

Coos County Urban Renewal Agency
Urban Renewal Projects Report

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2017 Urban Renewal Projects Report

Prepared for:

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

June 2017

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A17.0179.00

2017 URBAN RENEWAL PROJECTS REPORT

Coos County Urban Renewal Agency Coos Bay, Oregon

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2017 URBAN RENEWAL PROJECTS REPORT

EXECUTIVE SUMMARY

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

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

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

1. **Plan administration – special studies/plans:** Feasibility studies are needed to coordinate planning and development issues to guide urban renewal area administrators, tenants and prospects regarding site constraints and solutions, including critical public infrastructure design and construction. Having a framework of public improvements will allow private industries to better predict and rely on improvements to encourage investment within the urban renewal area. Special studies will likely include engineering, utilities, land use, natural resources, and others to propel the district forward in its mission of development and job creation. An estimated budget of \$500,000 (2017 dollars) is included over the 20-year

timeframe of the plan update. Each special study could take from six months to one year to complete.

2. **Transportation – Construct Trans Pacific Parkway Improvements:** Trans Pacific Parkway is deteriorating and portions of the roadway are flooded during the winter, making access to industrial operations along the southernmost 4,000 linear foot section of the roadway near the North Bay Industrial Park difficult. Roadway reconstruction of this 4,000 linear foot section is recommended. Additionally, the roadway pavement exhibits cracking and other pavement distress along its length from the intersection of Highway 101 and resurfacing the roadway should be considered. The cost to raise the southernmost portion of the roadway, overlay the full length of the roadway, and improve site drainage is estimated between \$3.5 million and \$7.5 million (2017 dollars). Project development, including construction, is anticipated to take 2 to 4 years.
3. **Utilities – Stormwater detention/containment:** Projects in this category would include construction of distributed stormwater detention/containment facilities to serve future urban renewal area development. A similar project was identified in the 2006 plan and is carried forward to the 2017 plan and expanded to include areas of potential development within the 20-year timeframe of the plan update. The detention/containment facilities would serve both industrial development and public roadway runoff. The estimated cost range of this project is \$4 million to \$16 million (2017 dollars) depending on the extent of development. The detention/containment facility could take from two to three years to complete.
4. **Utilities – Water:** This subcategory includes several projects meant to improve the public water system to support new development in the urban renewal area. It includes upgrading one or both of the existing treatment plants (Shorewood or North Bay) and new water lines within and outside the urban renewal boundary to increase capacity. The estimated cost range of this project is \$4.5 million to \$9.5 million (2017 dollars) depending on the extent of development and upgrades to the water system. The estimated project development schedule is approximately 3 to 5 years.
5. **Utilities – Natural Gas Pipelines:** As new industrial users come online, there could be a need for natural gas distribution lines to be extended from their current location at the North Bay Industrial Park north along the Trans Pacific Parkway to the causeway to serve industries in the urban renewal area. The estimated cost to extend the natural gas pipeline for approximately 18,000 linear feet is \$4 million to \$8.5 million (2017 dollars). The natural gas pipeline could take between one and three years to complete.
6. **Transportation - Coos Bay Rail Line Spur Extension:** The first portion of the rail spur extension from Highway 101 to Southport Lumber was completed in 2006. This project would extend the rail line 1 mile south to serve the North Bay Industrial Park, making these sites more attractive to existing and future industrial operations. The estimated cost for this

project is \$1.25 million to \$2.5 million (2017 dollars) with project development anticipated to take 2 to 4 years.

7. **Redevelopment and Site Preparation:** There is extensive vacant or underutilized land throughout the urban renewal area. In many cases, development of this land is dependent upon preparing for development by addressing contaminated soils, demolishing existing facilities (e.g., the defunct Anadromous Aquaculture facility), or potentially mitigation for redevelopment. These activities will make sites more “shovel-ready” for new industries, and reduce potential tenants’ upfront development costs. The estimated cost range for this project type is \$300,000 to \$1.3 million (2017 dollars). Each redevelopment and site preparation project could take between six months and two years to complete.

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

1. **Plan administration – urban renewal area administration:** The agency pays the Port of Coos Bay \$12,000 per year to serve as the administrator of the urban renewal area. This activity will continue after the urban renewal plan is updated on an ongoing, annual basis and therefore is not ordered in the list of priorities above. Other administrative costs of \$17,000 per year for materials and services include but are not limited to supplies, insurance, publications and advertising, legal counsel, audits, and professional services. Total estimated cost over the 20-year timeframe of the plan update in 2017 dollars is \$580,000.
2. **Redevelopment loans:** Under previous plans and the 2017 update, the agency will be authorized to provide loans or other forms of financial assistance to parties wishing to develop or redevelop land or buildings. Financial assistance could include below market interest rate loans, a write down of acquisition costs, assistance in providing utilities or other infrastructure, technical assistance (engineering, planning, architecture, and permitting work), or transfer of sites at reuse value owned by the agency. A budget allowance of \$1.5 million (2017 dollars) is assumed for this agency activity.

COOS COUNTY URBAN RENEWAL AGENCY 2017 URBAN RENEWAL PROJECTS REPORT

1.0 INTRODUCTION

The Coos County Urban Renewal Agency (the agency) formed the North Bay Urban Renewal District in 1986. The North Bay Urban Renewal Area lies to the north of the City of Coos Bay and North Bend and encompasses land area known as the North Spit. The urban renewal area also includes the waters of Coos Bay adjacent to the spit (see Map 1, Appendix A). An urban renewal plan was first adopted for the North Bay Urban Renewal Area in 1986 and was updated in 1998, 2000, and 2006. The 2006 North Bay Urban Renewal Plan (the 2006 plan) is due to expire in 2018 and must be updated to extend the life of the urban renewal district and the plan so that the agency can collect tax revenues and fund projects beyond 2018 in accordance with Oregon Revised Statutes Chapter 457. Because of the 2008–2010 national recession and its after effects, among other factors, most of the development projected in the 2006 plan never occurred. The 2006 plan and projects should be reexamined based on current circumstances and updated with new potential projects.

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

Conditions have changed since 2006, including the initiation and completion of the following local Coos Bay and larger regional economic development initiatives.

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

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

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

2.0 GEOGRAPHY AND LAND USE

According to the 2006 plan, the North Bay Urban Renewal Area is approximately 8,945 acres. Most of the urban renewal area is located on the North Spit, including waters of Coos Bay south and east of the North Spit and east of Jordan Point to Highway 101. The northernmost portion of the area incorporates some of the Oregon Dunes National Recreation Area (Horsfall Beach Campground and Day Use Area and Bluebill Lake), which extends approximately 50 miles north to Florence, Oregon. The Pacific Ocean forms the western boundary of the urban renewal area (see Map 1 in Appendix A).

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

The Trans Pacific Parkway is the major road corridor serving the urban renewal area; the parkway extends 6 miles southeast from the intersection of Highway 101 onto the North Spit. At the terminus of the Trans Pacific Parkway are Port-owned properties known collectively as the North Bay Industrial Park. Facilities at the North Bay Industrial Park include D.B. Western, a chemical processing equipment manufacturer; the Port-owned T-Dock structure leased by D.B. Western; and an abandoned aquaculture facility. The Southport Lumber Company forest products manufacturing facility is located on privately owned industrial property just north of the Industrial Park. To the north of the Southport Lumber site and separated from it by undeveloped land is the BLM boat ramp site with upland parking and a restroom. An approximately 400-acre vacant tract of land known as the Henderson Site property separates Southport Lumber and Roseburg Forest Products located on the west side of Jordan Cove (see Map 1, Appendix A).

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

3.0 METHODOLOGY

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

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

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

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

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

4.0 URBAN RENEWAL PROJECTS

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

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

4.1 Utilities

Utility projects could include new facilities or improvements to either public or private utility systems in the categories of utility conduit, stormwater, sanitary sewer, water, natural gas, and telecommunications. General utility category projects could include land acquisition for public or private utility projects and site specific studies such as engineering, design, or planning to facilitate utility projects.

4.1.1 Utility Corridors

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

4.1.2 Stormwater

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

4.1.3 Sanitary Sewer

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

The 2006 plan called for two long-term improvements in the form of a south sewer extension with pump station, regional treatment facility, and 4-inch diameter, 9,000

linear-foot pressure sanitary sewer pipe, as well as a 3-inch diameter, 18,800 linear-foot pressurized north sewer extension. The sewer lines could transfer both industrial process water and sanitary sewer effluent to the ocean outfall. The 2006 plan also identified short-term improvements including a septic tank effluent pump (or STEP) system with septic tanks ranging in size from 1,000 to 3,000 gallons and a pump station. While specific improvements have not been specified or recommended for the 2017 plan update, sanitary sewer lines will continue to be necessary for development of the urban renewal area.

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

4.1.4 Industrial Wastewater

- **Project E-1:** Industrial water treatment occurs in various industrial processes including heating, cooling, processing, cleaning, and rinsing. The 2000 North Bay Urban Renewal Plan indicates that an industrial wastewater treatment facility could be constructed for a variety of uses and would be designed for both primary and secondary treatment of a flow rate of 2.5 to 3.0 MGD. According to the 2000 plan, treated water would be discharged through the ocean outfall on the western side of the urban renewal area. An industrial process water treatment facility is also recommended in this plan update.
- **Project E-2:** This project would rehabilitate the existing 30-inch ocean outfall, as identified in the 2000 North Bay Urban Renewal Plan. According to the 2000 plan, project components would likely include items “such as fitting the existing ocean outfall with additional diffusers to accommodate increased capacity, cleaning bio-fouling that may have occurred inside the line, and tie-in modifications. These modifications would occur along the length of the outfall pipeline or at the ocean or landside ends of the outfall itself.” We understand that the outfall could also be used for treated sanitary sewage.

4.1.5 Water

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

- **Project C-1:** The urban renewal area currently has two water treatment plants. The North Bay Water Treatment Plant is a 1.0 MGD facility, and the Shorewood Water Treatment Plant can handle 1.5 MGD. The 2000 plan specified that the Shorewood Water Treatment Plant would need to be upgraded. According to the Coos Bay-North Bend Water Board, the North Bay Water Treatment Plant operates on an emergency-only basis. Therefore, this subcategory includes upgrades to one or both of the existing plants to serve uses in the urban renewal area.
- **Non-site specific project:** Existing water distribution systems serving the urban renewal area include a 12-inch water main in Trans Pacific Parkway and a 24-inch

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

4.1.6 Natural Gas

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

4.1.7 Telecommunications

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

- **Project I-3:** Potential telecommunications projects include installing a primary broadband line in Trans Pacific Parkway to provide fiber optic availability for Charter, Frontier, or other service providers. Secure fiber optics and bandwidth are important to future high technology processes and to support industrial and marine terminal operations.
- **Non-site specific project:** A second project could install telecommunications lines from a Trans Pacific Parkway backbone to individual sites (site service extension lines). According to Frontier Communications, site users often develop buildings and other site improvements in advance of placing telecommunications lines, which entails the costly demolition of improvements to retrofit broadband infrastructure. Provision of telecommunications from a new backbone to sites will help prevent costly post-development installations, and help attract industries to the urban renewal area.

4.2 Public Parks and Open Space

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

In the context of the urban renewal area, no plans or studies have been completed measuring the demand for new, expanded, or different recreational facilities. The 2006 plan identified the potential for expanding the facilities at the existing BLM boat launch site, acquiring land and constructing new recreational trails, and upgrading Marine Park (amenities and parking lot) as recommended recreational improvements. The BLM boat launch site is frequently over capacity during peak use days. For the 2017 update, general parks and open space projects could include special studies to measure demand for parks or site-specific engineering, planning, or design studies. Park projects may also include construction of new facilities, improvements or expansions to existing facilities, and land acquisition associated with new or expanded facilities, where necessary.

4.2.1 Facility Improvements and New Facilities

- **Project E-3:** Marine Park is a parking lot and trailhead providing access to wetland, marsh, and beach trails for walkers, hikers, equestrians, and four-wheel drive vehicles. The park was identified in the 2006 plan for parking lot and amenity improvements, a project that is carried forward for the 2017 update.
- **Non-site specific project:** Various formal and informal trails are already located on recreational sites in the urban renewal area, including new planned facilities at Marine Park, Horsfall Beach Campground and Day Use Area, the North Spit overlook, and the Port trails located south of the former aquaculture facility. The 2006 plan identified new recreational improvements to include new trails. These recreational trail projects are included in this 2017 plan update.

4.3 Public Buildings and Facilities

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

4.3.1 Redevelopment and Site Preparation

Projects could include any site preparation or activity such as demolishing derelict buildings or structures (e.g. demolishing the shuttered Anadromous Aquaculture facility) and cleaning up properties that may have been contaminated by previous use.

Redevelopment could include assistance with funding part or all of improvements on sites such as infrastructure (utilities, roads, etc.) or parking, buildings, or other site improvements. Redevelopment and site preparation is a non-site specific project.

4.3.2 New Facilities

The North Bay Rural Fire Protection District provides fire suppression and emergency medical transport services to the urban renewal area. During peak periods in the summer, as many as 10,000 people can be visiting the North Spit as campgrounds and recreational areas fill to capacity, and recreational site users often require emergency medical transport services. As new development occurs within the urban renewal area, the demand for fire suppression and emergency medical transport will inevitably increase. According to the North Bay Rural Fire Protection District and as identified in the 2006 plan, a new fire station is needed to serve the urban renewal area development and recreational uses. The station would likely house five or fewer personnel and 2-3 fire apparatuses and could cost approximately \$2.5 million according to the North Bay Rural Fire Protection District. No specific location is identified for the fire station, and, therefore it is not mapped in Appendix A.

4.4 Transportation Improvements

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

4.4.1 Roads

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

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

- **Project I-1:** In addition to intersection capacity improvements, capacity improvements are likely necessary for the entire length of the Trans Pacific Parkway in order to better serve the urban renewal area. Improvements could include road widening to accommodate additional lanes, turn lanes (center turn lane or right-hand turn lanes), and traffic signals at the intersections of major developments.
- **Project I-2:** Trans Pacific Parkway lacks stormwater drainage resulting in several inches to nearly a foot of standing water covering portions of the roadway during the winter. The flooding occurs along the southern approximately 4,000 linear feet of roadway near the North Bay Industrial Park. In addition, the pavement is cracked along the entire roadway from the intersection of Highway 101 to the southern terminus at the North Bay Industrial Park. Resurfacing the roadway and addressing flooding by raising the roadway through reconstruction and/or installing stormwater drainage systems is necessary. Stormwater drainage could include inlets and pipes discharging to detention basins and/or roadside swales.

4.4.2 Rail

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

- **Project I-4:** In 2006, a \$1.8-million rail spur of the Coos Bay Rail Line was extended to serve the Southport Lumber Company. Based on conversations with the agency, the rail line needs to be extended approximately one mile further to serve industrial expansion at the North Bay Industrial Park.
- **Non-site specific projects:** Other rail projects identified by project stakeholders include reconfiguration of existing rail loading operations at existing industrial sites to allow the expansion of industrial operations and to attract new tenants; relocation of truck loading operations at industrial sites; improvements to intermodal rail connections such as covered transfer reload facilities; and new rail spurs and sidings to enhance the rail system during peak seasons.

4.4.3 Marine

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

- **Project I-5:** The ability of industry operators to take full advantage of the bay as one of the urban renewal area’s greatest assets will require dredging to accommodate larger vessels. Existing industrial operations within the urban renewal area use Coos

Bay to transport products on ships and barges and dredging the Bay will accommodate larger vessels at existing and new operations.

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

4.5 Environmental Mitigation Activities

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

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

4.6 Redevelopment Loans

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

4.7 Plan Administration

In order to carry out plan projects and administer the urban renewal agency, the 2006 urban renewal plan authorizes the agency to pay indebtedness, conduct special studies associated with plan activities, and pay personnel or other administrative costs incurred in the management of the plan. The Port of Coos Bay is the administrator for the urban

renewal agency and provides technical and administrative support. Other administrative costs for materials and services include but are not limited to supplies, insurance, publications and advertising, legal counsel, audits, and professional services.

4.7.1 Staff

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

4.7.2 Special Studies/Plans

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

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

4.8 Summary

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

Table 1 – Potential North Bay Urban Renewal District Projects

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

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

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

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

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

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

5.0 RECOMMENDED PROJECTS AND COSTS

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

Recommended projects include:

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

roadway, and improve site drainage is estimated between \$3.5 million and \$7.5 million (2017 dollars). Project development, including construction, is anticipated to take 2 to 4 years.

- **Utilities – Stormwater Detention/Containment:** Construction of stormwater detention/containment facilities to serve future urban renewal area development is necessary for the development to occur. The detention/containment facilities would be sized and located to serve specific development within the urban renewal area with costs dependent on the development. Costs range from \$4 million to \$16 million. The detention/containment facility could take between two to three years to complete.
- **Utilities – Water:** This subcategory includes several projects meant to improve the public water system to support new development in the urban renewal area. It includes upgrading one or both of the existing treatment plants (Shorewood or North Bay) and new water lines within and outside the urban renewal boundary to increase capacity. The estimated cost range of this project is \$4.5 million to \$9.5 million (2017 dollars) depending on the extent of development and upgrades to the water system. The estimated project development schedule is approximately 3 to 5 years.
- **Utilities – Natural Gas Pipelines:** As new industrial users come online, there could be a need for natural gas distribution lines to be extended from their current location at the North Bay Industrial Park north along the Trans Pacific Parkway to the causeway to serve industries in the urban renewal area. The estimated cost to extend the natural gas pipeline for approximately 18,000 linear feet is \$4 million to \$8.5 million (2017 dollars). The gas pipelines could take one to three years to complete.
- **Transportation – Coos Bay Rail Line Spur Extension:** The first portion of the rail spur extension from Highway 101 to Southport Lumber was completed in 2006. This project would extend the rail line approximately 1 mile south to serve the North Bay Industrial Park, making vacant sites more attractive to existing and future industrial operators. The estimated cost for this project is \$1.25 million to \$2.5 million (2017 dollars) with project development anticipated to take 2 to 4 years.
- **Redevelopment and Site Preparation:** There is extensive vacant or underutilized land throughout the urban renewal area. In many cases, development of this land is dependent upon preparing for development by addressing contaminated soils, demolishing existing facilities (e.g., the Anadromous Aquaculture facility), or potentially mitigation for redevelopment. These activities will make sites more “shovel-ready” for new industries, and reduce potential tenants’ upfront development costs. The estimated cost range for this project type is \$300,000 to \$1.3 million (2017 dollars). Each redevelopment and site preparation project could take between six months and two years to complete.

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

- **Plan Administration – Urban Renewal Area Administration:** The agency pays the Port of Coos Bay \$12,000 per year to serve as the administrator of the urban renewal area. This activity will continue after the urban renewal plan is updated on an ongoing, annual basis and therefore is not ordered in the list of priorities above. Other administrative costs of \$17,000 per year for materials and services include but are not limited to supplies, insurance, publications and advertising, legal counsel, audits, and professional services. Total estimated cost over the 20-year timeframe of the plan update in 2017 dollars is \$580,000. **Redevelopment Loans:** Under previous plans and the 2017 update, the agency will be authorized to provide loans or other forms of financial assistance to parties wishing to develop or redevelop land or buildings. Financial assistance could include below market interest rate loans, a write down of acquisition costs, assistance in providing utilities or other infrastructure, technical assistance (engineering, planning, architecture, and permitting work), or transfer of sites at reuse value owned by the agency. A budget allowance of \$1.5 million (2017 dollars) is assumed for this agency activity.

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

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

Priority	Category	Subcategory	Description/Project Identifier	Cost	Schedule
1	Plan Administration	Special Studies/Plans	Special studies/plans: Examine projects and facilities needed to serve URA	\$500,000	6 mos. – 1 year
2	Transportation	Roads	Construct Trans Pacific Parkway Improvements: Includes roadway reconstruction, resurfacing, and/or stormwater drainage systems (I-2)	\$3.5 - \$7.5 million	2 – 4 years
3	Utilities	Stormwater	Stormwater detention/containment: Construct containment/detention facility to serve future URA development*	\$4-\$16 million	2 – 3 years
4	Utilities	Water	Construct water infrastructure: <ul style="list-style-type: none"> • Water lines inside and outside the urban renewal area* • Potable water improvements • Upgrade existing water treatment to serve new industrial uses (C-1) 	\$4.5 - \$9.5 million	3 – 5 years
5	Utilities	Natural Gas	Construct natural gas pipelines: Extend natural gas pipelines to serve future URA development	\$4 - \$8.5 million	1 – 3 years
6	Transportation	Rail	North Spit Rail Extension: Extend existing rail spur to serve industrial expansion in North Bay Industrial Park (I-4)	\$1.25 - \$2.5 million	2 – 4 years
7	Public Buildings and Facilities	Redevelopment and Site Preparation	Prepare sites for redevelopment (e.g., demolish shuttered Anadromous Aquaculture facility)*	\$300,000 - \$1.3 million	6 mos. – 2 years
Ongoing	Plan Administration	Staff	URA Administration: Annual CCURA transfer payment to Port for administration of \$12,000/year (\$2017) Additional materials and services will also be supported at an estimate of \$17,000/yr.(\$2017)	\$580,000	Ongoing
Ongoing	Redevelopment Loans	Finance	Loans or other forms of financial assistance to parties wishing to develop or redevelop land or buildings, including assistance such as: <ul style="list-style-type: none"> • Below-market interest rate loans* • A write-down of land acquisition costs* • Assistance in providing utilities or other infrastructure* • Technical assistance (engineering, planning, architecture, and permitting work)* • Transfer of sites at fair reuse value* 	\$1.5 million	Ongoing

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

6.0 REFERENCES

BergerABAM. 2015. Oregon International Port of Coos Bay, Strategic Business Plan.

BergerABAM. 2017. Draft Coos County Urban Renewal Plan Update – Existing and In-Process Projects.

CH2M Hill. 2000. North Bay Urban Renewal Plan.

Coos County. 2011. Transportation System Plan.

Harper Houf Peterson Righellis Inc. and the Fiscal Research Institute. 2006. Coos Bay North Bay Urban Renewal Plan Update.

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


**Appendix A
Urban Renewal Area Maps**



North Bay Urban Renewal Plan Area Map
Coos County, OR | May 2017



Index Map Projects
 I-1: Trans Pacific Parkway Capacity Improvements
 I-2: Trans Pacific Parkway Improvements
 I-3: Telecommunications Infrastructure
 I-4: North Spit Rail Extension
 I-5: Coos Bay Dredging
 *Projects with non-specific locations are not shown

 Subarea Boundaries





0 0.5 1 2 Miles

Source: Esri, DigitalGlobe, GeoEye, Earthstar IGN, and the GIS User Community

Subarea A Projects
A-1: Highway 101 Intersection Improvements
*Projects with non-specific locations are not shown



 Subarea A
 Urban Renewal District

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



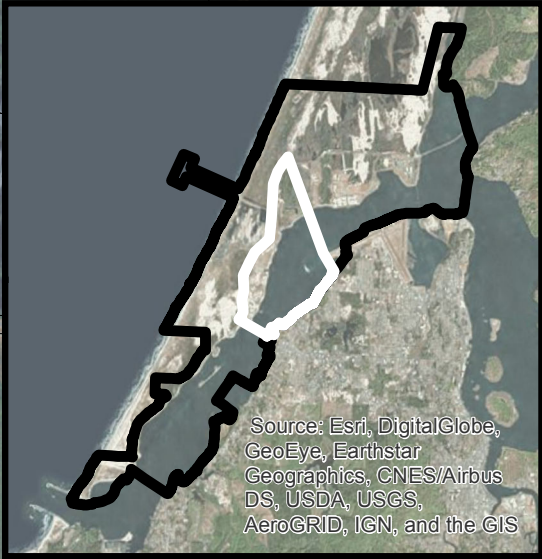
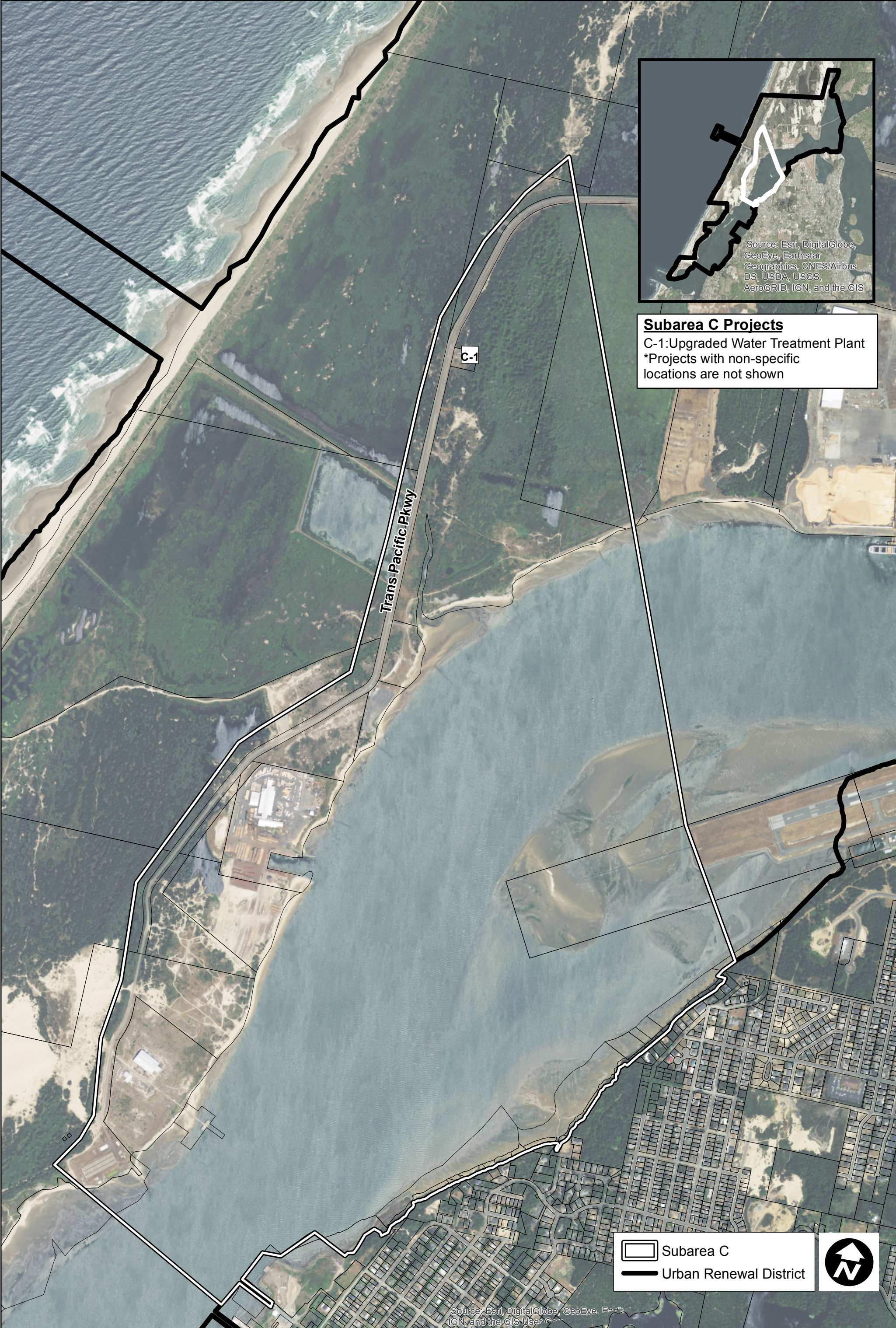
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Subarea B Projects
*Projects with non-specific locations are not shown

Subarea B
Urban Renewal District






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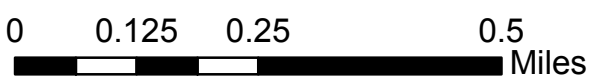


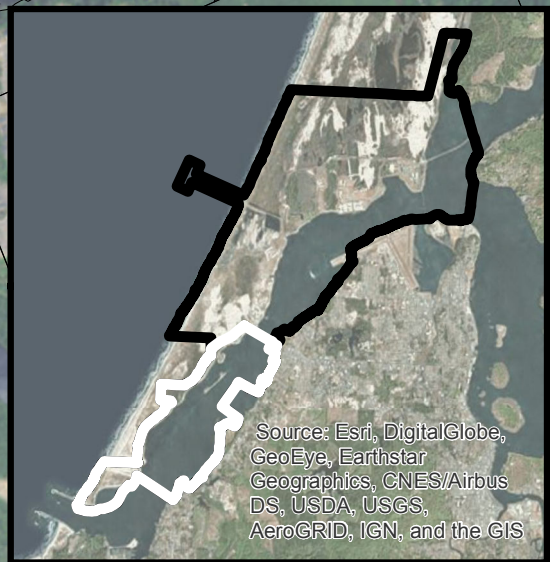
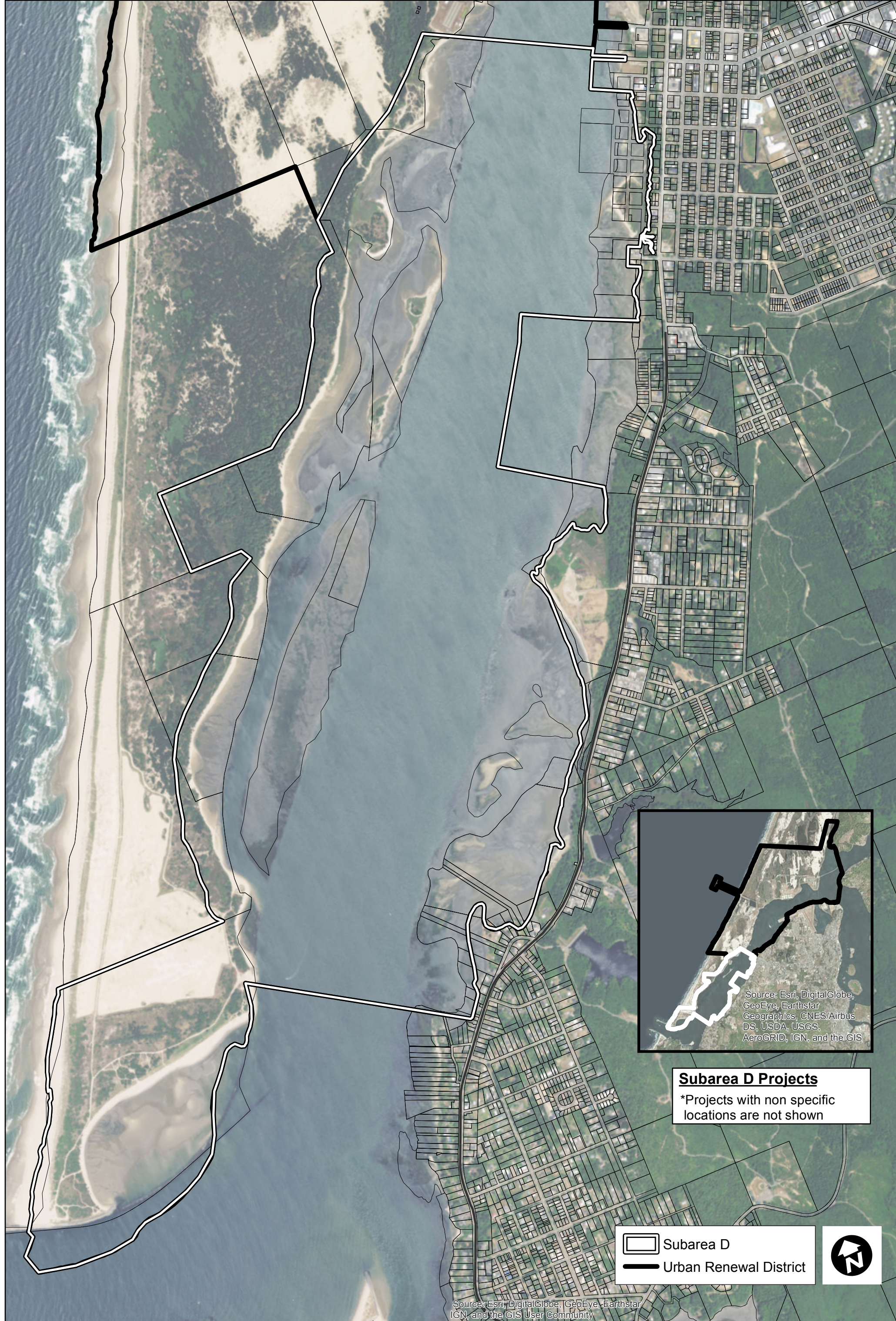
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Subarea C Projects
 C-1: Upgraded Water Treatment Plant
 *Projects with non-specific locations are not shown

 Subarea C
 Urban Renewal District




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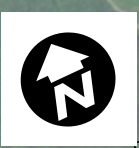




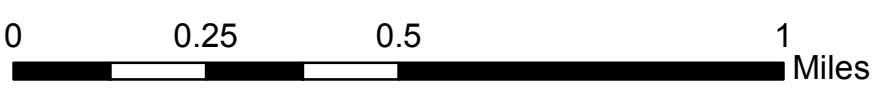
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Subarea D Projects
 *Projects with non specific locations are not shown

 Subarea D
 Urban Renewal District





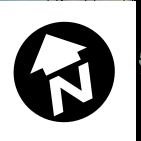
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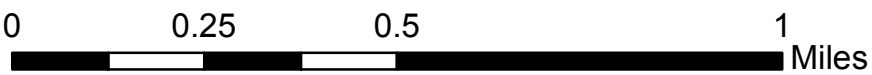


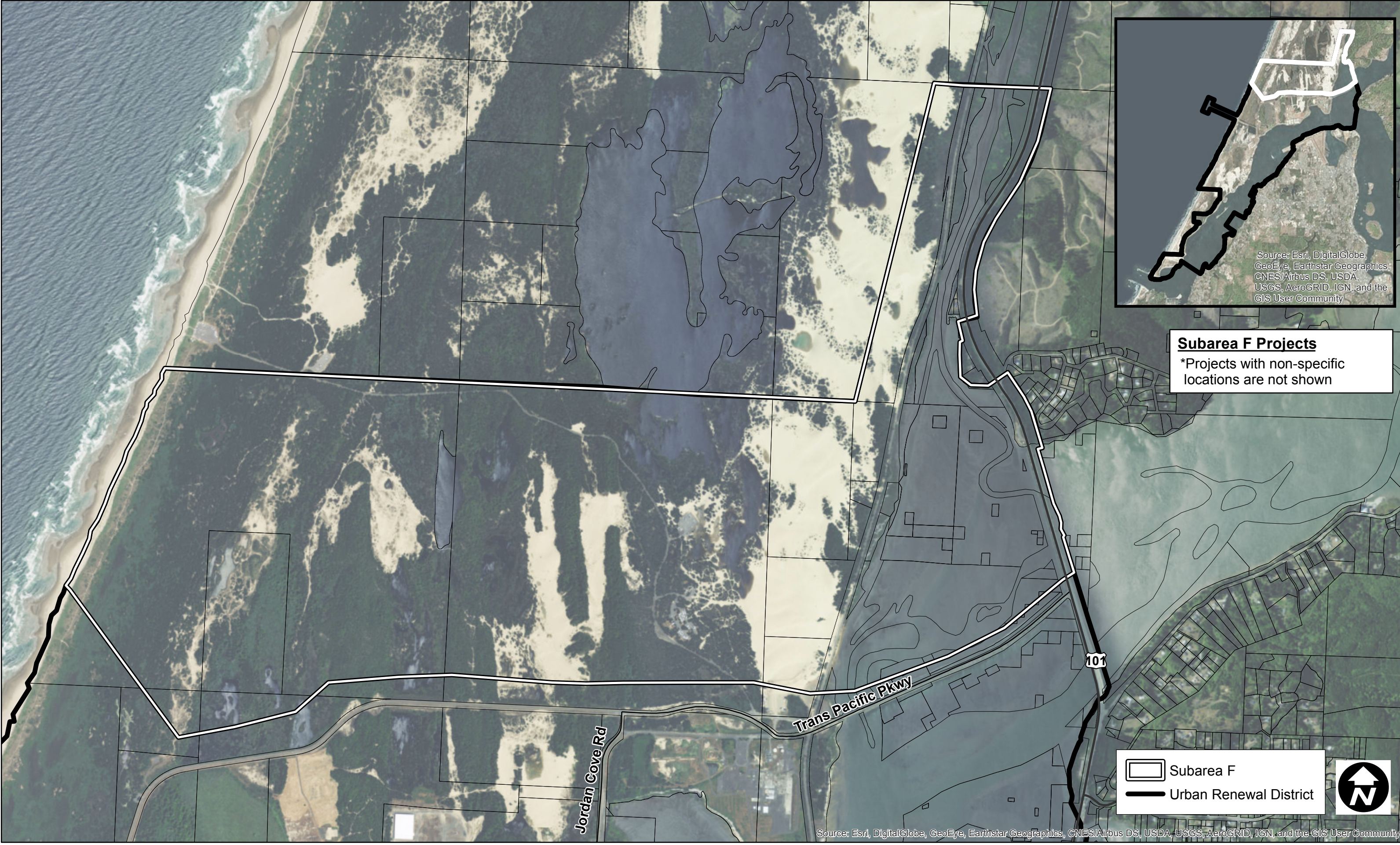
Subarea E Projects
 E-1: Industrial Waste Treatment Facility
 E-2: Outfall Rehabilitation
 E-3: Marine Park Improvements
 *Projects with non-specific locations are not shown

 Subarea E
 Urban Renewal District





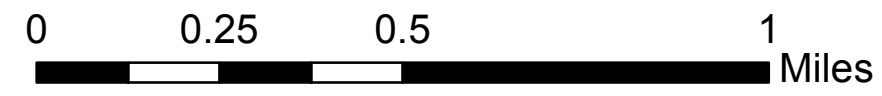
Source: Esri, DigitalGlobe, GeoEye, Earthstar IGN, and the GIS User Community





Subarea F Projects
 *Projects with non-specific locations are not shown

 Subarea F
 Urban Renewal District



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

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

Memorandum

Date: 18 May 2017

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

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

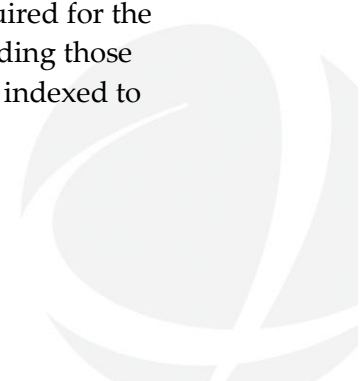
To: Fred Jacquot, Director of Port Development

Route to: Elaine Howard, Howard Consulting, LLC

INTRODUCTION

The Coos County Urban Renewal Agency (the agency) formed the North Bay Urban Renewal District in 1986. The North Bay Urban Renewal Area lies to the north of Coos Bay and the cities of Coos Bay and North Bend with most of the land area located on the North Spit of Coos Bay. An urban renewal plan was first adopted for the North Bay Urban Renewal Area in 1986 and was updated in 1998, 2000, and 2006. The 2006 North Bay Urban Renewal Plan (the 2006 plan) is due to expire in 2018 and must be updated to extend the life of the urban renewal district and the plan so that the agency can collect tax revenues and fund projects beyond 2018 in accordance with Oregon Revised Statutes Chapter 457. In addition – because of the 2008–2010 national recession and its after effects – most of the development projected in the 2006 plan never occurred. Therefore, aside from the legal requirements to extend the life of the plan, as a practical matter, the 2006 plan and the list of projects it contains are outdated and need to be reexamined based on current circumstances.

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



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

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

The remainder of this memorandum is organized as follows:

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

PROJECT DESCRIPTIONS AND COSTS

BergerABAM staff members toured the urban renewal area and reviewed existing documents, including the 2006 Urban Renewal Plan. According to the plan, the North Bay Urban Renewal Area is approximately 9,009 acres (5,740 acres land and 3,269 water or right-of-way). With most of the urban renewal area located on the North Spit, the area includes the waters of Coos Bay south and east of the North Spit and east of Jordan Point to Highway 101. The northernmost portion of the area incorporates some of the Oregon Dunes National Recreation Area (Horsfall Beach Campground and Day Use Area and Bluebill Lake), which extends approximately 50 miles north to Florence, Oregon. The Pacific Ocean forms the western boundary of the urban renewal area.

Land uses in the urban renewal area are a combination of recreational lands, developed and vacant industrial sites, and public facilities. The western and northern portions of the urban renewal area are primarily recreational areas and beach. The east side of the North Spit and the land surrounding Jordan Cove are developed with industrial uses. The Trans Pacific Parkway is the major road corridor serving the urban renewal area that extends 6 miles southeast from the intersection of Highway 101 onto the North Spit; portions of the parkway are flooded during the winter. At the terminus of the Trans Pacific Parkway are Port-owned properties known collectively as the North Bay Industrial Park. Facilities at the North Bay Industrial Park include D.B. Western, a chemical processing equipment manufacturer; the Port owned T-Dock structure leased by D.B. Western; and an abandoned aquaculture facility. The Southport Lumber Company forest products manufacturing facility is located on privately owned industrial property just north of the Industrial Park. To the north of the Southport Lumber site and separated from it by undeveloped land is the BLM boat ramp site with upland parking and restroom. An approximately 400-acre vacant tract of land separates the South Port and Roseburg Forest Products located on the west side of Jordan Cove. To the west of Roseburg Forest Products is the possible future site of the ocean shipment facilities for the Jordan Cove Liquefied Natural Gas (LNG) facility, which, if constructed, would be the only LNG export terminal on the West Coast and would transfer LNG to ships bound for markets around the Pacific Rim.

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

Public Utilities and Services

Existing Conditions

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

- **Water** – The Coos Bay-North Bend Water Board has a 12-inch water main in Trans Pacific Parkway. There is also a 24-inch high-density polyethylene pipe crossing the Bay serving the North Spit from the City of Coos Bay. A 16-inch water main feeds the urban renewal area from the north from Highway 101 creating a looped system with redundancy. There are also 18 production wells on the North Spit supplying low-head-pressure well water. Not all of the wells are active. The wells provide untreated water for industrial purposes. The only user of the wells is the Jordan Cove LNG project site, which uses the water to maintain

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

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

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

2006 Urban Renewal Plan Projects

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

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

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

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

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

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

Table 1 - 2006 Costs Indexed to 2017 Dollars

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

Public Parks and Open Space

Existing Conditions

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

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

2006 Urban Renewal Plan Projects

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

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

Table 2 - 2006 Costs Indexed to 2017 Dollars

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

Land Acquisition

Existing Conditions

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

2006 Urban Renewal Plan Projects

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

Table 3 - 2006 Costs Indexed to 2017 Dollars

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

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

Public Buildings and Facilities

Existing Conditions

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

2006 Urban Renewal Plan Projects

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

- Recreational facilities and amenities
- Acquisition and re-use of existing buildings and improvements
- Construction of parking facilities
- Construction of new industrial buildings, as "flex," "incubator," or "build-to-suit" development projects

- Assist in the cost of cleanup of blighted properties

Table 4 - 2006 Costs Indexed to 2017 Dollars

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

Transportation Improvements

Existing Conditions

The Trans Pacific Parkway is the primary road corridor in the urban renewal area. The parkway is a two-lane major collector with improvements ranging from 22 to 38 feet wide in a 100- to 150-foot right of way according to the 2011 Coos County Transportation System Plan. The road provides access to points north from the North Spit via Highway 101 and extends approximately 6 miles west and south onto the North Spit. The Trans Pacific Parkway does not contain sidewalks or curbs. The asphalt is cracking and potholed in many locations and, during the winter, several inches of water covers stretches of the road because adequate stormwater facilities are lacking.

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

2006 Urban Renewal Plan Projects

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

Table 5 - 2006 Costs Indexed to 2017 Dollars

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

Mitigation Activities

Existing Conditions

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

2006 Urban Renewal Plan Projects

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

Table 6 - 2006 Costs Indexed to 2017 Dollars

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

Redevelopment Loans*Existing Conditions*

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

2006 Urban Renewal Plan Projects

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

Table 7 - 2006 Costs Indexed to 2017 Dollars

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

Plan Administration*Existing Conditions*

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

2006 Urban Renewal Plan Projects

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

Table 8 - 2006 Costs Indexed to 2017 Dollars

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

DATA GAPS

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

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

CONCLUSION

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

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

**Appendix C
List of Stakeholder Interviewees**

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

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