban Renewal Agency, the Façade Improvement Program provides a 50/50 grant (based on the lowest bid) with a maximum grant award of \$25,000 per fiscal year. As required by the program, three bids for the façade project have been obtained. The bids for the proposed improvements are \$68,500.00, \$70,000.00 and \$75,500.00.

ACTION REQUESTED:

If it pleases the City Council, award a façade improvement grant for up to \$25,000 to the

property owner of 737 North Front Street.

BACKGROUND:

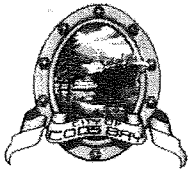
The partial two-story structure was built in 1940. There has been quite a variety of uses in the structure. Information available at City Hall indicate that in the 1950's the use of the structure was "Pat's Distributing." According to history provided by the owner in years past the structure was used as a roller rink, soda bottling plant, produce distribution, Mayflower storage, V.A. meeting hall, mill blade sharpening shop. In more recent years uses included retail sales of imports and books (1999-2001), saw sales/repair (1999-2000), a Saturday Market (2002-2003) and Morrison Studios (metal fabrication). The current use is a warehouse with a tenant that does glass work and boat repair. The building is under the applicant's ownership as of October 2016.

BUDGET IMPLICATIONS:

Funding for the Downtown Urban Renewal Façade Improvement Program (#57-940-520-2415) for the fiscal year 2017-2018 was \$150,000. The City Council award a façade improvement grant for up to \$25,000 to the owners of 217 South Broadway (NW Fitness) and a \$7,500 grant to the owner of 375 Central Avenue (Marshfield City Hall); therefore, \$117,500 is remaining.

ATTACHMENT(S):

- ▢ Applicants submittal



City of Coos Bay

Façade Improvement Grant Program Application

Name of applicant Heidi Sause

Name of business Corbett Building Investment LLC

How many years in business 12

Address of business storefront or building to be rehabilitated 737 N. FRONT

Coos Bay, OREGON

97420

Phone number 503-799-4245 E-mail address hnsause@aol.com

Type of business Real Estate Development, Rentals Commercial/Residential

Applicant is the ☒ Property Owner ☒ Business Owner ☐ Other _____

If not owner of property, does applicant have lease: yes ☐ no ☐

If yes, Expiration Date: _____ If no, explain: _____

Property owner or property manager's name (if different from applicant), address and phone number _____

SAME

PROPOSED FAÇADE IMPROVEMENTS

Please describe the proposed improvements to the property. Include three copies and one original color photograph that show existing conditions of façade proposed for renovation. Photos may be submitted electronically to derler@coosbay.org. Describe completely proposed improvements:

ATTACHED

Electrical Bid \$3973, Stucco Bid \$2500
approx \$89M Owners portion, lights, windows, doors ~\$15,000.
Estimated cost of project Bids for labor & siding, Contractor portion \$68,500
Proposed start date Mid August
Time line/estimated completion date for project 2-3 mos weather dependant

If this is a time critical project, please state latest date that applicant can be notified of grant funding approval Soon as possible.

Brief explanation of factors contributing to the critical timing of this project: With coastal weather we hope to complete install of siding and new weather moisture barrier before rainy season. Stucco rehab takes 3 days of dry weather Gutter repair is imperative. Optimistic target date Cas Bay Fun Festival?
The expected processing time from submission of application to final commitment of funds is 4-6 weeks.

REQUIRED SUBMITTALS

The following items must be with the application form:

1. Three (3) detailed, itemized competitive bids from licensed contractors for the proposed work. The grant award is based on the low bid, however, an applicant may use his/her choice of contractor and pay the difference.
2. Evidence of property ownership. A copy of property tax record (available from the county assessor's webpage) may be used. For tenant business applicants, written and signed permission from the property owner is required.
3. Evidence that all city taxes, licenses and fees are current. For taxes, a copy of property tax information from the Assessor's webpage. For licenses, a photocopy of current business license may be submitted.
4. Proof in the form of documentation from the applicant's bank or lending institution demonstrating financial ability to complete the project. This document would be similar to a letter of recommendation from your banker.
5. One copy of a location map. May be obtained from the Public Works Engineering Department.
6. If architectural changes are being made to the façade of the structure:
 - a. A site plan drawn to scale indicating property lines, existing and adjacent structures and existing landscaping is required.
 - b. 12 copies of building elevation(s) drawn to scale indicating all existing as well as proposed design and structural changes and building materials and colors. The elevation drawing(s) should also include the size and location on the building of any sign modifications or awning changes.
 - ✓ If the project is repair/replacement of siding, repair/replacement of existing architectural features, and painting, color digital pictures shall be submitted and a site plan drawing is not required.
7. 12 copies of materials and color samples

NOTE: If required information is not submitted with the application, application will be returned to Applicant for completion prior to review by the Design Review Committee.

The applicant understands that the proposed exterior storefront improvements must be evaluated and approved by the Coos Bay Urban Renewal Agency as well as other local agencies. Certain changes or modifications may be required by these agencies or by the Coos Bay Urban Renewal Agency prior to final approval for funding.

Improvements will be evaluated on the criteria listed in the guideline section of the Façade Improvement Grant Program description.

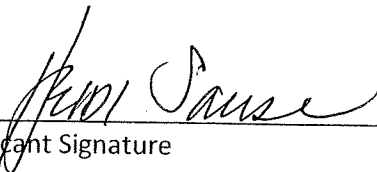
Grant funds are considered taxable income by the Internal Revenue Service. A W-9 form must be submitted to the City of Coos Bay if grant funds are awarded to the applicant.

CERTIFICATION BY APPLICANT

The Applicant certifies that all information in this application, and all information furnished in support of this application, is given for the purpose of obtaining a grant, and is true and complete to the best of the Applicant's knowledge and belief.

If the Applicant is not the owner of the property to be rehabilitated, or if the Applicant is an organization rather than an individual, the Applicant certifies that her/she has the authority to sign and enter into an agreement to perform the rehabilitation work on the property. Evidence of this authority must be attached.

Verification of any of the information contained in this application may be obtained from any source named herein.


Applicant Signature

7/6/17
Date

Applicant Signature

Date

Return Application to:

COOS BAY URBAN RENEWAL AGENCY
Department of Community Development
500 Central Avenue
Coos Bay, OR 97420
(541) 269-8918

Detailed Description of 737 N. Front St. Proposal:

To rehab the exterior of the warehouse, insuring the original characteristics that celebrate the “belonging and working history” of its Waterfront Heritage. We plan to integrate new materials - energy efficient windows, galvanized and coated corrugated siding, clear vertical grain Cedar/ Douglas Fir, the installation of beautiful but functional entry doors and restore the stucco while also utilizing reclaimed material (to the period) where aesthetically appropriate. Hopefully this project will include a signature statement - an impressive row of 1920's, Industrial Glass ad Cast Iron Street Wall Sconces (original - one of a kind collection).

It is our goal to create intrigue. If we make the structure appealing, clean and inviting, we hope to attract future tenants who will further invest in the revitalization of the Waterfront Heritage District and become one of the early ‘anchors’ to launch the draw of other entrepreneurs to this area. It may be part of a “Restaurant Recruitment Strategy” to build and they will come.

Empty buildings do not leave a good impression on all those who pass through our town. Our intention is to renovate the entire building with a subsequent Phase II residing the West and North walls. Conserving resources on the rehabilitation of this old building, with your matching funds, offers the opportunity to spend the savings on other improvements to the property enhancing the likelihood of drawing attention to the area and perhaps starting a new wave of development. We believe this greater combined effort will help attract a signature tenant who will complement and benefit the vibrance of our town.

With your approval and offer to participate, we will begin work immediately to pull permits and start construction. We are trying to beat the winter weather and hope to have the ‘new face’ completed in just a few months, ready for the public to enjoy, while we work on landscaping elements and build excitement for what’s to come. Our timeline is short - we want to add value to the community soon.

We hope to complete this work in two phases. Phase I will focus on the East and South faces. Phase II will complete the project on the West and North faces of the building. We hope to apply for these simultaneously and begin Phase II immediately, weather permitting, upon the completion of Phase I.

Decision Criteria:

We do **not** anticipate the cost of this development to exceed the “Substantial Improvement” threshold. It will not exceed 50 percent of the Market Value of the structure. Market value was established 10/06/16 with cash purchase, which has not yet been reflected on tax roll assessed value. (Same allocations for land/improvement applied.)

Nothing we anticipate doing will impact the Flood Hazard, this an ‘elevated building’, its floor is and will remain ABOVE the street level. There is no history of water ever invading this building.

The building is not water-dependent.

By improving the South side in Phase I, Birch St. face of the building, we hope to attract Pedestrian interest and get them ‘out of their vehicles’ to investigate the Waterfront. This side of

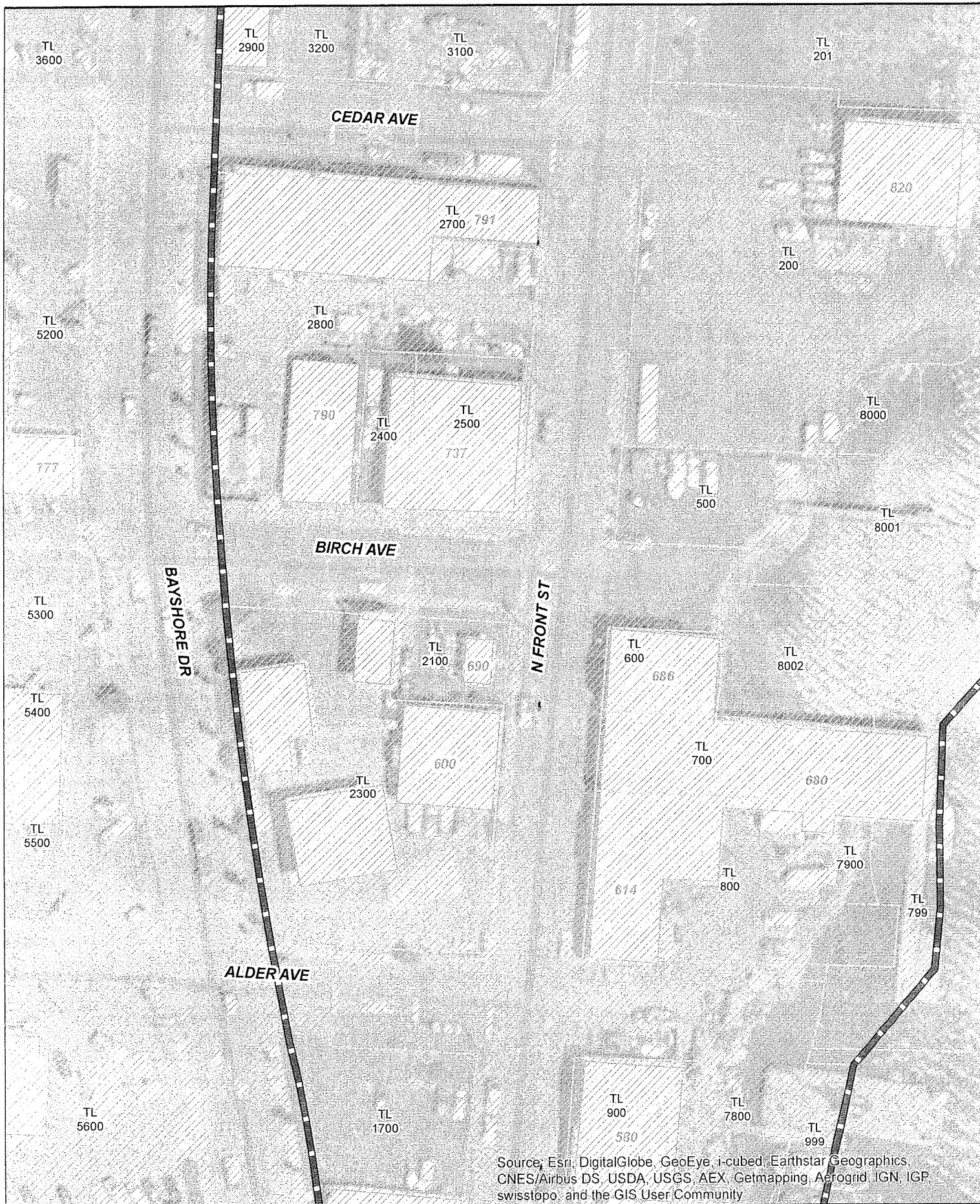
the building is highly visible from Hwy. 101 North traffic. This will help to accomplish the 'increased connectivity' goal of the Waterfront Heritage District Plan. This street leads to what the Plan also hopes will be a proposed public access/overlook area. The more attractive we can make this during the daytime AND night time - the better. It will leave a good impression of the Community whether the traffic stops or continues to drive on by.

Objectives & Materials Phase I:

- Demo existing siding, haul away South and East faces
- Replace Siding, heavy gauge corrugated, coated and painted steel
- Install moisture barrier
- Install new wood siding as directed by Architect for entry, East face
- Trim out existing windows
- Replace entry doors and windows with thermal pane energy efficient new materials
- Buy hardware and locks for doors
- Clean, repair and resurface portions of existing Stucco
- Apply flashing as needed
- Repair and replace gutters
- Replace exterior lighting with 12 vintage and authentic gooseneck, LED retrofitted lights.
- Clean and restore existing entry concrete steps and sidewalk
- Repair existing wooden stairway
- Paint trim and stucco
- Landscape uneven terrain around perimeter of building

Phase II

- Demo existing siding, gutters trim North and West faces
- Replace siding with identical material
- Install moisture barrier
- Trim out existing windows
- Potentially add windows to South and East faces
- Apply flashing
- Entry porch and stairway North face
- Replace West facing
- Repair rotted threshold under West facing door, replace deck and stairway
- Exterior security lighting installed for the dark side of building facing Marshfield Bargain House
- Rock and landscape perimeter West and North faces



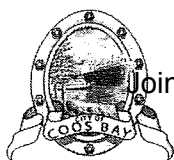
Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Disclaimer:

This document is produced using a Geographic Information System (GIS). The data contained herein is intended to be a graphical representation only and is by no means an official survey or legal interpretation thereof. The City of Coos Bay does not warrant, represent, or guarantee the accuracy, completeness or reliability of this data.

Date: 5/22/2017

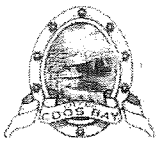
Image Date: 7/6/2010



Joint CGA Work Session Meeting August 8, 2017



1 inch = 75 feet



CITY OF COOS BAY
Public Works & Community Development Department
500 Central Avenue, Coos Bay, Oregon 97420
Phone 541-269-8918 Fax 541-269-8916

Permit No. **187-ZON** - _____

Date Received: _____

LAND USE DEVELOPMENT REVIEW APPLICATION

For Office Use Only

STAFF CONTACT

PROJECT No(s).

Type of Review (Please check all that apply):

- | | | |
|---|---|--|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Home Occupation | <input type="checkbox"/> Subdivision |
| <input type="checkbox"/> Appeal and Review | <input type="checkbox"/> Legislative/Text Amendment | <input type="checkbox"/> Temporary Use |
| <input checked="" type="checkbox"/> Architectural Design Review | <input type="checkbox"/> Lot Line Adjustment | <input type="checkbox"/> Vacation |
| <input type="checkbox"/> Conditional Use | <input type="checkbox"/> Partition | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Zone Change |
| <input type="checkbox"/> Estuarine Use/Activities | <input type="checkbox"/> Site Plan Review | <input type="checkbox"/> Other _____ |

Pre-Application applications require a different application form available on the City website or at City Hall.

Site Location/Address:

737 N. Front Street, CB.

Assessor's Map No./Tax Lot(s): **2581326CA02500**

Zoning:

Total Land Area:

Detailed Description of Proposal:

We would like to conduct deferred maintenance, painting, minor repairs to siding, stucco repairs, gutters etc... Additionally, if we are approved for Facade Improvement grant, we would replace existing doors at front with new door and return garage door entry look for functionality, replace windows with energy efficient, aesthetically appealing windows. New entrance.

Applicant/Owner Name:

(please print)

Address: **68403 North Bay Rd.**

City State Zip: **North Bend, OR 97459**

Phone: **503-799-4245**

Email: **hmsause@aol.com**

Applicant's Representative:

(please print)

Address: **68403 North Bay Rd.**

City State Zip: **North Bend, OR 97459**

Phone: **503-799-4245**

Email: **hmsause@aol.com**

1. Provide evidence that you are the owner or purchaser of the property or have the written permission of owner(s) to make an application.
2. Copy of the deed for the subject property.
3. Address the Decision Criteria or Goals/Standards outlined in the Coos Bay Municipal Code chapter(s) related to your request.
4. Additional information: Date construction is expected to begin; estimated completion date of the total project and of individual segments; and anticipated future development.
5. Type II requires three (3) **complete hard-copy sets** (single sided) of application & submitted documents must be included with this application.
One (1) complete set of digital application materials must also be submitted electronically or on CD in Word format.
Additional copies may be required as directed by the Coos Bay Director of Community Development.
6. Type III requires **Ten (10) complete hard-copy sets** (single sided) of application & submitted documents must be included with this application.
One (1) complete set of digital application materials must also be submitted electronically or on CD in Word format.
Additional copies may be required as directed by the Coos Bay Director of Community Development.

Per City of Coos Bay Resolution 17-03, a 5% Technology Fee will be assessed on all permit and plan review fees.

The undersigned property owner(s) hereby authorizes the filing of this application, and authorizes on site review by authorized staff. I hereby agree to comply with all code requirements applicable to my application. Acceptance of this application does not infer a complete submittal. All amendments to the Coos Bay Development Code and to other regulations adopted after the application is approved shall be enforced where applicable. Approved applications and subsequent development is not vested under the provisions in place at the time of the initial application.

Applicant's signature

Date

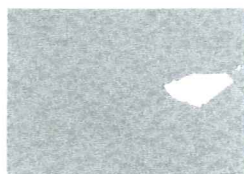
Owner's signature (required)

Date

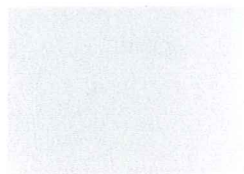
Joint CC/URA Work Session Meeting August 8, 2017

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COLOR CHART



ZINCALUME® Plus



Winter White



Surf White



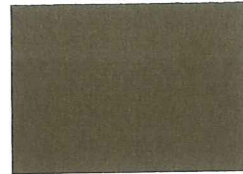
Light Stone



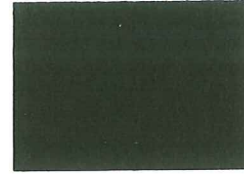
Desert Beige



Taupe



Chestnut Brown



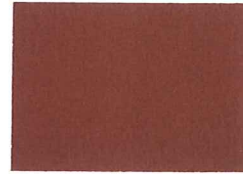
Classic Brown



Matte Black



Canyon Red



Rustic Red



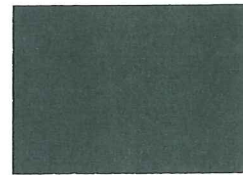
Old Town Gray



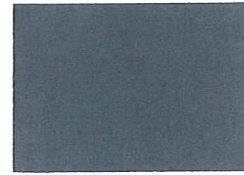
✗ Old Zinc Gray



✗ Weathered Copper



✗ Slate Gray



Tahoe Blue



Everglade



Denali Green



Cypress Green



Forest Green



Copper Penny*
(Metallic Color)

Not all colors and profiles are available at all locations. **Please see availability chart on back for details.**

* This coating is batch sensitive and directional in nature.

† Subject to upcharge.

ENVISION THE POSSIBILITIES

REPRESENTATION OF COLORS MAY VARY DUE TO PRINTING LIMITATIONS.

Sample color chips are available upon request. Consult your ASC Building Products representative for more information.



Burnt Rust
(Premium Color†)



Country Rustic
(Premium Color†)



Marshland CAMO
(Premium Color†)



Woodland CAMO
(Premium Color†)

PREMIUM COLORS
Premium colors are subject to upcharge

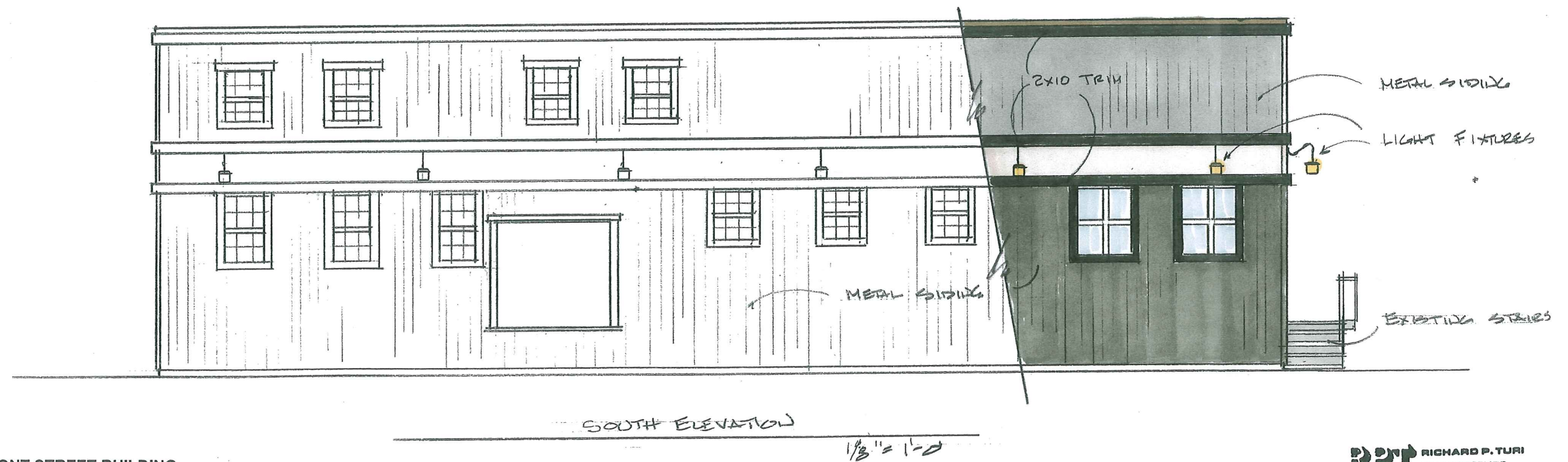
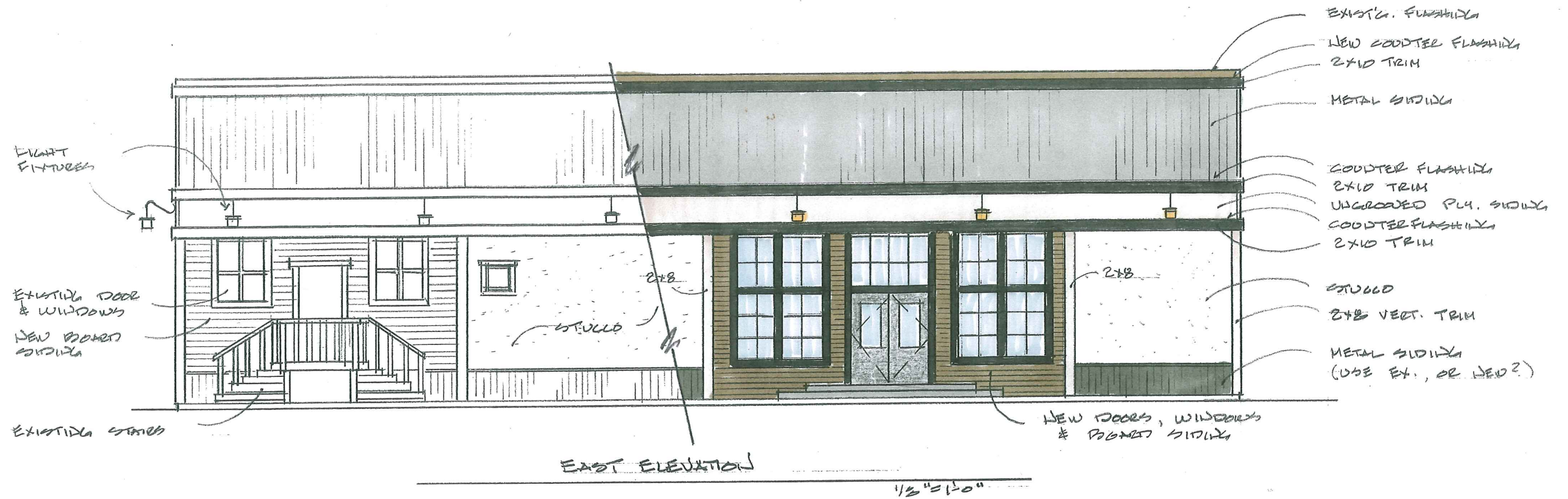
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Customer Service Centers

Salem OR: 503-390-7174 or 800-272-7023 | Spokane WA: 509-536-4097 or 800-776-8771

www.ascbp.com



737 N. FRONT STREET BUILDING
 • FAÇADE REMODEL (FOR HEIDI SAUSE)
 COOS BAY, OREGON

Joint CC/URA Work Session Meeting August 8, 2017

**CITY OF COOS BAY
JOINT CITY COUNCIL / URA WORK SESSION**

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
August 8, 2017	2.b.

TO: Mayor Benetti and City Councilors

FROM: Rodger Craddock, City Manager

THROUGH:

ISSUE: Review of the North Bay Urban Renewal 2017 Plan Amendment

SUMMARY:

Coos County is considering adoption of an ordinance to amend the North Bay Urban Renewal Plan. The County is proposing to remove the existing sunset date of 2018 from the Plan which will allow more time for the Agency to undertake their proposed Urban Renewal Plans. The removal of the sunset date from their Urban Renewal Plan is considered a substantial plan amendment; and as the boundaries of the North Bay Urban Renewal District overlap into a portion of the City, support of the proposed amended by resolution is required by the Council.

Fred Jacquot, Project Manager for the Coos County Urban Renewal Agency, will be providing the Council a presentation on the proposed plan amendment during the work session.

ACTION REQUESTED:

The Council will be asked to consider a resolution in support of the proposed substantial plan amendment to the North Bay Urban Renewal Plan on August 15, 2017.

BACKGROUND:

The Oregon International Port of Coos Bay is contracted by Coos County to provide administrative services to the Coos County Urban Renewal Agency. Attached you will find the follow background and supportive documents:

1. A letter regarding Proposed North Bay Urban Renewal Plan Amendment from Fred Jacquot, Project Manager for the Coos County Urban Renewal Agency.
2. 2017 Urban Renewal Projects Report by BergerABAM.
3. North Bay Urban Renewal Plan Amendment - 2017 in legislative format to allow for the review of the proposed changes.
4. North Bay Urban Renewal Amended Plan as proposed (clean copy incorporating the

proposed changes to the previous plan).

5. Report on the North Bay Urban Renewal Plan Amendment - 2017

BUDGET IMPLICATIONS:

Generally overlapping taxing districts experience the loss of forgone tax revenue to the Urban Renewal Agency. Such is not the case here as the North Bay Urban Renewal District boundary overlap is limited to city limits which extend into the bay. Thus there won't be an budgetary impact by the amendment of the County' s URA plan.

ATTACHMENT(S):

- ▣ Proposed North Bay UR Plan Amendment
- ▣ Coos County URA Project Report
- ▣ North Bay UR Plan Amendment 2017
- ▣ Coos County URA North Bay UR Plan
- ▣ Report on the North Bay UR Plan Amendment 2017



City of Coos Bay
c/o Rodger Craddock
500 Central Avenue
Coos Bay, OR 97420

Date: July 26, 2017

Re: Proposed North Bay Urban Renewal Plan Amendment

The Coos County Commission is considering adoption of an ordinance to amend the North Bay urban renewal area (Figure 1). The tax increment revenues from urban renewal would assist with transportation and infrastructure projects that would enable this underdeveloped area to develop.

The legal requirements for the adoption of an urban renewal plan amendment stipulate that the proposed urban renewal plan amendment be sent to representatives of overlapping taxing districts. Although the approval of overlapping taxing districts is not required, the City Council is required to respond specifically to any written recommendations of the districts. This letter is the official transmission of the proposed North Bay Urban Renewal Plan Amendment.

The Coos County Commission is scheduled to have a public hearing on the proposed North Bay Urban Renewal Plan Amendment on August 31, 2017. They will vote on the proposed North Bay Urban Renewal Plan Amendment on September 12, 2017. Both meetings are at the Coos County Courthouse, at 1:30 pm.

BACKGROUND

The Coos County Urban Renewal Agency (Agency) formed the North Bay Urban Renewal District in 1986. The North Bay Urban Renewal Area lies to the north of Coos Bay and the cities of Coos Bay and North Bend with most of the land area located on the North Spit of Coos Bay. The North Bay Urban Renewal Plan (Plan) 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. In addition, because of the 2008–2010 national recession and the after effects, most of the development projected in the 2006 plan never occurred. Therefore, aside from the legal requirements to extend the life of the plan, as a practical matter, the 2006 plan and the list of projects it contains are outdated and need to be reexamined based on current circumstances.

As part of the 2017 Amendment, BergerABAM and BST Associates prepared the attached 2017 Urban Renewal Projects Report (Attachment 1) that identifies the projects in the 2006 amendment that were not completed and lists new projects advised by the Agency staff and stakeholders in the Area. It further identifies two tiers of projects and provides cost estimates for



the Tier 1 projects. The project list includes approximately 30 specific projects or project types the agency could undertake depending on funding.

Based on the full project list, the project team developed a refined list of recommended projects (Tier 1 projects) with input from the Agency. The Tier 1 projects discussed in the 2017 Urban Renewal Projects Report include projects which include physical improvements to the sites and ongoing Agency activities. The Tier 1 projects will address the most critical infrastructure and development related issues needed to support the urban renewal area.

Tier 1 recommended projects include:

- Plan administration – special studies/plans
- Transportation – Construct Trans Pacific Parkway Improvements
- Utilities – Stormwater detention/containment
- Utilities – Water
- Utilities – Natural Gas Pipelines
- Transportation - Coos Bay Rail Line Spur Extension
- Redevelopment and Site Preparation
- Plan administration – urban renewal area administration
- Redevelopment loans

I. PROPOSAL

The North Bay Urban Renewal Plan Area (Area), shown in Figure 1, consists of approximately 8,945 acres of land including rights of way. The 2017 Amendment adds projects, updates the basic information in the urban renewal plan including land uses and conformance to comprehensive plan statements, removes the duration clause and generally updates the Plan. The Plan Amendment is shown in Attachment 2, Plan Amendment. The Sections amended are:

Preface

Section 1: Introduction

- History of North Bay Economic Development Planning

- Formation of Urban Renewal Agency

- North Bay Planning Objectives and Strategy

Section 2: General Description

Section 3: Land Ownership Pattern

Section 4: Land Use



Section 5: Projects within the Urban Renewal Area

Section 6: Relationship to Local Plans

Section 7: Public Improvements

Land Acquisition by Plan Amendment

Section 8: Plan Administration

Substantial Plan Modifications

Plan Duration and Validity

Finding in Support of Second Plan Amendment

The Report on the Amendment is shown in Attachment 3. The Report contains the technical information required by ORS 457.085 as part of a substantial amendment. It includes an extensive financial analysis that shows projections for tax increment revenues in the urban renewal area until it is projected to meet the maximum indebtedness.

II. FINANCING

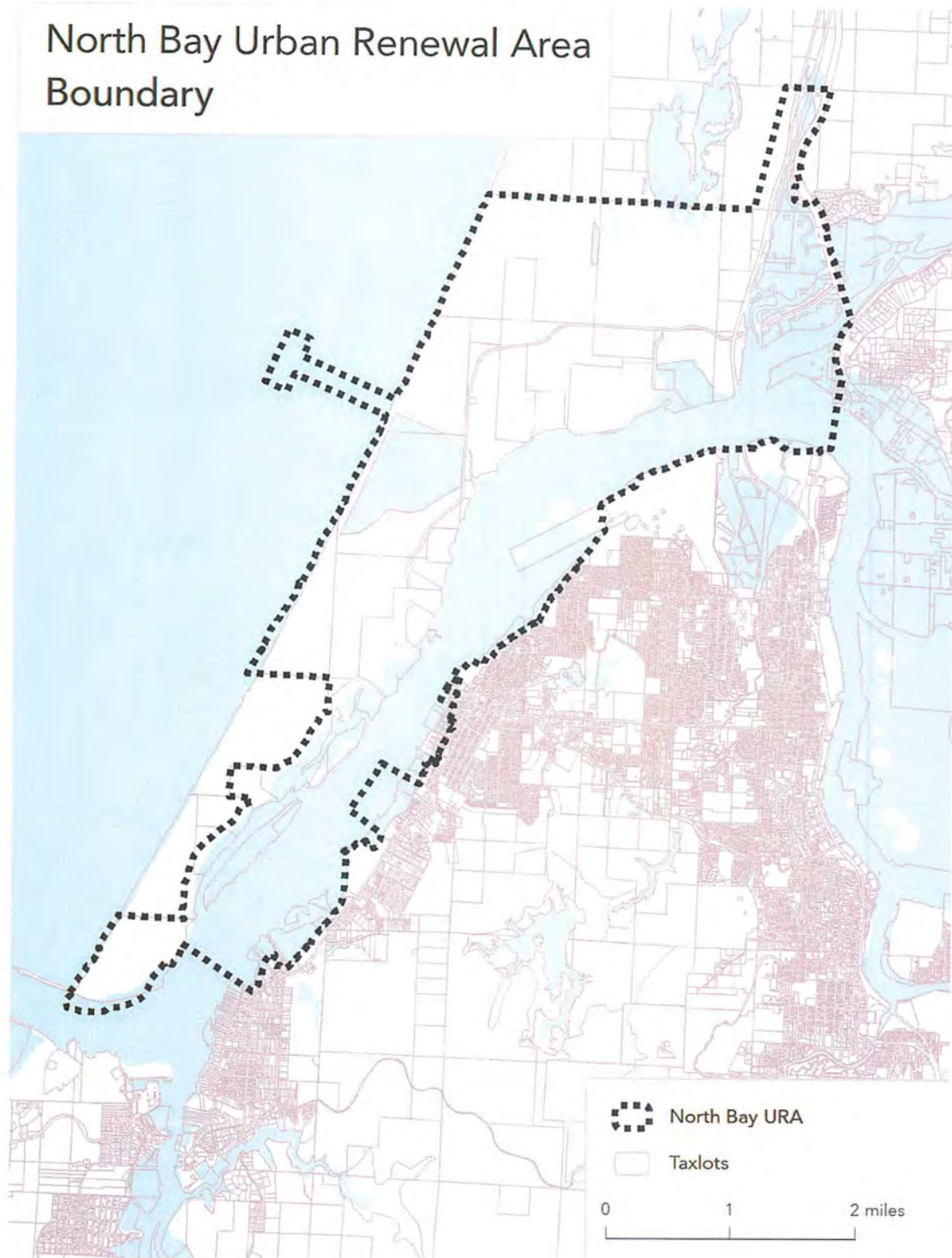
The maximum indebtedness (the limit on the amount of funds that may be spent on administration, projects and programs in the Area) is \$60,900,390. The maximum indebtedness is not to be increased in this amendment. The maximum indebtedness does not include interest paid on any borrowing by the urban renewal agency. The maximum indebtedness is expected to be reached in 2038, but reaching it in this timeframe requires continued use of the urban renewal special levy and substantial new development to occur within the Area.

The assumptions in the Amendment project substantial growth in the urban renewal area, and that is reflected in large increases in the impacts to taxing jurisdictions in Tables 1a and 1b. This growth will really only occur if infrastructure improvements are made within the Area to allow for new development. Those infrastructure improvements are the projects within the urban renewal plan.

There is a proposed financing plan in the Report that shows that the Plan is financially feasible. It is understood that the Agency may make changes to the financing plan as needs and opportunities arise, typically during the annual budgeting process.



Figure 1 - Urban Renewal Area





III. IMPACT ON TAXING JURISDICTIONS

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. The projections for impacts on the taxing jurisdictions are estimated through fiscal year end 2038, twenty years of tax increment collections.

General obligation (GO) bonds and local option levies issued after October 2001 would not be impacted by the proposed urban renewal district. The issuing jurisdiction will still receive their share of the taxes on any GO bonds and local option levies issued after October 2001. There are two GO bonds that will be impacted, issued by the Coos County and the North Bend School District.

The North Bend School District, Coos Bay School District and the South Coast Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the charts. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes that are foregone because of the use of Tax Increment Financing are replaced (as determined by a funding formula at the State level) with State School Fund revenues.

Tables 1a and 1b show the projected impacts to the taxing districts as a result of the proposed North Bay Urban Renewal Plan Amendment.



Table 1a – Projected Impact on Taxing District Permanent Rate Levies - General Government due to Amendment

FYE	Coos County Permanent	Coos County 4H/Ext Permanent	Coos County Library Permanent	Port of Coos Bay Permanent	Coos County Airport Permanent	City of North Bend Permanent	North Bay RFPD Permanent	Charleston RFPD Permanent	Charleston Sanitary Permanent	Subtotal Gen. Govt.
2017	(\$11,992)	(\$986)	(\$8,093)	(\$6,795)	(\$2,666)	(\$69)	(\$237)	(\$2)	\$0	(\$30,840)
2018	(\$12,342)	(\$1,014)	(\$8,331)	(\$6,993)	(\$2,742)	(\$73)	(\$245)	(\$2)	\$0	(\$31,742)
2019	(\$12,782)	(\$1,050)	(\$8,628)	(\$7,243)	(\$2,841)	(\$77)	(\$254)	(\$2)	\$0	(\$32,877)
2020	(\$13,235)	(\$1,088)	(\$8,934)	(\$7,500)	(\$2,942)	(\$82)	(\$264)	(\$3)	\$0	(\$34,048)
2021	(\$14,636)	(\$1,204)	(\$9,879)	(\$8,293)	(\$3,252)	(\$86)	(\$274)	(\$3)	\$0	(\$37,627)
2022	(\$15,197)	(\$1,250)	(\$10,258)	(\$8,611)	(\$3,378)	(\$91)	(\$285)	(\$3)	\$0	(\$39,073)
2023	(\$15,729)	(\$1,293)	(\$10,617)	(\$8,912)	(\$3,495)	(\$95)	(\$296)	(\$3)	\$0	(\$40,440)
2024	(\$16,298)	(\$1,339)	(\$11,002)	(\$9,235)	(\$3,622)	(\$100)	(\$307)	(\$4)	\$0	(\$41,907)
2025	(\$28,462)	(\$2,340)	(\$19,211)	(\$16,128)	(\$6,325)	(\$103)	(\$1,849)	(\$4)	\$0	(\$74,422)
2026	(\$31,235)	(\$2,568)	(\$21,083)	(\$17,700)	(\$6,941)	(\$110)	(\$3,274)	(\$4)	\$0	(\$82,915)
2027	(\$87,482)	(\$7,194)	(\$59,047)	(\$49,570)	(\$19,442)	(\$112)	(\$57,195)	(\$4)	\$0	(\$280,046)
2028	(\$129,186)	(\$10,623)	(\$87,196)	(\$73,200)	(\$28,710)	(\$119)	(\$98,692)	(\$4)	\$0	(\$427,730)
2029	(\$136,558)	(\$11,228)	(\$92,173)	(\$77,379)	(\$30,349)	(\$126)	(\$104,653)	(\$5)	\$0	(\$452,471)
2030	(\$142,382)	(\$11,707)	(\$96,103)	(\$80,677)	(\$31,642)	(\$132)	(\$109,440)	(\$5)	(\$1)	(\$472,089)
2031	(\$148,397)	(\$12,201)	(\$100,163)	(\$84,086)	(\$32,980)	(\$139)	(\$114,387)	(\$5)	(\$1)	(\$492,359)
2032	(\$310,994)	(\$25,573)	(\$209,911)	(\$176,216)	(\$69,115)	(\$141)	(\$274,315)	(\$5)	(\$1)	(\$1,066,271)
2033	(\$330,489)	(\$27,176)	(\$223,070)	(\$187,264)	(\$73,448)	(\$151)	(\$291,684)	(\$6)	(\$1)	(\$1,133,289)
2034	(\$342,713)	(\$28,181)	(\$231,320)	(\$194,190)	(\$76,165)	(\$158)	(\$302,645)	(\$6)	(\$1)	(\$1,175,379)
2035	(\$355,340)	(\$29,218)	(\$239,843)	(\$201,344)	(\$78,970)	(\$165)	(\$313,966)	(\$6)	(\$1)	(\$1,218,853)
2036	(\$368,382)	(\$30,293)	(\$248,648)	(\$208,734)	(\$81,872)	(\$172)	(\$325,661)	(\$6)	(\$1)	(\$1,263,769)
2037	(\$671,981)	(\$55,257)	(\$453,568)	(\$380,762)	(\$149,343)	(\$175)	(\$626,239)	(\$7)	(\$1)	(\$2,337,333)
2038	(\$451,716)	(\$37,145)	(\$304,895)	(\$255,955)	(\$100,390)	(\$119)	(\$421,035)	(\$5)	\$0	(\$1,571,260)
Total	(\$3,647,528)	(\$299,928)	(\$2,461,973)	(\$2,066,787)	(\$810,630)	(\$2,595)	(\$3,047,197)	(\$94)	(\$8)	(\$12,336,740)

Source: Tiberius Solutions, LLC



Table 1b – Projected Impact on Taxing District Permanent Rate Levies - Education due to Amendment

FYE	South Coast ESD Permanent	Coos Bay School Dist Permanent	SW Oregon Comm College Permanent	North Bend School Dist Permanent	Subtotal Education	Total All
2017	(\$4,921)	(\$49,162)	(\$7,792)	(\$1,027)	(\$62,902)	(\$93,742)
2018	(\$5,065)	(\$50,589)	(\$8,020)	(\$1,064)	(\$64,738)	(\$96,480)
2019	(\$5,247)	(\$52,387)	(\$8,307)	(\$1,108)	(\$67,049)	(\$99,926)
2020	(\$5,432)	(\$54,237)	(\$8,601)	(\$1,155)	(\$69,425)	(\$103,473)
2021	(\$6,006)	(\$60,057)	(\$9,510)	(\$1,198)	(\$76,771)	(\$114,398)
2022	(\$6,236)	(\$62,351)	(\$9,875)	(\$1,251)	(\$79,713)	(\$118,786)
2023	(\$6,455)	(\$64,529)	(\$10,221)	(\$1,303)	(\$82,508)	(\$122,948)
2024	(\$6,690)	(\$66,860)	(\$10,591)	(\$1,356)	(\$85,497)	(\$127,404)
2025	(\$11,681)	(\$117,830)	(\$18,496)	(\$1,381)	(\$149,388)	(\$223,810)
2026	(\$12,820)	(\$129,371)	(\$20,297)	(\$1,462)	(\$163,950)	(\$246,865)
2027	(\$35,904)	(\$365,172)	(\$56,844)	(\$1,476)	(\$459,396)	(\$739,442)
2028	(\$53,019)	(\$539,922)	(\$83,942)	(\$1,562)	(\$678,445)	(\$1,106,175)
2029	(\$56,045)	(\$570,744)	(\$88,732)	(\$1,645)	(\$717,166)	(\$1,169,637)
2030	(\$58,433)	(\$595,090)	(\$92,517)	(\$1,708)	(\$747,748)	(\$1,219,837)
2031	(\$60,903)	(\$620,240)	(\$96,427)	(\$1,774)	(\$779,344)	(\$1,271,703)
2032	(\$127,635)	(\$1,301,917)	(\$202,077)	(\$1,798)	(\$1,633,427)	(\$2,699,698)
2033	(\$135,636)	(\$1,383,531)	(\$214,746)	(\$1,913)	(\$1,735,826)	(\$2,869,115)
2034	(\$140,652)	(\$1,434,698)	(\$222,688)	(\$1,987)	(\$1,800,025)	(\$2,975,404)
2035	(\$145,835)	(\$1,487,556)	(\$230,893)	(\$2,062)	(\$1,866,346)	(\$3,085,199)
2036	(\$151,188)	(\$1,542,157)	(\$239,368)	(\$2,140)	(\$1,934,853)	(\$3,198,622)
2037	(\$275,788)	(\$2,814,990)	(\$436,643)	(\$2,174)	(\$3,529,595)	(\$5,866,928)
2038	(\$185,387)	(\$1,892,274)	(\$293,516)	(\$1,464)	(\$2,372,641)	(\$3,943,901)
Total	(\$1,496,978)	(\$15,255,664)	(\$2,370,103)	(\$34,008)	(\$19,156,753)	(\$31,493,493)

Source: Tiberius Solutions, LLC North Bend School District and the South Coast Education Service District are not *directly* impacted, as they are allocated funding through a state school funding formula based on per pupil counts.

Table 2 shows the tax revenues projected to be available to taxing jurisdictions once the Area is terminated. These are estimates only; changes in the economy may impact the projections. The table depicts the taxes from the frozen base of the Area that the taxing jurisdictions receive throughout the life of the Amendment, and the taxes estimated from the additional taxes which will be received by the taxing jurisdictions once the Amendment is terminated, estimated to be in FYE 2038. The final column estimates the total amount of taxes estimated for the year that the Amendment is expected to impact.



Table 2 – Additional Revenues Projected After Termination of Tax Increment Financing due to Amendment

Taxing District	Type	Tax Rate	Tax Revenue in FYE 2039 (year after termination)		
			From Frozen Base	From Excess Value	Total
General Government					
Coos County	Permanent	1.0799	\$41,349	\$753,345	\$794,694
Coos County 4H/Ext	Permanent	0.0888	\$3,400	\$61,949	\$65,349
Coos County Library	Permanent	0.7289	\$27,911	\$508,485	\$536,396
Port of Coos Bay	Permanent	0.6119	\$23,430	\$426,867	\$450,297
Coos County Airport	Permanent	0.2400	\$9,190	\$167,427	\$176,617
City of North Bend	Permanent	6.1831	\$53	\$200	\$253
North Bay RFPD	Permanent	1.1197	\$41,913	\$702,248	\$744,161
Charleston RFPD	Permanent	3.0000	\$3	\$8	\$11
Charleston Sanitary	Permanent	0.3116	\$0	\$1	\$1
<i>Subtotal</i>			<i>\$147,249</i>	<i>\$2,620,530</i>	<i>\$2,767,779</i>
Education					
South Coast ESD	Permanent	0.4432	\$16,971	\$309,178	\$326,149
Coos Bay School Dist	Permanent	4.5276	\$173,039	\$3,155,817	\$3,328,856
SW Oregon Comm College	Permanent	0.7017	\$26,868	\$489,511	\$516,379
North Bend School Dist	Permanent	4.1626	\$299	\$2,450	\$2,749
<i>Subtotal</i>			<i>\$217,177</i>	<i>\$3,956,956</i>	<i>\$4,174,133</i>
Total			\$364,426	\$6,577,486	\$6,941,912

Source: Tiberius Solutions, LLC



IV. PROCESS FOR REVIEW

The process for final review of the Amendment and Report include the following steps:

July 19	Coos County Urban Renewal Agency review
July 26	Send formal notice to taxing jurisdictions
August 3	Coos County Planning Commission review
August/September	Notice to property owners
August 31	County Commission Public Hearing
September 12	County Commission Vote

The draft North Bay Urban Renewal Plan Amendment and Report are enclosed with this letter. If you would like to provide written comments, they will be responded to by the Coos County Commission. Please provide any written comments by August 15, 2017. For more information, please contact (project manager) Fred Jacquot, Director of Port Development at 541.267.7678 fjacquot@portofcoosbay.com.

Sincerely,

Fred Jacquot

Project Manger

Coos County Urban Renewal Agency
c/oInternational Port of Coos Bay
125 Central Avenue Suite 300
Coos Bay, Oregon 97420

Attachments:

1. 2017 Urban Renewal Projects Report - BergerABAM
2. North Bay Urban Renewal Plan Amendment
3. North Bay Urban Renewal Plan as Amended
3. Report on the North Bay Urban Renewal Plan Amendment



Coos County Urban Renewal Agency Urban Renewal Projects Report

Prepared by:
BergerABAM | June 2017

2017 Urban Renewal Projects Report

Prepared for:

**Coos County Urban Renewal Agency
Coos Bay, Oregon**

June 2017

Submitted by

**BergerABAM
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A17.0179.00

2017 URBAN RENEWAL PROJECTS REPORT

Coos County Urban Renewal Agency
Coos Bay, Oregon

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2017 URBAN RENEWAL PROJECTS REPORT

EXECUTIVE SUMMARY

The Coos County Urban Renewal Agency (the agency) is updating its 2006 North Bay Urban Renewal Area Plan (the plan) for the next 20-years to comply with Oregon Revised Statutes (ORS) Chapter 457. The update will extend the life of the plan – now set to expire in 2018 – by removing the duration provision, but planning for a 20-year timeframe. As part of the update, the agency asked the project team to develop a list of projects, costs, and schedules. The projects in this report include those from the 2006 plan that were not completed, new projects advised by the agency staff, and some arising through interviews with utility and service providers and stakeholders (tenants, property owners, industrial operators, and agencies).

The project list includes approximately 30 specific projects or project types the agency could undertake depending on funding. For brevity, both the projects and project types are referred to as “projects” in this report. Projects are categorized as utility, public parks and open space, public buildings and facilities, transportation, environmental mitigation, redevelopment loans, and plan administration activities. The full list of urban renewal projects under consideration are described in Section 4.0 of this report.

Based on the full project list, the project team developed a refined list of recommended projects with input from the agency. The recommended list of projects discussed in section 5.0 of this report include seven physical improvement projects and two ongoing agency activities. It is anticipated that these recommended projects would be implemented within the first 10 years after adoption of the updated urban renewal plan. The recommended projects and ongoing agency activities are considered to be a higher priority. Projects from the full project list in section 4.0 of this report that are not identified as recommended projects are considered lower priority and implementation is estimated to occur in the 11-20 year period after plan adoption. The recommended projects will address the most critical infrastructure and development related issues needed to support the urban renewal area. Timeframes provided for recommended projects represent estimated completion from the time a project begins. The start of each project depends upon funding availability and action by the agency within the 20-year plan horizon. Recommended projects include planning and engineering studies; projects to improve road and rail access; water, stormwater, and natural gas utility improvements; in priority order:

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. Other administrative costs of \$17,000 per year for materials and services include but are not limited to supplies, insurance, publications and advertising, legal counsel, audits, and professional services. Total estimated cost over the 20-year timeframe of the plan update in 2017 dollars is \$580,000.
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.

COOS COUNTY URBAN RENEWAL AGENCY 2017 URBAN RENEWAL PROJECTS REPORT

1.0 INTRODUCTION

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 (see Map 1, Appendix A). 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.

The Port of Coos Bay is the administrator of the agency. BergerABAM is part of a team of consultants led by Elaine Howard Consulting, LLC and including ECONorthwest, Tiberius Solutions, LLC and BST Associates which is assisting the Port and the agency with a 2017 update to the 2006 plan. BergerABAM reviewed and updated the project list and cost estimates, and will assist with the meetings that are required for the plan update through spring and summer 2017. BST Associates provided input on the market demand for projects based on its extensive knowledge of port finance and economics and joins in key project meetings.

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

The primary purpose of this report is to provide descriptions, development schedules, and estimated construction costs for projects that could potentially be funded by the agency. Recommendations for project priorities are also included. Information in this report will be used to develop the updated urban renewal plan. The report begins by

describing the geography and land use of the North Bay Urban Renewal area and the methodology used to complete the report. A list of references and appendices is attached.

2.0 GEOGRAPHY AND LAND USE

According to the 2006 plan, the North Bay Urban Renewal Area is approximately 8,945 acres. 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 (see Map 1 in Appendix A).

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 Site property separates Southport Lumber and Roseburg Forest Products located on the west side of Jordan Cove (see Map 1, Appendix A).

Recreational facilities within the urban renewal area include the North Spit overlook, the BLM boat launch, Marine Park, and the Port trails discussed below in section 4.2.

3.0 METHODOLOGY

This report builds on previous work completed by BergerABAM including the “Final Coos County Urban Renewal Plan Update – Existing and In-Process Projects”

memorandum which describes projects included in the 2006 urban renewal plan and updated costs for 2017. BergerABAM used the information contained in the memorandum to develop the project list in section 4.0. Project costs given in the 2006 plan were updated to reflect 2017 costs by reviewing the Engineering News Record (ENR) Construction Cost Index, the Bureau of Labor Statistics (BLS) Employment Cost Index, and the BLS Consumer Price Index for all Urban Consumers (CPI-U); all these sources showed annual inflation rates of approximately 3 percent or less from 2006 to 2016. Based on these indices, an approximately 3 percent annual inflation rate was applied to 2006 project costs to project to 2017 values. Newly identified projects are general in nature and costs have been developed for these types of projects from industry guidelines and other completed projects of similar scope. Costs estimates should be refined as specific projects are developed.

As part of producing the memorandum, BergerABAM interviewed representatives of a mix of utility and service providers made up of public agencies and private companies. Public agency interviews included the Coos Bay-North Bend Water Board, the North Bay Rural Fire Protection District, and the Coos County Sheriff's Department. We also interviewed personnel from Charter Communications, Frontier Communications, Northwest Natural Gas, Pacific Power, and Waste Connections. The purpose of the interviews was to compile information regarding existing capital facilities and services as well as the plans of each agency or company for the construction of new capital facilities or the expansion of service within the urban renewal area.

Our team also interviewed other urban renewal area stakeholders including property owners and Port tenants. For the purposes of obtaining high-quality feedback, interview contents are confidential, but the results informed the development of the full project list in section 4.0 of this report. A list of those interviewed is included as Attachment C.

The urban renewal agency's input was integral to the project. With the assistance of agency staff, the project team identified infrastructure that will attract development to the urban renewal area. The project team's work with the agency included obtaining feedback on the existing and in-process projects memorandum; in turn, the input informed the development of a project list. The agency's comments on the project list were used to develop the final project list and to prioritize projects for the recommended project list.

4.0 URBAN RENEWAL PROJECTS

This section of the report describes the types of urban renewal area projects that the agency could undertake with adequate funding. The listed projects combine projects not completed from previous urban renewal plans (see Attachment B) and newly identified projects. The latter were based on interviews with utility and service providers and stakeholders in addition to input from agency staff and the project team. The project descriptions include site-specific projects as well as broad project categories to capture a variety of project types. Projects with specific locations were assigned a project identifier

according to the subarea (A-F) in which they are located on the Appendix A maps. Projects located in multiple subareas are shown on the index map and are designated as "I." Some projects do not have a specific location and have not been assigned a project identifier. Recommended projects, which are a subset of the full list of urban renewal projects, are discussed in section 5.0.

4.1 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 land acquisition for public or private utility projects and site specific studies such as engineering, design, or planning to facilitate utility projects.

4.1.1 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.

4.1.2 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.

4.1.3 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.

4.1.4 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.

4.1.5 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.

4.1.6 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.

4.1.7 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.

4.2 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.

4.2.1 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.

4.3 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.

4.3.1 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.

4.3.2 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. No specific location is identified for the fire station, and, therefore it is not mapped in Appendix A.

4.4 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.

4.4.1 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.

4.4.2 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.

4.4.3 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.

4.5 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.

4.6 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.

4.7 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 for materials and services include but are not limited to supplies, insurance, publications and advertising, legal counsel, audits, and professional services.

4.7.1 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.

4.7.2 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.

4.8 Summary

Table 1 lists the urban renewal projects and describes them by category.

Table 1 – Potential North Bay Urban Renewal District Projects

Category	Subcategory	Description/(Project Identifier)*
Utilities	General	Land acquisition and special studies to support public or private utility development
	Utility Corridors	Construct utility bay crossing: Utility infrastructure expansion to serve the North Spit which may include either directional boring under the bay for a new conduit, or installing conduit across the causeway. Obtain necessary easement.
	Stormwater	Stormwater detention/containment: Construct containment/detention facility to serve future URA development*
	Sanitary Sewer	Construct sanitary sewer infrastructure: <ul style="list-style-type: none"> • New sewer lines* • Treatment facilities*
	Industrial Wastewater	Construct industrial process water treatment facility (E-1)
		Rehabilitate/replace ocean outfall (E-2)
	Water	Construct water infrastructure: <ul style="list-style-type: none"> • Water lines inside and outside urban renewal area* • Upgrade existing water treatment to serve new industrial uses (C-1)
	Natural Gas Pipelines	Construct natural gas pipelines: Extend natural gas pipelines to serve future URA development
	Telecommunications	Install primary telecommunications line in Trans Pacific Parkway (I-3)
		Construct shared telecommunications conduit on private property: Install telecommunications lines from main line in public right-of-way to ensure telecommunications available to site user
Public Parks and Open Space	General	Land acquisition and special studies to support public parks and opens space
	Facility Improvements and new facilities	<ul style="list-style-type: none"> • Construct Marine Park amenities and parking lot improvements (E-3)*. • Construct new recreational trails*

Note: * signifies projects which were included in the 2006 North Bay Urban Renewal Area Plan

Public Buildings and Facilities	General	Public building and facility projects could include: <ul style="list-style-type: none"> • 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 the cost of cleanup of blighted properties* • Land acquisition to support public buildings and facilities development • Special studies to support public buildings and facilities improvements
	Redevelopment and Site Preparation	Prepare sites for redevelopment (e.g., demolish shuttered Anadromous Aquaculture facility)*
	New Facilities	Construct new North Spit Fire Station to serve URA development and recreational sites
Transportation	General	Land acquisition and special studies to support transportation facilities
	Roads	Construct intersection capacity improvements at Highway 101 and Trans Pacific Parkway (A-1);* traffic study needed to determine specific improvements which could include: <ul style="list-style-type: none"> • New turn lanes • Widening roadway • New approach lane. • Traffic signals
		Construct Trans Pacific Parkway capacity Improvements: Planned capacity improvements to the parkway to that could include: road widening, turn lanes, and/or traffic signals at intersections.
		Construct Trans Pacific Parkway Improvements: Improvements including roadway reconstruction, resurfacing, and/or stormwater drainage systems. (I-2)
	Rail	North Spit Rail Extension: Extension of existing rail spur to serve industrial expansion in North Bay Industrial Park (I-4)
		Improve rail and truck modal connections at industrial sites for greater site utilization and to attract new tenants; improvements to intermodal rail connections; and new rail spurs and sidings.
		Improve Coos Bay Rail Line to Eugene to allow shipment of industrial products
	Marine	Dredge Coos Bay to allow larger vessels and more cost-efficient product shipments (I-5)
		Fund deep-water infrastructure and marine terminal improvements at existing industrial sites

Note: * signifies projects which were included in the 2006 North Bay Urban Renewal Area Plan

Environmental Mitigation	General	Construct/fund mitigation projects including: <ul style="list-style-type: none"> • Projects designed to mitigate flooding and enhance wetlands and natural conservation areas* • Assistance in the design, construction, and funding of stormwater detention and/or hazardous spill containment facilities and wildlife conservation areas* • Land acquisition to support mitigation activities
Redevelopment Loans	General	Loans or other forms of financial assistance to parties wishing to develop or redevelop land or buildings including assistance such as: <ul style="list-style-type: none"> • Below-market interest rate loans* • A write-down of land acquisition costs* • Assistance in providing utilities or other infrastructure* • Technical assistance (engineering, planning, architecture, and permitting)* • Transfer of sites at fair reuse value*
Plan Administration	Staff / Admin	URA administration: Annual CCURA transfer payment to Port for administration of \$12,000/yr (\$2017)* Additional materials and services will also be supported at an estimate of \$17,000/yr. (\$2017)
	Special Studies/Plans	Special studies/plans: Examine projects and facilities needed to serve URA.

Note: * signifies projects which were included in the 2006 North Bay Urban Renewal Area Plan

5.0 RECOMMENDED PROJECTS AND COSTS

This section of the report identifies recommended projects selected from the full urban renewal area project list in section 4.0 based on input from the agency and project team. If no new growth occurs, the agency is expected to receive approximately \$6 million total in tax increment revenues over 20 years – an amount significantly less than the cost of the full list of recommended projects. If growth meets projections, the agency will be able to reach its remaining maximum indebtedness of approximately \$53 million. The project team worked with agency staff to develop a list of seven recommended projects and two ongoing project activities that are 1) critical to the development of the urban renewal area, and 2) expected to be implemented within the first 10 years after the 2017 plan update. If implemented, the recommended projects are estimated to cost between \$19.8 and \$47.5 million (2017 dollars). The total costs of the recommended projects exceed the tax increment revenues under the no growth scenario. At the high end, the total costs of the recommended projects will likely exceed the maximum indebtedness once inflation is considered. As development occurs and tax increment revenues increase, the agency can complete more of the recommended projects. Timeframes provided for recommended projects represent estimated durations from the time projects begin. The start of a project would be dependent upon funding availability and action by the agency so project schedules will be determined at a later date. Projects from the full list in section 4.0 not included in this recommended list are considered to be a lower priority for implementation in years 11-20 after the plan update.

Recommended projects include:

- **Plan Administration – Special Studies/Plans:** Utility providers and stakeholders within the urban renewal area agree that information is lacking about the infrastructure and utilities needed to support future development in the urban renewal area. Developers of existing and future industrial operations seek direction from the public sector regarding the extent of development constraints, where public infrastructure will be located, how much it will cost, and how it will be financed (public and/or private). Special utility, engineering, land use planning, and natural resources studies and plans are needed to comprehensively address these issues and provide a framework for private sector decisions about investment. An estimated budget of \$500,000 (2017 dollars) is included over the timeframe of the plan update. Each special study would take approximately six months to one year to complete and could occur over the life of the urban renewal area.
- **Transportation – Construct Trans Pacific Parkway Improvements:** The southern 4,000 linear-foot section of the Trans Pacific Parkway serving the North Bay Industrial Park floods during the winter. The roadway should be raised and the drainage improved to resolve this issue. When the roadway floods, access for existing industries is difficult and recruiting new industries is challenging. Additionally, the pavement surface of Trans Pacific Parkway along its entire extent from the intersection with Highway 101 to the North Bay Industrial Park exhibits cracking and other pavement distress and resurfacing 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.

- **Utilities – Stormwater Detention/Containment:** Construction of stormwater detention/containment facilities to serve future urban renewal area development is necessary for the development to occur. The detention/containment facilities would be sized and located to serve specific development within the urban renewal area with costs dependent on the development. Costs range from \$4 million to \$16 million. The detention/containment facility could take between two to three years to complete.
- **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.
- **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 gas pipelines could take one to three years to complete.
- **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 approximately 1 mile south to serve the North Bay Industrial Park, making vacant sites more attractive to existing and future industrial operators. 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.
- **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 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.

Recommended projects also include two ongoing agency activities which have not been placed in priority order because they will occur throughout the life of the urban renewal plan.

- **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. Other administrative costs of \$17,000 per year for materials and services include but are not limited to supplies, insurance, publications and advertising, legal counsel, audits, and professional services. Total estimated cost over the 20-year timeframe of the plan update in 2017 dollars is \$580,000. **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.

The recommended projects, their costs, and a schedule are shown in Table 2.

Table 2 – Recommended North Bay Urban Renewal District Projects (2017)

Priority	Category	Subcategory	Description/Project Identifier	Cost	Schedule
1	Plan Administration	Special Studies/Plans	Special studies/plans: Examine projects and facilities needed to serve URA	\$500,000	6 mos. – 1 year
2	Transportation	Roads	Construct Trans Pacific Parkway Improvements: Includes roadway reconstruction, resurfacing, and/or stormwater drainage systems (I-2)	\$3.5 - \$7.5 million	2 – 4 years
3	Utilities	Stormwater	Stormwater detention/containment: Construct containment/detention facility to serve future URA development*	\$4-\$16 million	2 – 3 years
4	Utilities	Water	Construct water infrastructure: • Water lines inside and outside the urban renewal area* • Potable water improvements • Upgrade existing water treatment to serve new industrial uses (C-1)	\$4.5 - \$9.5 million	3 – 5 years
5	Utilities	Natural Gas	Construct natural gas pipelines: Extend natural gas pipelines to serve future URA development	\$4 - \$8.5 million	1 – 3 years
6	Transportation	Rail	North Spit Rail Extension: Extend existing rail spur to serve industrial expansion in North Bay Industrial Park (I-4)	\$1.25 - \$2.5 million	2 – 4 years
7	Public Buildings and Facilities	Redevelopment and Site Preparation	Prepare sites for redevelopment (e.g., demolish shuttered Anadromous Aquaculture facility)*	\$300,000 - \$1.3 million	6 mos. – 2 years
Ongoing	Plan Administration	Staff	URA Administration: Annual CCURA transfer payment to Port for administration of \$12,000/year (\$2017) Additional materials and services will also be supported at an estimate of \$17,000/yr.(\$2017)	\$580,000	Ongoing
Ongoing	Redevelopment Loans	Finance	Loans or other forms of financial assistance to parties wishing to develop or redevelop land or buildings, including assistance such as: • Below-market interest rate loans* • A write-down of land acquisition costs* • Assistance in providing utilities or other infrastructure* • Technical assistance (engineering, planning, architecture, and permitting work)* • Transfer of sites at fair reuse value*	\$1.5 million	Ongoing

Note: * signifies projects which were included in the 2006 North Bay Urban Renewal Area Plan.

6.0 REFERENCES

- BergerABAM. 2015. Oregon International Port of Coos Bay, Strategic Business Plan.
- BergerABAM. 2017. Draft Coos County Urban Renewal Plan Update – Existing and In-Process Projects.
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- Harper Houf Peterson Righellis Inc. and the Fiscal Research Institute. 2006. Coos Bay North Bay Urban Renewal Plan Update.

**Coos County Urban Renewal Agency
2017 Urban Renewal Projects Report
Coos Bay, Oregon**

**Appendix A
Urban Renewal Area Maps**









Urban Renewal Plan Subarea B Map
 Coos County, OR | May 2017









**Coos County Urban Renewal Agency
2017 Urban Renewal Projects Report
Coos Bay, Oregon**

**Appendix B
Draft Coos County Urban Renewal Plan Update –
Existing and In-Process Projects Memorandum
BergerABAM, 2017**

Memorandum

Date: 18 May 2017

Subject: Final Coos County Urban Renewal Plan Update – Existing and In Process Projects (Coos County Urban Renewal Update)

From: Scott Keillor, Project Manager; Scott McMahon, Engineer; Ethan Spoo, Senior Planner

To: Fred Jacquot, Director of Port Development

Route to: Elaine Howard, Howard Consulting, LLC

INTRODUCTION

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 Coos Bay and the cities of Coos Bay and North Bend with most of the land area located on the North Spit of Coos Bay. 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. In addition – because of the 2008–2010 national recession and its after effects – most of the development projected in the 2006 plan never occurred. Therefore, aside from the legal requirements to extend the life of the plan, as a practical matter, the 2006 plan and the list of projects it contains are outdated and need to be reexamined based on current circumstances.

The Port of Coos Bay is the administrator of the agency. BergerABAM is part of a team of consultants led by Elaine Howard Consulting, LLC that is assisting the Port and the agency with a 2017 update to the 2006 plan. As part of its contribution to updating the plan, BergerABAM is slated to review and update the project lists and cost estimates contained in the plan, and to assist through spring and summer 2017 with the meetings that are required for the plan update. This memorandum describes the projects listed in the 2006 plan, including those partially completed and some never initiated, and provides updated costs for them indexed to 2017 values.

Conditions have changed since 2006, including the initiation and completion of the following local Coos Bay and larger regional economic development initiatives. Their status may influence the current and future prospects to be considered during the plan update process.

- 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 Southport Lumber Company.
- 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

The remainder of this memorandum is organized as follows:

- **Project Descriptions and Costs:** Describes existing conditions and the projects listed in the 2006 plan and provides year 2017 costs for them. Project categories discussed in this section include public utilities and services, public parks and open space, land acquisition, public buildings and facilities, transportation improvements, mitigation activities, redevelopment loans, and plan administration. The 2017 project costs were developed by reviewing the Engineering News Record (ENR) Construction Cost Index, the Bureau of Labor Statistics (BLS) Employment Cost Index and the BLS Consumer Price Index for All Urban Consumers (CPI-U) all of which showed annual inflation rates of approximately 3 percent or less from 2006 to 2016. Based on these indices, BergerABAM applied an approximately 3 percent annual inflation rate to 2006 project costs to project 2017 values.
- **Data Gaps:** Describes any missing information as observed in the creation of this memorandum that may be useful to future project efforts.
- **Conclusion:** Describes next steps in the update of the 2006 plan based on this memorandum's contents.

PROJECT DESCRIPTIONS AND COSTS

BergerABAM staff members toured the urban renewal area and reviewed existing documents, including the 2006 Urban Renewal Plan. According to the plan, the North Bay Urban Renewal Area is approximately 9,009 acres (5,740 acres land and 3,269 water or right-of-way). With most of the urban renewal area located on the North Spit, the area includes the 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 recreational lands, developed and vacant industrial sites, and public facilities. The western and northern portions of the urban renewal area are primarily recreational areas and beach. The east side of the North Spit and the land surrounding Jordan Cove are developed with industrial uses. The Trans Pacific Parkway is the major road corridor serving the urban renewal area that extends 6 miles southeast from the intersection of Highway 101 onto the North Spit; portions of the parkway are flooded during the winter. 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 restroom. An approximately 400-acre vacant tract of land separates the South Port and Roseburg Forest Products located on the west side of Jordan Cove. To the west of Roseburg Forest Products is the possible future site of the ocean shipment facilities for the Jordan Cove Liquefied Natural Gas (LNG) facility, which, if constructed, would be the only LNG export terminal on the West Coast and would transfer LNG to ships bound for markets around the Pacific Rim.

Recreational facilities within the urban renewal area include the North Spit overlook, the BLM boat launch, Marine Park, and Port of Coos Bay trails. They are discussed below in the Public Parks and Open Space section.

Public Utilities and Services

Existing Conditions

Public utility providers on the North Spit include the Coos Bay-North Bend Water Board, Northwest Natural Gas, Pacific Power, Frontier Communications, and Charter Communications. Waste Connections provides waste management services for the North Spit. Services include fire protection and law enforcement provided by the North Bay Rural Fire Protection District and the Coos County Sheriff's Department. Information on existing conditions for each utility or service was collected via telephone conversations with each provider and from available data sources where direct contacts were not successful.

- **Water** – The Coos Bay-North Bend Water Board has a 12-inch water main in Trans Pacific Parkway. There is also a 24-inch high-density polyethylene pipe crossing the Bay serving the North Spit 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 redundancy. There are also 18 production wells on the North Spit supplying low-head-pressure well water. Not all of the wells are active. The wells provide untreated water for industrial purposes. The only user of the wells is the Jordan Cove LNG project site, which uses the water to maintain

the existing ocean outfall. Water treatment to the North Spit is provided by an existing plant located in the City of Coos Bay. In addition, there are two water treatment plants within the urban renewal area. The North Bay Water Treatment Plant is a 1.0-million-gallon-per-day (MGD) plant, which is not currently operating, but can be used in emergency circumstances with some necessary upgrades. The second treatment plant is the Shorewood Water Treatment Plant, a 1.5-MGD facility located on the west side of Highway 101 on the north bank of the North Slough.

- **Natural Gas** – Northwest Natural Gas has a distribution line crossing Coos Bay from the City of Coos Bay near Newmark Avenue. The line serving the North Spit was installed in 2000. Service is provided to individual users on the North Spit through a system of individual service lines.
- **Electricity** – Power is provided by Pacific Power, which has two power substations within the urban renewal area located at South Dunes and Jordan Point. The South Dunes substation was built in 1967 and upgraded in 2006 and has a 7.5-megavolt-ampere (MVA) capacity. The Jordan Point substation was built in 1968, produces 20 MVA, and was upgraded with a transformer installed in 1997. The Jordan Point substation operates on a reduced output of 12 MVA.
- **Phone and Internet** – Frontier Communications delivers digital phone and internet service to the North Spit via multi-stranded copper cables from the North Spit to their equipment hub located in Glasgow east of Highway 101. The cables are located in Horsfall Beach Road and Jordan Cove Road and extend southeast where they terminate at the North Bay Industrial Park. Frontier's facilities on the North Spit have not changed since the 2006 plan update and the company has concentrated on investing in its existing data backbone capacity and physical diversity planning for the coastal exchanges they serve.
- **Telecommunications** – Charter Communications serves the Coos Bay area and has an existing communications hub located east of the urban renewal area near the Highway 101 bridge. The company has fiber optic lines that terminate on either side of the Highway 101 bridge at Glasgow and Shorewood. They do not have any facilities located within the urban renewal area but are exploring options for extending communications lines to the North Spit.
- **Waste Collection** – Waste Connections, the nation's third largest solid waste services provider, has an exclusive contract for solid waste management services in Coos County. As such, the company provides solid waste removal for businesses located on the North Spit. Waste is loaded onto trucks and taken to the company's transfer station in Coos Bay prior to being taken to a landfill. Waste Connections currently serves Roseburg Forest Products, the BLM boat ramp site, Southport Lumber, the Horsfall Beach Campground, and D.B. Western. Waste Connections is also working with the owners of the Jordan Cove site for solid waste removal associated with construction, demolition, and pre-existing waste on that site.

- **Fire Protection** – The urban renewal area is served by the North Bay Rural Fire Protection District. The District does not have any capital facilities located in the urban renewal area. Its nearest station is located east of Highway 101 in Glasgow, which is the headquarters station. The headquarters station houses an Emergency Medical Services (EMS) unit, two fire engines, a fire tender, a rescue and command vehicle, and an administrative office with 20 firefighters on staff. The District also has a second station located northwest of the urban renewal area between Shorewood and Hauser. The second station is primarily staffed by volunteers and has a fire tender, engine, and staff vehicle.
- **Police Protection** – The Coos County Sheriff's Department provides law enforcement services to the North Spit. The Department does not have any capital facilities on the urban renewal area.

2006 Urban Renewal Plan Projects

The 2006 plan authorizes the agency to participate in funding improvements to water, stormwater, and sanitary sewer facilities. The 2006 plan includes four specific projects: a short-term sewer septic tank effluent pump (or STEP) system, a long-term north sewer system, a long-term south sewer system, and water system improvements. The total estimated cost for public utilities in 2006 dollars was \$9.8 million.

The short-term STEP sewer system was not completed, but was intended to provide a short-term solution for sanitary sewer to the urban renewal area by providing septic tanks ranging in size from 1000 gallons to 3000 gallons and a pump station. The system cost was estimated at \$2.3 million.

The long-term north sewer system would provide a 3-inch diameter, 18,800-linear-foot sanitary sewer pipe on the North Spit. The northern sewer system was estimated to cost \$1.7 million, and has not yet been completed.

The long-term south sewer system project would install a 4-inch pressure sanitary sewer pipe for 9,000 linear feet. A pump station would push effluent to a treatment facility. System cost was projected to be \$1.9 million, and system improvements have not been completed.

The water system improvements proposed in the 2006 plan included 18,000 linear feet of ductile iron pipe and the installation of fire hydrants. The line would be installed in the Trans Pacific Parkway right of way.

The 2006 plan did not discuss natural gas, power, communications, waste management, fire protection, or police protection facilities or services. These systems can be further considered during the 2017 plan update process.

Table 1 - 2006 Costs Indexed to 2017 Dollars

Project Activities	2006 Cost	2017 Cost
Short-Term Sewer Step System	\$2,300,000	\$3,135,000
Long-Term North Sewer System	\$1,700,000	\$2,320,000
Long-Term South Sewer System	\$1,900,000	\$2,600,000
Water System Improvements	\$3,900,000	\$5,320,000

Public Parks and Open Space

Existing Conditions

Within the North Bay Urban Renewal Area boundary, there are a number of recreational opportunities. The area is within the BLM's Coos Bay District Umpqua Resource Area and recreational opportunities are primarily managed by this agency. The following recreational opportunities are located on the North Spit.

- **Horsfall Camground and Day Use Area** - This is a 1,076 acre recreational area for camping, hiking, horseback riding, and off-road vehicle use. Most of the acreage of the facility is outside the urban renewal area, but the campground, off-road vehicle staging area and some off-road trails are located within the urban renewal area.
- **Bluebill Campground** - Immediately west of Horsfall Camground and Day Use Area, Bluebill Campground provides recreational access to Bluebill Lake for fishing with nearby picnicking and camping areas.
- **North Spit Overlook** - This wetland trailhead for walking/hiking and overlook is located 3 miles to the west of the intersection of Highway 101 and the Trans Pacific Parkway.
- **BLM Boat Launch** - This free launch with ample parking provides direct access for boaters to Coos Bay. The facility includes restrooms, public phone, wildlife viewing area, and Americans with Disabilities Act access.
- **Marine Park** - A trailhead providing access to wetland and marsh trails, the park is located west of the BLM boat launch. From this location, equestrians, hikers, and walkers can access an extensive trail network on BLM land located on the narrow strip of land between the Pacific Ocean and Coos Bay that is the southern part of the urban renewal area. The area is also the trailhead to the beach and North Jetty for four-wheel drive vehicles.
- **Port of Coos Bay Trails** - At the end of a 1/4-mile-long dirt road extending from the southern terminus of the Trans Pacific Parkway, the Port owns a gravel parking area and walking, hiking, and equestrian trails overlooking Coos Bay.

2006 Urban Renewal Plan Projects

The design, construction, or rehabilitation of park and recreational improvements are eligible for urban renewal funding as noted by the 2006 plan. The plan specifies that park and open space improvements may include: (1) acquiring land and expanding facilities at the existing boat launch and (2) acquiring land and constructing new recreational trails. Parking and

amenities at Marine Park are listed as a specific project in the urban renewal project activities list with a \$1 million cost.

Table 2 - 2006 Costs Indexed to 2017 Dollars

Project Activities	2006 Cost	2017 Cost
Marine Park Parking and Amenities	\$1,000,000	\$1,365,000

Land Acquisition

Existing Conditions

The agency does not currently own any parcels within the urban renewal plan boundary. The Port of Coos Bay owns 16 parcels within the urban renewal area totaling 1,342 acres.

2006 Urban Renewal Plan Projects

The 2006 plan notes that the agency is authorized to acquire land or buildings for public and private development purposes. The agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed, or otherwise dispose of any interest in real property. Persons or entities obtaining property from the agency through one of these means must use it for a project designated in the 2006 plan. The plan also indicates that the Port of Coos Bay was in active discussions with BLM and Weyerhaeuser about purchasing a total of 1,300 acres, and the Weyerhaeuser transaction was completed. With these purchases, all of the industrially zoned land on the North Spit is in Port or private ownership.

Table 3 - 2006 Costs Indexed to 2017 Dollars

Project Activities	2006 Cost	2017 Cost
Land Acquisitions	\$20,000,000	\$27,270,000*

*Note: BergerABAM's understanding is that the Weyerhaeuser purchase was completed. We do not know the terms of that land acquisition, and there may be future land acquisitions. Therefore, we took the 2006 cost and inflated to 2017.

Public Buildings and Facilities

Existing Conditions

The agency did not participate in funding and constructing public buildings within the urban renewal area.

2006 Urban Renewal Plan Projects

The 2006 plan lists these types of public buildings and facilities estimated to cost \$1.5 million as having the potential to receive urban renewal funds.

- 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 the cost of cleanup of blighted properties

Table 4 - 2006 Costs Indexed to 2017 Dollars

Project Activities	2006 Cost	2017 Cost
Public Buildings and Facilities	\$1,500,000	\$2,045,000

Transportation Improvements

Existing Conditions

The Trans Pacific Parkway is the primary road corridor in the urban renewal area. The 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 System Plan. The road provides access to points north from the North Spit via Highway 101 and extends approximately 6 miles west and south onto the North Spit. The Trans Pacific Parkway does not contain sidewalks or curbs. The asphalt is cracking and potholed in many locations and, during the winter, several inches of water covers stretches of the road because adequate stormwater facilities are lacking.

Other minor public roads within the urban renewal area include Horsfall Beach Road and Jordan Cove Road. There are also private roads to individual industrial sites.

2006 Urban Renewal Plan Projects

Transportation improvements within the 2006 plan include upgrades to the Trans Pacific Parkway (\$2.4 million), intersection improvements at Trans Pacific Parkway/Highway 101 (\$1.4 million), and rail spur connections (\$1.8 million), for a total of \$5.6 million. The rail spur was completed concurrently with the 2006 plan update and runs parallel to Coos Bay on the south side of Trans Pacific Parkway and serves South Port.

Table 5 - 2006 Costs Indexed to 2017 Dollars

Project Activities	2006 Cost	2017 Cost
Trans Pacific Parkway Improvements	\$2,400,000	\$3,275,000
Railroad Spur Extension	\$1,800,000	N/A - completed
Hwy 101 Access Improvements	\$1,400,000	\$1,910,000

Mitigation Activities

Existing Conditions

Based on input from the CCURA, the Eastside Mitigation Project was funded in part with urban renewal funds as mitigation for the Transpacific Parkway Crossing re-alignment project. No other mitigation projects were completed with urban renewal funds.

2006 Urban Renewal Plan Projects

Mitigation improvements generally described in the 2006 plan include projects designed to mitigate flooding and enhance wetlands and natural conservation areas. Mitigation may include assistance in the design, construction, and funding of stormwater detention, hazardous spill containment facilities, and wildlife conservation areas. Specific mitigation activities in the 2006 plan include stormwater detention/containment and “miscellaneous conservation activities” with a combined 2006 allocation of \$6 million. The stormwater detention facility, which involves excavating 300,000 cubic yards of materials to create a detention pond, has not been constructed.

Table 6 - 2006 Costs Indexed to 2017 Dollars

Project Activities	2006 Cost	2017 Cost
Stormwater Detention/Containment	\$5,000,000	\$6,820,000
Miscellaneous Conservation Activities	\$1,000,000	\$1,365,000

Redevelopment Loans

Existing Conditions

The agency has not distributed redevelopment loans since the 2006 plan update.

2006 Urban Renewal Plan Projects

The 2006 plan notes that the agency is authorized to provide loans or other forms of financial assistance to parties wishing to develop or redevelop land or buildings including assistance such as below market interest rate loans, a write down of land acquisition costs, assistance in providing utilities or other infrastructure, technical assistance (engineering, planning, architecture, and permitting work), and transfer of sites at fair reuse value. The 2006 plan allocated \$1 million for redevelopment loans.

Table 7 - 2006 Costs Indexed to 2017 Dollars

Project Activities	2006 Cost	2017 Cost
Redevelopment Loans	\$1,000,000	\$1,365,000

Plan Administration

Existing Conditions

The Port of Coos Bay Development Department receives \$12,000 per year from the agency under an intergovernmental agreement to provide the agency with technical and administrative support. This revenue stream from the Port to the agency is assumed to continue into the 2016–2017 biennium under the Port’s most recent budget.

2006 Urban Renewal Plan Projects

The 2006 plan notes that urban renewal funds can be used for plan administration purposes, including paying for indebtedness associated with preparation of the 2006 plan, carrying out plan activities and/or special studies (engineering, market, etc.) or paying personnel costs incurred in plan management.

Table 8 - 2006 Costs Indexed to 2017 Dollars

Project Activities	2006 Cost	2017 Cost
Plan Administration	\$3,000,000	\$4,090,000

DATA GAPS

During the preparation of this memorandum, BergerABAM identified additional information that would assist the plan update process.

- **2006 Urban Renewal Plan Project Descriptions** – The 2006 plan did not include detailed project information. Rather, it provides high-level descriptions of the types of projects for which urban renewal funds could be used. BergerABAM made assumptions about what these projects could entail based on our review of the cost estimates in the plan's appendices. This practice could be continued for the 2017 plan update, wherein broad project categories and projects are set, and individual projects come in under future minor plan amendments. This is the most flexible approach to the plan update, although more specific project information could yield more specific cost estimates.
- **Completed Plan Activities and Expenses** – Information about projects for which the agency has expended funds under the 2006 plan and the cost of those projects has not been made available.
- **Utility and Service Provider Information** –Enterprise utilities, such as Pacific Power, Northwest Natural, Frontier Communications, and Waste Connections, cannot share their future facility plans because it is proprietary information or, alternatively, these companies have no reason to create facilities plans until a new user requests services to a site.

CONCLUSION

This memorandum is a precursor to a full urban renewal project update and cost estimate report intended to inform the agency as it embarks on the 2017 plan update process. This memo summarizes projects that have been completed under the 2006 plan and the projects that remain or are incomplete. This memo also addresses what the 2006 project cost estimates are today, by simply indexing them to 2017 dollars. Future discussions with the agency staff will supplement this information and add project details where available in order to provide an updated list of projects and cost estimates for the 2017 plan update.

**Coos County Urban Renewal Agency
2017 Urban Renewal Projects Report
Coos Bay, Oregon**

**Appendix C
List of Stakeholder Interviewees**

Table C-1. List of Utility, Service Provider, and Stakeholder Contacts

Agency/Company Name	Contact Person(s)	Contact Information
United States Bureau of Land Management	John Harper, District Recreation Program Lead	Phone: 541-756-0100 Email: jharper@BLM.gov
Coos County Airport District	Jennifer Groth, Public Information Officer	Phone: 541-756-8531 x103
Oregon Division of State Lands	Amber Ross, Property Manager, Eastern Region	Phone: 541-388-6345 Email: amber.m.ross@state.or.us
Oregon Dunes Sand Park, LLC	Todd Goergen, owner	Phone: 541-290-0463
Roseburg Forest Products	Eric Geyer, Manager of External Affairs and Business Development	Phone: 541-679-3311
Southport Lumber Company, LLC	Jason Smith, owner and Stacy Steifel, Chief Financial Officer	Phone: 541-756-7540 Email: stacy@southportforest.com
Charter Communications	Bill Hoblin, Enterprise Accounts Executive	Phone: 530-215-4930 Email: Bill.Hoblin@chartern.com
Coos Bay-North Bend Water Board	Ivan Thomas, General Manager	Phone: 541-267-3128 Email: ivan_thoma@cbnbh2o.com
Coos County Sheriff's Department	Craig Zanni, Sheriff	Phone: 541-396-7800 or 7801 Email: coosso@co.coos.or.us
Frontier Communications	Wyatt Rutherford, Network Planner – Coastal Market	Phone: 541-269-3375 Email: wyatt.rutherford@ftr.com
North Bay Rural Fire Protection District	James Aldrich, Chief	Phone: 541-290-0937
NW Natural Gas	Linda Kennedy	Phone: 541-267-5655 x 6570 Email: linda.kennedy@nwnatural.com
Pacific Power	Diana Knous, Regional Business Manager and Dale Hunnicutt, Field Engineer	Phone: 541-679-3653 Email: Diana.Knous@PacifiCorp.com
Waste Connections	Bill Richardson, Site Manager	Phone: 541-756-5868 E-mail: billr@wcnx.org

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:

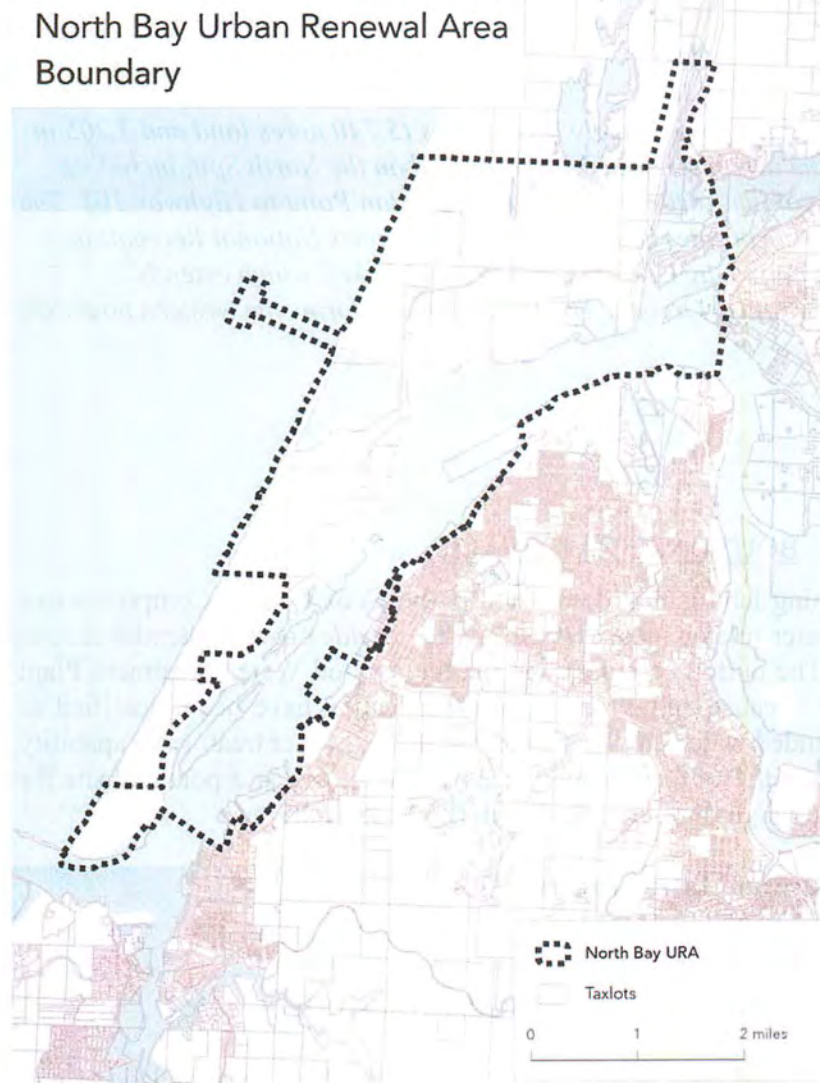
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Although the thrust of the ~~Urban Renewal~~ Agency's program is the construction of infrastructure elements, it is expected that the Agency will also be involved in mitigation activities related to infrastructure construction or industrial site preparation. 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 is~~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 and 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
Public Utilities	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
Public Parks and Open Space		-
Marine Park Parking & Amenities		\$1,000,000
Land Acquisition		-
Public Buildings and Facilities		-
Street, Curb & Sidewalk Improvements		\$5,600,000
Transpacific Parkway Improvements		\$2,400,000
	Railroad Spur Extension	\$1,800,000
	Hwy. 101 Access Improvements	\$1,400,000
		-
Mitigation Activities		-
Storm water Detention/Containment		\$5,000,000
Miscellaneous Conservation Activities		\$1,000,000
Redevelopment Loans		-
Plan Administration		-
TOTAL		\$47,900,000

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.¹~~

¹ 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 plant expansion~~
- ~~▲ Water supply system improvements~~
- ~~▲ Industrial wastewater treatment~~
- ~~▲ Outfall modification~~
- ~~▲ Effluent sewer line~~
- ~~▲ Electric system improvements~~

~~SANITARY WASTE WATER TREATMENT~~

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

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

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

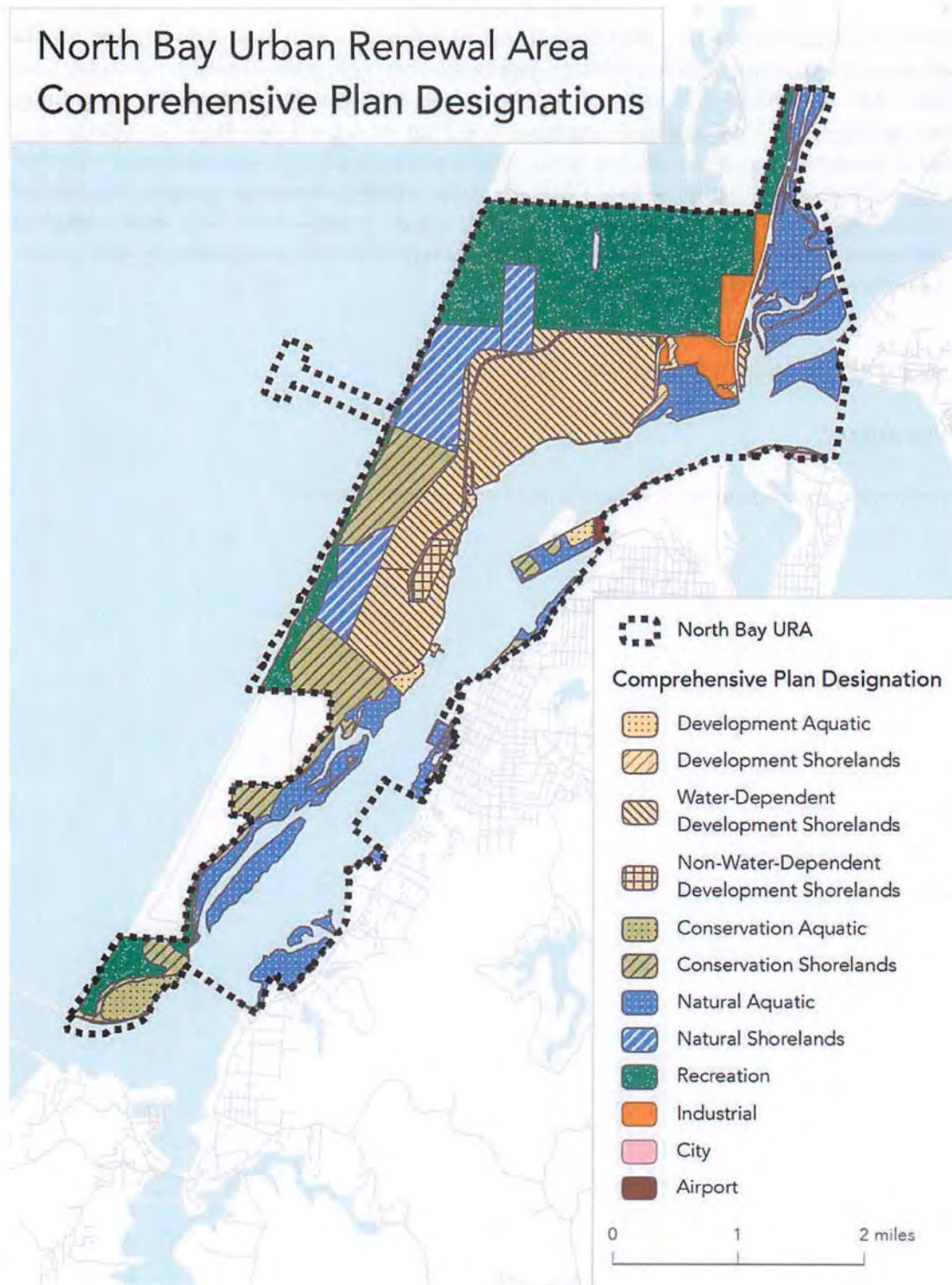
~~In addition to infrastructure projects, the Urban Renewal Agency as well as private entities would be involved in a variety of mitigation activities on sites shown on Figure 4 or other suitable sites in the Urban Renewal Area or nearby. These are described generally in the Coos County Comprehensive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

COOS COUNTY URBAN RENEWAL AGENCY

NORTH BAY URBAN RENEWAL PLAN

September 29, 1986

Original Prepared by:

CH2M HILL
Corvallis, Oregon International Port of Coos Bay

FIRST AMENDMENT: Added maximum
indebtedness, May 1998
Prepared by Spencer & Kupper

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

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.

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

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.

CVR5/072

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Section 1

INTRODUCTION

HISTORY OF NORTH BAY ECONOMIC DEVELOPMENT PLANNING

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. The urban renewal plan was first adopted for in 1986 and was updated in 1998, 2000, and 2006. The North Bay Urban Renewal 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. As a result of the 2008–2010 national recession and its after effects, among other factors, most of the development projected in the 2006 plan update never occurred. The 2006 plan and projects have been 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:

2017 Urban Renewal Projects Report

In 2017, BergerABAM and BST Associates, in coordination with Elaine Howard Consulting, LLC prepared an update on the projects needed in the North Bay Urban Renewal Area.

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.

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

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

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

ECONOMIC DEVELOPMENT INCENTIVES

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

Enterprise Zone

Coos Bay has been qualified by the state as a hardship area and has been designated under Oregon's Enterprise Zone Program as one of ten such zones in the state. 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. 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.

Foreign Trade Zone

A Foreign Trade Zone is an area legally outside of U.S. Customs jurisdiction, where imported goods and materials may be stored, assembled, or manufactured, and then transshipped to another foreign country without being subject to import duty or excise taxes. U.S. taxes and duties are not paid until the goods enter the U.S. from the zone. The Coos Bay Foreign Trade Zone is the second

of only two such zones in Oregon. It consists of three sites adjacent to the harbor's main shipping channel, two of which are in the Urban Renewal Area, totaling over 1,300 acres.

FORMATION OF THE URBAN RENEWAL AGENCY

As a third major economic development strategy, Coos County established the 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 is governed by a ten-member commission of eight elected officials, including two 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 members selected from the "public at large.". The administration of the Agency is undertaken by the International Port of Coos Bay.

NORTH BAY PLANNING OBJECTIVES AND STRATEGY

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

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

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

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

Although the thrust of the 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 Area to achieve plan objectives.

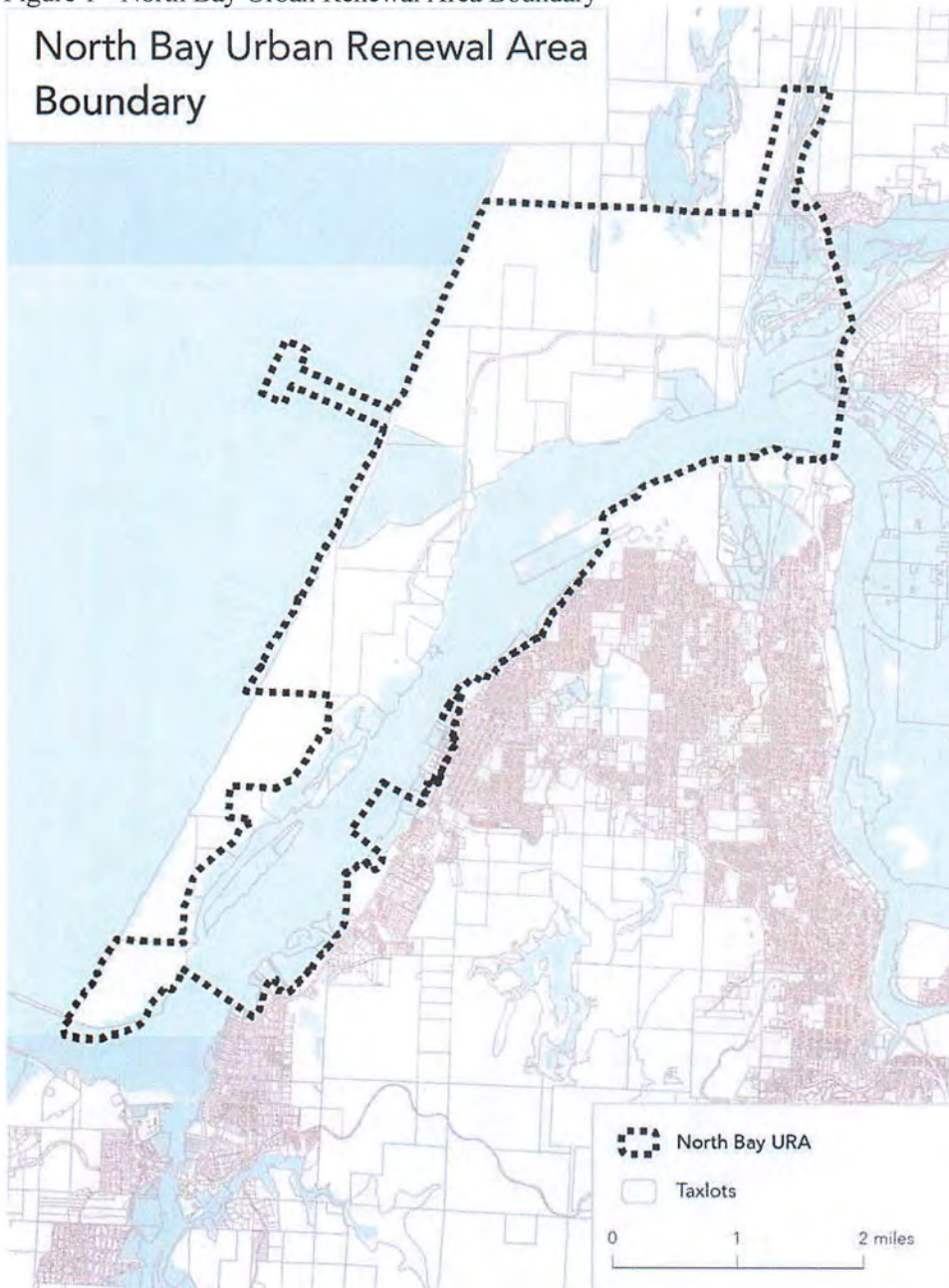
Because there are many unknowns concerning future development of the North Bay, it will be necessary to refine and modify the plan from time to time or to amend it as development potential warrants, as financing becomes available, or as local conditions dictate. The procedures for plan amendment, as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

Section 2

URBAN RENEWAL AREA BOUNDARY

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

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:

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

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

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

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

BOUNDARY RATIONALE

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

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

North Bay. Land at the southern tip of the North Bay was included to allow for potential assistance in maintaining the existing jetty or for construction of a second jetty should this become necessary to fulfill the intent of the urban renewal plan.

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

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

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

Section 3

EXISTING LAND USE

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 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.

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.

The 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:

Coos County

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 zone “F” 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

The City of Coos Bay zoning districts are as follows: commercial, waterfront industrial, low density residential-6.

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

The City of North Bend zoning districts include the airport district.

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)

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.

MITIGATION ACTIVITIES

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

DREDGED MATERIAL DISPOSAL

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

Section 5

PROJECTS WITHIN THE URBAN RENEWAL AREA

This section describes access, utility, and mitigation projects expected to occur within the Urban Renewal Area during the 20-year planning period 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.

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.

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 PRJOECTS 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.

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.

2. 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.

3. 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.

4. 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.

5. 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.

6. 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.

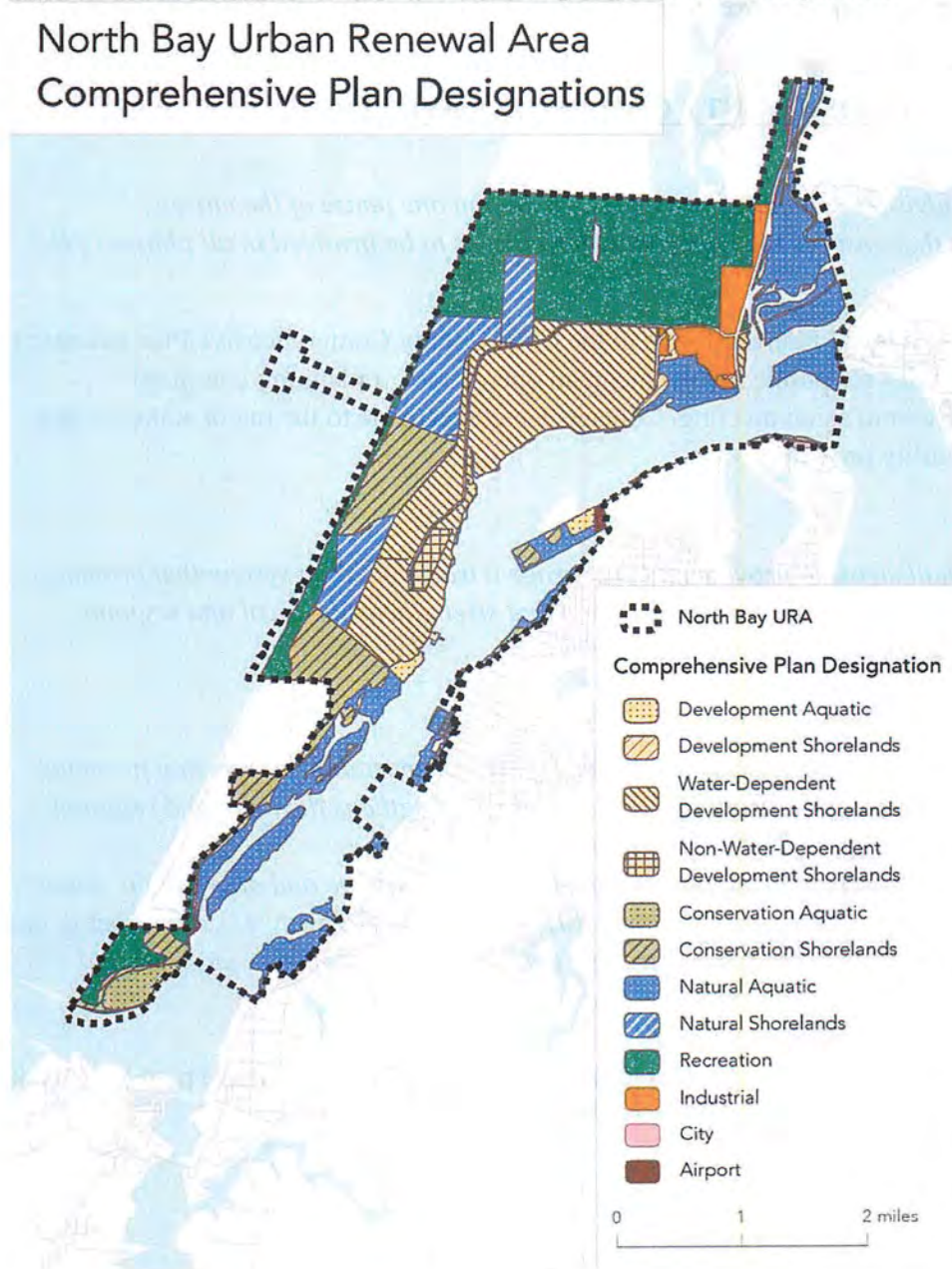
Section 6

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

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. Italicized text is text that has been taken directly from an original document.

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 Marine Park improvements, construction of new recreational trails, and acquisition of land for new 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:

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

COOS COUNTY COMPREHENSIVE PLAN

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

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

NORTH BEND COMPREHENSIVE PLAN

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

COOS BAY COMPREHENSIVE PLAN

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

BUREAU OF LAND MANAGEMENT LAND USE PLAN

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

efforts for the next 10 to 15 years.

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

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

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

Section 7

PLAN IMPLEMENTATION

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

DEVELOPMENT AND REDEVELOPMENT THROUGH NEW CONSTRUCTION

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

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

REHABILITATION AND CONSERVATION

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

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

PROPERTY ACQUISITION FOR DEVELOPMENT AND REDEVELOPMENT

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

LAND ACQUISITION BY PLAN AMENDMENT

Land acquisition 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 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.

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

PROPERTY DISPOSITION

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

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

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

OWNER PARTICIPATION

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

RELOCATION

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

PROJECT FINANCING

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

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

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

Section 8

PLAN ADMINISTRATION

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

PLAN AMENDMENTS

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

SUBSTANTIAL PLAN MODIFICATIONS

Substantial modifications include 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.

MINOR PLAN MODIFICATIONS

Minor modifications include but are not limited to clarification of language and procedures, and alterations in projects. 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.

Should a court of competent jurisdiction find any work, clause, sentence, section or part of the plan

to be invalid, the remaining words, clauses, sentences, sections or parts will be unaffected by such finding and will remain in effect for the duration of the planning period.

Section 9

ESTABLISHMENT OF MAXIMUM DEBT

The maximum amount of indebtedness that may be issued or incurred under the North Bay Urban Renewal Plan is \$60,900,390.¹

¹ This First Amendment to the North Bay Urban Renewal Plan for the County of Coos County is undertaken pursuant to ORS 457.190(3)(c)(A), which provides:
“Each existing urban renewal plan that provides for a division of taxes pursuant to ORS 457.420 to 457.460 may be changed by substantial amendment no later than July 1, 1998, to include a maximum amount of indebtedness that may be issued or incurred under the plan determined as described in subparagraph (B) of this paragraph. The additional notices required under ORS 457.120 are not required for an amendment adopted pursuant to this paragraph.”

Appendix A
NORTH BAY URBAN RENEWAL
BOUNDARY DESCRIPTION

Stuntzner Engineering & Forestry

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

TELEPHONE 267-2872

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

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

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

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

North Bay Urban Renewal Area Boundary Description
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Engineer's Centerline Station P.O.S. 157+00; thence leaving said Plat of Shorewood Addition North $76^{\circ}37'07''$ East 280.0 feet to a point on the Easterly right of way of said U.S. Highway 101; thence Northerly along said Easterly right of way to a point on the line common to Sections 22 and 27, Township 24 South, Range 13 West; thence West along said section line to a point 600 feet perpendicular to and Westerly of the centerline of the Southern Pacific Railroad tracks; thence Southwesterly parallel to the Northerly tangent section of said Railroad centerline to a point on the line common to Sections 27 and 34, said Township 24 South, Range 13 West; thence West along the line common to Sections 27 and 34, Sections 28 and 33, Sections 29 and 32, to a point on the mean higher high water line of the Pacific Ocean; thence Southwesterly along said mean higher high water line common with Sections 31 and 32, said Township 24 South, Range 13 West, and Section 6, Township 25 South, Range 13 West, to a point 250 feet Northerly and perpendicular to the Northerly line of an easement for the Industrial Waste Outfall Line; thence North $67^{\circ}51'34''$ West 4,200 feet; thence North $22^{\circ}08'26''$ East 800 feet; thence North $67^{\circ}51'34''$ West 1,000 feet; thence South $22^{\circ}08'26''$ West 2,400 feet; thence South $67^{\circ}51'34''$ East 1,000 feet; thence North $22^{\circ}08'26''$ East 800 feet to a point 250 feet perpendicular to the Southerly line of said easement; thence South $67^{\circ}51'34''$ East 4,000 feet, more or less, to a point on the mean higher high water line of the Pacific Ocean thence continuing Southwesterly along said mean higher high water line common with Sections 6 and 7, said Township 25 South, Range 13 West, Sections 12 and 13, Township 25 South, Range 14 West, to a point on the line common to Sections 13 and 24, said Township 25 South, Range 14 West; thence East along said section line to the point of beginning.

Appendix B

2017 Update:

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Report on the North Bay Urban Renewal Plan Amendment - 2017

Adopted by Coos County

DATE Ordinance No. _____

Adopted by the City of Coos Bay

DATE Ordinance No. _____

Adopted by the City of North Bend

DATE Ordinance No. _____

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I. INTRODUCTION

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.

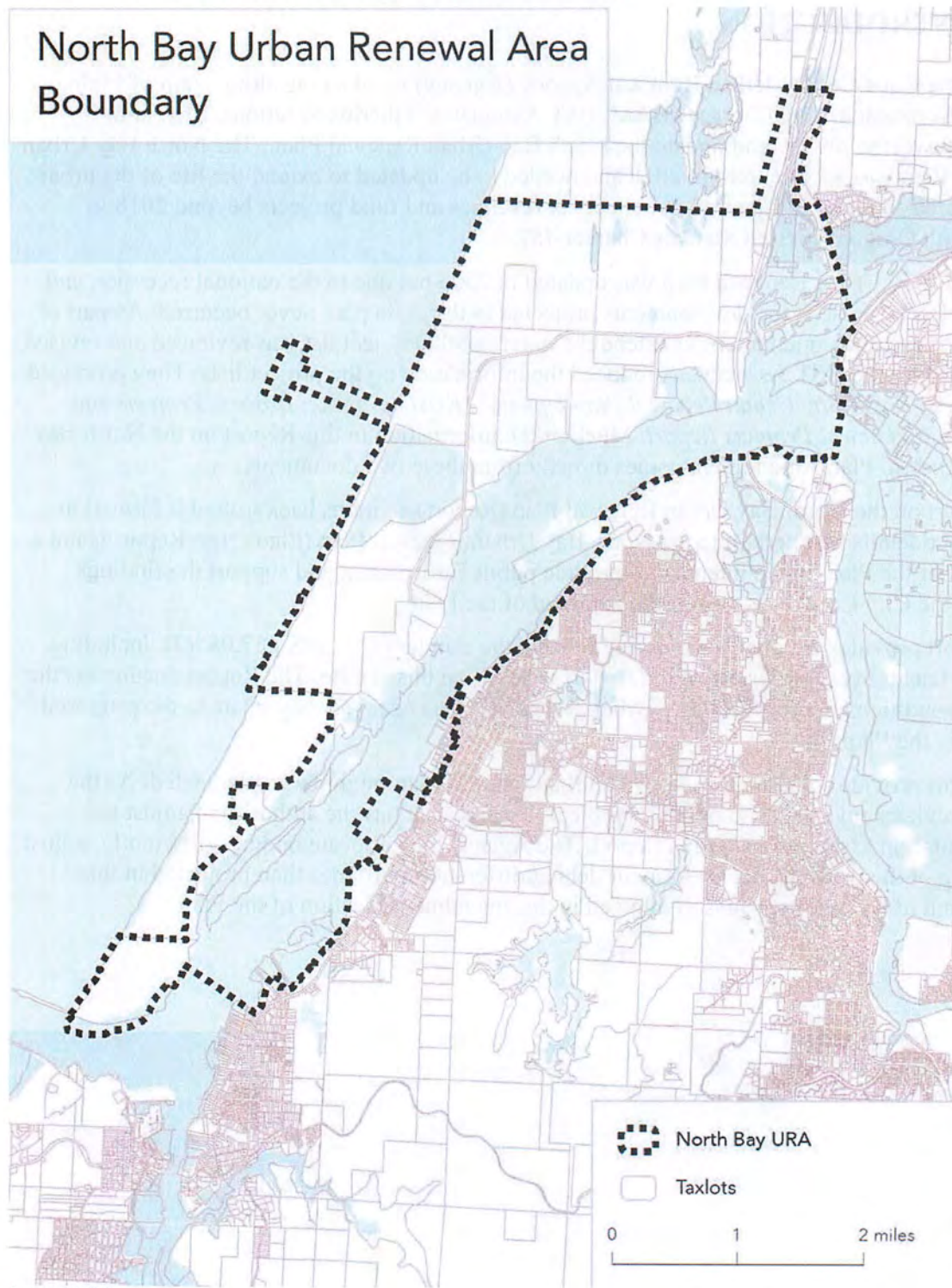
The North Bay Urban Renewal Plan was updated in 2006 but due to the national recession and its after effects, most of the developments projected in the 2006 plan never occurred. As part of the 2017 substantial amendment to extend the duration, the project list was reviewed and revised. BergerABAM and 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 Report on the North Bay Urban Renewal Plan Amendment comes directly from these two documents.

The Report on the North Bay Urban Renewal Plan (Report) contains background information and project details that pertain to the North Bay Urban Renewal Plan (Plan). The Report is not a legal part of the Plan, but is intended to provide public information and support the findings made by the City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The format of the Report is based on this statute. The Report documents the existing conditions in the North Bay Urban Renewal Area (Area) as they relate to the proposed projects in the Plan.

The Report provides guidance on how the urban renewal plan might be implemented. As the Agency reviews revenues and potential projects each year, it has the authority to adjust the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other changes as allowed in the amendments section of the Plan.

Figure 1 – North Bay Urban Renewal Plan Area Boundary



Source: ECONorthwest

II. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the North Bay Urban Renewal Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Area measures 8,945¹ total acres in size, encompassing 5,740 acres included in 193 individual parcels, and an additional 3,205 acres in public rights-of-way and water. An analysis of FYE 2017 property classification data from the Coos County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Miscellaneous/Exempt accounts for the largest land use within the area (83.73%). Miscellaneous accounts are exempt from taxation and are accounts such as cities, counties, the port, or other public non-taxable entities. This is followed by Industrial Land (7.60%), and Industrial Land with Improvements (7.27%). The total land uses in the Area, by acreage and number of parcels, are shown in Table 1.

Table 1 – Existing Land Use in Area

Land Use	Tax Lots	Acreage	Percent of Acreage
Miscellaneous/Exempt*	141	4,806.1	83.73%
Industrial Land	16	436.4	7.60%
Industrial Land with Improvements	8	417.4	7.27%
High and Best Use Forest Land	1	43.8	0.76%
Residential - Unimproved	5	17.2	0.30%
Residential - Improved	11	13.2	0.23%
Commercial Land With Improvements	3	3.8	0.07%
Commercial - Unimproved	6	1.1	0.02%
Multi For Reporting Only	2	1.0	0.02%
Total	193	5,740.0	100.00%
*Cities, Coos County, Federal, Literary, Benov, Charitable, Etc., Misc Dists-Port, Hosp., Fire, Wtr, Oyster Beds, State of Oregon, Tidelands.			

Source: Compiled by Tiberius Solutions LLC with data from the Coos County Department of Assessment and Taxation (FYE 2017)

¹ From AKS engineering GIS file made from legal description, number from April 20th email

2. Zoning and Comprehensive Plan Designations

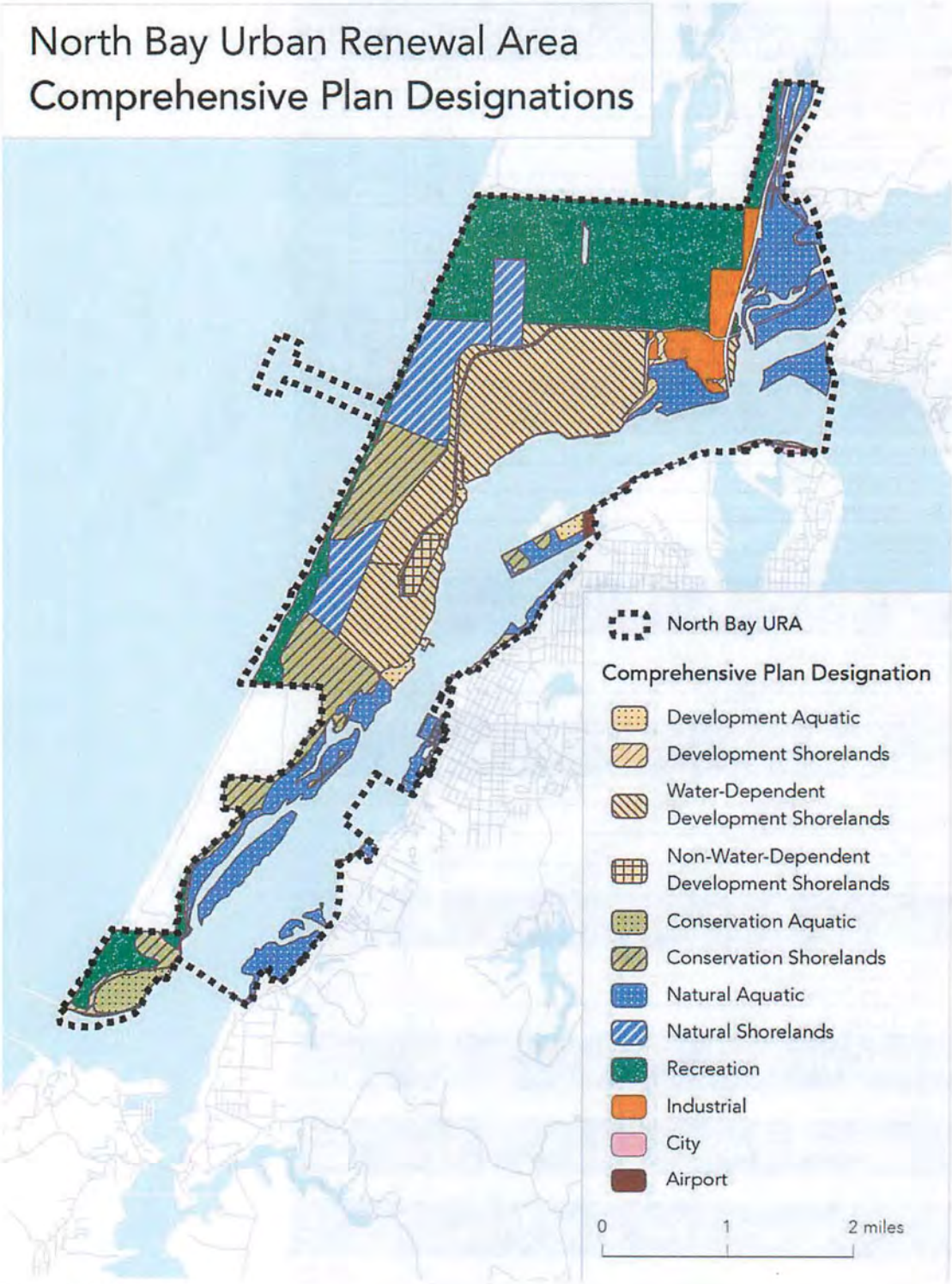
For Coos County, there are eight different zoning and comprehensive plan designation jurisdictions that may classify an individual parcel. For example, a parcel can have some of its land classified in the City of North Bend and some of its land classified in the City of Coos Bay with each having a distinct zoning classification attached to the same parcel. This presented a unique situation among urban renewal areas, and as such the zoning/comprehensive plan designation table has been approached uniquely. The zoning/comprehensive plan table is a combination of all the different jurisdictions into one overarching table, with summary data from the overall numbers. As there were many parcels that belonged to more than one zoning jurisdiction it made including an accurate parcel count for this table difficult as parcels that were in multiple jurisdictions would be counted multiple times and would falsely inflate the overall number of parcels. Instead of the traditional parcel count and acreage information, only acreage is shown, as it is the only accurate indicator of how much land is in each of these zones. As illustrated in Table 2 and Figure 2, the most prevalent zoning designation of the Area by acreage is Recreational (28.61%) The second most prevalent zoning designation is Water-Dependent Development Shorelands, representing 23.07% of the Area.

Table 2 – Existing Zoning/Comprehensive Plan Designations of Area

Coos County: Coos County Comprehensive Plan: Coos Bay Estuary Management Plan	Acreage	Percent of Acreage
Water-Dependent Development Shorelands	1324.3	23.07%
Natural Aquatic	940.2	16.38%
Conservation Shorelands	665.5	11.59%
Natural Shorelands	543.1	9.46%
Conservation Aquatic	81.7	1.42%
Non Water-Dependent Development Shorelands	52	0.91%
Development Aquatic	38.1	0.66%
Development Shorelands	37.4	0.65%
Rural Shorelands	3.4	0.06%
Urban Development	2	0.03%
Urban Water Development	1.8	0.03%
Coos County: City of Coos Bay: Coos Bay Estuary Management Plan	Acreage	Percent of Acreage
Natural Aquatic	105.6	1.84%
Conservation Shorelands	24	0.42%
Development Aquatic	22.5	0.39%
Conservation Aquatic	10.1	0.18%
Urban Development	2.3	0.04%
Coos County: City of North Bend: Coos Bay Estuary Management Plan	Acreage	Percent of Acreage
Conservation Aquatic	9.7	0.17%
Conservation Shorelands	2.7	0.05%
Natural Aquatic	0.1	0.00%
Coos County: Coos County Comprehensive Plan Volume I	Acreage	Percent of Acreage
Recreation	1,642	28.61%
Industrial	197	3.43%
Forest	1.6	0.03%
Urban Residential	0.1	0.00%
City of Coos Bay	Acreage	Percent of Acreage
Commercial	4	0.07%
Waterfront Industrial	1.9	0.03%
Low Density Residential-6	0.4	0.01%
City of North Bend	Acreage	Percent of Acreage
Airport	18.2	0.32%
Coos County: City of Coos Bay	Acreage	Percent of Acreage
City	0.2	0.00%
Coos County: City of North Bend	Acreage	Percent of Acreage
City	7.8	0.14%
Total	5,740	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Marion County Department of Assessment and Taxation (FYE 2016)

Figure 2 – Area Zoning and Comprehensive Plan Designations



Source: ECONorthwest

B. Infrastructure

This section identifies the existing conditions in the Area to assist in establishing blight. Most of this information is from the *North Bay Urban Renewal Plan Update – Existing and In Process Projects* and *2017 Urban Renewal Projects Report*. **This does not mean that these projects are included in the Plan, only that they are indicators of blighting conditions in the Area.** The specific projects that are included in the Plan are listed in Sections IV and V of this Report.

1. Transportation

The Trans Pacific Parkway is the primary road corridor in the urban renewal area. The 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 System Plan. The road provides access to points north from the North Spit via Highway 101 and extends approximately 6 miles west and south onto the North Spit. The Trans Pacific Parkway does not contain sidewalks or curbs. The asphalt is cracking and potholed in many locations and, during the winter, several inches of water covers stretches of the road because adequate stormwater facilities are lacking.

Other minor public roads within the urban renewal area include Horsfall Beach Road and Jordan Cove Road. There are also private roads to individual industrial sites.²

2. Water

The Coos Bay-North Bend Water Board has a 12-inch water main in Trans Pacific Parkway. There is also a 24-inch high-density polyethylene pipe crossing the Bay serving the North Spit 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 redundancy. There are also 18 production wells on the North Spit supplying low-head-pressure well water. Not all of the wells are active. The wells provide untreated water for industrial purposes. The only user of the wells is the Jordan Cove LNG project site, which uses the water to maintain its ocean outfall. Water treatment to the North Spit is provided by an existing plant located in the City of Coos Bay. In addition, there are two water treatment plants within the urban renewal area. The North Bay Water Treatment Plant is a 1.0-million-gallon-per-day (MGD) plant, which requires investment to be functional, and the Shorewood Water Treatment Plant, a 1.5-MGD facility located on the west side of Highway 101 on the north bank of the North Slough.³

3. Stormwater

There is no stormwater system in the Area.

4. Sanitary Sewer

There is no sanitary sewer in the area.

² BergerABAM memo to Fred Jacquot dated April 7, 2017

³ BergerABAM memo to Fred Jacquot dated April 7, 2017

5. Parks and Open Space

Within the North Bay Urban Renewal Area boundary, there are a number of recreational opportunities. The area is designated as the Coos Bay District Umpqua Resource Area and recreational opportunities are primarily managed by BLM. The following recreational opportunities are located on the North Spit.

Horsfall Campground and Day Use Area - This is a 1,076-acre recreational area for camping, hiking, horseback riding, and off-road vehicle use. Most of the acreage of the facility is outside the urban renewal area, but the campground, off-road vehicle staging area and some off-road trails are located within the urban renewal area.

Bluebill Campground - Immediately west of Horsfall Campground and Day Use Area, Bluebill Campground provides recreational access to Bluebill Lake for fishing with nearby picnicking and camping areas.

North Spit Overlook - This wetland trailhead for walking/hiking and overlook is located 3 miles to the west of the intersection of Highway 101 and the Trans Pacific Parkway.

BLM Boat Launch - This free launch with ample parking provides direct access for boaters to Coos Bay. The facility includes restrooms, public phone, wildlife viewing area, and Americans with Disabilities Act access.

Marine Park - A trailhead providing access to wetland and marsh trails, the park is located west of the BLM boat launch. From this location, equestrians, hikers, and walkers can access an extensive trail network on BLM land located on the narrow strip of land between the Pacific Ocean and Coos Bay that is the southern part of the urban renewal area. The area is also the trailhead to the beach and North Jetty for four-wheel drive vehicles.

Port of Coos Bay Trails - At the end of a 1/4-mile-long dirt road extending from the southern terminus of the Trans Pacific Parkway, the Port owns a gravel parking area and walking, hiking, and equestrian trails overlooking Coos Bay.⁴

6. Other Utilities

Natural Gas – Northwest Natural Gas has a distribution line crossing Coos Bay from the City of Coos Bay near Newark Avenue. The line serving the North Spit was installed in 2000. Service is provided to individual users on the North Spit through a system of individual service lines.

Electricity – Power is provided by Pacific Power, which has two power substations within the urban renewal area located at South Dunes and Jordan Point. The South Dunes substation was built in 1967 and upgraded in 2006 and has a 7.5-megavolt-ampere (MVA) capacity and serves one customer, who uses 4.5 MVA. The Jordan Point substation was built in 1968, produces 20 MVA, and was upgraded with a transformer installed in 1997. The Jordan Point substation operates on a reduced output of 12 MVA.

Phone and Internet – Frontier Communications delivers digital phone and internet service to the North Spit via multi-stranded copper cables from the North Spit to their equipment hub

⁴ BergerABAM memo to Fred Jacquot dated April 7, 2017

located in Glasgow east of Highway 101. The cables are located in Horsfall Beach Road and Jordan Cove Road and extend southeast where they terminate at North Bay Industrial Park. Frontier's facilities on the North Spit have not changed since the 2006 plan update and the company has concentrated on investing in its existing data backbone capacity and physical diversity planning for the coastal exchanges they serve.

Telecommunications – Charter Communications serves the Coos Bay area and has an existing communications hub located east of the urban renewal area near the Highway 101 bridge. The company has fiber optic lines that terminate on either side of the Highway 101 bridge at Glasgow and Shorewood. They do not have any facilities located within the urban renewal area but are exploring options for extending communications lines to the North Spit.

Waste Collection – Waste Connections, the nation's third largest solid waste services provider, has an exclusive contract for solid waste management services in Coos County. As such, the company provides solid waste removal for businesses located on the North Spit. Waste is loaded onto trucks and taken to the company's transfer station in Coos Bay prior to being taken to a landfill. Waste Connections currently serves Roseburg Forest Products, the BLM boat ramp site, Southport Lumber, the Horsfall Beach Campground, and D.B. Western. Waste Connections is also working with the owners of the Jordan Cove site for solid waste removal associated with construction, demolition, and pre-existing waste on that site.

Fire Protection – The urban renewal area is served by the North Bay Rural Fire Protection District. The District does not have any capital facilities located in the urban renewal area. Its nearest station is located east of Highway 101 in Glasgow, which is the headquarters station. The headquarters station houses an Emergency Medical Services (EMS) unit, two fire engines, a fire tender, a rescue and command vehicle, and an administrative office with 20 firefighters on staff. The District also has a second station located northwest of the urban renewal area between Shorewood and Hauser. The second station is primarily staffed by volunteers and has a fire tender, engine, and staff vehicle.

Police Protection – The Coos County Sheriff's Department provides law enforcement services to the North Spit. The Department does not have any capital facilities on the urban renewal area.⁵

⁵ BergerABAM memo to Fred Jacquot dated April 7, 2017

7. *International Port of Coos Bay Capital Improvement Plan*

Table 3 – International Port of Coos Bay Capital Improvement Plan

	Capital Improvements	2015 Cost Estimate	Timeline/Status	Business Line
Oregon Gateway	North Spit Multipurpose/Multimodal Cargo Terminal	Basic multimodal marine facility: \$80-\$100 million Bulk facility: \$200-\$350 million Intermodal container facility: \$400-\$700 million	Timing of multipurpose/multimodal cargo terminal depends on Jordan Cove: this site will be used for construction laydown for Jordan cove project	North Spit
Bulk Commodities	Develop sites for bulk commodities. Potential sites include Roseburg, South Port, and between DB Western. Finding enough acreage is a challenge.	Bulk facility: \$200 to \$350 million	Phasing approach including: Phase 1: Due diligence and planning. Phase 2: Preliminary design and engineering. Phase 3: Design and development and final engineering. Phase 4: Construction engineering	North Spit

C. Social Conditions

This area has 5 unimproved residential lots and 11 improved residential lots that together make up .53% of the total acreage of the Urban Renewal Area. Because the residential makeup is less than 1% of the total area no further analysis is required.

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Coos County Department of Assessment and Taxation for FYE 2016, including all real, personal, manufactured, and utility properties, is \$39,959,580.⁶ The frozen base is \$38,290,715⁷ and the excess value is \$11,319,986.⁸ Usually in an urban renewal area the excess value can be arrived at by netting the estimated total assessed value and the frozen base value, however, in Coos County, this is not the case. Summing these two numbers arrives at \$1,668,865, which is not the excess value. The reason for this discrepancy is because there are four tax code areas; 6900, 6901, 6914, 6932; in the North Bay Urban Renewal Area that have assessed values below their frozen base values, see Table 4 below in the Amount Above (Below) Frozen Base column. The way urban renewal handles assessed values falling below their frozen base values is that for all intents and purposes the assessed value stays at the frozen base value. This is to prevent a scenario where the urban renewal area actually paying increment instead of receiving it in these tax code areas. With these tax code areas held at their frozen base value, their excess is zero as seen in the excess column, instead of a negative number. The remaining tax code areas with positive excess values sum to the \$11,319,986 value.

Table 4 – Assessed Values and Frozen Base Values of Tax Code Areas in the URA

County TCA	Frozen Base	Excess	Total AV	Rate	Current Assessed Value	Amount Above (Below) Frozen Base
61300	\$ 8,495	\$ 11,475	\$ 19,970	\$ 14.4809	\$ 19,970	\$ 11,475
61301	\$ 18,218	\$ 20,472	\$ 38,690	\$ 8.2978	\$ 38,690	\$ 20,472
61308	\$ 40,171	\$ 213,949	\$ 254,120	\$ 9.4175	\$ 254,120	\$ 213,949
61391	\$ 5,030	\$ 3,510	\$ 8,540	\$ 8.2978	\$ 8,540	\$ 3,510
61398	\$ 1	\$ 1,999	\$ 2,000	\$ 9.4175	\$ 2,000	\$ 1,999
6900	\$ 343,073	\$ -	\$ 343,073	\$ 15.0271	\$ 58,200	\$ (284,873)
6901	\$ 96,899	\$ -	\$ 96,899	\$ 8.6628	\$ 31,400	\$ (65,499)
6902	\$ 808,658	\$ 11,056,649	\$ 11,865,307	\$ 8.6628	\$ 11,866,807	\$ 11,058,149
6914	\$ 3,524	\$ -	\$ 3,524	\$ 14.8459	\$ -	\$ (3,524)
6927	\$ 989	\$ 741	\$ 1,730	\$ 11.9744	\$ 1,730	\$ 741
6932	\$ 36,949,088	\$ -	\$ 36,949,088	\$ 9.7825	\$ 27,650,363	\$ (9,298,725)
6991	\$ 16,569	\$ 11,191	\$ 27,760	\$ 8.6628	\$ 27,760	\$ 11,191
Total	\$ 38,290,715	\$ 11,319,986	\$ 49,610,701		\$ 39,959,580	\$ 1,668,865

Source: SAL 4C 2016-17

⁶ SAL Table 4C tax year 2016-17

⁷ SAL Table 4C tax year 2016-17

⁸ SAL Table 4E tax year 2016-17

2. *Building to Land Value Ratio*

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 5 below shows the improvement to land ratios for properties within the Area. The largest number of parcels (141) in the Area are listed as miscellaneous/exempt, making up 83.73% of the acreage. Forty-five parcels (9.14%) have no improvement value. Three parcels (5.36% of the acreage) have I:L ratios of less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 4 of 193 parcels in the Area, totaling 1.77% of the acreage have I:L ratios of 2.0 or more in FYE 2016. In summary, the Area is underdeveloped and not contributing significantly to the tax base in Coos County

Table 5 – I:L Ratio of Parcels in the Area

Improvement/Land Ratio	Tax Lots	Acres	% Total Acres
Miscellaneous/Exempt	141	4,806.1	83.73%
No Improvement Value	45	524.6	9.14%
0.01-0.50	3	307.8	5.36%
0.51-1.00	0	0.0	0.00%
1.01-1.50	0	0.0	0.00%
1.51-2.00	0	0.0	0.00%
2.01-2.50	0	0.0	0.00%
2.51-3.00	0	0.0	0.00%
3.01-4.00	0	0.0	0.00%
> 4.00	4	101.5	1.77%
Total	193	5,740.0	100.00%

Source: Calculated by Tiberius Solutions LLC with data from Coos County Department of Assessment and Taxation (FYE 2016)

E. **Impact on Municipal Services**

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services. Municipal is defined as any county or any city in the state in ORS 457.010.

The projects being considered for future use of urban renewal funding are; studies, transportation improvements, utilities, rail improvements, public buildings and facilities, re/development loans, and plan administration. The use of urban renewal funding for these projects allows the county to match other funding sources to construct the improvements. It

also allows the county to tap into different funding source besides the Coos County general fund or International Port of Coos Bay funds.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require municipal services. As the development will be new construction or redevelopment, it will be up to current building code and will aid in any fire protection needs. An upgraded transportation system will also assist in fire prevention to the Area.

The financial impacts from tax increment collections will be countered by providing future jobs in the Area and, in the future, placing property back on the property tax rolls with future increased tax bases for all taxing jurisdictions, including the county.

III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the Area is to provide the ability to fund improvements necessary to cure blight within the Area.

IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area. 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.

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.

Existing Conditions: There is an existing project for special studies within the existing Plan. The continued inclusion of this project continues the ability to fund these studies.

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.

Existing Conditions: The existing conditions of the Trans Pacific Parkway are noted in the above narrative.

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.

Existing Conditions: There is currently no public stormwater service in the Area.

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.

Existing Conditions: The Coos Bay-North Bend Water Board has a 12-inch water main in Trans Pacific Parkway. There is also a 24-inch high-density polyethylene pipe crossing the Bay serving the North Spit 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 redundancy. There are also 18 production wells on the North Spit supplying low-head-pressure well water. Not all of the wells are active. The wells provide untreated water for industrial purposes. The only user of the wells is the Jordan Cove LNG project site,

which uses the water to maintain the existing ocean outfall. Water treatment to the North Spit is provided by an existing plant located in the City of Coos Bay. In addition, there are two water treatment plants within the urban renewal area. The North Bay Water Treatment Plant is a 1.0-million-gallon-per-day (MGD) plant, which is not currently operating, but can be used in emergency circumstances with some necessary upgrades. The second treatment plant is the Shorewood Water Treatment Plant, a 1.5-MGD facility located on the west side of Highway 101 on the north bank of the North Slough.

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.

Existing Conditions: Northwest Natural Gas has a distribution line crossing Coos Bay from the City of Coos Bay near Newmark Avenue. The line serving the North Spit was installed in 2000. Service is provided to individual users on the North Spit through a system of individual service lines.

6. **Transportation - Coos Bay Rail Line Spur Extension:** 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.

Existing Conditions: The first portion of the rail spur extension from Highway 101 to Southport Lumber was completed in 2006.

7. **Redevelopment and Site Preparation:** 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.

Existing Conditions: There is extensive vacant or underutilized land throughout the urban renewal area.

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.

Existing Conditions: The agency currently pays the administrative costs and will continue to have administrative costs.

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.

Existing Conditions: There is presently authorization to enter into redevelopment loans. This will allocate funding for these and put this project as a Tier 1 project.

Tier 2 Projects

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 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.

Existing Conditions: 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.

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.

Existing Conditions: There is currently no public stormwater service to the Area.

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.

Existing Conditions: There are presently sanitary sewer needs as identified in the above narrative.

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.” The outfall could also be used for treated sanitary sewage.

Existing Conditions: There is an existing 30-inch ocean outfall that is in need of renovation. There is need for additional industrial wastewater treatment facilities in the Area.

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.

Existing conditions: The Coos Bay-North Bend Water Board has a 12-inch water main in Trans Pacific Parkway. There is also a 24-inch high-density polyethylene pipe crossing the Bay serving the North Spit 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 redundancy. There are also 18 production wells on the North Spit supplying low-head-pressure well water. Not all of the wells are active. The wells provide untreated water for industrial purposes. The only user of the wells is the Jordan Cove LNG project site, which uses the water to maintain the existing ocean outfall. Water treatment to the North Spit is provided by an existing plant located in the City of Coos Bay. In addition, there are two water treatment plants within the urban renewal area. The North Bay Water Treatment Plant is a 1.0-million-gallon-per-day (MGD) plant, which is not currently operating, but can be used in emergency circumstances with some necessary upgrades. The second treatment plant is the Shorewood Water Treatment Plant, a 1.5-MGD facility located on the west side of Highway 101 on the north bank of the North Slough.

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.

Existing Conditions: Northwest Natural Gas has a distribution line crossing Coos Bay from the City of Coos Bay near Newmark Avenue. The line serving the North Spit was

installed in 2000. Service is provided to individual users on the North Spit through a system of individual service lines.

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.

Existing Conditions: Charter Communications serves the Coos Bay area and has an existing communications hub located east of the urban renewal area near the Highway 101 bridge. The company has fiber optic lines that terminate on either side of the Highway 101 bridge at Glasgow and Shorewood. They do not have any facilities located within the urban renewal area but are exploring options for extending communications lines to the North Spit.

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.

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.

Existing conditions: 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 needs parking lot and amenity improvements. New trails are desired in the Area.

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.

Existing conditions: There are properties within the Area that are underdeveloped and there are needs for new facilities as new development occurs within the Area, specifically a new Fire Station.

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.

Existing conditions: Existing conditions are included in the narrative above.

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.

Existing conditions: Existing conditions are included in the narrative above.

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.

Existing conditions: Existing conditions are included in the narrative above.

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.

Existing Conditions: Mitigation activities have been an identified project in the Plan.

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.

Existing Conditions: Redevelopment loans have been an identified project in the Plan.

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.

Existing Conditions: The agency currently pays the administrative costs and will continue to have administrative costs.

V. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The total urban renewal fund expenditures for all proposed projects are shown in Table 6. All cost estimates shown are the most current figures available at the time of the preparation of the Plan.

The Plan assumes that the county will use urban renewal funds as leverage and seek out other funding sources to assist in the funding of projects. These sources include Coos County general funds. The county may also pursue regional, state, federal funding and private developer contributions.

The Agency will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared.

Table 6 – Projects to be Completed Using Urban Renewal Funds by Category

Tier 1 Projects	2017\$	YOES
Special Studies/Plans	\$500,000	\$515,000
Transportation - Roads	\$7,500,000	\$9,330,750
Utilities - Stormwater	\$9,490,088	\$13,731,513
Utilities - Water	\$7,500,000	\$12,372,695
Utilities - Natural Gas	\$6,800,000	\$12,108,950
Transportation - Rail	\$1,250,000	\$2,257,625
Public Buildings and Facilities	\$1,000,000	\$1,806,100
Redevelopment Loans	\$1,500,000	\$2,779,610
Financing Fees	\$213,707	\$278,000
Administration	\$660,000	\$916,101
Total Expenditures	\$36,413,795	\$56,096,344

Source: Tiberius Solutions, LLC with input from the Coos County Urban Renewal Agency YOE – Year of Expenditure dollars

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency. The forecast for the allocation of funding over time is shown for eight broad categories of projects: special studies/plans, transportation-roads, utilities-stormwater, utilities-water, utilities-natural gas, transportation-rail, public buildings and facilities, redevelopment loans. Expenditures for finance fees are also shown. It is anticipated that tax increment funds will be used to leverage other funding to complete these projects.

The Area is anticipated to complete all Tier 1 projects and have sufficient tax increment finance revenue to terminate the district in FYE 2038. Section VII of this Report further details the assumptions in the financing scenario.

Estimated annual expenditures by projects are shown in Table 7. All costs shown in Table 7 are in year-of-expenditure dollars, which are adjusted by 3% annually to account for inflation. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan.

Table 7 – Projects and Costs in Year of Expenditure Dollars

URA PROJECTS FUND	Total	FYE 2017	FYE 2018	FYE 2019	FYE 2020	FYE 2021	FYE 2022
Resources							
Beginning Balance		\$ 970,000	\$ 960,404	\$ 633,691	\$ 171,435	\$ 227,091	\$ 307,132
Interest Earnings	\$ 48,425	\$ 5,000	\$ 7,500	\$ 3,168	\$ 857	\$ 1,135	\$ 1,536
Transfer from TIF Fund	\$ 41,177,919	\$ 15,404	\$ 211,687	\$ 79,293	\$ 87,579	\$ 112,671	\$ 122,871
Bond/Loan Proceeds	\$ 13,900,000	\$ -	\$ -	\$ 1,750,000	\$ -	\$ -	\$ -
Other	\$ -						
Total Resources	\$ 55,126,344	\$ 990,404	\$ 1,179,591	\$ 2,466,152	\$ 259,872	\$ 340,897	\$ 431,540
Expenditures (YOE \$)							
Special Studies/Plans	\$ (515,000)		\$ (515,000)				
Transportation - Roads	\$ (9,330,750)			\$ (2,227,890)			
Utilities - Stormwater	\$ (13,731,513)						
Utilities - Water	\$ (12,372,695)						
Utilities - Natural Gas	\$ (12,108,950)						
Transportation - Rail	\$ (2,257,625)						
Public Buildings and Facilities	\$ (1,806,100)						
Redevelopment Loans	\$ (2,779,610)						
Financing Fees	\$ (278,000)			\$ (35,000)			
Administration	\$ (916,101)	\$ (30,000)	\$ (30,900)	\$ (31,827)	\$ (32,781)	\$ (33,765)	\$ (34,779)
Total Expenditures	\$ (56,096,344)	\$ (30,000)	\$ (545,900)	\$ (2,294,717)	\$ (32,781)	\$ (33,765)	\$ (34,779)
Ending Balance		\$ 960,404	\$ 633,691	\$ 171,435	\$ 227,091	\$ 307,132	\$ 396,761

Source: Tiberius Solutions LLC

Table 7 – Projects and Costs in Year of Expenditure Dollars, page 2

URA PROJECTS FUND	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029
Resources							
Beginning Balance	\$ 396,761	\$ 495,512	\$ 603,710	\$ 20,509	\$ 203,395	\$ 43,533	\$ 19,066
Interest Earnings	\$ 1,984	\$ 2,478	\$ 3,019	\$ 103	\$ 1,017	\$ 218	\$ 95
Transfer from TIF Fund	\$ 132,590	\$ 142,616	\$ 172,384	\$ 221,927	\$ 522,938	\$ 774,331	\$ 904,210
Bond/Loan Proceeds	\$ -	\$ -	\$ 1,850,000	\$ -	\$ 6,200,000	\$ 4,100,000	\$ -
Other							
Total Resources	\$ 531,335	\$ 640,607	\$ 2,629,113	\$ 242,539	\$ 6,927,350	\$ 4,918,082	\$ 923,371
Expenditures (YOE \$)							
Special Studies/Plans							
Transportation - Roads			\$ (2,533,600)		\$ (4,569,260)		
Utilities - Stormwater					\$ (2,150,240)	\$ (4,775,490)	
Utilities - Water							
Utilities - Natural Gas							
Transportation - Rail							
Public Buildings and Facilities							
Redevelopment Loans							
Financing Fees			\$ (37,000)		\$ (124,000)	\$ (82,000)	
Administration	\$ (35,823)	\$ (36,897)	\$ (38,004)	\$ (39,144)	\$ (40,317)	\$ (41,526)	\$ (42,771)
Total Expenditures	\$ (35,823)	\$ (36,897)	\$ (2,608,604)	\$ (39,144)	\$ (6,883,817)	\$ (4,899,016)	\$ (42,771)
Ending Balance	\$ 495,512	\$ 603,710	\$ 20,509	\$ 203,395	\$ 43,533	\$ 19,066	\$ 880,600

Source: Tiberius Solutions LLC

Table 7 – Projects and Costs in Year of Expenditure Dollars, page 3

URA PROJECTS FUND	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038
Resources									
Beginning Balance	\$ 880,600	\$ 12,866	\$ 1,081,823	\$ 72,848	\$ 119,525	\$ 89,367	\$ 60,013	\$ 1,695,599	\$ 50,478
Interest Earnings	\$ 4,403	\$ 64	\$ 5,409	\$ 364	\$ 598	\$ 447	\$ 300	\$ 8,478	\$ 252
Transfer from TIF Fund	\$ 1,007,543	\$ 1,114,271	\$ 4,002,514	\$ 4,346,909	\$ 4,564,027	\$ 4,787,991	\$ 5,019,541	\$ 10,411,149	\$ 2,423,469
Bond/Loan Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other									
Total Resources	\$ 1,892,546	\$ 1,127,201	\$ 5,089,746	\$ 4,420,121	\$ 4,684,151	\$ 4,877,805	\$ 5,079,854	\$ 12,115,226	\$ 2,474,199
Expenditures (YOE \$)									
Special Studies/Plans									
Transportation - Roads									
Utilities - Stormwater	\$ (1,835,625)		\$ (4,970,158)						
Utilities - Water				\$ (4,252,455)	\$ (4,545,200)	\$ (3,575,040)			
Utilities - Natural Gas						\$ (1,191,680)	\$ (3,331,650)	\$ (7,585,620)	
Transportation - Rail								\$ (2,257,625)	
Public Buildings and Facilities								\$ (1,806,100)	
Redevelopment Loans								\$ (361,220)	\$ (2,418,390)
Financing Fees									
Administration	\$ (44,055)	\$ (45,378)	\$ (46,740)	\$ (48,141)	\$ (49,584)	\$ (51,072)	\$ (52,605)	\$ (54,183)	\$ (55,809)
Total Expenditures	\$ (1,879,680)	\$ (45,378)	\$ (5,016,898)	\$ (4,300,596)	\$ (4,594,784)	\$ (4,817,792)	\$ (3,384,255)	\$ (12,064,748)	\$ (2,474,199)
Ending Balance	\$ 12,866	\$ 1,081,823	\$ 72,848	\$ 119,525	\$ 89,367	\$ 60,013	\$ 1,695,599	\$ 50,478	\$ 0

Source: Tiberius Solutions LLC

VII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 10 shows the allocation of tax increment revenues to debt service and transfers to the project fund.

It is anticipated that all debt will be retired by FYE 2038 (any outstanding bonds will be defeased). The existing maximum indebtedness is \$60,900,390 (sixty million nine hundred thousand three hundred and ninety dollars). The Administrator of the Coos County Urban Renewal Agency estimated the amount of maximum indebtedness used through FYE 2016 was \$5,774,046. The remaining maximum indebtedness of the Area is \$55,126,344.

The estimated total amount of tax increment and special levy revenues required to service the remaining maximum indebtedness of \$55,126,344 is \$60,686,930 and is made up of tax increment revenues from permanent rate levies and proceeds from special levies.

The interest rate for the loans and bonds are estimated at 5% with varying terms. The assumed financing plan maintains a debt service coverage ratio of approximately 1.5 x total annual debt service payments.

The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. The Agency may decide to issue bonds or take on loans on a different schedule, and that will alter the financing assumptions. These assumptions show one scenario for financing and that this scenario is financially feasible.

A. Boundary, Assessment Data and Tax Lot Issues

During the analysis, the consultant team identified discrepancies in the boundaries of tax code areas within the Area. The Coos County Assessor conducted a tax lot-by-tax lot review of tax lots in the Area in order to identify and fix these discrepancies. This review resulted in updated information on the acreage within some Area tax code areas. However, none of these changes modified the total assessed value inside the urban renewal area nor the values reported in the FY2016-2017 SAL reports. However, there is now a current GIS boundary file and the Assessor's data for this Area is now corresponding to that map.

B. Option One and Special Levy

The North Bay Urban Renewal Area is an Option One urban renewal plan as defined by ORS 457.435(2)(a).

ORS 457.435(2)(a)

To collect amounts sufficient to pay the obligations, as budgeted for the plan, from ORS 457.440 (Computation of amounts to be raised from property taxes), and if the amount estimated to be received from ORS 457.440 (Computation of amounts to be raised from property taxes) is not sufficient to meet the budgeted obligations of the plan for the tax or fiscal year, to make a special levy in the amount of the remainder upon all of the taxable

property of the municipality that activated the urban renewal agency and upon all of the taxable property lying outside the municipality but included in an urban renewal area of the plan.

The Coos County Urban Renewal Agency has been collecting the special levy since it was established. The financial projections included in this 2017 Amendment continues use of the special levy. The Agency may make the determination on an annual basis whether to issue the special levy. They may issue it for an amount less than the amount authorized through the formula for special levies or may decide not to issue it for one year, and then decide to re-issue it the next year. These assumptions were confirmed with Greg Kramer of the Oregon Department of Revenue on June 2, 2017. The formula for the special levy is calculated by the Assessor annually. It is based on a ratio of the current year's excess value (value above the frozen assessed value base) divided by the former year's excess value. That ratio is then multiplied by the prior year's maximum authority. The Division of Tax revenue is then subtracted from the Maximum Authority to establish the amount of the authority for the special levy. The formula is shown below for the most recent year as provided by Denise Harris in the Coos County Assessor's office on April 6, 2017:

Estimated 2017-18 Excess Value	\$203,700,838
Divided by:	
2016-17 Excess Value	\$200,769,785
Equals:	
Ratio	1.01459907425
Multiplied by:	
2016-17 Maximum Authority	\$217,101
Equals:	
Estimated 2017-18 Max. Authority	\$220,270
Estimated 2017-18 Division of Tax	\$101,302
Estimated 2017-18 Special Levy	\$118,968

Definitions in this example:

Assessed Value - Amount of Value on which taxes are applied

Frozen Base Assessed Value - Assessed Value at the time the urban renewal area was established. Value in which all taxing districts continue receiving taxes.

Excess Value - Assessed Value above the Frozen Base Assessed Value. The assessed value growth in the urban renewal area since the frozen base was established.

Maximum Authority - The total amount of authority for tax revenues to an Option One urban renewal plan based on a formula the assessor computes on an annual basis. It includes division of tax revenues and special levy revenues.

Division of Tax - Revenues to an urban renewal agency based on the tax rate times the excess value in an urban renewal area.

Special Levy - Revenues raised by an additional tax on property owners based on the formula from the maximums authority minus the division of tax revenues.

Table 8 below lists the projected Special Levy impacts on an annual basis. No special levy is required in the final year of the Area as there are sufficient funds from division of taxes to reach the maximum indebtedness.

Table 8 – Special Levy Impacts

FYE	Excess Value	Ratio	Max Authority	Gross	Special Levy Adjustments	Net
2017	\$11,321,486	0.9835	\$217,101	\$118,802	(\$8,316)	\$110,486
2018	\$11,724,734	1.0356	\$224,830	\$122,758	(\$8,593)	\$114,165
2019	\$12,141,289	1.0355	\$232,811	\$127,203	(\$8,904)	\$118,299
2020	\$12,571,590	1.0354	\$241,053	\$131,800	(\$9,226)	\$122,574
2021	\$13,943,739	1.1091	\$267,352	\$146,291	(\$10,240)	\$136,051
2022	\$14,433,520	1.0351	\$276,736	\$151,526	(\$10,607)	\$140,919
2023	\$14,939,464	1.0351	\$286,449	\$156,950	(\$10,987)	\$145,963
2024	\$15,462,105	1.0350	\$296,475	\$165,954	(\$11,617)	\$154,337
2025	\$27,572,081	1.7832	\$528,674	\$294,542	(\$20,618)	\$273,924
2026	\$29,730,918	1.0783	\$570,069	\$316,325	(\$22,143)	\$294,182
2027	\$85,716,997	2.8831	\$1,643,566	\$861,154	(\$60,281)	\$800,873
2028	\$124,399,616	1.4513	\$2,385,307	\$1,234,997	(\$86,450)	\$1,148,547
2029	\$129,753,762	1.0430	\$2,487,875	\$1,287,718	(\$90,140)	\$1,197,578
2030	\$135,284,594	1.0426	\$2,593,858	\$1,342,209	(\$93,955)	\$1,248,254
2031	\$140,997,943	1.0422	\$2,703,319	\$1,398,481	(\$97,894)	\$1,300,587
2032	\$302,699,833	2.1468	\$5,803,485	\$2,965,825	(\$207,608)	\$2,758,217
2033	\$313,937,886	1.0371	\$6,018,794	\$3,075,604	(\$215,292)	\$2,860,312
2034	\$325,546,794	1.0370	\$6,241,489	\$3,189,287	(\$223,250)	\$2,966,037
2035	\$337,538,797	1.0368	\$6,471,176	\$3,306,366	(\$231,446)	\$3,074,920
2036	\$349,926,534	1.0367	\$6,708,668	\$3,427,533	(\$239,927)	\$3,187,606
2037	\$651,699,068	1.8624	\$12,494,223	\$6,349,758	(\$444,483)	\$5,905,275
2038	\$674,454,096	1.0349	\$12,930,271	\$0	\$0	\$0

Source: Tiberius Solutions, LLC

A table showing the projected special levy and impact on property owners is shown in Table 9. The impacts are shown for properties of \$100,000 in value. The analysis assumes that the assessed value in Coos County grows by 3% annually. The special levy amount starts very low, at \$2.30 per \$100,000 value.

The amount levied per \$100,000 in Table 9 has five significant increases: from year 2024 to 2025, from 2026 to 2027, 2027 to 2028, 2031 to 2032, and 2036 to 2037. These increases represent years where substantial development in the Area has been forecasted. This substantial development will increase the assessed value from year to year, which will in turn increase the ratio of excess value from year to year, allowing for the significant increases in special levy collections. Over the life of the Area, the impact per \$100,000 of assessed value is \$363.49, for example the impact on a house assessed at \$300,000 would be \$1,097.37. This impact is on the property tax payers.

Table 9 – Special Levy Impacts.

FYE	Special Levy Rate (per \$1,000 AV)	Levy per \$100,000 AV
2018	0.0230	\$ 2.30
2019	0.0232	\$ 2.32
2020	0.0233	\$ 2.33
2021	0.0251	\$ 2.51
2022	0.0253	\$ 2.53
2023	0.0254	\$ 2.54
2024	0.0261	\$ 2.61
2025	0.0450	\$ 4.50
2026	0.0469	\$ 4.69
2027	0.1239	\$ 12.39
2028	0.1725	\$ 17.25
2029	0.1746	\$ 17.46
2030	0.1767	\$ 17.67
2031	0.1788	\$ 17.88
2032	0.3681	\$ 36.81
2033	0.3706	\$ 37.06
2034	0.3731	\$ 37.31
2035	0.3755	\$ 37.55
2036	0.3780	\$ 37.80
2037	0.6798	\$ 67.98
2038	0.0000	\$ -
Total		\$ 363.49

Source: Tiberius Solutions, LLC

We have not analyzed the potential impacts on compression in Coos County by continuing the use of the special levy. This will need to be analyzed as the special levy increases each year. In addition, other urban renewal agencies in Coos County have the ability to issue special levies. There will need to be coordination with those agencies to assess overall compression impacts with the use of the special levies.

Compression is the reduction of taxes required by Measure 5's property tax limits. Those limits are \$10 per thousand for general government and \$5 per thousand for education based on the real market value of the properties, while taxes are levied on the assessed value. Special levies are treated as permanent rate levies in compression. Compression first impacts local option levies. Only after they are reduced to zero are the permanent rate levies impacted.

C. Enterprise Zone

The Area is located within an Enterprise Zone, which is a State of Oregon economic development program that provides temporary property tax abatement benefits for qualifying development projects. Development within an Enterprise Zone can qualify for property tax abatement for a period of three to five years, if it achieves certain thresholds of new assessed value, employment, and wages.

As of July 2017, only one property in the Area is currently receiving Enterprise Zone benefits, exempting approximately \$800,000 of assessed value. Information from the Coos County Assessor indicates that this abatement will continue through FYE 2020, and the value will be added to the tax rolls for FYE 2021. This is reflected in our forecast of future growth in assessed value in the Area.

Our analysis assumes that future development in the area would qualify for three year Enterprise Zone abatements, which delays the time from when development occurs to when the Area receives increased Tax Increment Finance revenue, generated by that development. Note that if future development does not qualify for any Enterprise Zone benefits, then it would have a positive impact on the projected cash flow. Conversely, if future development qualifies for a five-year abatement schedule, instead of the three years we have assumed, it would have a negative impact on the projected cash flow.

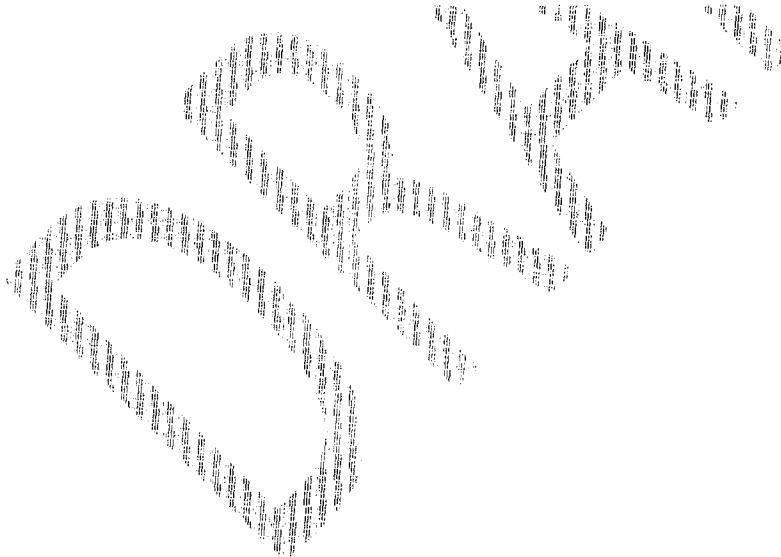


Table 10 – Tax Increment Revenues and Allocations to Debt Service

TAX INCREMENT FUND	Total	FYE 2017	FYE 2018	FYE 2019	FYE 2020	FYE 2021	FYE 2022
Resources							
Beginning Balance		\$ 64,500	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Earnings	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -
TIF: Current Year	\$ 30,183,850	\$ 91,418	\$ 94,927	\$ 98,215	\$ 101,604	\$ 112,586	\$ 116,445
TIF: Prior Years	\$ 1,331,282	\$ 5,000	\$ 4,571	\$ 4,746	\$ 4,911	\$ 5,080	\$ 5,629
Special Levy: Current Year	\$ 28,059,106	\$ 110,486	\$ 114,165	\$ 118,299	\$ 122,574	\$ 136,051	\$ 140,919
Special Levy: Prior Years	\$ 1,112,692	\$ 5,000	\$ 5,524	\$ 5,708	\$ 5,915	\$ 6,129	\$ 6,803
Total Resources	\$ 60,691,930	\$ 281,404	\$ 219,187	\$ 226,968	\$ 235,004	\$ 259,846	\$ 269,796
Expenditures							
<i>Debt Service</i>							
Umpqua	\$ (329,750)	\$ (266,000)	\$ (7,500)	\$ (7,250)	\$ (7,000)	\$ (6,750)	\$ (6,500)
Loan B	\$ (2,808,491)	\$ -	\$ -	\$ (140,425)	\$ (140,425)	\$ (140,425)	\$ (140,425)
Loan C	\$ (2,616,521)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan D	\$ (8,394,210)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan E	\$ (5,429,539)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Debt Service	\$ (19,578,511)	\$ (266,000)	\$ (7,500)	\$ (147,675)	\$ (147,425)	\$ (147,175)	\$ (146,925)
<i>Debt Service Coverage Ratio</i>		0.80	29.22	1.54	1.59	1.77	1.84
Transfer to URA Projects Fund	\$ (41,177,919)	\$ (15,404)	\$ (211,687)	\$ (79,293)	\$ (87,579)	\$ (112,671)	\$ (122,871)
Total Expenditures	\$ (60,756,430)	\$ (281,404)	\$ (219,187)	\$ (226,968)	\$ (235,004)	\$ (259,846)	\$ (269,796)
Ending Balance		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Source: Tiberius Solutions LLC

Table 10 – Tax Increment Revenues and Allocations to Debt Service, page 2

TAX INCREMENT FUND	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029
Resources							
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIF: Current Year	\$ 120,434	\$ 121,384	\$ 217,743	\$ 235,981	\$ 727,643	\$ 1,069,789	\$ 1,116,147
TIF: Prior Years	\$ 5,822	\$ 6,022	\$ 6,069	\$ 10,887	\$ 11,799	\$ 36,382	\$ 53,489
Special Levy: Current Year	\$ 145,963	\$ 154,337	\$ 273,924	\$ 294,182	\$ 800,873	\$ 1,148,547	\$ 1,197,578
Special Levy: Prior Years	\$ 7,046	\$ 7,298	\$ 7,717	\$ 13,696	\$ 14,709	\$ 40,044	\$ 57,427
Total Resources	\$ 279,265	\$ 289,041	\$ 505,453	\$ 554,746	\$ 1,555,024	\$ 2,294,762	\$ 2,424,641
Expenditures							
<i>Debt Service</i>							
Umpqua	\$ (6,250)	\$ (6,000)	\$ (5,750)	\$ (5,500)	\$ (5,250)	\$ -	\$ -
Loan B	\$ (140,425)	\$ (140,425)	\$ (140,425)	\$ (140,425)	\$ (140,425)	\$ (140,425)	\$ (140,425)
Loan C	\$ -	\$ -	\$ (186,894)	\$ (186,894)	\$ (186,894)	\$ (186,894)	\$ (186,894)
Loan D	\$ -	\$ -	\$ -	\$ -	\$ (699,518)	\$ (699,518)	\$ (699,518)
Loan E	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (493,594)	\$ (493,594)
Total Debt Service	\$ (146,675)	\$ (146,425)	\$ (333,069)	\$ (332,819)	\$ (1,032,086)	\$ (1,520,431)	\$ (1,520,431)
<i>Debt Service Coverage Ratio</i>	1.90	1.97	1.52	1.67	1.51	1.51	1.59
Transfer to URA Projects Fund	\$ (132,590)	\$ (142,616)	\$ (172,384)	\$ (221,927)	\$ (522,938)	\$ (774,331)	\$ (904,210)
Total Expenditures	\$ (279,265)	\$ (289,041)	\$ (505,453)	\$ (554,746)	\$ (1,555,024)	\$ (2,294,762)	\$ (2,424,641)
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Source: Tiberius Solutions LLC

Table 10 – Tax Increment Revenues and Allocations to Debt Service, page 3

TAX INCREMENT FUND	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038
Resources									
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIF: Current Year	\$ 1,164,034	\$ 1,213,500	\$ 2,639,024	\$ 2,737,166	\$ 2,838,547	\$ 2,943,273	\$ 3,051,456	\$ 5,714,352	\$ 3,658,182
TIF: Prior Years	\$ 55,807	\$ 58,202	\$ 60,675	\$ 131,951	\$ 136,858	\$ 141,927	\$ 147,164	\$ 152,573	\$ 285,718
Special Levy: Current Year	\$ 1,248,254	\$ 1,300,587	\$ 2,758,217	\$ 2,860,312	\$ 2,966,037	\$ 3,074,920	\$ 3,187,606	\$ 5,905,275	\$ -
Special Levy: Prior Years	\$ 59,879	\$ 62,413	\$ 65,029	\$ 137,911	\$ 143,016	\$ 148,302	\$ 153,746	\$ 159,380	\$ -
Total Resources	\$ 2,527,974	\$ 2,634,702	\$ 5,522,945	\$ 5,867,340	\$ 6,084,458	\$ 6,308,422	\$ 6,539,972	\$ 11,931,580	\$ 3,943,900
Expenditures									
<i>Debt Service</i>									
Umpqua	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan B	\$ (140,425)	\$ (140,425)	\$ (140,425)	\$ (140,425)	\$ (140,425)	\$ (140,425)	\$ (140,425)	\$ (140,425)	\$ (140,425)
Loan C	\$ (186,894)	\$ (186,894)	\$ (186,894)	\$ (186,894)	\$ (186,894)	\$ (186,894)	\$ (186,894)	\$ (186,894)	\$ (186,894)
Loan D	\$ (699,518)	\$ (699,518)	\$ (699,518)	\$ (699,518)	\$ (699,518)	\$ (699,518)	\$ (699,518)	\$ (699,518)	\$ (699,518)
Loan E	\$ (493,594)	\$ (493,594)	\$ (493,594)	\$ (493,594)	\$ (493,594)	\$ (493,594)	\$ (493,594)	\$ (493,594)	\$ (493,594)
Total Debt Service	\$ (1,520,431)	\$ (1,520,431)	\$ (1,520,431)	\$ (1,520,431)	\$ (1,520,431)	\$ (1,520,431)	\$ (1,520,431)	\$ (1,520,431)	\$ (1,520,431)
<i>Debt Service Coverage Ratio</i>	1.66	1.73	3.63	3.86	4.00	4.15	4.30	7.85	2.59
Transfer to URA Projects Fund	\$ (1,007,543)	\$ (1,114,271)	\$ (4,002,514)	\$ (4,346,909)	\$ (4,564,027)	\$ (4,787,991)	\$ (5,019,541)	\$ (10,411,149)	\$ (2,423,469)
Total Expenditures	\$ (2,527,974)	\$ (2,634,702)	\$ (5,522,945)	\$ (5,867,340)	\$ (6,084,458)	\$ (6,308,422)	\$ (6,539,972)	\$ (11,931,580)	\$ (3,943,900)
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Source: Tiberius Solutions LLC

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2036 as shown above, are based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area.

The projections in the financial model assume 3.3% annual growth in the assessed value of real property in the urban renewal area, and no change in the value of personal, utility, or manufactured property value. There is considerable new development projected in the Area. The development assumptions from the International Port of Coos Bay as provided by Fred Jacquot, Director of Port Development on May 19, 2017 are:

North Bay Industrial Park

Parcels 25S13W18100 (tax code 6932), 25S13W18105Z1 (tax code 6932), 25S13W18199Z (tax code 6902), and 25S13W18200 (tax code 6902)

Phase 1 build out – 5 years, \$15 million

Phase 2 build out – 10 years, \$25 million (\$40 million total)

Phase 3 build out – 20 years, \$35 million (\$75 million total)

(This development projection was split equally among the tax code areas 6932 and 6902)

Henderson Site

Parcels 25S13W00200 (tax code 6932), and 25S13W05300 (tax code 6932)

Phase 1 build out – 5 years, \$25 million

Phase 2 build out – 10 years, \$75 million (\$100 million total)

Phase 3 build out – 20 years, \$125 million (\$225 million total)

Other property owners in the Area also provided input on potential development. These projections were also added into the financial model. Those interviews were considered confidential, and are, therefore rolled into the financial model but not identified individually.

There are twelve different taxing code areas in this urban renewal area, as established by the Coos County Assessor. Four of these code areas (6900, 6901, 6914, 6932) have an assessed value that is lower than their frozen base value. This means that the assessed value of new development that occurs will first have to equal the frozen base value before it will produce tax increment revenues for the urban renewal area. The amount of deficit in these code areas is shown on the highlighted rows in Table 11.

Table 11 – Assessed Values and Frozen Base Values of Tax Codes in the Area

County TCA	Frozen Base	Excess	Total AV	Rate	Current Assessed Value	Amount Above (Below) Frozen Base
61300	\$ 8,495	\$ 11,475	\$ 19,970	\$ 14.4809	\$ 19,970	\$ 11,475
61301	\$ 18,218	\$ 20,472	\$ 38,690	\$ 8.2978	\$ 38,690	\$ 20,472
61308	\$ 40,171	\$ 213,949	\$ 254,120	\$ 9.4175	\$ 254,120	\$ 213,949
61391	\$ 5,030	\$ 3,510	\$ 8,540	\$ 8.2978	\$ 8,540	\$ 3,510
61398	\$ 1	\$ 1,999	\$ 2,000	\$ 9.4175	\$ 2,000	\$ 1,999
6900	\$ 343,073	\$ -	\$ 343,073	\$ 15.0271	\$ 58,200	\$ (284,873)
6901	\$ 96,899	\$ -	\$ 96,899	\$ 8.6628	\$ 31,400	\$ (65,499)
6902	\$ 808,658	\$ 11,056,649	\$ 11,865,307	\$ 8.6628	\$ 11,866,807	\$ 11,058,149
6914	\$ 3,524	\$ -	\$ 3,524	\$ 14.8459	\$ -	\$ (3,524)
6927	\$ 989	\$ 741	\$ 1,730	\$ 11.9744	\$ 1,730	\$ 741
6932	\$ 36,949,088	\$ -	\$ 36,949,088	\$ 9.7825	\$ 27,650,363	\$ (9,298,725)
6991	\$ 16,569	\$ 11,191	\$ 27,760	\$ 8.6628	\$ 27,760	\$ 11,191
Total	\$ 38,290,715	\$ 11,319,986	\$ 49,610,701		\$ 39,959,580	\$ 1,668,865

Table 12 shows the projected incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, delinquencies, and compression losses. These projections of increment are the basis for the projections in Tables 7 and 10. Gross TIF is calculated by multiplying the tax rate times the excess value. The tax rate is per thousand dollars of value, so the calculation is “tax rate times excess value divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies which would not be impacted by this Plan. The frozen base value used in the calculations for Table 12 matches the total for the frozen base values in the Coos County SAL 4c. This number is different than the adjusted frozen base number reported in the SAL 4e because of the negative tax code areas that were mentioned above.

Table 12 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Total	Assessed Value		Tax Rate	Tax Increment Finance		
		Frozen Base	Increment		Gross	Adjustments	Net
2017	\$ 39,959,580	\$ 38,290,715	\$ 11,321,486	8.6825	\$ 98,299	\$ (6,881)	\$ 91,418
2018	\$ 41,275,290	\$ 38,290,715	\$ 11,724,734	8.7057	\$ 102,072	\$ (7,145)	\$ 94,927
2019	\$ 42,634,418	\$ 38,290,715	\$ 12,141,289	8.6983	\$ 105,608	\$ (7,393)	\$ 98,215
2020	\$ 44,038,397	\$ 38,290,715	\$ 12,571,590	8.6905	\$ 109,253	\$ (7,649)	\$ 101,604
2021	\$ 46,416,356	\$ 38,290,715	\$ 13,943,739	8.6821	\$ 121,061	\$ (8,475)	\$ 112,586
2022	\$ 47,945,138	\$ 38,290,715	\$ 14,433,520	8.6749	\$ 125,210	\$ (8,765)	\$ 116,445
2023	\$ 49,524,370	\$ 38,290,715	\$ 14,939,464	8.6682	\$ 129,499	\$ (9,065)	\$ 120,434
2024	\$ 51,155,718	\$ 38,290,715	\$ 15,462,105	8.4413	\$ 130,521	\$ (9,137)	\$ 121,384
2025	\$ 65,508,900	\$ 38,290,715	\$ 27,572,081	8.4916	\$ 234,132	\$ (16,389)	\$ 217,743
2026	\$ 67,667,737	\$ 38,290,715	\$ 29,730,918	8.5347	\$ 253,744	\$ (17,763)	\$ 235,981
2027	\$ 123,653,816	\$ 38,290,715	\$ 85,716,997	9.1279	\$ 782,412	\$ (54,769)	\$ 727,643
2028	\$ 162,336,435	\$ 38,290,715	\$ 124,399,616	9.2469	\$ 1,150,310	\$ (80,521)	\$ 1,069,789
2029	\$ 167,690,581	\$ 38,290,715	\$ 129,753,762	9.2495	\$ 1,200,157	\$ (84,010)	\$ 1,116,147
2030	\$ 173,221,413	\$ 38,290,715	\$ 135,284,594	9.2520	\$ 1,251,649	\$ (87,615)	\$ 1,164,034
2031	\$ 178,934,762	\$ 38,290,715	\$ 140,997,943	9.2543	\$ 1,304,838	\$ (91,338)	\$ 1,213,500
2032	\$ 340,636,652	\$ 38,290,715	\$ 302,699,833	9.3745	\$ 2,837,660	\$ (198,636)	\$ 2,639,024
2033	\$ 351,874,705	\$ 38,290,715	\$ 313,937,886	9.3751	\$ 2,943,190	\$ (206,024)	\$ 2,737,166
2034	\$ 363,483,613	\$ 38,290,715	\$ 325,546,794	9.3756	\$ 3,052,202	\$ (213,655)	\$ 2,838,547
2035	\$ 375,475,616	\$ 38,290,715	\$ 337,538,797	9.3761	\$ 3,164,810	\$ (221,537)	\$ 2,943,273
2036	\$ 387,863,353	\$ 38,290,715	\$ 349,926,534	9.3766	\$ 3,281,135	\$ (229,679)	\$ 3,051,456
2037	\$ 689,635,887	\$ 38,290,715	\$ 651,699,068	9.4284	\$ 6,144,465	\$ (430,113)	\$ 5,714,352
2038	\$ 712,390,915	\$ 38,290,715	\$ 674,454,096	9.4285	\$ 6,359,119	\$ (445,139)	\$ 5,913,980

Source: Tiberius Solutions LLC

Notes: TIF is tax increment revenues. Tax rates are expressed in terms of dollars per \$1,000 of assessed value.

Revenue sharing is part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the area. This only impacts Option One Urban Renewal Plans if they are substantially amended after October 2010 to increase the maximum indebtedness. (ORS 457.470(20)(b)). Therefore, this urban renewal plan is not required to participate in revenue sharing.

IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area and upon property owners in the Area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2038.

The Coos Bay School District, North Bend School District and the South Coast Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the State level.

Tables 14a and 14b show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 14a shows the general government levies, and Table 14b shows the education levies.

General obligation bonds and local option levies are impacted by urban renewal only if they were originally approved by voters in an election prior to October 6, 2001. There are two general obligation bonds approved prior to October 6, 2001 that will still be impacted by the North Bay Urban Renewal Area, one in Coos County that impacts through FYE 2023 and one in North Bend Schools that impacts through FYE 2023. This impact is on the property tax payer. While the bonds will cause an impact to the property tax payer, the impact is considered to be minute for two reasons. First, the total impact per \$100,000 of assessed value over the life of the bonds is only \$0.34. For example, a person with a home assessed at \$300,000 will be impacted by \$1.02 over the life of the district. Second, the bonds are only impacting the property tax payer for six of the twenty years of the urban renewal districts existence. The detailed estimated impact is shown in Table 13. Special levy impacts are shown on Table 9.

Table 13 – GO Bond Impact on Property Owners

FYE	GO Bond Tax Rate (per \$1,000 AV)			Property Tax Paid per \$100,000 AV		
	Without UR	With UR	Impact of UR	Without UR	With UR	Impact of UR
2018	0.2632	0.2638	0.0006	\$ 26.32	\$ 26.38	\$ 0.06
2019	0.2556	0.2562	0.0006	\$ 25.56	\$ 25.62	\$ 0.06
2020	0.2478	0.2483	0.0005	\$ 24.78	\$ 24.83	\$ 0.05
2021	0.2406	0.2412	0.0006	\$ 24.06	\$ 24.12	\$ 0.06
2022	0.2332	0.2338	0.0006	\$ 23.32	\$ 23.38	\$ 0.06
2023	0.2265	0.2270	0.0005	\$ 22.65	\$ 22.70	\$ 0.05
Total				\$ 170.77	\$ 171.11	\$ 0.34

Source: Tiberius Solutions LLC

Table 14a – Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Coos County Permanent	Coos County 4H/Ext Permanent	Coos County Library Permanent	Port of Coos Bay Permanent	Coos County Airport Permanent	City of North Bend Permanent	North Bay RFPD Permanent	Charleston RFPD Permanent	Charleston Sanitary Permanent	Subtotal Gen. Govt.
2017	(\$11,992)	(\$986)	(\$8,093)	(\$6,795)	(\$2,666)	(\$69)	(\$237)	(\$2)	\$0	(\$30,840)
2018	(\$12,342)	(\$1,014)	(\$8,331)	(\$6,993)	(\$2,742)	(\$73)	(\$245)	(\$2)	\$0	(\$31,742)
2019	(\$12,782)	(\$1,050)	(\$8,628)	(\$7,243)	(\$2,841)	(\$77)	(\$254)	(\$2)	\$0	(\$32,877)
2020	(\$13,235)	(\$1,088)	(\$8,934)	(\$7,500)	(\$2,942)	(\$82)	(\$264)	(\$3)	\$0	(\$34,048)
2021	(\$14,636)	(\$1,204)	(\$9,879)	(\$8,293)	(\$3,252)	(\$86)	(\$274)	(\$3)	\$0	(\$37,627)
2022	(\$15,197)	(\$1,250)	(\$10,258)	(\$8,611)	(\$3,378)	(\$91)	(\$285)	(\$3)	\$0	(\$39,073)
2023	(\$15,729)	(\$1,293)	(\$10,617)	(\$8,912)	(\$3,495)	(\$95)	(\$296)	(\$3)	\$0	(\$40,440)
2024	(\$16,298)	(\$1,339)	(\$11,002)	(\$9,235)	(\$3,622)	(\$100)	(\$307)	(\$4)	\$0	(\$41,907)
2025	(\$28,462)	(\$2,340)	(\$19,211)	(\$16,128)	(\$6,325)	(\$103)	(\$1,849)	(\$4)	\$0	(\$74,422)
2026	(\$31,235)	(\$2,568)	(\$21,083)	(\$17,700)	(\$6,941)	(\$110)	(\$3,274)	(\$4)	\$0	(\$82,915)
2027	(\$87,482)	(\$7,194)	(\$59,047)	(\$49,570)	(\$19,442)	(\$112)	(\$57,195)	(\$4)	\$0	(\$280,046)
2028	(\$129,186)	(\$10,623)	(\$87,196)	(\$73,200)	(\$28,710)	(\$119)	(\$98,692)	(\$4)	\$0	(\$427,730)
2029	(\$136,558)	(\$11,228)	(\$92,173)	(\$77,379)	(\$30,349)	(\$126)	(\$104,653)	(\$5)	\$0	(\$452,471)
2030	(\$142,382)	(\$11,707)	(\$96,103)	(\$80,677)	(\$31,642)	(\$132)	(\$109,440)	(\$5)	(\$1)	(\$472,089)
2031	(\$148,397)	(\$12,201)	(\$100,163)	(\$84,086)	(\$32,980)	(\$139)	(\$114,387)	(\$5)	(\$1)	(\$492,359)
2032	(\$310,994)	(\$25,573)	(\$209,911)	(\$176,216)	(\$69,115)	(\$141)	(\$274,315)	(\$5)	(\$1)	(\$1,066,271)
2033	(\$330,489)	(\$27,176)	(\$223,070)	(\$187,264)	(\$73,448)	(\$151)	(\$291,684)	(\$6)	(\$1)	(\$1,133,289)
2034	(\$342,713)	(\$28,181)	(\$231,320)	(\$194,190)	(\$76,165)	(\$158)	(\$302,645)	(\$6)	(\$1)	(\$1,175,379)
2035	(\$355,340)	(\$29,218)	(\$239,843)	(\$201,344)	(\$78,970)	(\$165)	(\$313,966)	(\$6)	(\$1)	(\$1,218,853)
2036	(\$368,382)	(\$30,293)	(\$248,648)	(\$208,734)	(\$81,872)	(\$172)	(\$325,661)	(\$6)	(\$1)	(\$1,263,769)
2037	(\$671,981)	(\$55,257)	(\$453,568)	(\$380,762)	(\$149,343)	(\$175)	(\$626,239)	(\$7)	(\$1)	(\$2,337,333)
2038	(\$451,716)	(\$37,145)	(\$304,895)	(\$255,955)	(\$100,390)	(\$119)	(\$421,035)	(\$5)	\$0	(\$1,571,260)
Total	(\$3,647,528)	(\$299,928)	(\$2,461,973)	(\$2,066,787)	(\$810,630)	(\$2,595)	(\$3,047,197)	(\$94)	(\$8)	(\$12,336,740)

Source: Tiberius Solutions LLC

Table 14b – Projected Impact on Taxing District Permanent Rate Levies - Education

FYE	South Coast ESD Permanent	Coos Bay School Dist Permanent	SW Oregon Comm College Permanent	North Bend School Dist Permanent	Subtotal Education	Total All
2017	(\$4,921)	(\$49,162)	(\$7,792)	(\$1,027)	(\$62,902)	(\$93,742)
2018	(\$5,065)	(\$50,589)	(\$8,020)	(\$1,064)	(\$64,738)	(\$96,480)
2019	(\$5,247)	(\$52,387)	(\$8,307)	(\$1,108)	(\$67,049)	(\$99,926)
2020	(\$5,432)	(\$54,237)	(\$8,601)	(\$1,155)	(\$69,425)	(\$103,473)
2021	(\$6,006)	(\$60,057)	(\$9,510)	(\$1,198)	(\$76,771)	(\$114,398)
2022	(\$6,236)	(\$62,351)	(\$9,875)	(\$1,251)	(\$79,713)	(\$118,786)
2023	(\$6,455)	(\$64,529)	(\$10,221)	(\$1,303)	(\$82,508)	(\$122,948)
2024	(\$6,690)	(\$66,860)	(\$10,591)	(\$1,356)	(\$85,497)	(\$127,404)
2025	(\$11,681)	(\$117,830)	(\$18,496)	(\$1,381)	(\$149,388)	(\$223,810)
2026	(\$12,820)	(\$129,371)	(\$20,297)	(\$1,462)	(\$163,950)	(\$246,865)
2027	(\$35,904)	(\$365,172)	(\$56,844)	(\$1,476)	(\$459,396)	(\$739,442)
2028	(\$53,019)	(\$539,922)	(\$83,942)	(\$1,562)	(\$678,445)	(\$1,106,175)
2029	(\$56,045)	(\$570,744)	(\$88,732)	(\$1,645)	(\$717,166)	(\$1,169,637)
2030	(\$58,433)	(\$595,090)	(\$92,517)	(\$1,708)	(\$747,748)	(\$1,219,837)
2031	(\$60,903)	(\$620,240)	(\$96,427)	(\$1,774)	(\$779,344)	(\$1,271,703)
2032	(\$127,635)	(\$1,301,917)	(\$202,077)	(\$1,798)	(\$1,633,427)	(\$2,699,698)
2033	(\$135,636)	(\$1,383,531)	(\$214,746)	(\$1,913)	(\$1,735,826)	(\$2,869,115)
2034	(\$140,652)	(\$1,434,698)	(\$222,688)	(\$1,987)	(\$1,800,025)	(\$2,975,404)
2035	(\$145,835)	(\$1,487,556)	(\$230,893)	(\$2,062)	(\$1,866,346)	(\$3,085,199)
2036	(\$151,188)	(\$1,542,157)	(\$239,368)	(\$2,140)	(\$1,934,853)	(\$3,198,622)
2037	(\$275,788)	(\$2,814,990)	(\$436,643)	(\$2,174)	(\$3,529,595)	(\$5,866,928)
2038	(\$185,387)	(\$1,892,274)	(\$293,516)	(\$1,464)	(\$2,372,641)	(\$3,943,901)
Total	(\$1,496,978)	(\$15,255,664)	(\$2,370,103)	(\$34,008)	(\$19,156,753)	(\$31,493,493)

Source: Tiberius Solutions LLC

Please refer to the explanation of the schools funding in the preceding section

Table 15 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2039.

Table 15 – Additional Revenues Obtained after Termination of Tax Increment Financing

Tax Revenue in FYE 2039 (year after termination)					
Taxing District	Type	Tax Rate	From Frozen Base	From Excess Value	Total
General Government					
Coos County	Permanent	1.0799	\$41,349	\$753,345	\$794,694
Coos County 4H/Ext	Permanent	0.0888	\$3,400	\$61,949	\$65,349
Coos County Library	Permanent	0.7289	\$27,911	\$508,485	\$536,396
Port of Coos Bay	Permanent	0.6119	\$23,430	\$426,867	\$450,297
Coos County Airport	Permanent	0.2400	\$9,190	\$167,427	\$176,617
City of North Bend	Permanent	6.1831	\$53	\$200	\$253
North Bay RFPD	Permanent	1.1197	\$41,913	\$702,248	\$744,161
Charleston RFPD	Permanent	3.0000	\$3	\$8	\$11
Charleston Sanitary	Permanent	0.3116	\$0	\$1	\$1
Subtotal			\$147,249	\$2,620,530	\$2,767,779
Education					
South Coast ESD	Permanent	0.4432	\$16,971	\$309,178	\$326,149
Coos Bay School Dist	Permanent	4.5276	\$173,039	\$3,155,817	\$3,328,856
SW Oregon Comm College	Permanent	0.7017	\$26,868	\$489,511	\$516,379
North Bend School Dist	Permanent	4.1626	\$299	\$2,450	\$2,749
Subtotal			\$217,177	\$3,956,956	\$4,174,133
Total			\$364,426	\$6,577,486	\$6,941,912

Source: Tiberius Solutions LLC

X. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 15% for municipalities over 50,000 in population. As noted below, the frozen base, including all real, personal, personal, manufactured, and utility properties in the Area, is \$38,290,715. The total assessed value of Coos County, **minus excess value** of the existing urban renewal area is \$5,160,428,089. Excess value is the assessed value created above the frozen base in an urban renewal area. The total urban renewal assessed value of the urban renewal area is 0.74% of the total assessed value of the county, minus excess value, which is below the 15% statutory limitation.

The Area contains 8,945 acres, including public rights-of-way, and Coos County contains 1,070,950 acres. The percentage of acreage in an urban renewal area is .83%, which is below the 15% statutory limitation.

Table 16 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	Acreage
Coos County	\$5,171,748,075	1,070,950
minus Urban Renewal excess	\$11,319,986	
Coos County Net	\$5,160,428,089	
North Bay Urban Renewal Area	\$38,290,715	8,945
Percentage in UR Areas	0.74%	.83%

Source: Compiled by Elaine Howard Consulting, LLC with data from Coos County Department of Assessment and Taxation (FYE 2016)

XI. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified, however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

**CITY OF COOS BAY
JOINT CITY COUNCIL / URA WORK SESSION**

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
August 8, 2017	2.c.

TO: Mayor Benetti and City Councilors

FROM: Rodger Craddock, City Manager

THROUGH:

ISSUE: Approval of Amending Ordinance No. 114 an Ordinance Controlling Vehicular and Pedestrian Traffic - Approval Would Require Enactment of the Proposed Draft Ordinance

SUMMARY:

Upon review of Chapter 10.05 of the Coos Bay Municipal Code (CBMC), it was learned that regulations regarding a "Pedestrian Mall" remained apart of the Uniform Traffic Ordinance. The pedestrian mall was removed over 20 years ago; and as such, staff is proposing to amend the ordinance by deleting both the definition and regulations involving the pedestrian mall.

ACTION REQUESTED:

Staff recommends enactment of the attached proposed ordinance amending Ordinance 114 on August 15, 2017 during the scheduled Council meeting.

BACKGROUND:

In the late 1960's and early 1970's, Central Avenue was closed off to be a vehicular traffic, and a number of canopies were constructed over the sidewalks on both sides of the street on Central Avenue (as well as some other streets) from Bayshore Avenue to 4th Street, and across the intersections of Central Avenue & Broadway Avenue, Central Avenue & 2nd Street and Central Avenue & 3rd Street. Like a number of other cities throughout the United States, Coos Bay built the structures in an effort to create an outdoor "mall like" atmosphere in an effort to combat the shopping malls which were popping up around the country and drawing many businesses away from the downtown business districts. This area became know as the "Pedestrian Mall" and regulations in regarding the use of vehicles (automobiles, skateboards, roller skates) in the pedestrian mall were established in Ordinance 114.

In the early to mid-1990's, nearly all of the canopies were removed and Central Avenue was

reopened to be a vehicular traffic. While the pedestrian mall ceased to exist more than 20 years ago, the references to and regulations involving the pedestrian mall have not been removed from the Coos Bay Municipal Code.

BUDGET IMPLICATIONS:

None.

ATTACHMENT(S):

- ▣ Ordinance No. 114
- ▣ Proposed Ordinance Amending Ord. 114

ORDINANCE NO. 114

AN ORDINANCE CONTROLLING VEHICULAR AND PEDESTRIAN TRAFFIC; PROVIDING PENALTIES; AND REPEALING ORDINANCES.

The City of Coos Bay ordains as follows:

Section 1. Short Title. This ordinance may be cited as the Coos Bay Uniform Traffic Ordinance.

Definitions

Section 2. Definitions. In addition to the definitions contained in the Oregon Vehicle Code, the following mean:

Bus or taxi stand. A space on the edge of a roadway designated by sign or other marking for use by buses or taxis loading or unloading passengers.

Downtown Business District. The area of the city zoned as Central Commercial (C-1) pursuant to the city's land development ordinance.

Holiday. Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, Christmas, and any other day proclaimed by the Council to be a holiday.

Loading zone. A space on the edge of a roadway designated by sign for the purpose of loading or unloading passengers or materials during specified hours of specified days.

Pedestrian mall. An area designated by the Council as a pedestrian mall.

Person. A natural person, firm, partnership, association, or corporation.

Play street. That portion of a street designated and posted to restrict traffic and permit recreational use.

Street. The terms "highway," "road," and "street" shall be considered synonymous, unless the context precludes such construction. "Street" includes alleys.

Traffic lane. That area of the roadway used for the movement of a single line of traffic.

Administration

Section 3. Powers of the Council.

(1) Subject to state laws, the City Council shall exercise all municipal traffic authority for the city except

those powers specifically and expressly delegated by this or another ordinance. The powers of the Council include, but are not limited to those listed in this section.

(2) The Council, by resolution, may establish or alter traffic controls which shall become effective upon the installation of appropriate signs, signals or other markings. These traffic controls may designate and regulate:

(a) The parking and standing of vehicles by:

(i) Classifying portions of streets or parking lots upon which parking or standing or both is prohibited totally, or during certain hours.

(ii) Designating the angle of parking if other than parallel to the curb.

(iii) Designating city owned or leased lots or property upon which public parking will be permitted.

(b) Through streets and one-way streets.

(c) Truck routes.

(d) Special speed regulations for city parks and municipal parking lots.

(e) The temporary closing of certain streets, or portions thereof.

(3) The Council, by resolution, may establish a schedule of fines for improper parking.

(4) The Council, by resolution, may establish a schedule of fees for permit parking and for delivery or service permit cards.

Section 4. Powers of the City Manager. The City Manager or designee shall exercise the following powers and duties:

(1) Implement the ordinances, resolutions and motions of the Council and his or her own orders by installing, maintaining, removing, and altering parking and traffic control devices. The installation shall be based on the standards contained in the "Oregon Manual on Uniform Traffic Control Devices for Streets and Highways."

(2) After adequate signs, signals, or other markings are erected indicating such regulation, the Manager may:

(a) Establish the time limit for legal parking in limited parking areas.

(b) Establish bus stands, taxicab stands and stands for other passenger common-carrier vehicles.

(c) Designate the location of passenger loading zones for use in front of the entrance to any hotel, auditorium, theater, church, school or other public building.

(d) Designate loading zones, not to exceed two on any one side of a block.

(e) Designate intersections where drivers of vehicles shall not make right, left, or U-turns, and the times when the prohibitions shall apply.

(f) Designate crosswalks.

(g) Designate safety zones of a kind and character and at such places as deemed necessary for pedestrian safety.

(h) Designate play streets, or such hours when certain streets may be used as such, on which no person shall drive a vehicle except when the driver of the vehicle has business or resides within the closed area.

(i) Designate permit parking areas.

(j) Direct the removal or reduction in height of any hedge, shrubbery, tree, or other visual obstruction to traffic safety.

(k) Make and enforce for up to 90 days temporary, experimental or emergency regulations consistent with this ordinance after adequate signs, signals or other notices are erected clearly indicating such regulations.

Section 5. Public Danger. Under conditions constituting a danger to the public, the manager or his or her designee may install temporary traffic control devices.

Section 6. Standards. The traffic designs and control device regulations of the manager or his or her designee shall be based on:

(1) Traffic engineering principles and traffic investigations.

(2) Standards, limitations, and rules promulgated by the Oregon Transportation Commission.

(3) Other recognized traffic control standards.

Section 7. Authority of Police and Fire Officers.

(1) It is the duty of police officers and others designated by the Manager to enforce the provisions of this ordinance.

(2) In the event of a fire or other public emergency, officers of the public safety department may direct traffic as conditions require, notwithstanding the provisions of this ordinance.

(Sections 8 to 10 reserved for expansion)

General Regulations

Section 11. Crossing Private Property. No operator of a motor vehicle shall proceed from one street to another street by crossing private property or premises open to the public. This provision does not apply to the operator of a motor vehicle who stops on the property to procure or provide goods or services.

Section 12. Boarding or Alighting from Vehicles. No person shall board or alight from any motor vehicle while the vehicle is in motion.

Section 13. Unlawful Riding.

(1) No operator of a motor vehicle shall permit a passenger to, and no passenger shall, ride on a motor vehicle on a street except on a portion of the vehicle designed or intended for the use of passengers. This provision does not apply to an employee engaged in the necessary discharge of a duty or to a person riding within a truck body in space intended for merchandise.

(2) No person shall board or alight from a motor vehicle while the vehicle is in motion on a street.

Section 14. Skateboards, Skates and Similar Devices. No person shall, while riding on or by means of a skateboard, roller skates, a coaster, skis, a sled, a toy vehicle, or a similar device shall:

(1) Use any street, other than a play street designated by the city, except while legally crossing at a crosswalk;

(2) Go on a pedestrian mall at any time; or

(3) Use any parking lot; or

(4) Ride on any sidewalk in a reckless manner or without exercising due care for the safety of others. Pedestrians shall have the right-of-way.

Section 15. Damaging Sidewalks and Curbs.

(1) The operator of a motor vehicle shall not drive on a sidewalk or roadside planting strip except to cross at a permanent or temporary driveway.

(2) No unauthorized person shall place dirt, wood, or other material in the gutter or space next to the curb of a street with the intention of using it as a driveway.

(3) No person shall remove a portion of a curb or move a motor vehicle or a device moved by a motor vehicle onto a curb or sidewalk without first obtaining authori-

zation from the city. A person who causes damage shall be responsible for the cost of repair.

Section 16. Removing Glass and Debris. A party to a vehicle accident or a person causing broken glass or other debris to be on a street shall remove the glass or other debris from the street.

Section 17. Storage of Motor Vehicles on Streets. No person shall store or permit to be stored on a street, without permission of the Council, a motor vehicle or personal property for a period in excess of 72 consecutive hours. Failure to remove a motor vehicle or other personal property after a period of 72 consecutive hours constitutes prima facie evidence of storage.

Section 18. Obstructing Streets. No person shall park or leave on a street, parking strip, sidewalk or curb, any vehicle part, trailer, box, ware, merchandise of any description, or any other thing that impedes traffic or obstructs the view, except as is allowed by this or other ordinances of the city.

Section 19. Vehicles in Pedestrian Mall. No person shall operate a motor vehicle on a pedestrian mall. This section does not apply to emergency vehicles and vehicles used in connection with maintenance and repair of the mall.

Section 20. Speed Limits in Public Parks. No person shall drive a vehicle on a street in a public park of this city at a speed exceeding 15 miles per hour unless authorized signs indicate otherwise.

Section 21. Motor Vehicles in Parks. No person, other than a city employee in the course of his or her duties, shall operate a motor vehicle on a trail, path or road in a city park unless the trail, park or road is specifically designated by the Council for motor vehicles.

Section 22. Use of Dynamic Braking Devices. No person shall use any dynamic braking device on any motor vehicle, except to avoid imminent danger to persons or property. A dynamic braking device, commonly referred to as a Jake or Jacob Brake, is one used primarily on trucks and buses to convert a motor from an internal combustion engine to an air compressor for the purpose of vehicle braking without the use of wheel brakes.

(Sections 23 to 25 reserved for expansion)

Parking Regulations

Section 26. Method of Parking.

(1) No person shall park a motor vehicle by backing into any parking space marked for diagonal, angle or perpendicular parking.

(2) Where parking spaces are designated on a street, no person shall stand or park a vehicle other than in the indicated direction and, within a single marked space, unless the size or shape of the vehicle makes compliance impossible or except when it is necessary to temporarily use a portion of an abutting parking space to load and unload from the vehicle. Under such conditions, the person loading or unloading may temporarily utilize the adjacent space, but shall immediately park or stand the vehicle entirely within a single marked space on completion of the loading or unloading.

(3) No person shall stand or park a motor vehicle in a street other than parallel with the edge of the roadway, headed in the direction of lawful traffic movement, and with the curbside wheels of the vehicle within 12 inches of the edge of the curb, except where the street is marked or signed for angle parking.

(4) When the operator of a vehicle discovers that the vehicle is parked close to a building to which the fire department has been summoned, the operator shall immediately remove the vehicle from the area, unless otherwise directed by police or fire officers.

Section 27. Prohibited Parking or Standing. No person shall park or stand:

(1) A vehicle in violation of state motor vehicle laws or in violation of a lawfully erected parking limitation sign or marking.

(2) A vehicle in an alley other than for the expeditious loading or unloading of persons or materials, and in no case for a period in excess of 30 consecutive minutes in any two-hour period.

(3) A vehicle upon any parkway, except where authorized by the city.

(4) A logging truck on any residential street of the city.

Section 28. Prohibited Markings. No person shall letter, mark, paint or otherwise label a street to restrict

or otherwise control parking unless the person is performing official duties for the governmental unit responsible for maintaining street markings.

Section 29. Prohibited Parking. No operator shall park and no owner shall allow a vehicle to be parked on a street for the principal purpose of:

- (1) Displaying the vehicle for sale.
- (2) Repairing or servicing the vehicle, except repairs necessitated by an emergency.
- (3) Displaying advertising from the vehicle.
- (4) Selling merchandise from the vehicle, except when authorized.

Section 30. City Parking Lots. No person shall:

- (1) Park, store or leave any motor or other vehicle in a city parking lot for more than 24 hours.
- (2) Drive, operate or place any motor vehicle in a city parking lot except for the purpose of parking.
- (3) Drive or operate any vehicle in a city parking lot while under the influence of intoxicating liquor or narcotic drug.
- (4) Drive or operate any vehicle in a city parking lot at night without lights as required by state law for operation of vehicles at night on public streets and highways.
- (5) Drive or operate any motor vehicle in a city parking lot at a speed greater than five miles per hour or at a speed greater than will permit the driver to exercise proper control of the vehicle.
- (6) Throw, leave or place on a city parking lot any glass, debris, junk, refuse, metal, trash or other materials.
- (7) Park or drive in a city parking lot:
 - (a) Any vehicle except rubber-tired automobiles, motorcycles and light trucks.
 - (b) Any vehicle having a gross weight greater than 3 1/2 tons.
 - (c) Any vehicle having cleats or other metallic devices on the wheels that may damage the surfacing material on the parking lot.
- (8) Park or place in a city parking lot any vehicle, truck or trailer of an overall length of 18 feet or more.

Section 31. Use of Loading Zone. No person shall stop, stand, or park a vehicle for any purpose or length of time other than for the expeditious loading or unloading of persons or materials, in a place designated as a loading zone

when the hours applicable to that loading zone are in effect. When the hours applicable to the loading zone are in effect, the loading and unloading shall not exceed the time limits posted. If no time limits are posted, then the use of the zone shall not exceed 10 minutes for loading or unloading of merchandise from a private vehicle or 30 minutes for loading or unloading materials or freight from a commercial vehicle.

Section 32. Buses and Taxicabs. No person shall park or stand a bus or taxi on a street in a business district at any place other than at a bus stand or taxi stand, respectively. However, this provision shall not prevent the driver of any tax from temporarily stopping for the purpose of, and while actually engaged in, the loading or unloading of passengers.

Section 33. Restricted Use of Bus and Taxicab Stands. No person shall stop, stand or park a vehicle other than a bus in a bus stand, or other than a taxi in a taxi stand, except that the driver of a passenger vehicle may temporarily stop for the purpose of and while actually engaged in loading or unloading passengers when it does not interfere with any bus or taxi waiting to enter or about to enter such zone.

Section 34. Lights on Parked Vehicle. No lights need be displayed upon a vehicle that is parked in accordance with this ordinance on a street where there is sufficient light to reveal a person or object at a distance of at least 500 feet from the vehicle.

Section 35. Extension of Parking Time. Where maximum parking time limits are designated by sign, movement of a vehicle within a block shall not extend the time limits for parking. Continued parking beyond the single limit for any parking space shall constitute a separate offense for each period or portion of a single limit for any such parking space during which the vehicle remains parked.

Section 36. Unattended Vehicles. When a police officer finds a motor vehicle parked or standing unattended with the ignition key in the vehicle, the officer is authorized to remove the key from the vehicle and deliver the key to the person in charge of the police station.

Section 37. Exemption. The provisions of this ordinance that regulate the parking, stopping, or standing of vehicles do not apply to:

- (1) A vehicle of the city, county, state, or a public utility while necessarily in use for construction or repair work on a street.
- (2) A vehicle owned by the United States while in use for the collection, transportation, or delivery of mail.
- (3) A vehicle of a disabled person who complies with the provisions of ORS 811.610 to 811.630.
- (4) Emergency vehicles performing their duty.

Section 38. Permits.

(1) The Manager or designee may issue the following permits to person or businesses having special parking needs:

(a) Mall permit. A permit to allow the parking of a vehicle on that portion of Central Avenue which has been converted to a pedestrian mall, for the purpose of loading or unloading.

(b) Service or construction permit. A permit to allow the parking of a vehicle used to repair or provide a service to a business downtown when the vehicle will be exceeding the parking time limit.

(c) Customer courtesy permit. A permit to identify customer vehicles using loading zones for loading or unloading, or a permit issued to merchants for distribution to customers who may have a need to occasionally park in excess of the posted time limit.

(d) Merchant vehicle permit. A permit for a merchant's vehicles used for delivery or service purposes. This permit is good only in Council-designated special parking areas.

(e) Parking permits. A permit issued for parking a vehicle in excess of the posted time limits in certain designated parking areas.

(2) If parked in accordance with a permit issued under this section, a vehicle shall not be subject to conflicting provisions of this ordinance.

(Sections 39 to 40 reserved for expansion)

Bicycles

Section 41. Operating Rules. In addition to observing all other applicable provisions of this ordinance and state law pertaining to bicycles, no person shall leave a bicycle,

except in a bicycle rack. If no rack is provided, the person shall leave the bicycle so as not to obstruct any roadway, sidewalk, driveway or building entrance.

Section 42. Bike Rentals. No person shall rent or offer a bicycle for rent unless the bicycle is equipped in accordance with the Oregon Motor Vehicle Code.

Section 43. Impounding of Bicycles.

(1) No person shall leave a bicycle on private property without the consent of the owner or person in charge. Consent is implied on private business property unless bicycle parking is expressly prohibited.

(2) A bicycle left on public property for a period in excess of 24 hours may be impounded by the police department.

(3) In addition to any citation issued, a bicycle parked in violation of this ordinance, that obstructs or impedes the free flow of pedestrian or vehicular traffic or otherwise endangers the public, may be immediately impounded by the police department.

(4) If the owner of a bicycle impounded under this ordinance can be readily determined, the police shall make reasonable efforts to notify the owner.

(5) A bicycle impounded under this ordinance that remains unclaimed shall be disposed of in accordance with the city's procedures for disposal of abandoned or lost personal property.

(Sections 44 to 45 reserved for expansion)

Pedestrians

Section 46. Pedestrian Crossing.

(1) No pedestrian shall cross a street other than within a crosswalk in blocks where crosswalks are marked.

(2) Where there is no marked crosswalk, no pedestrian shall cross a street at any place other than by the most direct route to the opposite curb.

Section 47. Pedestrian Walking. Where sidewalks are provided, no pedestrian shall walk along and upon the adjacent roadway.

(Sections 48 to 50 reserved for expansion)

Parades and Processions

Section 51. Prohibited Activity. No person shall organize or participate in a parade on a public street without obtaining a permit. A permit shall always be required of a procession of people using the public right-of-way and consisting of 100 or more persons or 10 or more vehicles.

Section 52. Parade Permit.

(1) Application for parade permits shall be made at to the Department of Public Safety at least seven days prior to the intended date of the parade, unless the time is waived by the Public Safety Chief.

(2) Applications shall include the following information:

(a) The name and address of the person responsible for the proposed parade.

(b) The date of the proposed parade.

(c) The desired route, including assembling points.

(d) The number of persons, vehicles, and animals that will be participating in the parade.

(e) The proposed starting and ending time.

(3) The application shall be signed by the person designated as chairperson.

(4) The police chief shall issue a parade permit conditioned on the applicant's written agreement to comply with the terms of the permit unless the chief finds that:

(a) The time, route, and size of the parade will unreasonably disrupt the movement of other traffic.

(b) The parade is of a size or nature that requires the diversion of so great a number of police officers to properly police the line of movement and contiguous areas that allowing the parade would deny reasonable police protection to the city.

(c) The parade will interfere with another parade for which a permit has already been issued.

(d) Information contained in the application is found to be false or a material detail is omitted.

(e) The applicant refuses to agree to abide by or comply with all conditions of the permit.

(5) If one or more of the conditions listed in subsection (4), other than subpart (e), exists, the Department of Public Safety may impose reasonable conditions in the permit, including but not limited to:

(a) Requiring an alternate date.

(b) Requiring an alternate route.

(c) Restricting the size of the parade.

(6) The Public Safety Chief shall notify the applicant of the decision within three days after receipt of the application.

(7) If the Department of Public Safety proposes alternatives or refuses to issue a permit, the applicant shall have the right to appeal the decision to the Council.

Section 53. Appeal to Council.

(1) An applicant may appeal the decision of the Public Safety Chief by filing a written request of appeal with the recorder within 48 hours after the Public Safety Chief has proposed alternatives or refused to issue a permit.

(2) The Council shall schedule a hearing date, which shall not be later than three days following the filing of the written appeal with the Recorder, and shall notify the applicant of the date and time that he or she may appear either in person or by a representative.

Section 54. Offenses Against Parade.

(1) No person shall unreasonably interfere with a parade or parade participant.

(2) No person shall operate a vehicle that is not part of a parade between the vehicles or persons comprising a parade.

Section 55. Permit Revocable. The Public Safety Chief may revoke a parade permit if circumstances clearly show that the parade can no longer be conducted consistent with public safety.

Section 56. Funeral Procession.

(1) No permit is required for a funeral procession.

(2) A funeral procession shall proceed to the place of interment by the most direct route that is both legal and practical.

(3) The procession shall be accompanied by adequate escort vehicles for traffic control.

(4) All motor vehicles in the funeral procession shall be operated with their lights on.

(5) No person shall unreasonably interfere with a funeral procession.

(6) No person shall operate a vehicle that is not a part of the procession between the vehicles of a funeral procession.

(7) Each driver in the procession shall follow the vehicle ahead as closely as is practical and safe.

(Sections 57 to 60 reserved for expansion)

Parking Citations and Owner Responsibility

Section 61. Citation on Illegally Parked Vehicle. When a vehicle without an operator is found parked in violation of a restriction imposed by this ordinance, the officer finding the vehicle shall take its license number and any other information displayed on the vehicle that may identify its owner, and shall conspicuously affix to the vehicle a parking citation instructing the operator to answer to the charge or pay the penalty imposed within five days during specific hours and at a specific place.

Section 62. Failure to Comply With Parking Citation Attached to Parked Vehicle. If the operator does not respond to a parking citation affixed to a vehicle within five working days, the municipal court may send a letter to the owner of the vehicle informing the owner of the violation and giving notice that if the citation is disregarded for a period of 10 days:

- (1) The fine will be doubled; and
- (2) The vehicle is subject to impoundment and may be sold if not redeemed.

Section 63. Owner Responsibility. The owner of a vehicle in violation of a parking restriction shall be responsible for the offense, unless the use of the vehicle was secured by the operator without the owner's consent.

Section 64. Registered Owner Presumption. In a proceeding against a vehicle owner charging a violation of a restriction on parking, proof that the vehicle was registered to the defendant at the time of the violation shall constitute a presumption that the defendant was the owner.

(Section 65 reserved for expansion)

Impoundment and Penalties

Section 66. Impoundment of Vehicles.

(1) When a vehicle is placed in a manner or location that constitutes an obstruction to traffic or a hazard to public safety, a police officer may order the owner or operator of the vehicle to remove it. If the vehicle is unattended, the officer may cause the vehicle to be towed

and stored at the owner's expense. The owner shall be liable for the costs of towing and storing, even if the vehicle was parked by another or if the vehicle was initially parked in a safe manner but subsequently became an obstruction or hazard.

(2) The disposition of a vehicle towed and stored under authority of this section shall be in accordance with the procedures of the city relating to impoundment and disposition of vehicles abandoned on the city streets.

(3) The impoundment of a vehicle will not preclude the issuance of a citation for violation of a provision of this ordinance.

(4) Stolen vehicles may be towed from public or private property and stored at the expense of the vehicle owner.

(5) Whenever the vehicle has in excess of \$15 against it, the officer may cause the vehicle to be impounded. An impounded vehicle shall not be released until all outstanding fines and charges have been paid. Vehicles impounded under authority of this subsection shall be disposed of in the same manner as provided in subsection (2) of this section.

Section 67. Penalties.

(1) Violation of sections 11 to 22 is punishable by fine not to exceed \$100.

(2) Violation of sections 26 to 56 is punishable by fine not to exceed \$50.

(3) Violation of a provision identical to a state statute is punishable by fine not to exceed the penalty prescribed by the state statute.

Section 68. Severability. The sections and subsections of this ordinance are severable. The invalidity of any one section or subsection shall not affect the remaining sections and subsections.

Section 69. Existing Control Devices and Markings. Parking and traffic control devices and markings installed prior to the adoption of this ordinance are lawfully authorized.

Section 70. Repeal. Ordinance No. 2042, as amended by 2683, 2824A, and 2887; and Ordinance No. 2886, as amended by 2898, 29, 38, and 68; and Sections 2 and 3 of Ordinance No. 2567; and Sections 2 and 3 of Ordinance No. 2706, are repealed. This repeal shall not act to revive any ordinances previously repealed.

Section 71. Saving Clause. The repeal of ordinances by section 70 shall not preclude any action against a person who violated a provision of those ordinances prior to the effective date of this ordinance.

The foregoing ordinance was passed by the City Council of the City of Coos bay this 15th day of December, 1987, by the following vote:

YES: Councilors Benetti, Butigan, Crim, Grile, Varra and Waters and Mayor Schroeder

NO: None

ABSENT: None

Bill Schroeder
William S. Schroeder
Mayor of the City of Coos Bay
Coos County, Oregon

ATTEST:

Gail George
Gail George
Recorder of the City of Coos Bay
Coos County, Oregon

STATE OF OREGON)
COUNTY OF COOS) ss
CITY OF COOS BAY)

I, Gail George, do hereby swear that I am the duly appointed qualified and acting Recorder of the City of Coos Bay, Coos County, Oregon, and say; that I did place a copy of the foregoing Ordinance No. 114 in a sealed wrapper with first class United State of America postage fully prepaid thereon and addressed to the following City Council members of the City of Coos Bay:

Joe Benetti	524 North 10th, Coos Bay
Harvey Crim	895 S. 11th, Coos Bay
Cindi Butigan	1076 S. 4th, Coos Bay
Jack Varra	1685 North Bayshore
Bill Grile	2665 N. 15th, Coos Bay
Bill Schroeder	1180 E. Park Roadway, Coos Bay
Larry Waters	333 N. Cammann, Coos Bay

and did mail the same so stamped and addressed, in the U.S. Post Office at Coos Bay, Oregon, all on the 25th day of November, 1987.

I further swear that three (3) copies of the aforesaid ordinance are available for public inspection in the office of the City Recorder as of the above mentioned date.

Gail George
Gail George

Subscribed and sworn to before me this 25th day of November, 1987.

Dana E. Rapperty
Notary Public for Oregon
My Commission Expires 12/7/88

STATE OF OREGON)
COUNTY OF COOS) ss
CITY OF COOS BAY)

I, Gail George, do hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Coos Bay, Oregon, and say; that any section in which terms differed from those as mailed was read in full before enactment of the ordinance.

Signed this 14th day of January, 1988.

Gail George
Gail George

ORDINANCE NO. ***

AN ORDINANCE AMENDING ORDINANCE NO. 114, AN ORDINANCE CONTROLLING VEHICULAR AND PEDESTRIAN TRAFFIC, AS AMENDED BY ORDINANCE NO. 174.

The City of Coos Bay ordains as follows:

Section 1. That Ordinance 114, as formerly amended by Ordinance 117 to be further amended by deleting the definition and regulations related to the "pedestrian mall" to include: (1) definition in section 2; (2) prohibiting skateboards, skates and similar devices in the pedestrian mall in section 14 (2); and (3) prohibiting vehicles in the pedestrian mall in section 19.

This ordinance shall take effect 30 days after enactment by the Council and signature of the Mayor.

The foregoing ordinance was enacted by the City Council of the City of Coos Bay this _____ day of August __, 2017

Yes:

No:

Absent:

Joe Benetti
Mayor of the City of Coos Bay
Coos County, Oregon

ATTEST:

Susanne Baker
City Recorder of the City of Coos Bay
Coos County, Oregon

**CITY OF COOS BAY
JOINT CITY COUNCIL / URA WORK SESSION**

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
August 8, 2017	2.d.

TO: Mayor Benetti and City Councilors

FROM: Jennifer Wirsing, Wastewater Project Engineer

THROUGH: Rodger Craddock, City Manager

ISSUE: Consideration of a Contract Amendment to Infrastructure Finance Authority (IFA) Loan 1

SUMMARY:

Staff is requesting to amend the original Infrastructure Finance Authority contract for Loan 1 dated June 20, 2012. The amendment will include extending the deadline to December 31, 2018 and re-categorizing project budget amounts within the loan (overall there were 12 project budgets within the loan). The original loan and grant that totaled \$4,803,213 will not change. The approval of this amendment will allow the City to complete design for a pump station upgrade, located in Eastside, and a force main that will transmit flows from Eastside to the pump station located at the corner of Birch and Front. The project will remove approximately 3 million gallons per day (MGD) from the downtown collection system. The increase in capacity will allow for future downtown development or development that will be tributary to the downtown sanitary sewer system (Bunkerhill Sanitary Sewer System, Englewood, etc.)

ACTION REQUESTED:

At the August 15, 2017 Council meeting, staff is requesting approval the amendment to the Infrastructure Finance Authority Loan 1 contract for an extension and budget re-categorization.

BACKGROUND:

The City entered into a contract with Oregon Infrastructure Finance Authority (IFA) in June 2012. This contract awarded a \$4,303,21 low interest loan and a \$500,000 grant to design and construct projects that reduced inflow and infiltration to the sanitary sewer collection system. The loan and grant also covered planning and a portion of design for the Wastewater Treatment Plant 2 Upgrade and Expansion project. To date, approximately 70% of the budget is expended, and it is anticipated that by the end of summer that number will increase to just over 85%. In order to finish the projects identified in the loan an additional year is needed. The following language describes the need for the extension in more detail along

with a discussion of the budget re-categorization.

Currently, the flows from Eastside are transmitted via a force main by Pump Station 17 located at the intersection of 6th Avenue and F Street. The force main conveys flows south along 6th Avenue, and it is aligned under the Eastside Bridge. The force main confluent with the Bunkerhill Sanitary District Force Main near Georgia Pacific, and it travels north to the pump station located in the Farr's parking lot. The flows then continue north through the downtown area, and they are ultimately treated by Plant 1. The force main has been identified as a deficient system in need of repair from Pump Station 17 to the Bunkerhill confluence. The Dyer Partnership has performed preliminary planning, and it has discovered constructability issues for the portion that is buried under the slough. The engineers have determined that if this force main is constructed in the current alignment and is directionally drilled it could be subject to a hydro fracture otherwise known as a frac out. A frac out is the inadvertent loss of drilling fluid from the borehole annulus to the surrounding solid as a result of excess downhole fluid pressure. Originally this line was trenched in at low tide; however, due to present-day environmental restrictions, this is no longer feasible. The Dyer Partnership has proposed that the City realign this force main to go north towards Eastside boat ramp then west under the slough to the pump station at Birch and Front Street. This proposed alignment will remove approximately 3 million gallons per day (MGD) from the downtown system and increase capacity that will allow for future development that is either downtown or tributary to downtown. This proposal will also require the upgrade of the pump station at 6th Avenue and F Street.

The other projects that have changed since entering into this contract are the two projects associated with Plant 1: Grit Chamber and Garage/Storage Facility Design. Because the City has started planning for the Plant 1 upgrade, staff does not recommend performing this project until the planning is complete. Staff further recommends that these budgets be combined and fund 30% of the Facility Planning efforts for Plant 1. Currently this effort has been awarded to CH2M.

The remaining changes are budgetary and will reconcile the projects after completion. Overall, the total budget of \$4,803,213 has not changed. The IFA loan manager has approved the changes outlined in this staff report. For more information regarding these proposed changes, the July 13, 2017 letter to IFA from staff has been included.

BUDGET IMPLICATIONS:

There is no change to the overall loan and grant for \$4,803,213. There are only project category changes and project budget changes. Approval of this amendment to the IFA Loan 1 contract will have no budgetary impact.

ATTACHMENT(S):

- ▢ IFA Letter



City of Coos Bay
Public Works and Development Department
500 Central Avenue, Coos Bay, OR 97420
PH 541-269-8918 – FAX 541-269-8916
www.coosbay.org

July 13, 2017

Business Oregon IFA
Attention: Mary Baker
735 Commercial St Suite 7000
Klamath Falls, OR 97601

Subject: Extension & Re-Categorizing Request for Infrastructure Finance Authority (IFA) Loan Y12005

Dear Mary,

The City entered into an agreement with IFA in 2012 for a loan and grant totaling \$4,803,213. To date, the City has expended \$3,364,524.00 (approximately 70% of the loan and grant). The City has plans of expending \$860,361 by the December 31st deadline, which will bring the amount spent to approximately 88%. This will result in a remaining balance of \$578,328.00. This remaining budget is associated with the Isthmus Slough project. Due to unforeseen design implications with this project the City is respectfully requesting a 12-month extension for the IFA Loan Number Y12005. Along with the extension request, the City is also requesting budget adjustments within the loan.

The City entered into this loan in June of 2012. Since that time construction prices have increased and design has changed. This has led to some of the projects coming in under budget and some of them being overrun. The following information proposes changes to the 11 projects associated with Loan 1. This is also summarized in the attached spreadsheet:

LINE ITEM: PLANT 1 GRIT CHAMBER & PLANT 1 GARAGE/STORAGE FACILITY DESIGN

BACKGROUND:

The two projects under this line item are specified in the City's original Facility Plan for Plant 1 (dated 2011). For the past few years, the City knew that an amendment to the original Facility Plan would be required by the Department of Environmental Quality (DEQ) and as such was included as a project in the IFA Loan 2 application. The City was reluctant to complete Facility Plan projects with the uncertainty of what results an amendment would yield. Furthermore, the City learned that the effort required for a facility plan amendment was more than what was budgeted for in the Loan 2 application. As a result, the budget in Loan 2 will only fund approximately 70% of the efforts.

PROPOSED CHANGE:

The City is proposing to combine the two projects titled, *Plant 1 Grit Chamber* and *Plant 1 Garage/Storage Facility Design* and replace with a project title of, *Plant 1 Facility Plan*

Amendment (30%). Furthermore, the City is proposing to utilize these IFA Loan 1 Plant 1 budgets that total \$75,000 to fund 30% of this effort.

LINE ITEM: PLANT 2 ENGINEERING, ENVIRONMENTAL, & BIOSOLIDS

BACKGROUND:

Plant 2 Engineering, Environmental, & Biosolids are now complete and have come in under budget. The City is currently under construction on the Plant 2 Expansion and Upgrade Project.

PROPOSED CHANGE:

The City is requesting the budget amount be adjusted from \$1,345,813 to \$1,290,255 and the remaining \$55,558 be transferred to the Inflow & Infiltration Projects line item.

LINE ITEM: ISTHMUS SLOUGH

BACKGROUND:

The City contracted with the Dyer Partnership to analyze a design performed by others and manage the construction phase of this project. Based on Dyer's assessment (including their geotechnical engineer's analysis), it was determined that the original design is not constructible and has significant environmental impacts. Based on this determination, Dyer prepared a planning document that analyzed other alignments. A preliminary alignment has been discovered, but will require coordination and approval with several resource agencies. As a result, significant environmental and geotechnical analyses will need to be completed and approved. The proposed budget for this design is approximately \$570,000. The city has included the engineer estimate that supports this budget amount. To date, the City has currently encumbered \$22,782 to a contract with Dyer so that they could perform this review and preliminary analysis.

PROPOSED CHANGE:

The City is requesting the budget amount be adjusted from \$650,000 to \$600,000 and the remaining \$50,000 be transferred to the Inflow & Infiltration Projects line item. Furthermore, the City is requesting a 1-year extension for the Loan which would extend this loan to December 2018. If the City moves forward with this design, procurement requirements dictate that a Statement of Qualifications be advertised. This is a 3- to 4-month effort to procure an engineer and negotiate a contract. The estimated timeframe to complete the final design is one year.

LINE ITEM: BUNDLED SEWER PROJECTS

BACKGROUND:

Originally there were three projects associated with this line item. Two of the three were completed in 2015 and only the 4th, 5th, and 6th Avenue Sewer Replacement project remains. Preliminary design has been completed and the City is currently commencing forward with final design and plans on bidding and constructing this project late summer/early fall. Upon the preliminary design, it was observed that one of the Inflow and Infiltration Projects (Basin FF) is immediately adjacent to this project. In an effort to reduce costs it is proposed to combine these two projects.

PROPOSED CHANGE:

The City is requesting to move the Basin FF project from Inflow & Infiltration Projects to the 4th, 5th & 6th Ave Sewer Replacement Project associated with the Bundled Sewer Projects line item. There is no proposed budget change to this line item.

LINE ITEM: PUMP STATION 4

BACKGROUND:

Pump Station 4 construction was completed early 2014 and came in well under budget.

PROPOSED CHANGE:

The City is requesting the budget amount be adjusted from \$1,093,700 to \$867,599 and the remaining \$214,101 be transferred to the Inflow & Infiltration Projects line item and the remaining \$12,000 be transferred to the Project Management line item.

LINE ITEM: PUMP STATION 1

BACKGROUND:

Due to unforeseen design challenges, Pump Station 1 came in over budget.

PROPOSED CHANGE:

The City is requesting the budget amount be adjusted from \$20,000 to \$49,102. The increase of \$29,102 in the budget line item will come from the 10th and Lockhart Design and Construction line item.

Line Item: Birch & Front Street Storm Drain

BACKGROUND:

The conflict that this project has with the existing railroad has increased construction cost estimates.

PROPOSED CHANGE:

The City is requesting the budget amount be adjusted from \$293,615 to \$309,858. The increase of \$16,243 in the budget line item will come from the 11th Street Design line item.

LINE ITEM: 11TH ST DESIGN

BACKGROUND:

The 11th St Design came in under budget and is complete and constructed (the construction was covered under the IFA Loan 2 budget).

PROPOSED CHANGE:

The City is requesting the budget amount be adjusted from \$30,000 to \$13,757 and the remaining \$16,243 be transferred to the Birch and Front line item.

LINE ITEM: 10TH & LOCKHART DESIGN/CONSTRUCTION

BACKGROUND:

10th & Lockhart design and construction is complete and came in under budget.

PROPOSED CHANGE:

The City is requesting the budget amount be adjusted from \$275,000 to \$243,279 and the remaining \$29,102 be transferred to the Pump Station 1 line item and \$2,619 be transferred to the Inflow and Infiltration line item.

Line Item: Inflow & Infiltration Projects

Budget:

There were originally four projects associated with this line item. One of the projects (Basin FF) has been proposed to be moved to the Bundle Projects line item. Fillmore Interceptor and Blossom Gulch was constructed in summer 2016. The Blossom Gulch project was expanded to include additional sewer replacement that were on the City's emergency repair list. This was previously discussed with Becky Bryant of IFA and was approved because of the significant budget savings that the City experienced on the Pump Station 4 line item. The remaining project is West of Plant 1. Design is complete and bids have been received. Based on the bid amount, contingency, and the construction management contract with HGE, it is estimated that to complete this project \$210,000 will be expended.

PROPOSED CHANGE:

The City is requesting that the Basin FF project be moved to the Bundle Projects line item. The City is requesting the budget amount be adjusted from \$517,230 to \$839,508.

The City is requesting to move the remaining funds from the following line items to Inflow & Infiltration Projects:

- Plant 2 move \$55,558.00
- Isthmus Slough move \$50,000.00
- Pump Station 4 move \$214,101.00
- 10th & Lockhart move \$2,619.00

LINE ITEM: PROJECT MANAGEMENT

BACKGROUND:

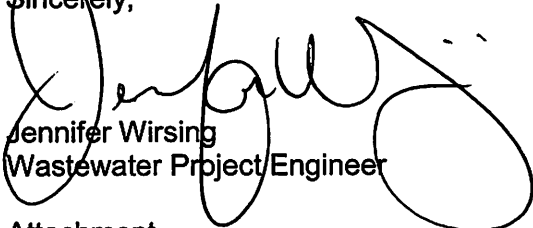
This loan has been extended and this letter includes another request for a further extension to December 2018. As such CCD, who performs the City's Project Administration for the loan has requested a change order of \$12,000. The City has no objections to the change order.

PROPOSED CHANGE:

The City is requesting the budget amount be adjusted from \$25,000 to \$37,000. The increase of \$12,000 in the budget line item will come from Pump Station 4 line item.

In summary, it is anticipated that all projects, with the exception of Isthmus Slough will be completed December 2017. In order for design to be completed on Isthmus Slough the City will need a 1-year extension, bringing the completion of this loan to December 2018. Understanding that there is a great deal of information in this letter should you have questions and/or comments please don't hesitate to contact me directly.

Sincerely,



Jennifer Wirsing
Wastewater Project Engineer

Attachment

Engineer's Estimate for Design Costs for Isthmus Slough
Spreadsheet for Proposed Budget Changes for IFA Loan 1

CC: Tracie Loomis (CCD)
Jim Hossley (Public Works Director City of Coos Bay)



THE DYER PARTNERSHIP
ENGINEERS & PLANNERS, INC.

1330 Teakwood Avenue
Coos Bay, Oregon 97420
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www.dyerpart.com

DRAFT TECHNICAL M E M O R A N D U M

DATE January 25, 2017
TO City of Coos Bay
FROM Aaron Speakman, PE, Project Manager, City Engineer & James Parmenter, PE,
Project Engineer
PROJECT NAME Pump Station No. 17 & Force Main Evaluation
PROJECT NO. 187.21

TECHNICAL MEMORANDUM PURPOSE

This Technical Memorandum is intended to re-assess the needed improvements for Wastewater Pump Station No. PS 17 (P.S. No. 17) and the downstream sewer force main. The following tasks will be completed within this document:

- Present project background information
- Describe the existing East-Side sewer collection system configuration which flows to P.S. No. 17
- Establish an acceptable growth Rate for calculation of future wastewater flows
- Calculate projected wastewater flows
- Present improvement alternatives that facilitate conveyance of wastewater projected flows
- Develop cost estimates for improvement alternatives
- Summarize the recommended improvements

PROJECT BACKGROUND

The City of Coos Bay Wastewater Collection System Master Plan (WWMP) developed by HBH Consulting Engineers in 2006 recommended that the existing 8-inch diameter force main from P.S. No. 17 be replaced. This force main conveys wastewater from P.S. No. 17 along 6th Avenue, under the Isthmus Slough, and connects to the gravity sewer system on the west side of Isthmus Slough on the Coos River Highway. The force main was reported as having a history of operational problems and maintenance issues.

In 2008, the City hired SHN to design the force main improvements as described in the WWMP. The design process halted in 2009. To keep the project moving forward, the City requested that the Dyer Partnership evaluate the design of the Isthmus Slough Crossing. Dyer reviewed the provided geotechnical information to verify the validity of a horizontal directional drill (HDD) design for the crossing. Dyers selected geotechnical sub consultant 9Foundation Engineering Inc.) voiced concerns regarding the feasibility of employing the HDD piping method across the slough as designed. The largest concern was frac-out, which is the loss of drilling fluid into Isthmus Slough and ultimately Coos Bay. Permitting does not typically allow frac-out, and if the frac-out is significant, the drilling equipment can be lost in the boring attempt.

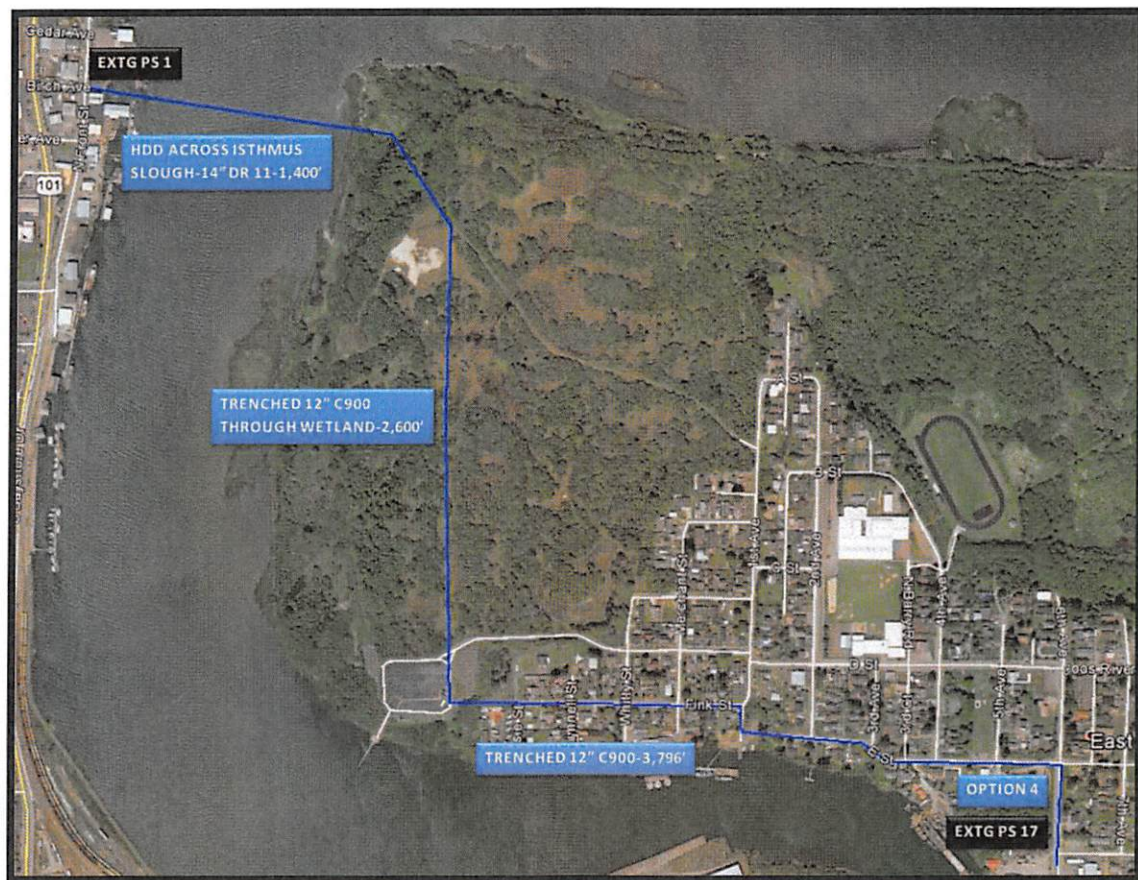


Figure 6: Force main Improvement-Option 4

COSTS ESTIMATES

Cost estimates were developed for Phase I and Phase II of Option 4. The cost estimates are given below:

Table 8: Option 4 – Phase I – Alternative Path 2 Cost Estimate

Option 4 - Phase I - Wetland Trenching Cost Estimate					
No.	Description	Qty	Unit	Unit Cost	Total Cost
1	Construction Facilities and Temp. Controls	ALL	LS	\$144,539	\$144,539
2	Demolition and Site Prep.	ALL	LS	\$96,359	\$96,359
3	HDD Equipment Mobilization	2	LS	\$125,000	\$250,000
4	DBS System (2,030 GPM)	1	EA	\$95,000	\$95,000
5	DBS Piping Connection to Extg System	1	LS	\$15,000	\$15,000
6	12" C900 DR 18-Forcemain-Trenched	3,796	LF	\$50	\$189,800
7	Trench AC Patching	450	TON	\$140	\$62,973
8	12" C900 DR 18-Forcemain-Wetland Restoration	2,564	LF	\$80	\$205,120
9	Pipe Anchors	5	EA	\$2,000	\$10,000
10	12" HDPE Jack and Bore (20" Casing)	80	LF	\$400	\$32,000
11	18" Sanitary Sewer Pipe	80	LF	\$120	\$9,600
12	14" HDPE DR 11-Forcemain-HDD	1,400	LF	\$400	\$560,000
13	Piping Connections to and from PS 1 and PS 17	1	LS	\$15,000	\$15,000
14	Landscaping and Restoration	1	LS	\$10,000	\$10,000
Total Construction Cost					\$1,695,392
Land Acquisition					\$25,000
Environmental					\$90,000
Engineering (20%)					\$339,078
Contingency (15%)					\$254,309
Total Project Cost					\$2,403,779

Table 9: Option 4 – Phase II Cost Estimate

Option 4 - Phase II Cost Estimate					
No.	Description	Qty	Unit	Unit Cost	Total Cost
1	Construction Facilities and Temp. Controls	ALL	LS	\$29,450	\$29,450
2	Demolition and Site Prep.	ALL	LS	\$14,725	\$14,725
3	Roof Replacement	100	SF	\$200	\$20,000
4	Wetwell Hatch Replacement	1	EA	\$5,000	\$5,000
5	Door Replacement	1	EA	\$5,000	\$5,000
6	Louver Replacement	1	EA	\$2,000	\$2,000
7	Wetwell Piping Replacement	1	LS	\$20,000	\$20,000
9	Pump Upgrades (2,030 GPM)	1	LS	\$112,500	\$112,500
10	Electrical Service Upgrade	1	EA	\$30,000	\$30,000
11	Pump Station Controls Upgrades	1	LS	\$100,000	\$100,000
Total Construction Cost					\$338,675
Engineering					\$67,735
Contingency (15%)					\$50,801
Total Project Cost					\$457,211

FINAL RECOMMENDATION

Given the ramifications to the downstream components, and existing soil conditions, options 1, 2, and 3 were not seen as feasible or cost effective. Therefore, it is recommended to begin Phase I of a two phase process as described in Option 4. This will include a DBS system installed at PS 17, and the construction of a forcemain extending from PS 27 North along 6th Ave., then west along E and Fink St., then north through wetlands, and then west again across the Isthmus Slough to PS 1.

IFA LOAN 1	IFA			City				Proposed Budget Changes			
Activity	Approved Budget	Disbursements	Remaining	Encumbered	Spent	Adjustments	Total Remaining	Current Budget Remaining	Proposed Budget Change	Proposed Budget Remaining	Description of change
Plant 1 Grit Chamber	\$ 25,000.00	\$ -	\$ 25,000.00				\$ -	\$ 25,000.00			
Plant 1 Garage/Storage Facility Design	\$ 50,000.00	\$ -	\$ 50,000.00				\$ -	\$ 50,000.00	\$ 75,000.00	\$ 75,000.00	Combine these two projects and rename "Plant 1 Faciltiy Plan Amendment (30%)"
Plant 2 Eng, Envir. Biosolids	\$ 1,345,813.00	\$ 1,290,255.00	\$ 55,558.00	\$ 1,302,640.00	\$ 1,290,254.04		\$ 12,385.96	\$ 55,558.00	\$ 1,290,255.00	\$ -	Move the amount remaining to I/I Projects (\$55,558)
WWTP 2 Pre Design Dyer 130191 01				\$ 12,054.00	\$ 7,735.00	\$ (4,319.00)	\$ 4,319.00				
WWTP 2 Pre Design SHN 130191 02				\$ 597,939.00	\$ 597,502.50		\$ 436.50				
Biosolids Handling Dyer 130321 01				\$ 49,993.00	\$ 49,993.00		\$ -				
Biosolids Handling Staheli 130321 02				\$ 6,731.00	\$ 6,731.00		\$ -				
Biosolids Handling CH2M 130321 03				\$ 24,800.00	\$ 24,800.00		\$ -				
Plant 2 Value Engineering 140011				\$ 101,123.00	\$ 93,492.54	\$ (7,630.46)	\$ 7,630.46				
WWTP2 Final Design SHN Consulting 14003102				\$ 510,000.00	\$ 510,000.00		\$ -				
Isthmus Slough	\$ 650,000.00	\$ 21,672.00	\$ 628,328.00	\$ 22,782.00	\$ 21,671.00		\$ 1,111.00	\$ 628,328.00	\$ 600,000.00	\$ 578,328.00	Move \$50K to I/I Projects
PS17 Isthmus Pre Design				\$ 22,782.00	\$ 21,671.00		\$ 1,111.00				
Isthmus Final Design				\$ -							
Isthmus Construction				\$ -							
Bundled Sewer Projects	\$ 477,855.00	\$ 200,707.00	\$ 277,148.00	\$ 202,475.79	\$ 200,706.78		\$ 1,769.01	\$ 277,148.00	\$ 477,855.00	\$ 277,148.00	No Change in money but Move Basin FF to this Bundle Project.
4,5,6 Design Kerbo 150021 01				\$ 2,897.00	\$ 2,824.00	\$ (73.00)	\$ 73.00				
4,5,6 Design H.G.E. 150021 02				\$ 16,016.00	\$ 14,623.00		\$ 1,393.00				
4,5,6 Construction											
Salmon Kerbo 150031 01				\$ 31,477.00	\$ 31,477.00		\$ -				
Salmon Billeter 150031 02				\$ 121,390.49	\$ 121,390.49		\$ -				
Kingwood Kerbo 150041 01				\$ 8,622.00	\$ 8,318.99	\$ 303.01	\$ 303.01				
Kingwood Billeter 150041 02				\$ 22,073.30	\$ 22,073.30		\$ -				
Pump Station 4	\$ 1,093,700.00	\$ 867,599.00	\$ 226,101.00	\$ 850,203.17	\$ 867,596.22		\$ (17,393.05)	\$ 226,101.00	\$ 867,599.00	\$ -	Move the amount remaining to I/I Projects (\$214,101) and Project Management (\$12,000)
PS4 Civil West 130241 01				\$ 86,935.00	\$ 86,935.02		\$ (0.02)				
PS4 Hempstead 130241 02				\$ 228,036.67	\$ 228,036.67		\$ -				
Tipping Fees (United Rental & Dry Creek Landfill)					\$ 17,393.03						
PS4 Johnson 130241 03				\$ 530,031.50	\$ 530,031.50		\$ -				
PS4 Civil West 130241 04				\$ 5,200.00	\$ 5,200.00		\$ -				
Pump Station 1 Flow Study & Pre-Design	\$ 20,000.00	\$ 49,102.00	\$ (29,102.00)	\$ 49,100.00	\$ 49,100.00		\$ -	\$ (29,102.00)	\$ 49,102.00	\$ -	
Birch/Front Street Storm Drain	\$ 293,615.00	\$ 26,193.00	\$ 267,422.00	\$ 37,460.00	\$ 26,190.00	\$ -	\$ 11,270.00	\$ 267,422.00	\$ 309,858.00	\$ 283,665.00	Increased by \$16,243 from 11th St
Birch/Front St Design Dyer 130271 01				\$ 37,460.00	\$ 26,190.00		\$ 11,270.00				
Birch/Front St Construction											
11th Street Design	\$ 30,000.00	\$ 13,757.00	\$ 16,243.00	\$ 13,760.00	\$ 13,756.00		\$ 4.00	\$ 16,243.00	\$ 13,757.00	\$ -	Move \$16,243 to Birch and Front
10th & Lockhart Design/Constr.	\$ 275,000.00	\$ 243,279.00	\$ 31,721.00	\$ 243,343.37	\$ 243,278.62		\$ 64.75	\$ 31,721.00	\$ 243,279.00	\$ -	Move \$29,102 to PS 1 and \$2,619 to I/I
10th SHN 130221 01				\$ 20,710.00	\$ 20,645.25	\$ (64.75)	\$ 64.75				
10th Hempstead 130221 02				\$ 222,633.37	\$ 222,633.37		\$ -				
Inflow & Infiltration Projects	\$ 517,230.00	\$ 629,460.00	\$ (112,230.00)	\$ 839,175.15	\$ 629,457.49		\$ 209,717.66	\$ (112,230.00)	\$ 839,508.00	\$ 210,048.00	Increase Budget by moving the following funds to this line item: Plant 2 (\$55,558); Isthmus Slough (\$50,000); Pump Station 4 (\$214,101); 10th & Lockhart (\$2,619)
Blossom Gulch Design H.G.E 160031				\$ 34,440.00	\$ 34,432.32		\$ 7.68				
Blossom Gulch Construction H.G.E 160161 01				\$ 30,285.00	\$ 30,285.00		\$ -				
Blossom Gulch Construction Hempstead 160161 02				\$ 411,011.25	\$ 411,011.25		\$ -				
Fillmore Interceptor Design 160061				\$ 23,460.00	\$ 23,460.00		\$ -				
Fillmore Interceptor Construction Dyer 170031 01				\$ 21,570.00	\$ 21,570.00		\$ -				
Fillmore Interceptor Construction Johnson 170031 02				\$ 89,751.70	\$ 89,751.70		\$ -				
Basin FF Construction											Will be constructed with 4,5,6 Project would like to put it under bundled line item
West of Plant 1 Design H.G.E 160051				\$ 17,575.00	\$ 17,475.00		\$ 100.00				
West of Plant 1 Bid/Con H.G.E 170131 01				\$ 7,150.00	\$ 1,472.22						
West of Plant 1 Construction				\$ 203,932.20							
Project Management	\$ 25,000.00	\$ 22,500.00	\$ 2,500.00	\$ 25,000.00	\$ 22,500.00		\$ 2,500.00	\$ 2,500.00	\$ 37,000.00	\$ 14,500.00	Increase in Project Management Fees of \$12,000)
CCD WW System Repair Collections 130171				\$ 25,000.00	\$ 22,500.00		\$ 2,500.00				
	\$ 4,803,213.00	\$ 3,364,524.00	\$ 1,438,689.00	\$ 3,585,939.48	\$ 3,364,510.15	\$ (11,784.20)	\$ 248,137.71	\$ 1,438,689.00	\$ 4,803,213.00	\$ 1,438,689.00	

Design Pending/In Progress

Construction Pending/In Progress

All work Completed

*all dollar figures are current as of Disbursement Request #47