



CITY OF COOS BAY JOINT COUNCIL/URA WORKSESSION

August 22, 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 September 5, 2017
 - a. Consideration of a Facade Improvement Grant for the Location of 791 N. Front Street
 - b. Consideration of Approval of a Text Amendment to the Coos Bay Municipal Code Definition Substantial Improvement - Approval Would Require Enactment of the Proposed Ordinance
 - c. Approval of a Contract Amendment with Stantec for Brown Fields Project
 - d. Approval of an Initiation of a Proposed Vacation of Hemlock Avenue
 - e. Approval of Weekend and Night Construction Work on Plant 2 Expansion and Upgrade Project
 - f. Update on the Fats, Oil, and Grease Program
 - g. Approval of an Intergovernmental Agreement (IGA) with Port of Coos Bay for Engineering Services of Earthen Berm Repair
 - h. Amendment to the Downtown Urban Renewal Plan - Approval Would Require Adoption of Resolution 17-20
 - i. Approval of a Proclamation Renaming the Pedway to Preway
3. Other Business
4. An Executive Session Will 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 22, 2017	2.a.

TO: URA Chair Kramer and Board Members

FROM: Debbie Erler, Planner 1

THROUGH: Rodger Craddock, City Manager

ISSUE: Consideration of a Façade Improvement Grant for the Location of 791 N. Front Street

SUMMARY:

The applicant is requesting a Façade Improvement Grant to repair the exterior stucco, repaint and replace gutters and down spouts. The proposed color building color is "Vast Sky SW6506" which is similar to colors in the approved color palette.

The Design Assistance Team (DAT) met on August 17, 2017 to review the final submittal. They recommended the project be approved as submitted.

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 project will be a visual improvement to the building and the district, which will assist in the revitalization of North 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 stucco repair and repainting are \$800.00, \$870.20 and \$912.00; and the bids on the aluminum gutters and downspouts are \$7,800.00, \$8,210.00, and \$10,250. Therefore, the combined lowest bid total is \$8,600.

ACTION REQUESTED:

If it pleases the City Council at the September 5th the Urban Renewal meeting, award a façade improvement grant for up to \$8,600.00 to the property owner of 791 North Front Street from Façade Improvement Grant #57-940-520-2415 for the fiscal year 2017-2018 .

BACKGROUND:

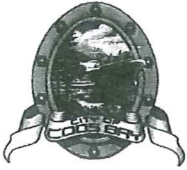
The one-story structure was built in 1955, and it was home to VFW Post 3183 as a meeting hall. The building is under new ownership as of June 2017. The restoration and preservation of this structure will provide aesthetic appeal to visitors and aide in the redevelopment of Front Street.

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 property owners of 217 S. Broadway; \$7,500 grant to Old City Hall at 375 Central Avenue; and up to \$25,000 to the owner of 737 N Front Street; therefore, \$92,500 is remaining.

ATTACHMENT(S):

- ▣ Application and photos



City of Coos Bay

Façade Improvement Grant Program Application

Name of applicant Eric Clough & Cheryl Davies

Name of business Front Street Community Bike Works

(Bicycle Liberation Front LLC) How many years in business 0

Address of business storefront or building to be rehabilitated 791 - N. Front St.
Coos Bay, OR

Phone number 541-266-7382 E-mail address ecclough@frontier.com

Type of business Retail / Service

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 _____

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:

Masonry repair and painting

Gutters

SW 6506
Vast Sky

175-C2

Estimated cost of project \$ 8000.00

Proposed start date _____

Time line/estimated completion date for project Oct. 1st /17.

If this is a time critical project, please state latest date that applicant can be notified of grant funding approval AS.A.P.

Brief explanation of factors contributing to the critical timing of this project: Before rain begins.

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:
none 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.
c. 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.

791 North Front Street
July 2017



Cedar Avenue Frontage



North Front Street Frontage



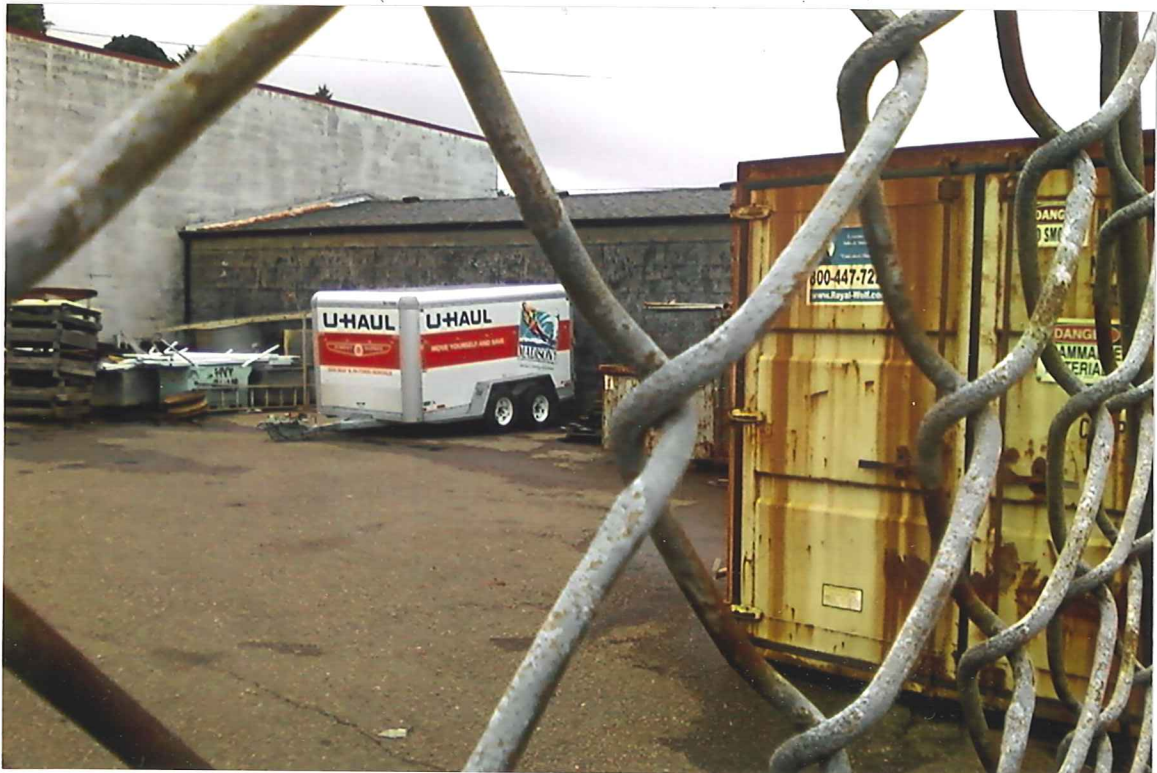
Cedar Avenue Frontage



Cedar Avenue Frontage



Facing Marshfield Bargain House yard



Facing Marshfield Bargain House yard

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

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
August 22, 2017	2.b.

TO: Mayor Benetti and City Councilors

FROM: Tom Dixon, Community Development Administrator

THROUGH: Rodger Craddock, City Manager

ISSUE: Consideration of Approval of a Text Amendment to the Coos Bay Municipal Code Definition Substantial Improvement - Approval Would Require Enactment of the Proposed Ordinance

SUMMARY:

The City of Coos Bay, as applicant, is initiating a Development Code text amendment to broaden the definition of 'substantial improvement' as it is stated in Chapter 17.149 Definitions. The addition, placed between subsections (2) and (3) would state:

"In any 1-year period, if improvements to the structure total more than 50% of the value of the structure, the structure will be required to be brought up to current floodplain management standards. The 1-year period will be a rolling period and start at the completion, or date of finalization, of the oldest improvement within the last 365-day period. At the end of each improvement, the structure must be deemed habitable as defined by the Oregon Building Code."

ACTION REQUESTED:

If it pleases the Council, at the September 5th Council meeting, enact an amendment to the Development Code definition of Substantial improvement as it relates to floodplain re-development so that it aligns with FEMA's interpretation for the timing of phased improvements.

BACKGROUND:

The current Development Code for the City of Coos Bay was enacted February 16, 2016 by the City Council and had an effective date of March 18, 2016. At that time, the City of Coos Bay staff was interpreting re-development on existing structures that were located in the floodplain in a manner less restrictive than what FEMA intended and had enforced. As

proposed, the amended language would be consistent with FEMA's position on re-development in the floodplain and protect the City's interests against FEMA enforcement actions. At their August 8, 2017 Planning Commission Hearing, the Planning Commission recommended approval as written above on a vote of 6-0.

BUDGET IMPLICATIONS:

None

ATTACHMENT(S):

- ▣ Substantial Improvement Draft Ordinance

ORDINANCE NO. ###

AN ORDINANCE AMENDING COOS BAY MUNICIPAL CODE, TITLE 17, CHAPTER 17.140.010 TO EXPAND THE DEFINITION OF ‘SUBSTANTIAL IMPROVEMENT’ AS IT RELATES TO DEVELOPMENT AND RE-DEVELOPMENT IN AREAS DESIGNATED AS FLOODPLAIN.

WHEREAS, portions of Coos Bay are within a floodplain which necessitates special consideration when development and re-development occur, and

WHEREAS, the City of Coos Bay has been given direction by both the Federal Emergency Management Agency (FEMA) and the Department of Land Conservation and Development (DLCD) to enforce more stringent review of re-development projects within the floodplain to ensure compliance with FEMA’s definition of ‘substantial improvement’, and

WHEREAS, the City of Coos Bay is following the direction of FEMA and DLCD by expanding the Development Code definition of ‘substantial improvement’ by adding the following language:

"In any 1-year period, if improvements to the structure total more than 50% of the value of the structure, the structure will be required to be brought up to current floodplain management standards. The 1-year period will be a rolling period and start at the completion, or date of finalization, of the oldest improvement within the last 365-day period. At the end of each improvement, the structure must be deemed habitable as defined by the Oregon Building Code.", and

WHEREAS, legal notice was published in “The World”, a newspaper of general circulation within Coos County, Oregon on March 2, 2017 and April 20, 2017, and

WHEREAS, a public hearing was held before the City of Coos Bay Planning Commission on July 20, 2017; and after receiving evidence and hearing testimony, the Planning Commission supported the Development Code amendment by a vote of 6-0 and,

WHEREAS, after considering the Commission’s Findings and Justification and after receiving evidence and hearing testimony at the September 5, 2017 hearing, the City Council of the City of Coos Bay, adopted the Findings and Justifications, and approved the proposed Development Code amendment to the definition of ‘substantial improvement’.

NOW THEREFORE, the City Council of City of Coos Bay ordains the following:

Section 1. Amend the City of Coos Bay’s Development Code to expand the definition of ‘substantial improvement’.

Section 2. The sections and subsections of this Ordinance are severable. The invalidity of one section or subsection shall not affect the validity of the remaining sections or subsections.

Section 3. This Ordinance shall take effect 30 days after enactment by the City Council and signature by the Mayor, whichever is later.

The foregoing ordinance was enacted by the City Council of the City of Coos Bay the _____ day of September 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 22, 2017	2.c.

TO: URA Chair Kramer and Board Members

FROM: Jim Hossley, Public Works and Community Development Director

THROUGH: Rodger Craddock, City Manager

ISSUE: Approval of a Contract Amendment with Stantec for Brown Fields Project

SUMMARY:

This is a “taking care of business” item. The Urban Renewal Agency awarded the Environmental Protection Agency (EPA) Community Wide Assessment Grant contract to Stantec Consulting Services, Inc. at the November 18, 2014 Agency meeting. Stantec is to implement a community environmental assessment, planning, community outreach, and other environmental and planning components all to be paid from the grant proceeds. The amount of the contract is \$375,800. The City of Coos Bay also applied for and received a Brownfields Redevelopment Fund integrated planning grant from Business Oregon in the amount of \$25,000. The grant was awarded to complete integrated planning activities associated with addressing redevelopment barriers impacting both public and private properties located along the City of Coos Bay’s Front Street waterfront corridor including:

- (a) A Front Street Pedestrian Connectivity Study.
- (b) An Updated Front Street Master Plan.

The work associated with this grant supplements the work financed by the EPA grant. The work under this grant was also done by Stantec however the fee for this work was not included in the original contract. Thus, Stantec is requesting the contract amount be amended for an additional \$25,000 for the work they did associated with the grant.

ACTION REQUESTED:

If it pleases the Agency, at the September 5, 2017 meeting, amend the contract amount with Stantec an additional \$25,000.

BACKGROUND:

In 2014, the Urban Renewal Agency approved staff to send out a request for qualifications

(RFQ) seeking qualified environmental consulting and/or planning firms to provide assistance with: securing a United States EPA Community Wide Grant for the assessment, cleanup, and redevelopment of brownfields properties within the Front Street planning area of Coos Bay, and; implementation of an environmental assessment, remedial planning, community outreach, and other environmental and planning components. Four statements of qualifications (SOQ's) were received; staff selected Stantec Consulting Services, Inc. of Bellevue, Washington to write and manage the EPA Community Wide Assessment Grant. Stantec proposed to write the grant free of charge and then, if awarded, implement the environmental assessment, planning, community outreach, and other components of the project; all to be paid from the grant proceeds. The Agency award the Environmental Protection Agency Community Wide Assessment Grant contract to Stantec Consulting Services, Inc. at the November 18, 2014 Agency meeting.

The City of Coos Bay was awarded two grants. One of the grants is from Business Oregon in the amount of \$25,000, and the other one is the Environmental Protection Agency (EPA) Brownfields Grant totaling \$400,000. These two grants are linked together to, in part, complete sub-area planning and brownfields assessment work in the Front Street area.

The purpose of the Business Oregon Grant is to plan for area connectivity in the Front Street area, and it is to be used in conjunction with the EPA grant. All the work associated with this grant is complete.

The purpose of the EPA Brownfields grant is to help transform brownfield sites, such as former manufacturing and mill sites, into productive end uses which directly benefit community residents and create opportunities including increased housing options, recreational spaces, and jobs. This initial grant will provide the City with funding necessary to do assessments and sub-area planning related to clean-up sites. Work associated with this grant is still underway.

BUDGET IMPLICATIONS:

At the September 1, 2015, the City Council accepted \$425,000 in grants for the Browns Fields project. The funds included \$25,000 from Business Oregon and \$400,000 from the U.S. Environmental Protection Agency. The contract with Stantec is currently \$375,800. If the amendment to the Stantec contract is approved the contract amount will increase to \$400,800.

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

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
August 22, 2017	2.d.

TO: Mayor Benetti and City Councilors

FROM: Jim Hossley, Public Works and Community Development Director

THROUGH: Rodger Craddock, City Manager

ISSUE: Approval of an Initiation of a Proposed Vacation of Hemlock Avenue

SUMMARY:

The owners of the property on both sides of the platted Hemlock Avenue right-of-way between North Front Street and the bay, have submitted an application to vacate the Hemlock Avenue right-of-way so that the area can be used in conjunction with future development. The applicant has also requested that the City Council initiate the vacation by majority vote without a petition or consent of property owners and prior to giving public notice. This option is allowed by the Coos Bay Municipal Code (CBMC) Chapter 17.345.020 Initiation.

ACTION REQUESTED:

If it pleases the City Council, at the September 5th Council meeting initiate the proposed vacation of the portion of the Hemlock Avenue right-of-way located between North Front Street and the bay and set a public hearing date before the Planning Commission for October 10, 2017 to begin the public review.

BACKGROUND:

The subject right-of-way transects the Central Dock site which has recently been purchased. The requested vacation would allow greater development options for the site and would use the area for a platted street that was never built. When the Central Dock site is developed, significant access and circulation needs will be addressed but Hemlock Avenue, as it was platted, will not be needed to advance these future traffic options.

BUDGET IMPLICATIONS:

By initiation, the vacation and application fee, which includes the mailing fee, publication fee, and property posting fee, would be waived. According to Fee Resolution 17-08 , that amount is \$1,054.00.

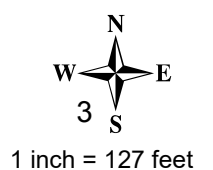
ATTACHMENT(S):

- ▣ Map of proposed vacation area
- ▣ Vacation Application



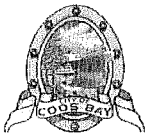
Disclaimer:
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Image Date: 5/1/2015



Date: 8/16/2017

Joint CG/IRA Work Session Meeting August 22, 2017



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-ZON17-062
Date Received: 8-14-17

LAND USE DEVELOPMENT REVIEW APPLICATION

For Office Use Only

STAFF CONTACT

Debbie Erler

PROJECT NO(S).

Hemlock Vacation

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 type="checkbox"/> Architectural Design Review | <input type="checkbox"/> Lot Line Adjustment | <input checked="" 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:

Hemlock Ave (between N Front / Bay)

Assessor's Map No./Tax Lot(s): 26 BB

Zoning:

Total Land Area:

Detailed Description of Proposal:

Applicant/Owner Name:
(please print)

Gregory Drobot

Phone: (541)

Address:

P.O. Box 1902

Email: Gdrobot@face rock creamery.com

City State Zip:

Banden, OR

Applicant's Representative:
(please print)

Daniel Graham

Phone: (503) 312-8397

Address:

P.O. Box 1902

Email: DGraham@face rock creamery.com

City State Zip:

Banden, OR

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.

[Signature]

Applicant's signature

7-31-17

Date

[Signature]

Owner's signature (required)

7-31-17

Date

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

Agenda Staff Report

This item was previously discussed at Joint URA/Council Worksession on 2/7/2017

MEETING DATE	AGENDA ITEM NUMBER
August 22, 2017	2.e.

TO: Mayor Benetti and City Councilors

FROM: Jennifer Wirsing, Wastewater Project Engineer

THROUGH: Jim Hossley, Public Works & Community Development Director

ISSUE: Approval of Weekend and Night Construction Work on Plant 2 Expansion and Upgrade Project

SUMMARY:

Typically, construction activity is performed Monday through Friday between the hours of 7 am and 6 pm. At the February 7, 2017 Council meeting, Council approved construction weekend work for the Plant 2 Expansion and Upgrade Project in an effort to maintain the schedule. The Council approved no more than ten weekends for the construction duration. To date, the project has expended eight of the ten weekends, and the construction is approximately 30% complete. In an effort to maintain the scheduled completion date of September 2018 staff, on behalf of the City's contractor, is requesting approval to work an additional ten weekends and ten nights.

ACTION REQUESTED:

At the September 5th Council meeting, staff is requesting the Council's approval an additional ten weekends and ten nights of construction work for the Plant 2 Expansion and Upgrade Project.

BACKGROUND:

Typically, the City allows construction during the hours of 7 am and 6 pm (Coos Bay Municipal Code 9.20.010(7)) Monday through Friday. At the commencement of the Plant 2 Expansion and Upgrade Project, staff requested that Council allow the City's contractor, Mortenson Construction, to work on weekends. At the February 7, 2017 meeting, Council approved Mortenson to work no more than ten weekends throughout the project duration. To date, Mortenson has worked eight of the ten weekends.

As is common with most construction projects, there have been some delays. Because this

project was started in the winter and because this area received approximate 25 inches more than the average annual rainfall last season there were some construction issues during the site development phase. Saturated material had to be removed and replaced with rock. Furthermore, the intense rains slowed construction and on some occasions even halted it. This caused delays in the schedule. As a result, the concrete construction of the tanks has been behind schedule and in an effort to regain schedule days, Mortenson utilized four weekends to form tank walls and pour concrete. Another reason for delays was because the power lines along the west side of the project had to be temporary realigned so that shoring could be installed for the construction of the influent pump station. Per Pacific Power, line realignment could only be performed on the weekend. This activity utilized four of the approved weekends to date.

The City's contractor is committed to having the plant on-line no later than September 2018. At this time, they have not indicated that this deadline is an issue. However, because they do not know what potential delays will occur over the next year, they are requesting that Council approve ten more weekends (which will bring the total approved weekend work to 20 weekends) and ten nights.

BUDGET IMPLICATIONS:

Approval of weekend work will have no impact on the project's budget.

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

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
August 22, 2017	2.f.

TO: Mayor Benetti and City Councilors

FROM: Jennifer Wirsing, Wastewater Project Engineer

THROUGH: Jim Hossley, Public Works & Community Development Director

ISSUE: Update on the Fats, Oil, and Grease Program

SUMMARY:

In a July work session, staff presented to Council information regarding the development of a Fats, Oil, and Grease (FOG) program. Council directed staff to move forward with preparing an ordinance and program that identifies food service establishments through the business license renewal process. After internal staff discussions, it is believed that the new business license program (Caselle) is a viable mechanism to track food service establishments.

However, due to the newness of the software, it is recommended postponing the implementation of a FOG program until next year (November 2018). This will allow staff to become familiar with the new software, prepare an ordinance for review and approval, notify/educate the public, and prepare a program that implements the ordinance.

ACTION REQUESTED:

At this time, if Council agrees with staff's recommendation, there is no further action required.

BACKGROUND:

The City has very little control on what is discharged to the treatment plants by commercial and industrial users. A variety of pollutants that are toxic to fisheries and other aquatic life or impact the collection system are routinely discharged by businesses and residences. Sinks and drains routinely receive problem pollutants used for cleaning, personal care products, Fats, Oil & Grease (FOG), petroleum compounds, and other materials. A focus on pollution prevention activities and Best Management Practices (BMPs) are the most environmentally-sound and cost-effective ways to reduce concentrations of toxics received by the collection system and treatment plants. While there are several other industries that can contribute to harmful discharge to the City's system, one way to minimize this issue is to have a FOG program that concentrates on establishments that make and serve food. These can include but are not limited to: restaurants, hospitals, wine and beer breweries, and assisted living

facilities.

In July, Council directed staff to implement a FOG program and track the food service establishments through the business license renewal process. This past June, the City updated the business license software to Caselle. The first license renewal with this new software will commence in November. Additionally, the City is implementing an electronic express bill pay system. This will add another layer of newness to the business license program that staff will be working through. Training for this new payment method begins at the end of this month.

Due to the new software and the new method for payment, it is recommended that the implementation of a FOG program through the business license process be postponed to November 2018. This will allow staff to become familiar with the new software, prepare an ordinance for review and approval, notify/educate the public, and prepare a program that implements the ordinance. If Council agrees, staff will present a status of the ordinance development to Council in the first quarter of next year.

BUDGET IMPLICATIONS:

At this time, there is no impact on the budget.

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

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
August 22, 2017	2.g.

TO: URA Chair Kramer and Board Members

FROM: Rodger Craddock, City Manager

THROUGH:

ISSUE: Approval of an Intergovernmental Agreement (IGA) with Port of Coos Bay for Engineering Services of Earthen Berm Repair

SUMMARY:

The earthen berm on the east side of the Coos Bay Rail yard has been sloughing into the bay, and it has deteriorated to the point that portions of the City walkway on top of the berm has begun to fail. While the berm is owned by the Port of Coos Bay, the City owns and maintains the walkway constructed upon the berm. The City and the Port have entered into a Memorandum of Understanding (MOU) for the purposes of engaging an engineering firm to evaluate and prepare the necessary engineering plans for the restoration of the berm. The Port wishes to formalize the agreement between the City and the Port in regards to cost-sharing for the necessary engineering services.

ACTION REQUESTED:

Staff is requesting the Agency's approval of the IGA.

BACKGROUND:

The Port of Coos Bay owns and operates the Coos Bay Rail Link, which operates on 134 mile railroad line from the Willamette Valley to Coquille, Oregon. An integral portion of the Port's railroad infrastructure is the rail yard located in downtown Coos Bay which is used for the storing, sorting, and or loading and unloading of rail cars and or locomotives. The eastern boundary of the Port's yard is protected from water infiltration from the bay by a earthen berm which serves as a levy. The earthen berm not only protects the rail yard from flooding, but a large section of the downtown as well.

While the Port owns the earthen berm, the City has an easement across the top of the berm, and the City has constructed a walking path on top of the berm. Over the last several years, the berm has been sloughing into the bay, and it has deteriorated to the point that portions of

the City has had to barricade off two sections for the safety of pedestrians. The condition of the walkway has also restricted our ability to access the area with public safety vehicles.

Given our shared interest in the earthen berm, the City and the Port wish to partner in and split the costs for the initial engineering to identify and plan repairs to the berm walkway to prevent further deterioration and to restore the berm walkway to its prior condition.

BUDGET IMPLICATIONS:

The Agency's share of the anticipated cost is expected to be slightly less than \$23,000.

ATTACHMENT(S):

- ▣ Berm Repair IGA

**AN INTERGOVERNMENTAL AGREEMENT BETWEEN
THE OREGON INTERNATIONAL PORT OF COOS BAY, THE CITY OF COOS BAY
AND THE COOS BAY URBAN RENEWAL AGENCY**

Recitals:

- 1) The City of Coos Bay (the “City”) and the Oregon International Port of Coos Bay “(Port”) are both municipal corporations, organized and operating under the Constitution and laws of the State of Oregon and are both “units of local government” as defined in ORS 190.130.
- 2) The Coos Bay Urban Renewal Agency (“the Agency”) is an urban renewal agency created by the City of Coos Bay, and operating pursuant to the Constitution and laws of the State of Oregon.
- 3) The Oregon International Port of Coos Bay and the City of Coos Bay each have shared interest in an earthen berm located on the east side of the Coos Bay Rail yard along the shore of Coos Bay. Such earthen berm is located within the Downtown Urban Renewal District of the City of Coos Bay.
- 3) The City owns and maintains a walkway constructed upon the berm.
- 4) Over the last several years the berm east of the Coos Bay Rail yard has been sloughing into Coos Bay and has deteriorated to the point that portions of the City walkway on the top of the berm have begun to fail. The City has partially barricaded two locations on the walkway to prevent pedestrian and vehicle traffic from traveling over deteriorated areas, but the current condition of the walkway can no longer support emergency response vehicles, thereby hampering the City’s ability to respond to fire or police calls on the east side of the rail yard.
- 5) The parties to this agreement wish to partner in the initial engineering to identify and plan repairs to the berm and walkway to prevent further deterioration and to restore the berm and walkway to it prior condition.
- 6) The Agency and City have requested a fee proposal from KPFF, an engineering firm, for various tasks as contained in the proposal received by the Agency and City from KPFF, and the Port and Agency now desire to split the expense of the initial engineering tasks for tasks 1-4 and 6.1 in the KPFF proposal. KPFF is currently under contract with the City and the Agency.

7) It is in the public interest that the parties to this agreement to enter into an intergovernmental agreement, pursuant to ORS 190.010, which will set out the terms and conditions governing the Port's contribution to the Agency of a portion of the cost for the KPFF proposal.

Agreement:

Section 1: Recitals.

The above recitals are true and accurate and are incorporated herein by this reference.

Section 2: KPFF Proposal and the Port's Share of the Cost.

The written proposal the City and Agency received from KPFF is identified as Exhibit "A" to this IGA, and is attached hereto and incorporated herein by this reference. The City will administer the contract with KPFF.

2.1 The Agency and Port agree to evenly split the cost of the initial engineering for tasks 1 – 4 and 6.1 of the KPFF proposal.

2.2 The Agency agrees to make the initial payment to KPFF for the services provided for tasks 1 – 4 and 6.1 of the KPFF proposal. The Port agrees to reimburse the Agency for 50% of the payments made to KPFF for the billings paid for the above enumerated services, only.

2.3 The parties will determine at a later date whether the parties will agree to a cost sharing arrangement for the fees paid by the Agency and/or City to KPFF for tasks 5 and 6.2. In the event that the parties reach a further agreement on a cost sharing for these tasks then this Agreement will be amended to provide for such cost sharing for the additional tasks.

Section 3: Merger.

This agreement sets forth the entire understanding of the parties with respect to the subject matter of this agreement and supersedes any and all prior understandings and agreements, whether written or oral, between the parties with respect to such subject matter.

Section 4: Severability.

If any provision of this agreement shall be invalid or unenforceable in any respect for any

reason, the validity and enforceability of any such provision in any other respect and of the remaining provisions of this agreement shall not be in any way impaired.

Section 5: Modification.

This agreement may not be altered, modified, supplemented, or amended in any manner whatsoever, except by mutual agreement of the parties in writing. Any such modification, supplementation, or amendment, if made, shall be effective only in the specific instance and for the specific purpose given, and shall be valid and binding only if signed by the parties to this agreement.

Section 6: Attorney Fees.

In the event any action, suit, arbitration or other proceeding shall be instituted by either party to this Agreement to enforce any provision of this Agreement or any matter arising therefrom, or to interpret any provision of this Agreement, including any proceeding to compel arbitration, the prevailing party shall be entitled to recover from the other a reasonable attorney fee to be determined by the court or arbitrator(s). In addition to recovery of a reasonable attorney fee, the prevailing party shall be entitled to recover from the other, costs and disbursements, including all costs of arbitration and the arbitrator(s) fees, and expert witness fees, as fixed by the court or tribunal in which the case is heard.

In the event any such action, suit, arbitration or other proceeding is appealed to any higher court or courts, the prevailing party shall recover from the other a reasonable attorney fee for prosecuting or defending such appeal or appeals, in addition to the reasonable attorney fees in the lower court or courts or arbitration proceeding, such fee to be determined by the appellate court or lower court or arbitrator, as the appellate court may determine. In addition to recovery of a reasonable attorney fee on appeal, the prevailing party shall be entitled to recovery from the other costs and disbursements and expert witness fees as fixed by the appellate court. All costs and disbursements which may be awarded pursuant to this paragraph shall bear interest at the maximum legal rate from the date they are incurred until the date they are paid by the losing party.

Section 7: Arbitration.

7.1 Any controversy or claim arising out of or relating to this Agreement, including, without limitation, the making, performance or interpretation of this Agreement, shall be settled by arbitration in Coos County, Oregon, and any Judgment on the arbitration award may be entered in any court having Jurisdiction over the subject matter of the controversy.

7.2 Any party asserting a claim arising out of or relating to this Agreement may make a written demand for arbitration. In this event, the parties shall agree to submit their controversy to binding arbitration before a single arbitrator. The arbitrator shall be an attorney licensed to practice law in the State of Oregon. If the parties cannot agree within

30 days to the selection of a single arbitrator after the election to arbitrate, either party may request that the selection of an arbitrator be made by a Judge of the Circuit Court of the State of Oregon for Coos County. The dispute shall be heard by the arbitrator selected within 90 days thereafter, unless the parties agree otherwise.

7.3 The parties will pay their own costs of arbitration, and each will be obligated for one-half of the arbitrator's fee. The provisions of Section 6 shall also apply to arbitration, and in the event of arbitration under the provisions of this Agreement, the prevailing party shall be awarded reasonable attorney fees and related costs.

7.4 If arbitration is commenced, the parties agree to permit discovery proceedings of the type provided by the Oregon Rules of Civil Procedure both in advance of, and during recess of, the arbitration hearings. ORS 183.450(1) through (4), where applicable, shall control the admission of evidence at the hearing in any arbitration conducted hereunder, provided however no error by the arbitrator in application of the statute shall be grounds as such for vacating the arbitrator's award. Each party shall be entitled to present evidence and argument to the arbitrator. The arbitrator shall give written notice to the parties stating the arbitration determination and shall furnish to each party a signed copy of such determination and Judgment so the award may be entered in any court having Jurisdiction over the parties. The parties agree that all facts and other information relating to any arbitration arising under this Agreement shall be kept confidential to the fullest extent permitted by law.

7.5 The parties agree that the arbitrator shall have no Jurisdiction to render an award and/or Judgment for punitive damages. The parties agree that the decision of the arbitrator shall be final and binding on the parties and a Judgment may be entered on the arbitrator's award. Unless otherwise inconsistent herewith, the provisions of ORS Chapter 36 shall apply to any arbitration hereunder. The duty to arbitrate shall survive the cancellation or termination of this Agreement.

7.6 Service of process in connection therewith shall be made by certified mail. In any judicial proceeding to enforce this agreement to arbitrate, the only issues to be determined shall be the existence of the agreement to arbitrate and the failure of one Party to comply with that agreement, and those issues shall be determined summarily by the court without a jury. All other issues shall be decided by the arbitrator, whose decision thereon shall be final and binding. There may be no appeal of an order compelling arbitration except as part of an appeal concerning confirmation of the decision of the arbitrator.

7.7 Neither Party shall institute any legal proceeding against the other to enforce any right hereunder or for breach hereof, except that either Party may institute litigation (i) to enforce its rights of arbitration hereunder (ii) to confirm and have judgment entered upon any arbitration award issued hereunder, and (iii) to stay the running of any statute of limitation or prevent any other occurrence (including, without limitation, the passage of time) which would constitute laches, estoppel, waiver or any other such legal

consequence that suit is necessary to avoid, provided, however, that neither Party shall pursue litigation under item (iii) beyond such action as is necessary to prevent prejudice to its cause of action pending ultimate resolution by arbitration under this Section 7.

7.8 If any dispute between the Parties arises from or in connection with any claim of litigation initiated by any third party (either as claimant, plaintiff, counterclaimant, or defendant/third Party plaintiff), then, unless the Parties agree otherwise, the resolution of that dispute under the arbitration provisions of this Section may at the option of either Party be deferred until the resolution of that third-party claim or litigation, provided, however that in the event of any such dispute in connection with a claim or litigation so initiated by a third party, either Party may at any time initiate arbitration under this Section 7 to determine prospective liability between the Parties upon facts which are stipulated, admitted solely for the purpose of arbitrating prospective liability, or not reasonably in dispute. The issue of whether any fact is "reasonably in dispute" under the preceding sentence shall be subject to mandatory arbitration hereunder upon the demand of either Party. In the event either the Port or the City is made a party to such claim or litigation so initiated by a third party, either Port or the City shall select its own counsel and have complete control over all claim or litigation decisions concerning its participation in that claim or litigation, regardless of whether either Port or the City is required to, or in fact does, initiate a cross-claim, counterclaim, or third-party claim under sub-clause (iii) of Subsection 7.7 above, and regardless of either Parties indemnity obligations under Section 5.1 above.

Section 9: Governing Laws.

The laws of the State of Oregon shall govern the construction and interpretation of this Agreement and all rights and obligations of the Parties under it, except that the legal effect of any indemnity obligation under this Agreement for claims arising from personal injury or property damage shall be governed by the law of the state in which that personal injury or property damage occurred.

Section 10: Captions.

All headings and section captions are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

Section 11: Indemnification and Responsibility.

A. To the extent allowed under Article XI, Section 7, of the Oregon Constitution and the Oregon Tort Claims Act (ORS 30.260 to 30.300), the parties agree to indemnify and hold harmless the other party(s) against all claims, demands, liabilities, and judgments arising out of, related to, or in connection with any negligent act or omission of its employees and agents in the performance of services provided under this

agreement. The parties agree to comply with all Federal, State, county, and local laws, ordinances, and regulations applicable to this Agreement. The parties agree to comply with all Federal and State laws prohibiting discrimination on the basis of race, gender, national origin, religion, age, or disability. Failure or neglect of a party to comply with any or all such laws, ordinances, rules, and regulations shall not relieve that party of these obligations nor of the requirements of this Agreement.

B. Except as otherwise limited by the Article XI, Section 7, of the Oregon Constitution and the Oregon Tort Claims Act (ORS 30.260 to 30.300), each party shall be responsible for its tortuous acts and those of its officers or employees arising out of, or in any way connected with, the acts of each party under this Agreement.

Section 12: Counterparts.

This Agreement may be executed by the parties in separate counterparts, each of which when executed and delivered shall be an original, but all of which together shall constitute one and same instrument.

Section 13: Effective Date. This agreement shall become effective only after adoption by the governing bodies of City, the Port and the Agency.

IN WITNESS WHEREOF, the parties have signed duplicate originals of this Agreement to become effective on the date and year when signed by all Parties.

Dave Kronsteiner, Commission President
Oregon International Port of Coos Bay

Signed this ____ day of August, 2017

Joe Bennetti, Mayor
City of Coos Bay

Signed this ____ day of August, 2017

Stephanie Kramer, Board President
Coos Bay Urban Renewal Agency

Signed this ____ day of August, 2017

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

Agenda Staff Report

This item was previously discussed at on 7/25/2017

MEETING DATE	AGENDA ITEM NUMBER
August 22, 2017	2.h.

TO: Mayor Benetti and City Councilors

FROM: Rodger Craddock, City Manager

THROUGH:

ISSUE: Amendment to the Downtown Urban Renewal Plan - Approval Would Require Adoption of Resolution 17-20

SUMMARY:

In late 2015, the Urban Renewal Agency embarked on the process of updating the Downtown Urban Renewal Plan. During the revision process, the goals, objectives, and projects were reviewed and a number of revisions were proposed. The Coos Bay Urban Renewal Agency (Agency) met on June 27, 2017 with our URA consultant Elaine Howard to review and consider what had been done to date and discussed final revisions. The proposed final revisions were incorporated into a document and reviewed at a work session on July 25, 2017 after which there was consensus to incorporate the proposed revisions as an amendment to the Plan for the Council's consideration.

ACTION REQUESTED:

Review the proposed amend Downtown Urban Renewal Plan.

BACKGROUND:

The Downtown Urban Renewal District was established and the Urban Renewal Plan was adopted in 1988. The Downtown Urban Renewal District encompasses 1,298 acres. The following goals were established as part of the original plan:

- Waterfront - Develop to enhance its potential while preserving its role as a working waterfront.
- Downtown Core Pedestrian Mall - Revitalize the downtown core area by repairing and changing to promote utilization of area.

- Infrastructure - Improve where the infrastructure had deteriorated or was non-existent.

Over the years, a number of projects have been undertaken and completed. In addition, the Plan has been amended 20 times in the past to meet the changing urban renewal needs of the district. The last amendment to the Plan was done in July of 2015. Here are portions of the original Plan that while they made sense when the Plan was originally adopted, they may not be relevant in today's environment. As such and given the numerous changes (amendments), it was the desire of the Agency in 2015 to begin the process of updating the overall Plan.

As part of the process and with the assistance of our Urban Renewal Agency Consultant Elaine Howard, the Agency was asked to consider future priorities and to consider the following:

- Were goals still relevant?
- What would make the area more vibrant?
- What uses were needed in the area that did not presently exist or could be enhanced?
- What buildings need to be renovated to make the area look and function better?
- Were the infrastructure projects needed?
- What partners exist to help implement the ideas presented?
- What were the impediments in the area, and how could they be overcome?

During the revision process, updated goals, objectives, and projects were proposed, although never adopted. The Council's 2017-2019 goals include completing an update to the Downtown Urban Renewal Plan. The Coos Bay Urban Renewal Agency (Agency) met on June 27, 2017 with our URA consultant Elaine Howard to review and consider what had been done to date. Based on the outcome of the work session, Howard crafted a document which incorporates:

- A. A list of potential changes to the Downtown Urban Renewal Plan
- B. Tier 1 Projects to Fund
- C. Tier 2 Projects to Fund
- D. Updated Plan Goals and Objectives
- E. Downtown Urban Renewal Plan

The document was presented on July 25, 2017 at a Joint Council / URA Work Session. It was the consensus of the Agency to incorporate the proposed changes into the Plan through the amendment process. Given both the age of the Plan and the numerous amendments which have been made over the years, it was suggested that our consultant rewrite the plan in

a easier to read format.

BUDGET IMPLICATIONS:

N/A

ATTACHMENT(S):

- ▣ Resolution 17-20
- ▣ Amended and Restated Plan
- ▣ Original Plan as Amended
- ▣ Amended Plan in Legislative Format

City of Coos Bay

Resolution 17-20

A RESOLUTION OF THE URBAN RENEWAL AGENCY OF THE CITY OF COOS BAY, COOS COUNTY, OREGON MAKING COUNCIL APPROVED AMENDMENTS TO THE 1988 DOWNTOWN URBAN RENEWAL PLAN

WHEREAS, the Urban Renewal Agency of the City of Coos Bay ("Agency") finds it desirable to amend the 1988 Downtown Urban Renewal Plan (the "Plan") to update the projects list and goals and objectives and generally update the Plan, and

WHEREAS, the updating of the principle goals of the Plan as outlined in Chapter One of the Plan is defined as a Council Approved Amendment by Chapter Eight of the Plan, and

WHEREAS, Chapter Eight of the Plan allows Council Approved Amendments of the Plan to be adopted by a resolution of the Coos Bay City Council, and

WHEREAS, this amendment is not a Substantial Amendment in that it neither:

- Adds land to the 1988 Downtown Urban Renewal Area (the "Area"), except for an addition of land that totals not more than one percent of the existing area of the District, or
- Increases the maximum amount of indebtedness issued or incurred under the Plan; and

WHEREAS, this Council Approved Amendment may be adopted by resolution of the City Council;

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Coos Bay that the 1988 Coos Bay Downtown Urban Renewal Plan is hereby amended as shown in Exhibit A to this Resolution; and be it

FURTHER RESOLVED that the City Council directs the preparation of a redlined version of the Plan to incorporate this Amendment and an Amended and Restated Urban Renewal Plan to incorporate this Amendment and all previous amendments.

The foregoing resolution was duly adopted by the City Council of the City of Coos Bay, Coos County, Oregon this 5th day of September 2017.

Joe Benetti, Mayor

ATTEST:

Susanne Baker, City Recorder

CITY OF COOS BAY 1988 DOWNTOWN URBAN RENEWAL PLAN



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LIST OF AMENDMENTS FROM FEBRUARY 2004 TO SEPTEMBER 2017

Establishing Ordinance

Sept. 20, 1988 Ordinance No. 130 approving and adopting the Plan

AMENDMENTS

March 1, 1994 Resolution 94-1 for a minor plan amendment for replacement and repair to sidewalks and removal of canopies in Mall Block 2 & 3.

Oct. 4, 1994 Ordinance 210 for a major plan amendment findings to Section 1 of Ord. 130 for property purchase procedure.

Feb. 4, 1997 Resolution 97-2 for a minor plan amendment for the expansion, remodeling and renovation of the public library.

June 17, 1997 Resolution 97-5 for a minor plan amendment regarding rehabilitation projects' costs.

April 21, 1998 Resolution URA 98-3 for a minor plan amendment selecting the option for collecting ad valorem property taxes and establishing maximum indebtedness.

May 19, 1998 Ordinance No. 252 to establish an amount of maximum indebtedness implementation of ballot measure 50.

May 19, 1998 Ordinance No. 253 to choose the option for the collection of ad valorem taxes.

Aug. 20, 1998 Resolution URA 98-6 for a minor plan amendment adding a bike path along Hwy 101.

Oct. 17, 2000 Resolution URA 00-06 for a minor plan amendment for purchase of property for the construction of a pedestrian walkway (Sportsman Building)

Dec. 19, 2000 Ordinance No. 301 adding the purchase of property for and construction of a facility to house a historic railroad museum as a project.

Aug. 21, 2001 Resolution URA 01-03 minor plan amendment / boardwalk aquarium.

May 7, 2002 Resolution URA 02-05 amend Waterfront Project No. 5 to include upgrading of the utility infrastructure of the city dock.

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- | | |
|---------------|---|
| March 4, 2003 | Resolution URA 03-02 minor plan amendment to add the Tug Irene project. |
| May 5, 2003 | Resolution 03-03 minor plan amendment to add renovation of the Marshfield Sun Building. |

SUBSTANTIAL PLAN AMENDMENT

- | | |
|---------------|---|
| Feb. 17, 2004 | Ordinance No. 345 substantial amendment to increase the boundaries by 5.69 acres to include WW Treatment Plant I. |
|---------------|---|

All previous amendments were codified into one new document at this time by Tashman Johnson LLC.

AMENDMENTS AFTER 2004

- | | |
|---------------|---|
| April 4, 2006 | Resolution URA 06-01 making a minor plan amendment to provide for payment of marketing expenses for projects as described in Chapter 3. |
| Nov. 7, 2006 | Resolution URA 06-04 making a minor plan amendment to the Core Revitalization, Streets and Infrastructure, and Waterfront section of Chapter Three of the Plan to include Façade Improvements. |
| June 17, 2008 | Resolution 08-03 making a minor plan amendment to the Core Revitalization, Streets and Infrastructure, and Waterfront section of Chapter Three of the Plan to include Business Recruitment and Retention. |
| Dec. 1, 2009 | Resolution 09-29 amending the plan to remove the sunset date of September 2018 from the plan. |
| Oct. 19, 2010 | Resolution 10-05 amending the plan to include projects to the plan; removal of the Lockhart building, demo of the old fire station, and provide matching funds for a grant to seismic retro-fit of city hall. |
| July 21, 2015 | Resolution 15-04 amending the Plan to delete the section on the Plan in Section Eight pertaining to Plan Duration and Validity. |
| Date | Resolution __ amending the Plan to establish updated goals and objectives and identifying corresponding projects and otherwise |

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update the Plan.¹

All amendments after 2004 were codified into one new document on September 30, 2017 by Elaine Howard Consulting, LLC. There are two versions of the Plan, a version identifying all changes in footnotes and a “clean version” for easier reading of the document.

¹ Added as a part of the September 2017 Amendment

COOS BAY 1988 URBAN RENEWAL PLAN

CHAPTER ONE: INTRODUCTION

Overview of Coos Bay's Environment

The City of Coos Bay lies approximately 200 miles south of the Columbia River and 450 miles north of San Francisco. Coos Bay sits at the base of the vast Oregon Dunes National Recreation Area and lies adjacent to Shoreacres State Park, Cape Arago and the Pacific shoreline where outdoor activities predominate. Principal industries in the area are lumber, fishing, agriculture, shipping, recreation and a growing tourism industry.

The City of Coos Bay was incorporated in 1874; changed its name from Marshfield in 1944; merged with Empire in 1962; and consolidated with Eastside in 1983. The City is administered by a city manager with policy direction from a six member city council elected to four year terms and a mayor elected to a two year term. City council members will also serve as members of the City's Urban Renewal Agency.

History of Coos Bay's Urban Renewal Activities

The City of Coos Bay created an Urban Renewal District in 1968. The district included the central downtown business core area. It extended from the bay on the east to Fourth Street on the west and from Commercial Avenue on the north to Curtis Avenue on the south. Local financial participation in the district's activities was made possible by tax increment financing. This local participation was supplemented by federal grants. The district's projects consisted of the following:

1. Elimination of traffic on Central Avenue from Highway 101 to Fourth Street and the creation of a pedestrian mall.
2. Undergrounding of many utilities within the district.
3. Property acquisition to create parking lots and remove blighted structures.
4. Canopied walkways to connect parking lots and other district areas with the pedestrian mall.

These projects were completed in the early 1970's. The district ceased tax increment revenue financing in fiscal year ending 1984 and will terminate its affairs in fiscal year ending 1989.

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The pedestrian mall and its related projects were planned as Phase One of a four-phase project to revitalize the downtown core area and relate it to the adjacent waterfront through promotion of water-related, water-dependent and other scenic tourist activities.

Coos Bay's downtown core revitalization never proceeded beyond the Phase One pedestrian mall. Although the pedestrian mall has been maintained over the years, it now requires significant renovation and repair to halt further decay and preserve its utility.

The mall has also remained a controversial development since the day it was constructed. It did not halt the flight of many retail businesses to outlying shopping centers and the movement of professionals and other office activities to office structures away from the core area.

The buildings in the old Urban Renewal District today contain a mixture of retail, professional, financial, service, civic and governmental activities. The area is not a high traffic, consumer retail area. The area has a current vacancy rate which fluctuates between 5-6% as recently reported by the University of Oregon Community Planning Workshop. Visually, the downtown core gives the impression of having a higher vacancy rate, although the amount of vacant space during the last decade has fluctuated slowly, which suggests a balancing of incoming and outgoing business.

Urban Renewal Plan Goals

The 2017 Amendment to the City of Coos Bay Urban Renewal Plan has three principal goals. They are:

Goal 1: Enhance the city's waterfront on both sides of the bay to develop its potential for diverse uses including recreation, tourism, living and commercial mixed use activities while preserving its alternate role as a working waterfront which supports the area's marine related economy.

Goal 1 Objectives: (in no order of priority)

1. Install Highway 101 streetscape and improve bike and pedestrian crossings across 101
 - a) Provide safe and aesthetically pleasing crossings, sidewalks, including lighting, fencing, benches, bike racks, public art, and other street furniture
 - b) Provide effective wayfinding signage and gateways
2. Improve the facilities for waterfront recreation on both sides of the bay
 - a) Work with partners to encourage development of waterfront recreation and commercial uses
 - b) Develop additional docks for boat moorage and future float homes

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- c) Removal of abandoned pilings
 - d) Develop bathrooms on boardwalk
 - e) Develop showers and bathrooms for moorage customers/recreation use
 - f) Develop access for kayaks, paddle boards and other water related craft
 - g) Develop additional space for recreational fishing
 - h) Provide incentives for the development of commercial uses such as restaurants and uses supporting waterfront activities
 - i) Provide incentives for the development of a marina
3. Revitalization of Front Street
- a) Provide open space and pedestrian connectivity which creates access to the waterfront
 - Complete a north south pathway on the east side of Front Street and provide outlooks on city right of way
 - Create supportive environment for public events
 - Provide safe and aesthetically pleasing sidewalks, including lighting, fencing, benches, bike racks, public art and other street furniture
 - b) Support employment uses that require access to the waterfront for success.
 - c) Install improvements to the transportation network that improve multi-modal safety.
 - Develop a public parking management strategy

Goal 2: Revitalize the businesses and the built environment in the downtown core, including its historic heritage that reinforces it as the cultural and commercial center of the city and makes it an economically healthy, attractive and unique place for people to live, work, shop, socialize and recreate.

Goal 2 Objectives: (in no order of priority)

1. Pursue building restoration including facades and second floors.
 - a) Target storefront program to specific building clusters within the downtown
 - b) Encourage residential development on second floors and mixed use development in the Area
 - c) Develop site specific pro formas for mixed/use development
 - d) Evaluate potential areas where city could assist developers
 - e) Evaluate, and if feasible, provide elevator loans/grants
 - f) Evaluate, and if feasible, provide sprinkler loans/grants
2. Install streetscape – (locations need to be included)
 - a) Provide safe and aesthetically pleasing sidewalks, including lighting, benches, public art and other street furniture
 - b) Develop wayfinding master plan
 - c) Provide effective wayfinding signage

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- d) Install bike racks
- 3. Encourage the development of new and existing businesses
 - a) Develop a funding toolkit
 - b) Provide storefront loans/grants
 - c) Provide interior loans/grants
 - Priorities for loans/grants are
 - i. Providing incentives within a concentrated area for maximum impact
 - ii. filling vacant storefronts
 - iii. developing additional meeting space
 - d) Work with the Farmers' Market to ensure a safe and functional environment

Goal 3. Construction or re-construction of streets, utilities, and other essential infrastructure in areas of the city within the district where they have deteriorated, are unsafe, are non-existent or where modifications are necessary to support and/or encourage the expansion of new development.

Goal 3 Objectives (in no order of priority)

1. Replace the sewer collection system. Install new gravity lines, manholes and sewer laterals.
2. Replace the storm drain system. Install new storm drain culverts, catch basins, tide gates, and storm drain outfalls.
3. Replace the water distribution system. Install new main line water piping, hydrants, and water services.

These goals are in accordance with, and further the attainment of, the goals and objectives outlined by the city in its Comprehensive Plan. This Urban Renewal Plan recognizes the Comprehensive Plan's economic goal of the promotion and encouragement of greater commercial and industrial development within the city limits while supporting efforts to diversify and expand the regional economic base in which the city operates. Strategies identified by the Comprehensive Plan to attain this goal include, but are not limited to, the following statements:

1. Coos Bay shall designate areas suitable for recreational vehicle parks recognizing that RV parks located in close proximity to commercial areas generate a propensity for local merchants to consume tourist dollars.
2. Coos Bay shall cooperate with efforts to site a convention center in the city recognizing the economic spinoffs which would result from the development of such a facility.

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3. Coos Bay shall designate appropriate amounts of land suited for commercial/industrial development recognizing commercial/industrial development benefits the area's underutilized labor force and supplements its tax base.
4. Coos Bay shall continue to be receptive to proposals to site a commercial and/or industrial park complex for light industry somewhere within the corporate city limits.
5. Coos Bay shall investigate all reasonable means to consolidate and enhance commercial, civic and residential uses in the central area of the city through the redevelopment and rehabilitation of substandard buildings, modification of traffic patterns and provision of pedestrian areas and other amenities which will create an environment conducive to working, shopping, recreation and living within the city's central area.

The Comprehensive Plan's Estuarine Resources Issue Number 4 also directs the city's efforts to improving the condition of the waterfront adjacent to the mall. This issue recognized the waterfront's potential for more moorage, recreation and tourism development.

Urban Renewal Plan Philosophy

As discussed in the accompanying Urban Renewal Report, future tax increment revenues cannot be forecasted with precision. This Urban Renewal Plan proposes to make maximum utilization of tax increment revenues as these revenues become available to support debt service for bond financing. Bonds are structured as serial maturities and will not be issued in anticipation of future tax increment revenue growth projections. Bonds will only be issued when tax increment revenues have reached a current level sufficient to support the debt structure for its entire life.

The final tenet of this Plan's philosophy relates to coordination with private investment. Projects proposed in this Plan are designed to encourage private investment and respond to the private business needs of the community. The Plan envisions the Urban Renewal Agency's role as one of partnership with private enterprise to encourage development and engage in activities which private enterprise is not capable of doing for the benefit of the Urban Renewal District as a whole.

In summary, the Plan's basic philosophy incorporates the following tenets:

1. Flexibility to meet unknown future needs.

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2. Conservative financial management.
4. Cooperation with private enterprise.

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CHAPTER TWO: URBAN RENEWAL AREA

General Description of Boundary

The city limits of Coos Bay, Oregon encompass a total of approximately 10,883 acres. This Urban Renewal District as Amended (2004) includes approximately 1,298.32 acres, or less than 12% of the city's total land area. Please refer to Map #1 on the following page for an outline of the Urban Renewal District. A legal description of this district is included in this Plan as Appendix A.

The Urban Renewal District begins at the north city limits and runs between the navigation channel and Highway 101 south and southeast toward the city's core area. The district's boundaries proceed south until they come nearly in line with the industrial property located in Eastside. The eastern boundary then turns east to include the industrial-commercial lands in the Eastside area. The westerly boundary proceeds west to include the downtown core area which was a part of the first Urban Renewal Plan and also includes several blocks of transportation corridor immediately west of the core area. The eastern and western urban renewal area boundaries begin to come together in the southern portion of the city and extend to the south city limits along Coalbank Slough.

The Urban Renewal District Boundary includes lots 1-3 and 10-12 of Block 12, lots 9-16 of Block 13, and Block 11 of the E B Dean, 2nd Addition to Marshfield; and Blocks of the Railroad addition to Marshfield. These areas comprise a total of 12.63 AC which computes to 0.99% of the original Urban Renewal District land area.

The Urban Renewal District Boundary also includes Block 34 of Nasburg's Addition and adjacent street rights of way and Block A Lots 5 – 10 and Block B, Lots 10 and 18 of the Western Addition, the westernmost 70 feet of Block 27, Lots 6 and 7 in the E.B. Dean and Co. Addition and adjacent vacated 7th Street and Prospect Avenue. These areas comprise a total of 5.69 acres.

COOS BAY 1988 URBAN RENEWAL PLAN

Boundary Rationale

Although the Urban Renewal District has an irregular boundary, this boundary was selected for specific reasons.

First, the district includes those lands adjacent to the city's waterfront in its business district. Second, the district includes the Eastside industrial and commercial properties, those lands with the most potential for industrial expansion and significant additions to the city's tax base, employment and income. Third, the downtown core area is included to allow adjustment of the existing pedestrian mall and to accommodate a potential convention and/or performing arts center and to allow other activities which will enhance the potential of the downtown area as a professional, commercial and residential area while integrating its use with waterfront activities. Finally, the district includes land in the south end of the city between the water and Highway 101 because this area is experiencing significant commercial expansion, has the potential for additional commercial and industrial expansion, requires future infrastructure additions and must be integrated with the development in the remainder of the downtown area.

Proposed Land Uses in Area

All urban renewal projects proposed for the district are compatible with existing zoning and land use regulations. Project activities of this nature were contemplated and specifically provided for in the city's Comprehensive Plan and the zoning and land use ordinances which resulted from that plan.

Land uses and development standards within the District are governed by, and future Substantial Amendments to the Plan must conform to, the City of Coos Bay's Comprehensive Plan, Development Code and other implementing ordinances.

COOS BAY 1988 URBAN RENEWAL PLAN

CHAPTER THREE: PROPOSED PROJECTS

The projects in this plan have been grouped into Tier 1 and Tier 2 projects. There is no order of priority for the Tier 1 projects. However, since all projects cannot be pursued simultaneously, this Plan must, of necessity, structure the urban renewal activities within a framework for analysis purposes. The project descriptions, project rankings, project magnitudes and project priorities which follow in the remainder of this Plan document and in its accompanying Report illustrate one single, workable scenario for Urban Renewal District activities under the assumptions contained in the Plan. Because there are many unknowns concerning future development, future economic conditions, future tax increment revenues and the impact of other government activities, it will be necessary to adjust project priority, scope and magnitude to recognize future events.

The project descriptions which follow are intended to provide a conceptual overview of the types and typical costs of projects likely to be included in each of the three development classifications. They are not to be used as definitive but are, rather, illustrative of the general magnitude, scope and nature of the activities contemplated by this Plan.

The costs of carrying out projects described in this Chapter Three may be financed with tax increment revenues. Those costs may include costs of marketing property in the District to facilitate development of that property in accordance with the Plan.

Tier 1 Projects

1. Pedway Streetscape: Reinforced concrete and curb cut improvements for food truck access. Art projects located on walls or stand along installations.
2. Central Avenue: Renovate and resolve safety issues.
3. Improve Downtown Aesthetics: Uniform lighting throughout the downtown area, seating (benches), trash cans and landscaping.
4. Highway 101: Fencing, landscaping and sidewalk improvements including gateways and bike lanes.
5. Capital Improvement Program: Grant program for improvements to downtown buildings.
6. Waterfront/Front Street:
 - a. Recreational site for kayak and paddleboard launch.
 - b. Street improvements including landscaping, lighting and fencing, acquire additional parking space.
 - c. Capital improvement to improve current boardwalk.
7. Infrastructure: Infrastructure improvements to promote Front Street development.

Tier 2 Projects

COOS BAY 1988 URBAN RENEWAL PLAN

1. Public Art Installations: Locate public art projects throughout the downtown Urban Renewal Area.
2. Library: Land acquisition and site improvements.
3. Waterfront/Front Streets:
 - a. New boardwalk extensions and amenities.
 - b. Create environment for public events.

COOS BAY 1988 URBAN RENEWAL PLAN

CHAPTER FOUR: 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 Bay Comprehensive 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.

Recreation and Open Space

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

The Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it includes a project to install a kayak and paddleboard launch.

Economic Development

Goal 1: Encourage and support economic growth.

Goal 3: Recruit businesses.

Policy 3.1 Continue to offer programs that encourage business development and retention.

Policy 3.3 Continue to enhance our core area as a place to do business.

Goal 4: Work to retain, expand and strengthen existing local businesses.

Policy 4.2 Continue to offer programs that strengthen local businesses.

Policy 4.3 Facilitate business investment and development by offering programs to fit their needs.

The Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it has both a grant program to improve downtown buildings and planned infrastructure improvements to promote Front Street development.

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.

COOS BAY 1988 URBAN RENEWAL PLAN

The Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it has a project in place to improve the infrastructure of Front Street and Central Avenue.

Transportation

Goal 4: Safety. Promote the safety of current and future travel modes for all users.

The Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it has a project in place to improve the safety of Central Avenue and Front Street.

COOS BAY 1988 URBAN RENEWAL PLAN

CHAPTER FIVE: RELOCATION PLAN

This Urban Renewal Plan anticipates the acquisition of property under circumstances which may create displaced persons or businesses, as "displaced" is interpreted in Oregon Revised Statutes. If the Urban Renewal Agency does acquire developed and/or occupied property, it shall assist displaced persons or businesses in finding replacement facilities. All displaced persons or businesses shall be contacted to determine relocation needs and shall be provided information on available space and be given assistance in moving. All relocation activities will be undertaken and payments made in accordance with the requirements of Oregon Revised Statutes 281.045 to 281.105, and any other applicable laws or regulations.

COOS BAY 1988 URBAN RENEWAL PLAN

CHAPTER SIX: ACQUISITION AND DISPOSITION OF PROPERTY

The Urban Renewal Agency of the City of Coos Bay (“Urban Renewal Agency”) may acquire property within the urban renewal area to achieve the objectives of the Plan and implement the proposed urban renewal projects. At the time of Plan adoption, no specific property has been identified for acquisition but property acquisition, including a limited interest in property, may be required at a later date to implement Plan projects.

Land Acquisition

The Urban Renewal Agency may acquire land without amendment to the Plan for the following purposes:

1. Rights-of-way acquisition for streets and other transportation systems, utilities, bikeways and walkways, boardwalks and other public access.
2. Other public use, including, but not limited to, parks, expansion or extension of utilities, provision of parking, library expansion, fire station construction, and tourist information facilities.
3. When such conditions exist as may affect the health, safety and welfare of the urban renewal area, such as, but not limited to, the following:
 - a. When existing conditions do not permit practical or feasible rehabilitation of a structure and it is determined acquisition of such property and demolition of such structure is necessary for the health, safety and welfare of the urban renewal area.
 - b. When detrimental land uses or conditions such as incompatible uses, unsuitable lot size, or unsuitable ownership patterns exist and it is determined acquisition of such properties and demolition of the improvements are necessary to remove blighting influences and to achieve the objectives of this Plan.
4. For the creation of a convention/performing arts center within the Urban Renewal District.

Land acquisition for any purposes other than those listed above requires a Council Approved plan amendment.

COOS BAY 1988 URBAN RENEWAL PLAN

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 which 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, re-use 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 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 servitude or any other provisions necessary to carry out this Plan.

Owner Participation

Property owners within the Urban Renewal District 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 city and the Urban Renewal Agency.

COOS BAY 1988 URBAN RENEWAL PLAN

CHAPTER SEVEN: FINANCING OF PLAN

Indebtedness

Pursuant to ORS 457.085(2)(h) this Plan provides for a division of ad valorem taxes under ORS 457.

Maximum Amount of Indebtedness

The maximum amount of indebtedness that may be issued or incurred under this 1988 City of Coos Bay Urban Renewal Plan is \$45,055,764.00.

COOS BAY 1988 URBAN RENEWAL PLAN

CHAPTER EIGHT: PLAN ADMINISTRATION

Plan Amendments

The Urban Renewal Plan may evolve and change during the course of its implementation and in response to further review and planning and unknown economic, social and other environmental conditions impacting the City. Changes to the Plan shall consist of Substantial Amendments, Council Approved Amendments and Minor Amendments.

Substantial Amendments consist solely of those amendments that (1) add land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or (2) increases the Maximum Amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments require approval and adoption in the same manner as the original Plan and in accordance with the requirements of ORS 457 and Coos Bay City Ordinances.

Council Approved Amendments consist of those that authorize acquisition of real property for purposes not specifically indicated in the Plan, extend the Plan duration or which are found by the Agency to change the principal goals of the Plan as outlined in Chapter One. Council Approved Amendments require approval by Resolution of the City Council.

Minor Amendments are all amendments that are not Substantial Amendments or Minor Amendments. Minor Amendments require approval by resolution of the Urban Renewal Agency.

Financial Reports

The Coos Bay Urban Renewal Agency shall, by August 1 of each year, prepare a statement containing the information required by ORS 457.460.

Severability

Should a court of competent jurisdiction find any word, 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 plan.

CITY OF COOS BAY 1988 DOWNTOWN URBAN RENEWAL PLAN



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COOS BAY 1988 URBAN RENEWAL PLAN

LIST OF AMENDMENTS FROM FEBRUARY 2004 TO JUNE 2013¹
SEPTEMBER 2017²

Establishing Ordinance

Sept. 20, 1988 Ordinance No. 130 approving and adopting the Plan

AMENDMENTS

March 1, 1994 Resolution 94-1 for a minor plan amendment for replacement and repair to sidewalks and removal of canopies in Mall Block 2 & 3.

Oct. 4, 1994 Ordinance 210 for a major plan amendment findings to Section 1 of Ord.130 for property purchase procedure.

Feb. 4, 1997 Resolution 97-2 for a minor plan amendment for the expansion, remodeling and renovation of the public library.

June 17, 1997 Resolution 97-5 for a minor plan amendment regarding rehabilitation projects' costs.

April 21, 1998 Resolution URA 98-3 for a minor plan amendment selecting the option for collecting ad valorem property taxes and establishing maximum indebtedness.

May 19, 1998 Ordinance No. 252 to establish an amount of maximum indebtedness /implementation of ballot measure 50.

May 19, 1998 Ordinance No. 253 to choose the option for the collection of ad valorem taxes.

Aug. 20, 1998 Resolution URA 98-6 for a minor plan amendment adding a bike path along Hwy 101.

Oct. 17, 2000 Resolution URA 00-06 for a minor plan amendment for purchase of property for the construction of a pedestrian walkway (Sportsman Building)

Dec. 19, 2000 Ordinance No. 301 adding the purchase of property for and construction of a facility to house a historic railroad museum as a project.

¹ Deleted as a part of the September 2017 Amendment

² Added as a part of the September 2017 Amendment

COOS BAY 1988 URBAN RENEWAL PLAN

Aug. 21, 2001	Resolution URA 01-03 minor plan amendment / boardwalk aquarium.
May 7, 2002	Resolution URA 02-05 amend Waterfront Project No. 5 to include upgrading of the utility infrastructure of the city dock.
March 4, 2003	Resolution URA 03-02 minor plan amendment to add the Tug Irene project.
May 5, 2003	Resolution 03-03 minor plan amendment to add renovation of the Marshfield Sun Building.

SUBSTANTIAL PLAN AMENDMENT

Feb. 17, 2004	Ordinance No. 345 substantial amendment to increase the boundaries by 5.69 acres to include WW Treatment Plant I.
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All previous amendments were codified into one new document at this time by Tashman Johnson LLC.

AMENDMENTS AFTER 2004

April 4, 2006	Resolution URA 06-01 making a minor plan amendment to provide for payment of marketing expenses for projects as described in Chapter 3.
Nov. 7, 2006	Resolution URA 06-04 making a minor plan amendment to the Core Revitalization, Streets and Infrastructure, and Waterfront section of Chapter Three of the Plan to include Façade Improvements.
June 17, 2008	Resolution 08-03 making a minor plan amendment to the Core Revitalization, Streets and Infrastructure, and Waterfront section of Chapter Three of the Plan to include Business Recruitment and Retention.
Dec. 1, 2009	Resolution 09-29 amending the plan to remove the sunset date of September 2018 from the plan.
Oct. 19, 2010	Resolution 10-05 amending the plan to include projects to the plan; removal of the Lockhart building, demo of the old fire station, and provide matching funds for a grant to seismic retro-fit of city hall.
July 21, 2015	Resolution 15-04 amending the Plan to delete the section on the Plan in Section Eight pertaining to Plan Duration and Validity.

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Date Resolution __ amending the Plan to establish updated goals and objectives and identifying corresponding projects and otherwise update the Plan.³

All amendments after 2004 were codified into one new document on ~~July 31, 2015~~⁴ September 30, 2017⁵ by Elaine Howard Consulting, LLC. There are two versions of the Plan, a version identifying all changes in footnotes and a “clean version” for easier reading of the document.⁶

³ Added as a part of the September 2017 Amendment

⁴ Deleted as a part of the September 2017 Amendment

⁵ Added as a part of the September 2017 Amendment

⁶ Added as a part of the September 2017 Amendment

COOS BAY 1988 URBAN RENEWAL PLAN

CHAPTER ONE: INTRODUCTION

Overview of Coos Bay's Environment

The City of Coos Bay lies approximately 200 miles south of the Columbia River and 450 miles north of San Francisco. Coos Bay sits at the base of the vast Oregon Dunes National Recreation Area and lies adjacent to Shoreacres State Park, Cape Arago and the Pacific shoreline where outdoor activities predominate. Principal industries in the area are lumber, fishing, agriculture, shipping, recreation and a growing tourism industry.

The City of Coos Bay was incorporated in 1874; changed its name from Marshfield in 1944; merged with Empire in 1962; and consolidated with Eastside in 1983. The City is administered by a city manager with policy direction from a six member city council elected to four year terms and a mayor elected to a two year term. City council members will also serve as members of the City's Urban Renewal Agency.

History of Coos Bay's Urban Renewal Activities

The City of Coos Bay created an Urban Renewal District in 1968. The district included the central downtown business core area. It extended from the bay on the east to Fourth Street on the west and from Commercial Avenue on the north to Curtis Avenue on the south. Local financial participation in the district's activities was made possible by tax increment financing. This local participation was supplemented by federal grants. The district's projects consisted of the following:

1. Elimination of traffic on Central Avenue from Highway 101 to Fourth Street and the creation of a pedestrian mall.
2. Undergrounding of many utilities within the district.
3. Property acquisition to create parking lots and remove blighted structures.
4. Canopied walkways to connect parking lots and other district areas with the pedestrian mall.

These projects were completed in the early 1970's. The district ceased tax increment revenue financing in fiscal year ending 1984 and will terminate its affairs in fiscal year ending 1989.

COOS BAY 1988 URBAN RENEWAL PLAN

The pedestrian mall and its related projects were planned as Phase One of a four-phase project to revitalize the downtown core area and relate it to the adjacent waterfront through promotion of water-related, water-dependent and other scenic tourist activities.

Coos Bay's downtown core revitalization never proceeded beyond the Phase One pedestrian mall. Although the pedestrian mall has been maintained over the years, it now requires significant renovation and repair to halt further decay and preserve its utility.

The mall has also remained a controversial development since the day it was constructed. It did not halt the flight of many retail businesses to outlying shopping centers and the movement of professionals and other office activities to office structures away from the core area.

The buildings in the old Urban Renewal District today contain a mixture of retail, professional, financial, service, civic and governmental activities. The area is not a high traffic, consumer retail area. The area has a current vacancy rate which fluctuates between 5-6% as recently reported by the University of Oregon Community Planning Workshop. Visually, the downtown core gives the impression of having a higher vacancy rate, although the amount of vacant space during the last decade has fluctuated slowly, which suggests a balancing of incoming and outgoing business.

Urban Renewal Plan Goals

The 2017 Amendment to the City of Coos Bay Urban Renewal Plan has three principal goals. They are:

Goal 1: Enhance the city's waterfront on both sides of the bay to develop its potential for diverse uses including recreation, tourism, living and commercial mixed use activities while preserving its alternate role as a working waterfront which supports the area's marine related economy.

Goal 1 Objectives: (in no order of priority)

1. Install Highway 101 streetscape and improve bike and pedestrian crossings across 101
 - a) Provide safe and aesthetically pleasing crossings, sidewalks, including lighting, fencing, benches, bike racks, public art, and other street furniture
 - b) Provide effective wayfinding signage and gateways
2. Improve the facilities for waterfront recreation on both sides of the bay
 - a) Work with partners to encourage development of waterfront recreation and commercial uses
 - b) Develop additional docks for boat moorage and future float homes

COOS BAY 1988 URBAN RENEWAL PLAN

- c) Removal of abandoned pilings
 - d) Develop bathrooms on boardwalk
 - e) Develop showers and bathrooms for moorage customers/recreation use
 - f) Develop access for kayaks, paddle boards and other water related craft
 - g) Develop additional space for recreational fishing
 - h) Provide incentives for the development of commercial uses such as restaurants and uses supporting waterfront activities
 - i) Provide incentives for the development of a marina
3. Revitalization of Front Street
- a) Provide open space and pedestrian connectivity which creates access to the waterfront
 - Complete a north south pathway on the east side of Front Street and provide outlooks on city right of way
 - Create supportive environment for public events
 - Provide safe and aesthetically pleasing sidewalks, including lighting, fencing, benches, bike racks, public art and other street furniture
 - b) Support employment uses that require access to the waterfront for success.
 - c) Install improvements to the transportation network that improve multi-modal safety.
 - Develop a public parking management strategy

Goal 2: Revitalize the businesses and the built environment in the downtown core, including its historic heritage that reinforces it as the cultural and commercial center of the city and makes it an economically healthy, attractive and unique place for people to live, work, shop, socialize and recreate.

Goal 2 Objectives: (in no order of priority)

1. Pursue building restoration including facades and second floors.
 - a) Target storefront program to specific building clusters within the downtown
 - b) Encourage residential development on second floors and mixed use development in the Area
 - c) Develop site specific pro formas for mixed/use development
 - d) Evaluate potential areas where city could assist developers
 - e) Evaluate, and if feasible, provide elevator loans/grants
 - f) Evaluate, and if feasible, provide sprinkler loans/grants
2. Install streetscape – (locations need to be included)
 - a) Provide safe and aesthetically pleasing sidewalks, including lighting, benches, public art and other street furniture
 - b) Develop wayfinding master plan
 - c) Provide effective wayfinding signage

COOS BAY 1988 URBAN RENEWAL PLAN

- d) Install bike racks
- 3. Encourage the development of new and existing businesses
 - a) Develop a funding toolkit
 - b) Provide storefront loans/grants
 - c) Provide interior loans/grants
 - Priorities for loans/grants are
 - i. Providing incentives within a concentrated area for maximum impact
 - ii. filling vacant storefronts
 - iii. developing additional meeting space
 - d) Work with the Farmers' Market to ensure a safe and functional environment

Goal 3. Construction or re-construction of streets, utilities, and other essential infrastructure in areas of the city within the district where they have deteriorated, are unsafe, are non-existent or where modifications are necessary to support and/or encourage the expansion of new development.

Goal 3 Objectives (in no order of priority)

1. Replace the sewer collection system. Install new gravity lines, manholes and sewer laterals.
2. Replace the storm drain system. Install new storm drain culverts, catch basins, tide gates, and storm drain outfalls.

Replace the water distribution system. Install new main line water piping, hydrants, and water services.⁷

These goals are in accordance with, and further the attainment of, the goals and objectives outlined by the city in its Comprehensive Plan. This Urban Renewal Plan recognizes the Comprehensive Plan's economic goal of the promotion and encouragement of greater commercial and industrial development within the city limits while supporting efforts to diversify and expand the regional economic base in which the city operates. Strategies identified by the Comprehensive Plan to attain this goal include, but are not limited to, the following statements:

1. Coos Bay shall designate areas suitable for recreational vehicle parks recognizing that RV parks located in close proximity to commercial areas generate a propensity for local merchants to consume tourist dollars.
2. Coos Bay shall cooperate with efforts to site a convention center in the city recognizing the economic spinoffs which would result from the development of

⁷ Added as a part of the September 2017 Amendment

COOS BAY 1988 URBAN RENEWAL PLAN

such a facility.

3. Coos Bay shall designate appropriate amounts of land suited for commercial/industrial development recognizing commercial/industrial development benefits the area's underutilized labor force and supplements its tax base.
4. Coos Bay shall continue to be receptive to proposals to site a commercial and/or industrial park complex for light industry somewhere within the corporate city limits.
5. Coos Bay shall investigate all reasonable means to consolidate and enhance commercial, civic and residential uses in the central area of the city through the redevelopment and rehabilitation of substandard buildings, modification of traffic patterns and provision of pedestrian areas and other amenities which will create an environment conducive to working, shopping, recreation and living within the city's central area.

The Comprehensive Plan's Estuarine Resources Issue Number 4 also directs the city's efforts to improving the condition of the waterfront adjacent to the mall. This issue recognized the waterfront's potential for more moorage, recreation and tourism development.

Urban Renewal Plan Philosophy

As discussed in the accompanying Urban Renewal Report, future tax increment revenues cannot be forecasted with precision. This Urban Renewal Plan proposes to make maximum utilization of tax increment revenues as these revenues become available to support debt service for bond financing. Bonds are structured as serial maturities and will not be issued in anticipation of future tax increment revenue growth projections. Bonds will only be issued when tax increment revenues have reached a current level sufficient to support the debt structure for its entire life.

The final tenet of this Plan's philosophy relates to coordination with private investment. Projects proposed in this Plan are designed to encourage private investment and respond to the private business needs of the community. The Plan envisions the Urban Renewal Agency's role as one of partnership with private enterprise to encourage development and engage in activities which private enterprise is not capable of doing for the benefit of the Urban Renewal District as a whole.

In summary, the Plan's basic philosophy incorporates the following tenets:

COOS BAY 1988 URBAN RENEWAL PLAN

1. Flexibility to meet unknown future needs.
2. Conservative financial management.
3. Cooperation with private enterprise.

CHAPTER TWO: URBAN RENEWAL AREA

General Description of Boundary

The city limits of Coos Bay, Oregon encompass a total of approximately 10,883 acres. This Urban Renewal District as Amended (2004) includes approximately 1,298.32 acres, or less than 12% of the city's total land area. Please refer to Map #1 on the following page for an outline of the Urban Renewal District. A legal description of this district is included in this Plan as Appendix A.

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The Urban Renewal District Boundary includes lots 1-3 and 10-12 of Block 12, lots 9-16 of Block 13, and Block 11 of the E B Dean, 2nd Addition to Marshfield; and Blocks of the Railroad addition to Marshfield. These areas comprise a total of 12.63 AC which computes to 0.99% of the original Urban Renewal District land area.^{8,9}

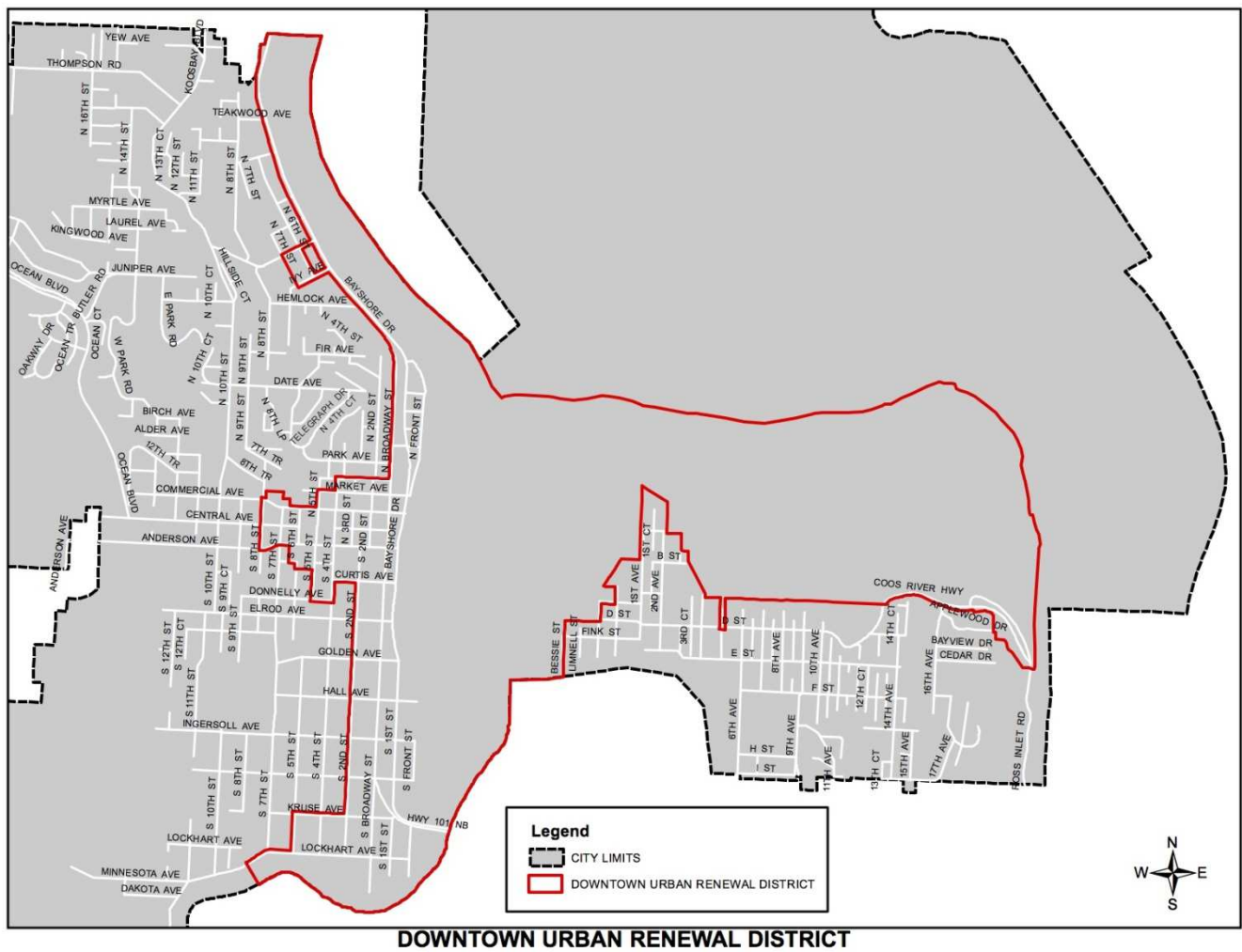
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⁸ Updated due to City of Coos Bay, Ordinance 210, October 4, 1994

⁹ Updated due to City of Coos Bay Ordinance 345, February 17, 2004

COOS BAY 1988 URBAN RENEWAL PLAN

Map 1



COOS BAY 1988 URBAN RENEWAL PLAN

Boundary Rationale

Although the Urban Renewal District has an irregular boundary, this boundary was selected for specific reasons.

First, the district includes those lands adjacent to the city's waterfront in its business district. Second, the district includes the Eastside industrial and commercial properties, those lands with the most potential for industrial expansion and significant additions to the city's tax base, employment and income. Third, the downtown core area is included to allow adjustment of the existing pedestrian mall and to accommodate a potential convention and/or performing arts center and to allow other activities which will enhance the potential of the downtown area as a professional, commercial and residential area while integrating its use with waterfront activities. Finally, the district includes land in the south end of the city between the water and Highway 101 because this area is experiencing significant commercial expansion, has the potential for additional commercial and industrial expansion, requires future infrastructure additions and must be integrated with the development in the remainder of the downtown area.

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COOS BAY 1988 URBAN RENEWAL PLAN

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The projects in this plan have been grouped into Tier 1 and Tier 2 projects. There is no order of priority for the Tier 1 projects.¹⁰ However, since all projects cannot be pursued simultaneously, this Plan must, of necessity, structure the urban renewal activities within a framework for analysis purposes. The project descriptions, project rankings, project magnitudes and project priorities which follow in the remainder of this Plan document and in its accompanying Report illustrate one single, workable scenario for Urban Renewal District activities under the assumptions contained in the Plan. Because there are many unknowns concerning future development, future economic conditions, future tax increment revenues and the impact of other government activities, it will be necessary to adjust project priority, scope and magnitude to recognize future events.

The project descriptions which follow are intended to provide a conceptual overview of the types and typical costs of projects likely to be included in each of the three development classifications. They are not to be used as definitive but are, rather, illustrative of the general magnitude, scope and nature of the activities contemplated by this Plan.

The costs of carrying out projects described in this Chapter Three may be financed with tax increment revenues. Those costs may include costs of marketing property in the District to facilitate development of that property in accordance with the Plan.¹¹

Tier 1 Projects

1. *Pedway Streetscape: Reinforced concrete and curb cut improvements for food truck access. Art projects located on walls or stand along installations.*
2. *Central Avenue: Renovate and resolve safety issues.*
3. *Improve Downtown Aesthetics: Uniform lighting throughout the downtown area, seating (benches), trash cans and landscaping.*
4. *Highway 101: Fencing, landscaping and sidewalk improvements including gateways and bike lanes.*
5. *Capital Improvement Program: Grant program for improvements to downtown buildings.*
6. *Waterfront/Front Street:*
 - a. *Recreational site for kayak and paddleboard launch.*
 - b. *Street improvements including landscaping, lighting and fencing, acquire additional parking space.*
 - c. *Capital improvement to improve current boardwalk.*
7. *Infrastructure: Infrastructure improvements to promote Front Street development.*

¹⁰ Added as a part of the September 2017 Amendment

¹¹ Urban Renewal Agency Resolution 06-01, April 4, 2006

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Tier 2 Projects

- 1. Public Art Installations: Locate public art projects throughout the downtown Urban Renewal Area.*
- 2. Library: Land acquisition and site improvements.*
- 3. Waterfront/Front Streets:*
 - a. New boardwalk extensions and amenities.*
 - b. Create environment for public events.¹²*

¹² Added as a part of the September 2017 Amendment

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CHAPTER FOUR: 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 Bay Comprehensive 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. Bold italicized text is text that has been taken directly from an original document.

Recreation and Open Space

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

The Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it includes a project to install a kayak and paddleboard launch.

Economic Development

Goal 1: Encourage and support economic growth.

Goal 3: Recruit businesses.

Policy 3.1 Continue to offer programs that encourage business development and retention.

Policy 3.3 Continue to enhance our core area as a place to do business.

Goal 4: Work to retain, expand and strengthen existing local businesses.

Policy 4.2 Continue to offer programs that strengthen local businesses.

Policy 4.3 Facilitate business investment and development by offering programs to fit their needs.

The Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it has both a grant program to improve downtown buildings and planned infrastructure improvements to promote Front Street development.

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.

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The Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it has a project in place to improve the infrastructure of Front Street and Central Avenue..

Transportation

Goal 4: Safety. Promote the safety of current and future travel modes for all users.

The Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it has a project in place to improve the safety of Central Avenue and Front Street.¹³

CHAPTER FIVE: RELOCATION PLAN

This Urban Renewal Plan anticipates the acquisition of property under circumstances which may create displaced persons or businesses, as "displaced" is interpreted in Oregon Revised Statutes. If the Urban Renewal Agency does acquire developed and/or occupied property, it shall assist displaced persons or businesses in finding replacement facilities. All displaced persons or businesses shall be contacted to determine relocation needs and shall be provided information on available space and be given assistance in moving. All relocation activities will be undertaken and payments made in accordance with the requirements of Oregon Revised Statutes 281.045 to 281.105, and any other applicable laws or regulations.

CHAPTER SIX: ACQUISITION AND DISPOSITION OF PROPERTY

The Urban Renewal Agency of the City of Coos Bay ("Urban Renewal Agency") may acquire property within the urban renewal area to achieve the objectives of the Plan and implement the proposed urban renewal projects. At the time of Plan adoption, no specific property has been identified for acquisition but property acquisition, including a limited interest in property, may be required at a later date to implement Plan projects.

Land Acquisition

The Urban Renewal Agency may acquire land without amendment to the Plan for the following purposes:

1. Rights-of-way acquisition for streets and other transportation systems, utilities, bikeways and walkways, boardwalks and other public access.
2. Other public use, including, but not limited to, parks, expansion or extension of utilities, provision of parking, library expansion, fire station construction, and

¹³ Added as a part of the September 2017 Amendment

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tourist information facilities.

3. When such conditions exist as may affect the health, safety and welfare of the urban renewal area, such as, but not limited to, the following:
 - a. When existing conditions do not permit practical or feasible rehabilitation of a structure and it is determined acquisition of such property and demolition of such structure is necessary for the health, safety and welfare of the urban renewal area.
 - b. When detrimental land uses or conditions such as incompatible uses, unsuitable lot size, or unsuitable ownership patterns exist and it is determined acquisition of such properties and demolition of the improvements are necessary to remove blighting influences and to achieve the objectives of this Plan.
4. For the creation of a convention/performing arts center within the Urban Renewal District.

Land acquisition for any purposes other than those listed above requires a Council Approved plan amendment.

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 which 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, re-use 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 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

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restrictions by the Urban Renewal Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitude or any other provisions necessary to carry out this Plan.

Owner Participation

Property owners within the Urban Renewal District 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 city and the Urban Renewal Agency.

CHAPTER SEVEN: FINANCING OF PLAN

Indebtedness

Pursuant to ORS 457.085(2)(h) this Plan provides for a division of ad valorem taxes under ORS 457.

Maximum Amount of Indebtedness

The maximum amount of indebtedness that may be issued or incurred under this 1988 City of Coos Bay Urban Renewal Plan is \$45,055,764.00.^{14 15 16}

¹⁴ Urban Renewal Agency Resolution No. 98-3, selecting option for collecting ad valorem property taxes and establishing maximum indebtedness, April 21, 1998

¹⁵ City of Coos Bay Ordinance No. 252, May 19, 1998

¹⁶ City of Coos Bay Ordinance No. 253, May 19, 1998

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CHAPTER EIGHT: PLAN ADMINISTRATION

Plan Amendments

The Urban Renewal Plan may evolve and change during the course of its implementation and in response to further review and planning and unknown economic, social and other environmental conditions impacting the City. Changes to the Plan shall consist of Substantial Amendments, Council Approved Amendments and Minor Amendments.

Substantial Amendments consist solely of those amendments that (1) add land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or (2) increases the Maximum Amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments require approval and adoption in the same manner as the original Plan and in accordance with the requirements of ORS 457 and Coos Bay City Ordinances.

Council Approved Amendments consist of those that authorize acquisition of real property for purposes not specifically indicated in the Plan, extend the Plan duration or which are found by the Agency to change the principal goals of the Plan as outlined in Chapter One. Council Approved Amendments require approval by Resolution of the City Council.

Minor Amendments are all amendments that are not Substantial Amendments or Minor Amendments. Minor Amendments require approval by resolution of the Urban Renewal Agency.

Financial Reports

The Coos Bay Urban Renewal Agency shall, by August 1 of each year, prepare a statement containing the information required by ORS 457.460.

Severability

Should a court of competent jurisdiction find any word, 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 plan.

2017 Amendment to the Coos Bay Downtown Urban Renewal Plan

LIST OF AMENDMENTS FROM FEBRUARY 2004 TO JUNE 2013 SEPTEMBER 2017

Date Resolution ___ amending the Plan to establish updated goals and objectives and identifying corresponding projects and otherwise update the Plan.

All amendments after 2004 were codified into one new document on ~~July 31, 2015~~ *September 30, 2017* by Elaine Howard Consulting, LLC. *There are two versions of the Plan, a version identifying all changes in footnotes and an “Amended and Restated” for easier reading of the document.*

CHAPTER ONE: INTRODUCTION

Urban Renewal Plan Goals

~~This 1988 City of Coos Bay Urban Renewal Plan (“Plan”) has three principal goals. They are:~~

- ~~1. ——— Develop the city's waterfront to enhance its potential for recreation, tourism and other commercial activities while preserving its alternate role as a working waterfront which supports the area's forest products and marine related economy.~~
- ~~2. ——— Revitalize the downtown core area by repair and change to, but not total elimination of, the pedestrian mall and by other activities which promote the effective utilization of this area for a wide variety of purposes while recognizing its changing role away from high traffic, consumer retail activities.~~
- ~~3. ——— Improvement of streets, utilities and other essential infrastructures in areas of the city within the district where they have deteriorated, are non-existent or where modifications are necessary to support and/or encourage the expansion of new commercial and industrial activity.~~

The 2017 Amendment to the City of Coos Bay Urban Renewal Plan has three principal goals. They are:

Goal 1: Enhance the city's waterfront on both sides of the bay to develop its potential for diverse uses including recreation, tourism, living and commercial mixed use activities while preserving its alternate role as a working waterfront which supports the area's marine related economy.

Goal 1 Objectives: (in no order of priority)

- 1. Install Highway 101 streetscape and improve bike and pedestrian crossings across 101*
 - a) Provide safe and aesthetically pleasing crossings, sidewalks, including lighting, fencing, benches, bike racks, public art, and other street furniture*
 - b) Provide effective wayfinding signage and gateways*

2. *Improve the facilities for waterfront recreation on both sides of the bay*
 - a) *Work with partners to encourage development of waterfront recreation and commercial uses*
 - b) *Develop additional docks for boat moorage and future float homes*
 - c) *Removal of abandoned pilings*
 - d) *Develop bathrooms on boardwalk*
 - e) *Develop showers and bathrooms for moorage customers/recreation use*
 - f) *Develop access for kayaks, paddle boards and other water related craft*
 - g) *Develop additional space for recreational fishing*
 - h) *Provide incentives for the development of commercial uses such as restaurants and uses supporting waterfront activities*
 - i) *Provide incentives for the development of a marina*
3. *Revitalization of Front Street*
 - a) *Provide open space and pedestrian connectivity which creates access to the waterfront*
 - *Complete a north south pathway on the east side of Front Street and provide outlooks on city right of way*
 - *Create supportive environment for public events*
 - *Provide safe and aesthetically pleasing sidewalks, including lighting, fencing, benches, bike racks, public art and other street furniture*
 - b) *Support employment uses that require access to the waterfront for success.*
 - c) *Install improvements to the transportation network that improve multi-modal safety.*
 - *Develop a public parking management strategy*

Goal 2: Revitalize the businesses and the built environment in the downtown core, including its historic heritage that reinforces it as the cultural and commercial center of the city and makes it an economically healthy, attractive and unique place for people to live, work, shop, socialize and recreate.

Goal 2 Objectives: (in no order of priority)

1. *Pursue building restoration including facades and second floors.*
 - a) *Target storefront program to specific building clusters within the downtown*
 - b) *Encourage residential development on second floors and mixed use development in the Area*
 - c) *Develop site specific pro formas for mixed/use development*
 - d) *Evaluate potential areas where city could assist developers*
 - e) *Evaluate, and if feasible, provide elevator loans/grants*
 - f) *Evaluate, and if feasible, provide sprinkler loans/grants*
2. *Install streetscape – (locations need to be included)*
 - a) *Provide safe and aesthetically pleasing sidewalks, including lighting, benches, public art and other street furniture*
 - b) *Develop wayfinding master plan*

- c) *Provide effective wayfinding signage*
 - d) *Install bike racks*
3. *Encourage the development of new and existing businesses*
- a) *Develop a funding toolkit*
 - b) *Provide storefront loans/grants*
 - c) *Provide interior loans/grants*
 - Priorities for loans/grants are*
 - i. *Providing incentives within a concentrated area for maximum impact*
 - ii. *filling vacant storefronts*
 - iii. *developing additional meeting space*
 - d) *Work with the Farmers' Market to ensure a safe and functional environment*

Goal 3. Construction or re-construction of streets, utilities, and other essential infrastructure in areas of the city within the district where they have deteriorated, are un-safe, are non-existent or where modifications are necessary to support and/or encourage the expansion of new development.

Goal 3 Objectives (in no order of priority)

- 1. *Replace the sewer collection system. Install new gravity lines, manholes and sewer laterals.*
- 2. *Replace the storm drain system. Install new storm drain culverts, catch basins, tide gates, and storm drain outfalls.*
- 3. *Replace the water distribution system. Install new main line water piping, hydrants, and water services.*

Urban Renewal Plan Philosophy

~~This Urban Renewal Plan recognizes the three broad goals outlined earlier are of equal importance. However, it is not logical or financially possible to pursue all three goals simultaneously. For purposes of financial analysis, this Plan proposes projects in the general order in which the three goals are listed. This has been done only for analysis purposes and the Plan specifically recognizes the actual project priority may vary from the three goal classification groupings depending upon such unknown future events as tax increment revenues, other financing opportunities, the commitment of private capital and actions taken by other governmental bodies which impact the community's environment.~~

CHAPTER TWO: URBAN RENEWAL AREA

Boundary Rationale

Although the Urban Renewal District has an irregular boundary, this boundary was selected for specific reasons. ~~The boundary includes those properties which are the subject of the district's~~

~~three broad goals discussed earlier.~~

Proposed Land Uses in Area

All urban renewal projects proposed for the district are compatible with existing zoning and land use regulations. Project activities of this nature were contemplated and specifically provided for in the city's 1981 Comprehensive Plan and the zoning and land use ordinances which resulted from that plan.

CHAPTER THREE: PROPOSED PROJECTS

~~As discussed earlier, this Plan classifies potential urban renewal projects in three general, broad categories:~~

- ~~_____ 1. _____ Waterfront Development.~~
- ~~_____ 2. _____ Core Area Revitalization.~~
- ~~_____ 3. _____ Streets and Infrastructure.~~

~~Also, as emphasized earlier, the Plan views all three project categories as being of equal importance. The projects in this plan have been grouped into Tier 1 and Tier 2 projects. There is no order of priority for the Tier 1 projects.~~ However, since all projects cannot be pursued simultaneously, this Plan must, of necessity, structure the urban renewal activities within a framework for analysis purposes. The project descriptions, project rankings, project magnitudes and project priorities which follow in the remainder of this Plan document and in its accompanying Report illustrate one single, workable scenario for Urban Renewal District activities under the assumptions contained in the Plan. Because there are many unknowns concerning future development, future economic conditions, future tax increment revenues and the impact of other government activities, it will be necessary to adjust project priority, scope and magnitude to recognize future events.

The project descriptions which follow are intended to provide a conceptual overview of the types and typical costs of projects likely to be included. ~~in each of the three development classifications.~~ They are not to be used as definitive but are, rather, illustrative of the general magnitude, scope and nature of the activities contemplated by this Plan.

~~The following project descriptions are grouped in the three broad categories described earlier.~~

The costs of carrying out projects described in this Chapter Three may be financed with tax increment revenues. Those costs may include costs of marketing property in the District to

facilitate development of that property in accordance with the Plan.¹

~~The Waterfront, Core Revitalization, Streets and Infrastructure sections are amended to add the following proposed projects:~~

- ~~1. Façade Improvements: Provide financial assistance to owners and tenants to encourage enhancing the appearance and commercial viability of the District. Façade Improvements include awnings, painting, and other changes to exterior building features that are described in the Agency's guidelines.²~~
- ~~2. Business Recruitment and Retention: Provide financial assistance to owners and tenants to encourage commercial viability of the District. Business Recruitment and Retention includes assistance with marketing, advertising, signage, training, and other efforts that support the revitalization, development, and sustainability of businesses in the urban renewal district.³~~

Waterfront

- ~~1. A boardwalk along the waterfront in the downtown core area extending from approximately Market Street to approximately Curtis Street.~~
- ~~2. Pedestrian access across Southern Pacific Railroad tracks at two points in the downtown core area. Access anticipated to include automatic crosswalks with control gates.~~
- ~~3. Observation deck with connecting walkway to shore and interpretive displays located somewhere along the waterfront between city limits at the north and the downtown core. Development and installation of interpretive displays and artwork in the Boardwalk area associated with the Aquarium.⁴~~
- ~~4. Acquisition of, and necessary alterations to, sufficient property for conversion to intertidal wetlands mitigating all dredge, fill and marine construction activities contemplated in the Urban Renewal District.~~
- ~~5. Unallocated funds for related waterfront development and/or as contingency for projects numbered 1-4 above. Upgrade of the utility infrastructure of the city docks.⁵ Development and installation of the Tug Irene and interpretive displays~~

¹ Urban Renewal Agency Resolution 06-01, April 4, 2006

² Urban Renewal Agency Resolution 06-04, November 7, 2006

³ Urban Renewal Agency Resolution 08-03, June 17, 2008

⁴ Urban Renewal Agency Resolution 01-03, August 21, 2001

⁵ Urban Renewal Agency Resolution 02-05, May 7, 2002

~~for the Tug and related items at the site located at the intersection of North Front Street and Highway 101 and related streetscape improvements to provide for a positive visitor experience.⁶ Renovation of the Marshfield Sun Building consistent with the historic design and original materials used in the construction of the facility.⁷~~

- ~~6. Modification of roadways in the Eastside district to provide access to and through the industrial/commercial lands in the Urban Renewal District. This project will only be undertaken if a potential tenant or tenants will commit to development on this property sufficient to justify the expenditure of district tax increment revenue dollars. The cost estimate for this project is based upon preliminary studies by the Oregon International Port of Coos Bay.~~
- ~~7. Development of parking structure.~~
- ~~8. Development of rest area for Boardwalk visitors.~~
- ~~9. Reconstruction of Front Street from Market to Hemlock.~~
- ~~10. Acquisition of property and construction of a boat ramp in the Cedar area along Front Street.~~
- ~~11. Acquisition of land area in the Waterfront Area sufficient in size for the construction of a historic railway museum, and the construction of a facility to house such a museum and related amenities.⁸~~

Core Area Revitalization

- ~~1. Acquisition of a land area somewhere in the downtown area approximately equivalent to one city block in size as a site for a convention/performing arts center.~~
- ~~2. Phase One building construction of a convention/performing arts center on the site identified as project seven above.~~
- ~~3. Second phase of building construction for a convention/performing arts center. The division of costs between the two phases of building construction is an arbitrary division for Plan purposes. The completed facility cost estimate was~~

⁶ Urban Renewal Agency Resolution 03-02, March 4, 2003

⁷ Urban Renewal Agency Resolution 03-03, May 5, 2003

⁸ City of Coos Bay Ordinance No. 301, December 19, 2000

~~derived using square foot cost data for a facility with a capacity of 1,000 persons in auditorium theater seating plus 1,000 persons in banquet dining.~~

- ~~4. Open Central Avenue through mall block number 1 to one way traffic.~~
- ~~5. Open Central Avenue through mall blocks number 2,3 and 4 to traffic or for a pedestrian plaza.~~
- ~~6. Modify existing mall canopy by selective removal of the deteriorated and/or incompatible portions and repair of remaining portions.~~
- ~~7. Establishment of revolving loan fund number 1 to assist core area property owners with building facade beautification projects.~~
- ~~8. Establishment of revolving loan fund number 2 to assist core area property owners with major building renovation projects and assist other developers with substantial new construction activities.~~
- ~~9. Construct a linear park from Curtis to Coalbank Slough along the waterfront, containing trees and other plantings, walking/jogging paths and lighting.~~
- ~~10. Unallocated funds to supplement core area development and/or as an inflation contingency.~~
- ~~11. Acquisition of land and building construction for a Tourist Information Center.~~
- ~~12. Acquisition of land and building construction for a City Library expansion.~~
- ~~13. Acquisition of land and building construction for a new City Fire Station.~~
- ~~14. Acquisition of land and building construction for a parking structure.~~
- ~~15. Replacement and repair of sidewalks.~~
- ~~16. Removal of canopies on Mall Blocks 2 and 3.⁹~~
- ~~17. To encourage greater commercial development and support improvement efforts, projects to remove blighted property, demolition, and removal of a dangerous building known as the Lockhart Building located at 335 Central Avenue, Coos Bay.~~

⁹ Urban Renewal Agency Resolution No. 94-1, March 1, 1994.

- ~~18. To encourage greater commercial development and support improvement efforts, projects to remove blighted property, demolition and removal of a substandard building known as the Downtown Fire Station located at 150 South 4th Street, Coos Bay.~~
- ~~19. To conserve the City Hall Building as a critical attractor within the Urban Renewal Area; and thereby, serve and benefit the Urban Renewal Area by providing matching funds for a grant for the seismic retro-fit of City Hall building located at 500 Central Avenue, Coos Bay.¹⁰~~
- ~~20. Resurfacing of facility roof, carpeting over asbestos floor tiled floors, exterior and interior painting, replacement of light fixtures, earthquake stabilization of library stacks, replacement of inadequate wiring, construction of steps on Bennett Street parking lot, and reimbursement of City of Coos Bay for staff time.¹¹~~
- ~~21. Provide for the use of surplus funds from the previously budgeted specified rehabilitation for additional rehabilitation projects, including, but not limited to the purchase of drapes for the library auditorium¹²~~
- ~~22. Acquisition of land and construction of a pedestrian walkway and other public facilities between Broadway and 2nd Court between Curtis Avenue and Anderson Avenue.¹³~~

Streets and Infrastructure

- ~~1. Develop and/or improve public facilities and services, including but not limited to transportation, water, sanitary sewer, stormwater management, where appropriate in the downtown area and in the south end of town from the vicinity of Ingersoll or Hall on the north to Coalbank Slough. This project also includes funds for the selective undergrounding of utility services in the downtown and south Coos Bay expansion areas.~~
- ~~2. Underground utilities on Highway 101 from Market to Curtis.~~
- ~~3. Open First Street to connect with Highway 101, including signalization.~~
- ~~4. Develop and or maintain existing streets as recommended by Bay Area~~

¹⁰ Urban Renewal Agency Resolution No. 10-5, October 19, 2010. Added projects 17, 18 and 19.

¹¹ Urban Renewal Agency Resolution No. 97-2, February 4, 1997

¹² Urban Renewal Agency Resolution No. 97-5, June 17, 1997

¹³ Urban Renewal Agency Resolution No. 00-06, October 17, 2000

~~transportation study and overlay plan.~~

~~5. Rebuild Front Street from Market Avenue to Hemlock Avenue.~~

~~6. Development and construction of a bicycle path along that portion of US Highway 101 which is located in the northerly area of the Downtown Urban Renewal District near the intersection of Bayshore Drive and Broadway.¹⁴~~

~~7. Assist in expansion of sanitary sewer treatment facilities related to serving the Urban Renewal District~~

Tier 1 Projects

1. *Pedway Streetscape: Reinforced concrete and curb cut improvements for food truck access. Art projects located on walls or stand along installations.*
2. *Central Avenue: Renovate and resolve safety issues.*
3. *Improve Downtown Aesthetics: Uniform lighting throughout the downtown area, seating (benches), trash cans and landscaping.*
4. *Highway 101: Fencing, landscaping and sidewalk improvements including gateways and bike lanes.*
5. *Capital Improvement Program: Grant program for improvements to downtown buildings.*
6. *Waterfront/Front Street:*
 - a. *Recreational site for kayak and paddleboard launch.*
 - b. *Street improvements including landscaping, lighting and fencing, acquire additional parking space.*
 - c. *Capital improvement to improve current boardwalk.*
7. *Infrastructure: Infrastructure improvements to promote Front Street development.*

Tier 2 Projects

1. *Public Art Installations: Locate public art projects throughout the downtown Urban Renewal Area.*
2. *Library: Land acquisition and site improvements.*
3. *Waterfront/Front Streets:*
 - a. *New boardwalk extensions and amenities.*
 - b. *Create environment for public events.*

¹⁴ Urban Renewal Agency Resolution No. 98-6, August, 20, 1998

CHAPTER FOUR: RELATIONSHIP TO LOCAL OBJECTIVES

The projects outlined in Chapter 3 were specifically formulated to provide the most effective response to the city's goals and objectives as outlined in the Introduction while remaining within the financial and time constraints imposed by the Plan's anticipated tax increment revenue funding. The relationship of specific projects to specific local goals and objectives will be discussed in the context of the three project group categories described earlier.

Waterfront Projects

Waterfront projects may be grouped in two categories. The first category consists in the development of tourist amenities and attractions, including, but not limited to the Boardwalk, pedestrian access across the railroad tracks, Railroad Museum, an observation deck and related mitigation activities. These projects directly address the Coos Bay Comprehensive Plan Estuarine Resources Issue Number 4. Enhancing the waterfront's potential for recreation and tourism, while still allowing its other major role as a "working" industrial waterfront to continue, also directly helps the downtown core area, particularly the mall area. Many visitors pass through downtown on Highway 101 along the waterfront with only a fleeting glimpse of its attractions. The proposed waterfront projects would enable tourists to stop and, while stopped, visit the commercial establishments in the downtown area.¹⁵

The second category consists of modification of roadways for access and circulation in the Eastside. This is the city's largest parcel of prime industrial/commercial/residential land suitable for water-related or water-dependent activities. Its further development with an appropriate access road directly implements Comprehensive Plan Economic Development Strategy Numbers 11 and 12 to designate appropriate amounts of land suited for commercial/industrial development and to site a commercial and/or industrial park complex somewhere within the city. A project of this magnitude is not feasible without prior commitment of a tenant or tenants for the property.

Core Area Projects

Core area projects may be divided into three general categories: convention/performing arts center, mall modifications and improvements to other downtown areas within the district.

Coos Bay's Comprehensive Plan's Economic Development Strategy 9 commits the city to cooperate with efforts to site a convention center in the city. For purposes of analysis, this Plan assumes such a center would be constructed in the downtown area. A downtown location would enable the center to benefit from the recreation and tourist enhancement activities proposed for the

¹⁵ City of Coos Bay Ordinance No. 301, December 19, 2000

waterfront while also serving as a powerful impetus for increased downtown commercial activity, particularly activity in and near the pedestrian mall.

For financial analysis purposes, the Plan assumes the entire convention/performing arts center would be funded with tax increment revenue bond financing and would be a public facility. This would be the highest cost alternative open to the city and its inclusion in the Plan is akin to a "worst case" scenario. When the city has reached the point where its urban renewal activities are ready to address such a center, private investor capital may be located which will bear a large part of the center's cost. The city may, for example, be able to attract private capital for center construction simply by assembling the needed land.

The second core area project category consists of projects to improve the existing mall structure and nearby properties. As noted in the introductory chapter, the character of the downtown core area is changing. High traffic, consumer retail activity has been lost by the downtown area to outlying shopping centers and it is unlikely this activity will ever be regained, nor should efforts be made to do so.

Economic Development Strategy 6 directs the city's efforts to ensuring the central business district (mall area) will remain the dominant commercial district within the city. Economic Development Strategy 13 directs the city to use all reasonable means to consolidate and enhance commercial, civic and residential uses in the central area of the city. These two strategies are not contradictory. They allow the development of the downtown for a variety of commercial, civic and residential uses while recognizing that a "commercial district" is not necessarily synonymous with activities found in a large shopping center.

The proposed projects which will open the mall blocks to vehicular and/or pedestrian traffic, repair and revise the existing mall canopy and provide revolving loan funds for business beautification projects, business rehabilitation projects and new business construction will enable the downtown area to continue its development as a commercial governmental, civic, cultural and recreational area of the city.

Other area projects include expansion of the city Library and a new fire station.

Streets and Infrastructure

Upgrading streets and utility infrastructure throughout the city's business areas, particularly the growing south section of the city, is a direct response to several economic development strategies. The street and utility projects are designed to serve those areas of the city currently experiencing the largest rates of expansion and those areas which have the greatest potential for future tax increment revenues as a result of these projects.

~~Public uses may include expansion of municipal services, specifically expansion of the existing City Library, development of a new fire station, development of a parking structure, enhancement of sanitary sewage treatment facilities and development of a tourist information center.~~

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 Bay Comprehensive 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. Bold italicized text is text that has been taken directly from an original document.

Recreation and Open Space

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

The Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it includes a project to install a kayak and paddleboard launch.

Economic Development

Goal 1: Encourage and support economic growth.

Goal 3: Recruit businesses.

Policy 3.1 Continue to offer programs that encourage business development and retention.

Policy 3.3 Continue to enhance our core area as a place to do business.

Goal 4: Work to retain, expand and strengthen existing local businesses.

Policy 4.2 Continue to offer programs that strengthen local businesses.

Policy 4.3 Facilitate business investment and development by offering programs to fit their needs.

The Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it has both a grant program to improve downtown buildings and planned infrastructure improvements to promote Front Street development.

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 Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it has a project in place to improve the infrastructure of Front Street and Central Avenue..

Transportation

Goal 4: Safety. Promote the safety of current and future travel modes for all users.

The Coos Bay Downtown plan conforms to the Coos Bay Comprehensive Plan because it has a project in place to improve the safety of Central Avenue and Front Street.

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

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
August 22, 2017	2.i.

TO: Mayor Benetti and City Councilors

FROM: Tom Dixon, Community Development Administrator

THROUGH: Rodger Craddock, City Manager

ISSUE: Approval of a Proclamation Renaming the Pedway to Preway

SUMMARY:

There has been interest in doing a special tribute to Steve Prefontaine for the past 15 years according to members of the Prefontaine Foundation. The Foundation is committed to honoring the Coos Bay native and providing college scholarship assistance to deserving students in the area. A large part of the Foundation's funding comes from the success of the annual Prefontaine Memorial race and from donations and contributions received that further the mission of promoting and celebrating Prefontaine's memory.

The naming of the Preway also lends itself to furthering the theme of Coos Bay's promotion of the Pre legacy so that it can be shared with others. To this day, Steve Prefontaine still retains amazing name recognition world-wide; and with it, his origins in Coos Bay. The Preway plaza will give citizens and visitors alike another avenue in which to capture the essence of his enduring character.

ACTION REQUESTED:

Approve the proclamation officially naming the Pedway to the Preway.

BACKGROUND:

The idea of doing a mural representation of Pre was considered as one means of lending distinction to Coos Bay favorite son. By identifying the walls of what is currently known as the Pedway, an area that once had a series of region-themed murals and paintings proposed, efforts were made to find an artist and visual concepts that would fit the objectives of doing high-quality art work and showcasing distinctive aspects of Pre's career and his corresponding impact on the running world.

With the murals being placed in the identified area, it was thought that the Pedway would be

more properly named the Preway going forward. Not only will this re-naming give an easily referenced public place to the mural's location, but it will also capture the unique essence of Pre's passionate approach to running and his enduring ties to Coos Bay.

BUDGET IMPLICATIONS:

None. Going forward, published maps should identify this area as the Preway.

ATTACHMENT(S):

- ▣ Preway Proclamation

WHEREAS, Steve Roland Prefontaine was born on January 25, 1951 in Coos Bay, Oregon, and

WHEREAS, 'Pre', as he came to be known, excelled at both cross country and track at Marshfield High School, setting numerous racing records and bringing recognition to himself and Coos Bay, and

WHEREAS 'Pre' went on to an illustrious collegiate running career at the University of Oregon where his fiery spirit and success on the track became legendary, and

WHEREAS, 'Pre' represented the United States at the 1972 Munich Olympics, competing in the 5,000-meter race, and

WHEREAS, 'Pre' lost his life on the night of May 30, 1975, a loss which was felt locally, nationally, and internationally, and

WHEREAS, the City of Coos Bay wishes to continue its honor of the enduring spirit of 'Pre' with a series of murals depicting the progression of his running career and the intensity of his competitive style, and

WHEREAS, those murals are being placed along two walls in the downtown along an area called the Pedway, and

WHEREAS, in recognition of the area becoming a focal point of interest for both residents and visitors as a memorial to the 'Pre' legacy,

NOW, THEREFORE, I, Joe Benetti, Mayor of the City of Coos Bay, do hereby proclaim that, from this time forward, the Pedway shall be officially re-named the Pre Way and to be known as a place where Pre's special life and character can be illustrated for all to observe.

In the witness thereof, I hereunto set my hand and cause the seal of the City of Coos Bay to be affixed on this 5th day of September 2017.

Joe Benetti, Mayor of the City of Coos Bay