

CITY OF NORTH BEND

COMPREHENSIVE PLAN

PLAN PROVISIONS AND POLICIES

UPDATED AND CODIFIED
JUNE 2003

City of North Bend
P.O. Box B
835 California Street
North Bend, OR 97459

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LIST OF MAPS AND DOCUMENTS INCORPORATED
AS PART OF THIS DOCUMENT

Estuarine Management Segment and Shoreland Boundary Map

Comprehensive Plan Map

Urban Growth Boundary Map

Flood Zone Overlay Map

Airport Overlay Zone Map

Zoning Map

NORTH BEND COMPREHENSIVE LAND USE PLAN

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CHAPTER I - INTRODUCTION

Article 1.1.100 **Purpose of Plan**

The City of North Bend Comprehensive Plan is a policy document to guide land use and related activities. It sets forth the intent of the City in matters of public concern. The Plan allocates land uses for the necessary activities to promote efficient and harmonious urban living. Further, it addresses the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goals and Guidelines.

Article 1.2.100 – **State Land Use Planning Law**

During the 1973 State of Oregon Legislative Session, the Legislature passed Senate Bill 100, the State Land Use Planning Act. This act required all counties and incorporated cities to adopt comprehensive plans and zoning ordinances. It also required all units of government – counties, cities, special districts, state and federal agencies – to coordinate their comprehensive plans. Additionally, the State Planning Act 1) required that citizens have the opportunity to take part in all phases of land use planning, 2) established the Land Conservation and Development Commission (LCDC) and Department of Land Conservation and Development (DLCD) to manage a program of state review and assistance to local planning programs, and 3) provided for statewide standards (goals) for local planning.

Article 1.3.100 – **Land Conservation And Development Commission**

The State Planning Act directed LCDC to adopt statewide planning goals. These goals are to be used by cities, counties special districts, and state and federal agencies in preparing, adopting, revising and implementing comprehensive plans. The following is a brief summary of the goals:

Goal 1: Citizen Involvement: Develop and maintain a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

- Goal 2:** Land Use Planning: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.
- Goal 3:** Agricultural Lands: To preserve and maintain agricultural lands.
- Goal 4:** Forest Lands: To conserve forest lands for forest uses.
- Goal 5:** Open Spaces, Scenic and Historic Areas, and Natural Resources: To conserve open space and protect natural, cultural and scenic resources.
- Goal 6:** Air, Water and Land Resources Quality: To ensure consistency with state and federal regulations.
- Goal 7:** Areas Subject to Natural Disasters and Hazards: To develop appropriate safeguards in places subject to natural hazards.
- Goal 8:** Recreational Needs: To provide areas and facilities for recreation and develop plans for future needs.
- Goal 9:** Economy of the State: To provide for the diversification and improvement of the economy.
- Goal 10:** Housing: To provide for and accommodate needed housing types.
- Goal 11:** Public Facilities and Services: To provide for the efficient planning of public services such as sewers, water, law enforcement and fire protection.
- Goal 12:** Transportation: To provide and encourage a safe, convenient and economic transportation system.

- Goal 13:** Energy Conservation: To provide that land and uses developed on the land are managed and controlled so as to maximize the conservation of energy, based upon sound economic principles.
- Goal 14:** Urbanization: To provide for existing and future growth and needs and plan and zone enough land to meet those needs.
- Goal 15:** Willamette Greenway: To protect the scenic and recreational qualities of land along the Willamette River.
- Goal 16:** Estuarine Resources: To classify estuaries and provide for and describe types of land uses and activities that are permissible in designated estuarine management units.
- Goal 17:** Coastal Shorelands: To protect and provide for appropriate development of coastal shorelands.
- Goal 18:** Beaches and Dunes: To set planning standards for development on various types of dunes and beach areas.
- Goal 19:** Ocean Resources: To conserve the long-term values, benefits and natural resources of the nearshore ocean and the continental shelf.

Article 1.4.100 **City of North Bend, 1959 Plan**

During the late 1950's, a plan for the City of North Bend was developed. Entitled Planning In North Bend, it was composed of six sections: 1) Population Trends, 2) Land Use Plan, 3) A Proposed Plan for Major Streets, 4) Parking in Downtown, 5) Subdivision Regulations, and 6) A Review of the Zoning Ordinance.

The Plan was prepared for the North Bend Planning Commission by the Bureau of Municipal Research and Service, University of Oregon. The development and preparation of the Plan was financed in part by an urban planning assistance grant from the United States Housing and Home Finance Agency.

After adopting the Plan, a zoning ordinance was developed to implement the Plan. The City has closely followed its 1959 Plan. The City's 1959 Plan provided the foundation for the development of the Comprehensive Plan adopted in 1980 and acknowledged by LCDC in 1983. The Plan has been amended through the Periodic Review process in 1990 and 2001. The current Plan is a result of planning activities dating back to the original Plan in 1959.

Article 1.5.100 **Supporting And Related Documents**

The following plans and reports were extensively used in the development of the North Bend Comprehensive Plan: The Coos-Curry-Douglas Economic Improvement Association's Phase I and Phase II Overall Economic Development Plan (1973), and the 1975 Overall Economic Plan; Transportation Planning and Needs in Administrative District #7; Traffic Operation to Increase Capacity and Safety; An Areawide Plan for the Coos Bay Oregon Urban Area (TOPICS); the Coos-Curry Preliminary 1990 Open Space Plan; the Coos-Curry Environmental Protection Program, (Volume I and II); the Coos-Curry Transportation Study; and the Commercial Airport Siting Element.

These plans and reports are hereby formally recognized in the North Bend Comprehensive Plan. Where these plans and reports differ with the North Bend Comprehensive Plan, or are otherwise in conflict with the North Bend Plan, the North Bend Plan has precedence.

Article 1.6.100 **Other Related Plans**

General:

There have been other plans affecting land use in North Bend. Some of these are the Coos Bay Estuary Plan, 1975; the Coos-Curry Regional 1990 Land Use Plan, 1974; and the Coos Bay-North Bend Preliminary Housing, Community Facilities, and Land Use Elements, 1971. These regional plans were created for specific purposes, and they do not deal just with North Bend. When the current planning effort is completed, the North Bend 1995 Comprehensive Land Use Plan will supersede portions or all of these plans.

Article 1.7.100 – **City Functional Plans**

In addition to the Comprehensive Plan, the City has and will continue to develop special functional plans to provide more detailed planning and development guidelines. The special or functional plans

include, but are not limited to the Airport Master Plan, Sewer and Storm Sewer Plans, a Downtown Master Plan, a Pony Creek Master Plan, Transportation System Plan, Parks and Recreation Master Plan and a Traffic Circulation Master Plan. While the Comprehensive Plan will be the guiding plan document, it is expected that all special or functional plans will conform to, or be consistent with the Comprehensive Plan.

The Bay Area Comprehensive Economic Analysis, April 30, 1998, prepared for the Cities of North Bend and Coos Bay, Coos County and the Oregon International Port of Coos Bay by David Evans and Associates, Inc. in conjunction with Shoji Planning and Development, presents an updated analysis of the economic condition of the greater Bay Area including economic opportunities analysis, regional land needs projections, overall objectives for economic development and an action plan.

A cooperative agreement entitled Bay Area Industrial Lands Cooperative Planning Agreement provides the basis for utilization of the information included in the Bay Area Comprehensive Economic Analysis and the Coos Bay Estuary Management Plan to assist the jurisdictions of Coos County and the Cities of Coos Bay and North Bend in coordinating decision-making concerning planning requests on properties included in the regional land needs projections.

The North Bend Urban Renewal Plan , August 23, 1994 prepared for the City of North Bend by The Benkendorf Associates Corp., Moore/Breithaupt & Associates and McSwain & Woods, AIA outlines projects and redevelopment activities and financing for the Urban Renewal District.

The City of North Bend Urban Renewal Agency's Downtown Waterfront District Master Plan 1998 by McSwain and Woods, AIA and Shoji Planning and Development, sets forth a waterfront vision to merge the downtown with the waterfront. A mixed use commercial zone with public improvements is envisioned for the waterfront area, which stretches from Washington to California Streets on the waterfront and from Washington Avenue to Connecticut Streets from the Railroad west to include the east half of blocks that front on Sherman Avenue.

CHAPTER II—THE PLANNING PROCESS

Article 2.1.100 – **History of Current Planning Process**

The City of North Bend adopted the “City of North Bend Plan” in 1959, subdivision regulations in 1961, zoning regulations in 1962, planning commission ordinance in 1964, and zoning for the municipal airport in 1970. These documents provided the foundation for the development of the Comprehensive Plan that was prepared in response to Senate Bill 100 in 1973. The City has initiated amendments to various planning ordinances in response to changing rules and regulations. The City adopted the Comprehensive Plan in 1980. The Oregon Land Conservation and Development Commission acknowledged the Plan in 1983. The City updated the Plan through the Periodic Review process in 1990 and 2001.

Article 2.2.100 – **Components of the Planning Process**

The City’s planning process is composed of the City Council, the City Planning Commission, the Landmark Commission and the City Planning Department. The City relies on the City Building Codes Department, and the City Public Works Department for professional and technical support. The Planning Commission serves as the Citizens Advisory Committee.

Article 2.3.100 – **Method Of Plan Development**

The basic method of plan development has consisted of inventory; analysis of conditions, trends, and potentials; identification of problems and planning issues; formation of goals, objectives, policies and strategies; and development of plan elements and provisions.

The plan consists of two primary documents: Inventory and Plan. The plan material has been divided into two documents to provide greater ease in public review. The Inventory, or Volume I, contains the factual basis for plan development and analysis of conditions. The Plan, or Volume II, sets forth the provisions to meet the expectations of comprehensive planning in North Bend.

Article 2.4.100 – **Agency Coordination**

Agency coordination is an ongoing component of the planning process. The following list indicates the agencies and offices having interest and responsibilities within the City’s planning area:

1. Coos County Planning Department
2. Coos Bay/North Bend Water Board
3. Oregon International Port of Coos Bay
4. School District #13
5. Oregon Department of Environmental Quality
6. Oregon Economic Development Division
7. Oregon State Parks Division
8. Oregon State Water Resources Board
9. Oregon State Highway Division
10. Oregon State Department of Fish & Wildlife
11. Oregon State Forestry Board
12. Oregon State Department of Geology & Mineral Industries

13. Oregon Division of State Lands
14. Oregon State Marine Board
15. Oregon State Soil & Water Conservation Commission
16. Oregon Department of Transportation
17. U.S. Bureau of Land Management
18. Southwestern Oregon Community College
19. Oregon State Department of Commerce
20. U.S. Army Corps of Engineers
21. U.S. Forest Service
22. Oregon Coastal Conservation & Development Association
23. U.S. Environmental Protection Agency
24. Oregon State Housing Division
25. Coos-Curry-Douglas Economic Improvement Association
26. Intergovernmental Relations Division
27. Oregon State Health Division
28. Department of Housing and Urban Development
29. Farmers Home Administration
30. U.S.D.A. Agriculture Stabilization & Conservation Service
31. U.S.D.A. Oregon Extension Service
32. Coos Soil & Water Conservation District
33. Oregon State Water Policy Review Board
34. Oregon State Real Estate Board
35. Oregon Land Conservation & Development Commission
36. North Bend Chamber of Commerce
37. Coos Educational Service District (ESD)
38. Department of Energy
39. Bonneville Power Administration
40. Coos County Urban Renewal District
41. Confederated Tribes
42. Coquille Indian Tribe

These agencies receive copies of the plan documents affecting their jurisdiction and are encouraged to provide information to the City on an ongoing basis.

Article 2.5.100 – **Other Authorities And Permit Processes**

The North Bend Comprehensive Plan pertains to land-use issues in the City and surrounding area. However, it was not developed in or intended to function in a vacuum. There are other local, state and federal laws and regulations that partially or wholly pertain to land-use activities in a direct or indirect manner within the City.

The North Bend Comprehensive Plan recognizes the existence of the legally constituted functions and missions of local, state and federal agencies and offices. There are several authorities whose jurisdiction includes corporate limits of North Bend, for example, Oregon Division of State Lands, Oregon Water Resources Department, Oregon Department of Geology and Mineral Industries, Oregon Department of Transportation, the Oregon Department of Fish & Wildlife, the Oregon Department of Recreation, and the Oregon Department of Environmental Quality. There are federal agencies such as the U.S. Corps of Engineers and U.S. Environmental Protection Agency whose authority impacts North Bend. Additionally, the Farmers Home Administration, Department of Housing and Urban

Development, and the Economic Development Administration all have authority to loan and/or grant funds to local jurisdictions for local projects. The funds are not granted unless the projects meet the standards established by the granting agency.

Just as the City's Comprehensive Plan recognizes other authorities, it is expected that these other authorities will recognize the North Bend Comprehensive Plan, and will perform their functions within the framework and intent of the Plan.

Article 2.6.100 – **Plan Review And Update**

This Comprehensive Land Use Plan for North Bend reflects the desires of the community State-mandated rules and regulations. It is not expected that the community's desires or the Plan will remain static. As the community grows as new people move into the area and as economic and social conditions change, the desires of the community will change. Thus, changes to, or amplifications of, the Plan will be needed.

A regular review and update schedule is hereby established to allow for periodic updates. An official City review of the North Bend Comprehensive Land Use Plan will occur in a manner that is consistent with the State of Oregon laws and rules directing Periodic Review. In addition to the Periodic Review, the Plan may be reviewed whenever the City Council deems necessary. Plan amplification may occur on an ongoing basis for those issues identified in plan elements. Such plan amplification may include, but is not limited to, the Airport Master Plan, a Pony Creek Master Plan, a Downtown Master Plan, a Waterfront Master Plan, a Parks and Recreation Master Plan, and a Traffic Plan.

Article 2.7.100—**Plan Implementation**

The Plan is general—not site specific. It will be implemented by a zoning ordinance, a subdivision ordinance and additional ordinances, resolutions, special plans, etc. as needed. One of the additional implementation mechanisms will be a Joint Management Agreement with Coos County to administer the urban growth area. Numerous methods of implementing the Plan exist, for example, improvement districts, decisions on use of federal revenue sharing funds and passage of the City budget. Other methods include applying for funds from local, state and federal sources for improvements, studies and projects. Examples of these implementing activities are: 1) developing a ball field; 2) analyzing traffic count and flow data for selected streets; and 3) downtown development. Major implementing activities are identified in the plan elements, which are presented in the following chapters.

CHAPTER III--PLAN ELEMENTS -- ECONOMIC

Article 3.1.100 – Introduction

The economic element of the City of North Bend Comprehensive Plan includes a summary of economic sectors, identification of problems and planning issues, goals and implementation strategies.

The greater Bay Area, which is comprised of the cities of North Bend and Coos Bay, and adjacent unincorporated areas, forms the largest commercial, residential, professional, cultural and industrial center on the Oregon Coast. The region has experienced reductions in natural resource based forestry and fishing employment and has been taking steps to diversify its economy. The Bay Area Comprehensive Economic Analysis prepared for the Cities of North Bend and Coos Bay, Coos County and the Oregon International Port of Coos Bay provides detailed information about the regional economy of the Bay Area and is included as backup inventory for this Economic Element.

Article 3.2.100 – Summary of Economic Components and Incentives

Section 3.2.101 – Trade and Service

The City of North Bend is a regional commercial center for Southwestern Oregon. Increases in trade and services have helped offset declines in natural resource-related sectors of the economy. The primary trade area is estimated to include a 1996 population of nearly 41,000 residents with a secondary trade area, which includes all of Coos County and the western portion of Douglas County. The Bay Area serves a comparison-shopping area, which includes the northern communities of Curry County and also Western Lane County. Increases in trade and services are anticipated in the future.

Commercial areas within the City of North Bend include the downtown and Highway 101 area, Pony Village and Virginia Avenue, Broadway and the Broadway/Newmark intersection that includes Public Square Shopping Center.

The City has developed the North Bend Urban Renewal Plan to encourage rehabilitation and redevelopment, and to guide the provision of infrastructure including public facilities necessary for orderly development of the Urban Renewal District. Implementation of the Urban Renewal Plan will eliminate blighting conditions and provide general improvements in the overall appearance, condition and function of the District.

Section 3.2.102. – **Small Manufacturing/Business Incubator and Business Development**

Small manufacturing enterprises have been encouraged to locate at the Business Development Center, Airport Business Park and in the Business Incubator, which is adjacent to the Airport Business Park. The Business Incubator provides space and competitive leases so that emerging businesses can operate and grow. The Business Incubator provides an opportunity for new start-up businesses to establish themselves. This promotes business diversification within the area.

Section 3.2.103 – **Forest Products**

The Bay Area economy was traditionally heavily dependent upon the forest products industry, which includes logging, sawmills, plywood and veneer processing, pulp and paperboard manufacturing, paper manufacturing, and shipping of forest products. The forest products industry is expected to continue as a basic sector of the economy because of the location of the resource. However, decreasing timber harvests, increasing automation, centralization of personnel and facilities, and fluctuating world markets have resulted in continual decreases in employment in the wood products industry since the early 1980's.

Section 3.2.104 – **Fisheries and Oyster Production**

Charleston Harbor is a major commercial fishing and seafood-processing center and a major sports fishing center. Fishermen operating out of Coos Bay bring in all major species including salmon, crab, shrimp, tuna, and groundfish, including rockfish, flatfish, Pacific whiting and lingcod.

Oyster production has increased following water quality improvements that were undertaken during the mid-1980's, making the Coos Bay Estuary the largest oyster-producing estuary in the State of Oregon. With limited refrigerated air transport from the North Bend Municipal Airport, oysters are currently transported by truck to Portland or San Francisco for air transport.

Section 3.2.105 – **Visitor Industry**

The visitor industry is a major industry in the Bay Area. This is because of abundant scenic and recreational resources, and the location on Highway 101. The visitor industry is seasonal as the area attracts visitors primarily during the summer and shoulder seasons. This is because destination facilities that allow visitors to relax and enjoy scenic views of the Bay and the ocean have not been available in the Bay Area, and the area is quite a distance from urban population centers. The new Bandon Dunes Golf Resort located on Highway 101 south of Coos Bay and north of Bandon is a destination facility that provides new opportunities for the region.

In addition, the North Bend Parks and Recreation Master Plan has been developed to improve and enhance the parks and recreation infrastructure necessary to enrich the quality of life for area residents and to stimulate a positive visitor experience.

The City has developed the Downtown Waterfront District Master Plan, which is intended to promote a connection between the waterfront and the downtown that will increase economic activity in the downtown area.

Section 3.2.106 – **Shipping**

The Port of Coos Bay is one of North America's largest shipping centers for timber products, and it is the second largest port, by cargo volume, in the State of Oregon. The growth of the shipping industry in Coos Bay has been tied to growth of the regional timber industry, although the Port has not been exclusively a wood products shipping port; in the past decade, there have been outgoing shipments of copper ore (1993-95) and inbound shipments of nickel ore (1991-97) and lumber. Overall tonnage has declined in recent years due to decreasing wood products

exports, inability to attract sufficient replacement industries that rely on shipping, and loss of the copper ore and nickel ore shipping activity.

Section 3.2.107 – **Medical and Retirement**

Bay Area Hospital is the largest employer in the Bay Area with 750 full- and part-time employees, and it is the largest hospital on the Oregon Coast. Bay Area Hospital has a Cancer Treatment Center. Other major regional medical facilities include Bay Clinic, the North Bend Medical Center, Bay Orthopedic, and South Coast Radiology, which provides MRI and CAT scan services. There are also numerous small independent offices providing services in the area.

The Bay Area has grown as a retirement community with retirees moving to the area to open new businesses, work part-time and/or volunteer. The Bay Area has a retirement center, two assisted living facilities and three long-term care facilities.

Section 3.2.108 – **Southwestern Oregon Community College**

Southwestern Oregon Community College “Southwestern” is the center for higher education for the entire community college district, which extends from western Douglas County to the California border. Southwestern, which was established in May 1961 was the first of Oregon’s network of 16 community colleges. Southwestern is a leader in developing educational opportunities to meet the changing employment needs of the region. Southwestern has been expanding its programs and facility in recent years.

Section 3.2.109 – **Enterprise Zone**

The City is a participant in the development of the Coos Bay Enterprise Zone. This zone includes much of the district of the Oregon International Port of Coos Bay. The Coos Bay Enterprise Zone is a multiple jurisdictional zone encompassing lands in the Cities of North Bend and Coos Bay, as well as unincorporated lands under the jurisdiction of Coos County. The zone was designated to encourage existing industry to expand and to attract new industry through the existence of incentives and regulatory flexibility.

Section 3.2.110 – **Foreign Trade Zone**

Foreign Trade Zone No. 132 is one of four trade zones in Oregon. Trade Zone No. 132 provides the opportunity for imported goods and materials to be stored, assembled or manufactured and then transshipped to another foreign country without being subject to import duty or excise tax. United States taxes and duties are not paid until the goods enter the U.S. from the trade zone. Foreign Trade Zone No. 132 consists of three “Sites” containing a total of 1,335 acres. Two of the sites are located on the North Spit of Coos Bay. The third site consists of four marine terminals along the Bay and the North Bend Municipal Airport.

Section 3.2.111 – **Coos County Urban Renewal Agency**

The Coos County Urban Renewal Agency is a single geographic area encompassing most of the North Bay. The objective’s of the Agency are to; (1) eliminate blighted areas, (2) stimulate development of industry, supporting commercial businesses and recreation facilities by the private sector, (3) create long term employment opportunities, and (4) increase the County’s tax assessment base. The cities of North Bend and Coos Bay along with Coos County and the Oregon International Port of Coos Bay comprise the Agency.

Article 3.3.100 – **Regional Problems and Planning Issues**

1. The area has been heavily dependent on natural resource based industries including forestry and fishing. Due to downturns in these two mainstays of the economy, local agencies and organizations are working to recruit replacement industries.
2. Employment in sectors unrelated to resource-based industries has increased, but the wages in these sectors are lower than those that were formerly provided by employment in the wood products industry, shipping, and fishing.
3. Transportation to and from the area by highway, rail and air needs to be improved to attract new industry.

4. Larger industries that choose to locate in the region or the City may utilize large amounts of water. Additional water is needed for future industry.
5. Appropriately designated land is necessary for future commercial and industrial growth.
6. Natural Gas is necessary to attract industry, and to help existing industry grow.
7. Electrical capacity will need to be expanded for the area to be successful in bringing new industry.
8. Declining industrial uses have resulted in blighted areas of abandoned warehouses, piers, and other remnants of former industry along the urban waterfronts in the Cities of North Bend and Coos Bay.
9. The City and the region as a whole are not capturing the visitor market due to lack of destination facilities on the waterfront, lack of destination activities such as recreational ocean fishing and long distances from urban population centers.

Article 3.4.100 – **City Problems and Planning Issues**

1. The history of the City is tied to waterfront activity, yet the City does not provide opportunities for visitors and residents to access the waterfront, and the downtown waterfront does not serve as an attraction for the City.
2. The downtown business district, which is encompassed in the North Bend Urban Renewal Plan, has problems due to older buildings, which have not been maintained and inadequate parking areas. Sidewalk areas between buildings are frequently unprotected which does not stimulate pedestrian access among businesses. The development of the Sherman/Sheridan one-way couplet provides opportunities for increasing the commercial area and the pedestrian character of the downtown.
3. There is no apparent connection between the waterfront and the downtown area.

4. Except for the Library and City Hall, there is no area for civic activity located in the downtown area or on the waterfront.
5. The railroad appears to represent a “cut off” point, which separates pedestrian activity from the waterfront, especially with no destination activity on the waterfront.
6. The shorelands within the City have historically been designated exclusively for water-dependent/water-related uses, but water-dependent/water-related industry has been declining and nonindustrial water-dependent/water-related uses will be more likely to locate in conjunction with non-water-dependent/water-related facilities.
7. Residential properties along the State Highway(s) and U.S. Highway 101 are interspersed with commercial uses creating potential for conflicts.
8. Much of the residentially zoned land along State Highway(s) and U.S. Highway 101 is more suitable for limited commercial development than residential purposes. This is due to the heavy traffic and noise on the four lane highways, and the commercial character of adjacent lands. As this trend continues, undeveloped properties along Broadway in the residential zone will become less desirable and less valuable as residential property.
9. The General Commercial zones in North Bend have been developing into regional shopping centers and shopping areas that serve much of the Southwestern Oregon region. Rapid development of commercial businesses in North Bend has nearly filled available land zoned for General Commercial uses.
10. Since much of the area bordering the south side of Newmark, east of Broadway is committed to commercial uses, there may be pressure to allow commercial development in the area bordering the north side of Newmark, between Broadway Avenue and Edgewood. Designated wetlands could stifle development in some areas.
11. Long term planning and infrastructure for parks and recreation has not kept up with changes in growth and demographics of the City, or with psychographic patterns of residents and visitors.

Article 3.5.100 – **Economic Goal**

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

Article 3.6.100 – **Policies and Implementation Strategies**

1. Participate and cooperate with other local governments in regional economic development planning and strategies which encourage diversification of the industrial base of the region, and provide appropriate and sufficient amounts of land for industrial use.
2. Promote the reduction of obstacles, rules and regulations that State and Federal agencies inflict on local governments, private enterprises and business. Realizing that the lighter the government burden, the greater the opportunity and incentives for business investment and risk taking.
3. Participate in the continued development of the Coos Bay Enterprise Zone and the Coos County Urban Renewal Agency.
4. Encourage development of the fisheries industry.
5. Cooperate with other local governments to encourage improvement of regional transportation systems, including highways, rail, and air.
6. Cooperate with other local governments in encouraging the development of the area's water resources and supply to serve future residential and industrial development.
7. Work for the development and expansion of the airport facility.
8. Encourage the orderly growth of trade and service-oriented establishments and support the Foreign Trade Zone.

9. Encourage revitalization and expansion of the downtown business district by merging the downtown with the waterfront to create a pedestrian-friendly retail and commercial area and civic center that encourage positive interactions among citizens and visitors.
10. Allow neighborhood commercial facilities in residential areas when these neighborhood commercial facilities are deemed to be compatible with residential use and allowed by the zoning.
11. Ensure sufficient land for commercial development.
12. Limited commercial zones along State Highway(s) and U.S. Highway 101 should be limited to uses that generate low volumes of vehicular traffic and that are designed to be compatible with adjacent residential use. Limited commercial areas, which do not cause traffic problems, are not detrimental to adjoining residential areas, and are situated where large volumes of retail traffic are appropriate, may be converted to General Commercial Zones.
13. Support development of the North Bend Business Park, and plan for a small commercial complex at the Airport to enhance the facility.
14. Encourage the clustering of commercial developments.
15. Ensure that new commercial developments provide adequate amounts of parking that is convenient to retail establishments, except in the central commercial area and the downtown waterfront area, where parking has been excluded from the requirements for specific businesses.
16. Permit light industrial uses in the area north of Virginia Avenue and adjacent to the airport runway.
17. Expand shopping centers with conditions, limitations and restrictions that provide for orderly development with adequate access, parking and traffic control.

18. Maintain areas adjacent to shopping centers and future commercial areas in non-commercial zoning until the need for additional commercial arises. Examples include, but are not limited to the following:
 - A. The area bordered on the east by Pony Village and on the west by Broadway Avenue.
 - B. The area bordering the north side of Newmark Avenue between Broadway Avenue and Edgewood.

19. Select alternatives to increase the availability of parking in the downtown area considering the following and other alternatives.
 - A. Require new development or remodeling that results in a predetermined amount of additional floor space to provide an appropriate amount of parking.
 - B. Require new development or remodeling that results in a predetermined amount of additional floor space to contribute to a parking fund, which is tied to the amount of floor space in the development or the assessed value of the land. (This approach establishes a lengthy process, which may not accumulate as fast as parking demand grows.)
 - C. Provide an opportunity for new development or remodeling projects to select between a) and b) above, or a combination of the two with the amount of parking to be provided as set forth in the zoning ordinance.
 - D. Parking facilities may be developed by the North Bend Downtown Association, or by a non-profit association in order to serve the needs of downtown businesses.
 - E. The City or Urban Renewal Agency may acquire properties and develop the parking, or lease the property to private enterprise for the development of parking facilities.
 - F. The City may elect to lease properties needed for off-street parking for a stipulated period of time, with the intent of maintaining the property on the tax rolls.

- G. Properties within the trade area of a proposed parking facility could be assessed in accordance with the benefit derived. Criteria for determining the amount of the assessment could be based on the distance from the parking area, the parking demand generated by the individual property, and/or the assessed valuation of the land, based on the fact that the entire downtown benefits from adequate parking.
20. The City shall consider developing policies that establish priorities for conflicting uses that are competing for the same land area.
 21. Work to acquire state and federal funds for improvement projects including, but not limited to, downtown redevelopment and waterfront revitalization projects.
 22. Support the downtown merchants in any efforts to establish a downtown development corporation to address the needs of downtown revitalization.
 23. Utilize special area and regional plans developed for economic enhancement and infrastructure development purposes including, but not limited to the following:
 - a. Downtown Waterfront District Master Plan, 1998
 - b. North Bend Municipal Airport Master Plan, 1995 and 1997
 - c. Bay Area Comprehensive Economic Analysis, 1998
 - d. Coos County Water Plan, 1993
 - e. Bay Area Transportation Study, 1995
 - f. North Bend Transportation Systems Plan
 - g. Coos Bay/North Bend Water Board Revised Water Demand Forecast
 - h. North Bend Urban Renewal Plan/North Bend Urban Renewal Report, 1999
 - i. North Bend Parks and Recreation Master Plan, 1999
 - j. DRAFT EIS for South Coast Reinforcement Project, BPA, 1999
 - k. Plans developed to assist in bringing Natural Gas to the region
 - l. Tourism Strategic and Implementation Plan, Coos County, June 1996

CHAPTER IV – PLAN ELEMENTS – HOUSING

Article 4.1.100 – Introduction

The City of North Bend has experienced strong and continuous residential growth since 1973. There is a large stock of good quality housing. The City has provided adequate areas for housing and some vacant residential land remains in residential zones.

Article 4.2.100 – Summary

The quality of housing in North Bend is good overall. The residential growth has generated new dwelling units in good condition. Additionally, the City has a policy of requiring the condemnation and demolition of unsafe structures.

Multi-family residential zones are provided for and many multi-family units have been constructed in recent years. There is vacant land zoned for multi-family use that will provide for future development.

Manufactured homes are allowed in residential zones subject to conditions contained in the City Zoning Ordinance. The City has issued conditional use permits in a multi-family zone for manufactured homes

Historically, the unincorporated areas of the County have provided for a higher percentage of manufactured homes, but the urban areas, especially North Bend and Coos Bay, have provided for almost all of the multi-family housing.

The median market value in 1999 for a home in North Bend was \$92,000. The average sale price for a house in 1998 in Coos County was \$85,800. The value and sale price of homes in the City have increased from about \$49,000 in 1978 to the current levels.

The North Bend City Housing Authority is well established. Its administrative offices are located at 1700 Monroe, near the North Bend Senior Citizen Low-Cost Housing Project. The North Bend City Housing Authority administers 58 low-income units, 50 senior citizen low-income units. An additional 100+ households in North Bend receive rental assistance through Section 8 Housing Choice

Voucher Program administered by the Coos-Curry Housing Authority, a sister agency to the North Bend City Housing Authority.

All things, considered, the North Bend housing stock is in good condition and continues to increase.

4.3.100 – **Problems And Planning Issues**

1. Housing costs are generally increasing. Many people are not able to afford conventional housing types. More low and moderate-income housing types need to be provided for both owners and renters.
2. Much of the undeveloped residential land in North Bend is zoned for low densities. Considering the need for additional housing opportunities in the City, additional areas may have to be provided for higher densities.
3. The vacancy rate of rentals in North Bend fluctuates with the economic conditions. Based on the 2000 Census Report, the rental vacancy rate was approximately 9.3%. The homeowner vacancy rate was approximately 2.2%. This indicates a need for more housing opportunities.
4. Recognizing that North Bend may have a shortage of residential land in the future, there may be a need for providing higher density cluster development that would better utilize remaining amounts of land, provide more affordable housing opportunities and provide open space.

Article 4.4.100 – **Goal**

Diversity and distribution of housing types to meet the housing needs and financial capabilities of the City's residents.

Article 4.5.100 – **Objectives**

1. To allow suitable areas for providing alternate housing types such as apartments, duplex dwellings, row houses, condominiums, cluster housing, manufactured homes and prefabricated homes, as well as conventional stick-built housing.

2. To provide continued support for the North Bend City Housing Authority in meeting the needs of low-income persons.
3. Encourage the utilization of state and federal housing assistance programs that increase housing availability and quality.
4. To enable a wide range of housing opportunities at varied price and rent ranges.

Article 4.6.100 – **Policies**

1. Recognizing the difficulty for low-income groups to acquire adequate housing, the City shall promote the availability of lower-cost housing by advocating the interests of the North Bend City Housing Authority.
2. Realizing that the needs and desires of the City may change with time, housing densities established in this Plan shall be substantially maintained until circumstances occur that would make a change in density appropriate.
3. Because Planned Unit Developments permit an economical use of the land, as well as providing open space, the City may allow such developments on a smaller area than the three acres required under the City Zoning Ordinance.
4. Because it provides a buffer between commercial and low-density residential areas, multi-family residential zoning may be permitted immediately adjacent to general commercial shopping areas as appropriate.
5. To accommodate the need for additional land for higher densities, replacement of housing in deteriorating areas may be encouraged by permitting multi-family or higher density housing.

Article 4.7.100 – **Recommended Strategies For Implementation**

1. Maintain design and siting standards that will allow flexibility in developing housing stock.

2. Provide ample areas for the placement of a wide-range of housing types, including single-family dwellings, duplexes, apartments, row houses, condominiums, manufactured homes and cluster housing, such as planned unit developments.
3. Develop provisions allowing the conversion of low-density zones to higher density zones in areas of deteriorating housing, as the need arises.
4. Consider intermingling of multi-family housing types and limited commercial uses, realizing that this promotes energy conservation, accessibility to central facilities, flexibility of land use between multi-family and commercial uses, and would provide a buffer between commercial areas and low-density residential areas.
5. Consider development of standards for different types of planned housing developments that would be adaptable to the amount of remaining undeveloped land in the City. This may involve several categories to address the special needs of various areas.
6. Maintain the policy of allowing housing development only in areas where public services are readily provided or extended.
7. The City shall participate in the National Flood Insurance Program.
8. The City will consider development of policies addressing the height of buildings in the City.
9. Utilize the Areawide Housing Opportunity Plan, based on an open process in which North Bend citizens and elected officials are able to participate, to determine North Bend-Coos Bay urban area's fair share of housing, assisted by state and federal programs.
10. Utilization of available special area and regional plans, which may include, but are not limited to the following:
 - A. Coos Bay-North Bend Urban Area Preliminary 1990 Land Use Plan
 - B. Goals for the Coos Bay-North Bend Urban Area
 - C. Coos-Curry 1990 Regional Comprehensive Plan

D. Coos-Curry Regional Housing Element, Volumes I, II, III and IV

E. Areawide Housing Opportunity Plan

CHAPTER V – PLAN ELEMENTS - TRANSPORTATION

Article 5.1.100 – Introduction

Streets and roads are a major land use in any urban area. The traffic circulation system provides the linkage among various land uses and supports community living. Transportation facilities are a major factor in the ability of an area to support and to diversify its economy. Any significant deficiencies in the traffic circulation system, the transportation network, or the transportation services available materially affect the livability and viability of an area or a City.

North Bend's transportation issues can be separated into three categories or levels: those that concern the region as a whole, those that concern the North Bend-Coos Bay urban area and those that concern solely the City of North Bend. The City has differing abilities in regard to the extent it can deal with these issues. On certain issues, especially those on the regional level, the City can only offer cooperation and support. On other issues, the City may be seen as a participant, and on others, especially those that pertain solely to North Bend, the City may have the ability to provide financial assistance.

Article 5.2.100 – Summary

Section 5.2.102 – Air:

The North Bend Municipal Airport is the regional air facility. It operates with a FAR Part 139 Certificate and is certified for scheduled air carrier operations. In addition, general aviation support and charter services are available. The United States Coast Guard Group North Bend is based at the airport. The Coast Guard provides essential services for search and rescue, law enforcement, navigation aid, and marine environmental issues. The most recent Airport Master Plan completed in 2002, addresses future plans and alternatives for the Airport.

Section 5.2.103 – Rail:

Union Pacific Railroad Company operates a freight service line through the Central Oregon & Pacific Railroad, Inc. Corp #157 to North Bend, but no passenger service is available. Lumber

products are transported out of the area via the railroad. The railroad also brings petroleum and lumber products into the area that go to foreign markets through the Port of Coos Bay.

The Oregon International Port of Coos Bay has acquired ownership of the Railroad Bridge that connects the rail line from the North Spit into North Bend. Repair and maintenance of the bridge is essential to maintaining the existing rail system through North Bend, Coos Bay and Coquille.

Section 5.2.104 – **Highways:**

The major north-south route is Highway 101. It is frequently congested. The one-way couplet was constructed to alleviate congestion through the central part of North Bend. The east-west routes of Highways 38 and 42 need major improvement to facilitate economic transportation of freight, residents and visitors to the North Bend-Coos Bay area.

Section 5.2.105 – **Bus and Taxi**

Greyhound Bus Lines provides passenger and freight service to the area. Several taxi services operate within the Coos Bay-North Bend urban area.

Section 5.2.106 – **Mass Transit:**

No local mass transit services are available. However, several special transit systems operate in the area including; the Bay Area Senior Activity Center, the Coos County Area Transit (CCAT), Dial-a Ride, the South County Connection and the Brookings to Bandon Connection.

Section 5.2.107 – **Waterborne:**

The economy of the North Bend-Coos Bay area has historically relied on the waterborne transportation system and still relies heavily on shipping by water. The Port of Coos Bay provides major deep-water shipping facilities and has historically been known as the world's largest lumber shipping port—shipping logs, finished products and wood chips. Petroleum products are the major import items.

Coos Bay's commercial and sport fishing boats' mooring facilities have seasonally been filled to capacity and expansion is being considered. These activities are vital to the economic diversification of the area.

Because there is a need for additional port facilities, and there are doubts as to the viability of all facilities remaining in the upper bay, there will probably be a general shift of facilities to the North Spit and elsewhere in the lower bay.

Section 5.2.108 – **Special:**

The United States Coast Guard Group North Bend oversees all operations in the area. These operations include; Air Station North Bend (HH-65A Dolphin Helicopter), the USCGC Orcas 110 foot cutter, the Coos Bay Motor Lifeboat Charleston Station and the Aids to Navigation Team (ANT) based in Charleston.

Section 5.2.109 – **Intra-City:**

The City has a fairly well developed street network that, however, lacks an adequate number of east-west connections. Additionally, many City streets are not paved and others are in need of repair.

Article 5.3.100 – **Problems and Planning Issues:**

1. The regional transportation network limits the types of industrial and commercial activities that may locate in this area.
2. The North Bend Municipal Airport is adequate to provide commercial service to and from the Bay Area. The existing commercial service is to Portland (north). It is desirable to establish a connection to the south..
3. There will probably be a general shift of port facilities from the upper bay to the North Spit and the lower bay due to the following reasons: 1) there is a long-term problem of maintaining

deep-draft channels in the upper bay, 2) vessel movements are limited due to the restricted horizontal clearance of the railroad bridge, 3) the upper bay is running out of acceptable areas for disposal of dredged materials, and 4) there is a need for additional port facilities, and there is little room for expansion of existing facilities in the upper bay.

4. Rail freight and freight service in general are not adequate for the needs of the Bay Area.
5. The number of major connectors limits the flow of traffic from the eastern portion of the City to the western portion.
6. There is a need for improved access to North Bend's industrial lands from surrounding land areas and from the navigational channel.
7. There is a need for the City to develop policies indicating whether the City should require construction of sidewalks in any or all portions of the City, whether or not undeveloped cross-streets should be improved, whether certain cross-streets should be vacated, whether the City should open and provide maintenance on unimproved streets, and the extent to which the City will encourage or require the improvement of streets. There is also a need for policies indicating who should bear the cost of such construction.

Article 5.4.100 – **Goal:**

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

Article 5.5.100 – **Objectives:**

1. Improvement of regional transportation systems, including improvement and expansion of the North Bend Municipal Airport, the waterborne transportation system, the highway system and the rail system.
2. Improved access to the City's industrial sites and waterfront.

3. To improve and extend the City's street system and transportation system as a whole in accordance with City standards.
4. Improved access with Coos Bay.

Article 5.6.100 – **Policies:**

1. It shall be the policy of the City to encourage and support the upgrading of existing facilities and additional development of the North Bend Municipal Airport, including the establishment of a connection to the south.
2. The City shall encourage the improvement of freight service to and from the Bay Area.
3. The City shall coordinate with the Oregon Department of Transportation to implement the Highway Improvement Program.
4. The City shall cooperate with and support efforts to improve regional transportation systems, including improvement and expansion of the North Bend Municipal Airport, the waterborne transportation system, the highway system and the rail system.
5. North Bend shall encourage the improvement of east-west access within the City by developing additional east-west corridors.
6. North Bend shall maintain the Highway 101- Sherman – Sheridan Couplet.
7. The City shall encourage and cooperate with efforts to improve access to industrial lands and the City's waterfront from surrounding land areas and the navigation channel.
8. The City shall encourage the development of additional port facilities and support facilities in the bay, including dredging activities.
9. North Bend shall encourage programs that meet the needs of the transportation disadvantaged.

10. The City shall continue to examine the need for and the feasibility of public transit and encourage the development of a public transit system when the need is determined.
11. It shall be the policy of the City to cooperate with Coos Bay in improving access between the two cities.
12. The City supports the transition of management of the Airport from the Oregon International Port of Coos Bay to the Airport Taxing District. The City will coordinate with the Port and the Airport Taxing District through an intergovernmental agreement, which will set forth the purpose, conditions, powers and duties of each entity regarding the airport properties.

Article 5.7.100 – **Strategies for Implementation:**

1. Develop methods to address the questions involving construction of sidewalks, the improvement of cross-streets, the vacation of certain cross-streets, and the extent to which the City should open and provide maintenance to unimproved streets.
2. Utilize the Traffic Circulation Plan and the Transportation System Plan in conjunction with improvements of the City's street system.
3. Utilize zoning and subdivision ordinances to ensure that newly constructed streets associated with new developments are up to City standards.
4. Cooperate with local and regional governments and agencies toward gaining improvements in the regional transportation network.
5. Consider the use of special improvement districts as a mechanism to improve City streets, as well as any other feasible methods directed toward street improvements.
6. Seek state and federal funds to develop street improvement programs.
7. Designate major and minor arterials and collectors in accordance with the volume and nature of traffic on City streets.

8. Utilize the North Bend Airport Master Plan and Commercial Airport Siting Element, in conjunction with improvements and further development of the North Bend Municipal Airport.
9. Identify a designated bike path in North Bend and consider seeking funds to aid in its construction.
10. Utilize the Traffic Circulation Plan and the Transportation System Plan to minimize adverse social, economic and environmental impacts and costs and to improve transportation services.
11. Utilization of available special area and regional plans, in addition to those mentioned above, which may include, but are not limited to:
 - A. Coos Bay-North Bend Urban Area Preliminary 1990 Land Use Plan
 - B. Goals for the Coos Bay-North Bend Urban Area
 - C. Coos-Curry 1990 Regional Comprehensive Plan
 - D. Coos Bay-North Bend Urban Area Preliminary Community Facilities and Traffic Circulation Report
 - E. Coos-Curry Transportation Study, Volume I: Needs and Alternatives for Senior Citizens and Other Special Client Groups.
 - F. Coos-Curry Transportation Study, Volume II: Survey of Trip Characteristics and Transportation Needs

CHAPTER VI – PLAN ELEMENT – PUBLIC SERVICES/FACILITIES ELEMENT

Article 6.1.100 – Introduction

Public services and facilities are key to maintaining the quality of life in an urban area.

Article 6.2.100 – Summary

Section 6.2.102 – Fire Protection:

The City of North Bend's Fire Department provides protection for the entire City, as well as participating in the Mutual Aid System and serves as the Mutual Aid Center for Coos County. The North Bend Fire Department also provides contract fire service to the North Bend Municipal Airport.

The Fire Department maintains three fire stations. The main station is housed on the corner of McPherson and California Streets and was constructed in 1965. The Airport station is located at the North Bend Municipal Airport. Station Number 3 is located on Newmark Avenue and was constructed in 1996. The Fire Department staff is comprised of paid personnel and volunteer personnel. The paid staff is comprised of the Fire Chief, Assistant Fire Chief, a Training Officer and Shift Supervisors and paid staff of fire fighters. The volunteer staff is comprised of a Deputy Chief and three Captains supported by over thirty volunteer fire fighters.

The City currently has a Class 3 ISO Fire Rating.

Section 6.2.103 – Police Protection:

The City of North Bend's Police Department is housed in the City Hall. The Police Department consists of; the Chief of Police and a Police Captain supported by the Patrol Division, a Records Division and a Service Division. The Patrol Division consists of the Patrol Officers supported by Administration and Detective personnel. The Patrol Division includes the K-9 patrol and a drug investigation dog unit. The Service Division consists of Dispatchers, a Detective and School Resource Officers. The Records Division maintains all department records.

To augment the City's police force, residents volunteer to aid the Department as the need arises through the North Bend Police Volunteer Support Unit.

Section 6.2.104 – **Governmental Offices:**

1. The North Bend City Hall is located on the corner of McPherson and California Streets. The City Hall houses the Administrative Offices, the Police Department, the Public Works Department, Building Codes, Planning, and the City Council Chambers.
2. The Coos County Annex building, which is located on the corner of McPherson and Virginia Streets, houses Mental Health, Health, District Court, Traffic Court, Appraisers, Land Agent, Community Services and Maintenance.
3. The City's Post Office is located on McPherson between California and Connecticut.

Section 6.2.105 – **Schools:**

The City of North Bend has four schools within the City's boundaries. They include Hillcrest Elementary School on Maine, and Bangor Elementary School at the corner of Broadway and Myrtle. The North Bend Junior and Senior High Schools are located adjacent to each other on Pacific Avenue between 14th Street and Lakeshore Drive.

Section 6.2.106 – **Water System:**

The City of North Bend obtains its water from the Coos Bay/North Bend Water Board. The Water Board was created by charters of the Cities of Coos Bay and North Bend for the purpose of providing water for the inhabitants of these two cities. Control exercised by the cities involves appointment of the board members and the authorization of general obligation bonds for capital improvements and expansions. The Water Board also sells water that is surplus to the needs of the cities to districts, individuals and industries lying outside city boundaries.

Section 6.2.107 – **Sewage System:**

A secondary treatment plant that services approximately 98 percent of the total sewage demand of the City presently serves the City of North Bend. Secondary sewage treatment is the most widely used type of wastewater treatment found throughout the United States.

Recent improvements in the system include the outfall pipe to be extended out into Coos Bay and the new sewage treatment facility.

Section 6.2.108 – **Recreation:**

There are a total of eight neighborhood parks and four mini-parks in the City of North Bend. The City also operates the California Street Boat Ramp, the North Bend Pool facility, the North Bend Community Center and the North Bend Senior Center. Large recreational open space areas are located adjacent to Simpson Heights. A small park is located at the intersection of Florida and Union Streets. There is a recreationally developed area north of Colorado and next to the future industrial park. A park is located on Broadway adjacent to Bangor School. Finally, Boynton Park is located on the corner of Newmark and Sherman Avenues.

The City also has an assortment of playground space and recreational facilities surrounding the City's schools. One such facility is the North Bend swimming pool, which is located adjacent to the North Bend Senior High School.

Article 6.3.100 – **Problems and Planning Issues:**

1. There are areas in the City that may be described as being a long distance from the main fire station.
2. There is a possibility that industries that use large amounts of water may locate in North Bend. This may result in a need for additional water sources and storage.
3. There is a need for coordination between the Coos Bay/North Bend Water Board and the City of North Bend concerning differences in basic priorities in regard to water policies.

Article 6.4.100 – **Goal:**

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

Article 6.5.100 – **Intent of Goal:**

The intent of the public facilities goal is to maintain existing facilities in the most efficient, cost-saving manner available, while providing quality service to residents; and to develop facilities and services as the need arises or as they are planned.

Article 6.6.100 – **Objectives:**

1. Maintain the City’s key public facilities and services at a level that will adequately accommodate the needs of the residents of North Bend, as well as meet the long-range needs of the City. Key public facilities include: police protection; fire protection; sanitary facilities; storm drainage facilities; planning, zoning and subdivision control; health services; recreation facilities and services; and community governmental services.
2. Encourage the maintenance and upgrading of water sources by the Coos Bay/North Bend Water Board.
3. Support the continued maintenance and development of the North Bend Municipal Airport.

Article 6.7.100 – Policies:

1. The City shall maintain the policy of allowing development only in areas where public facilities may be provided or extended.
2. Any new subdivision plan must have all sewer, street and water utilities in place or their construction bonded, before final approval of the plan.
3. The City shall require that underground utilities be constructed before a street is paved.
4. The City shall support the future expansion of the North Bend Fire Department.

5. It is the Policy of the City to maintain coordination between the Coos Bay/North Bend Water Board and the City of North Bend regarding water policies and priorities.
6. Continue the policy that the cost of the extension of new facilities shall be borne by those who will be served by such extension.
7. It shall be the policy of the City to encourage and support the upgrading of existing facilities and additional development of the North Bend Municipal Airport.
8. The City of North Bend will continue to coordinate with DEQ and strive to comply with DEQ requirements in regards to capacity and treatment of wastewater.
9. The City of North Bend will continue to carry out the annual testing of the treated flow at the discharge point, which will identify any problems with toxics.
10. The City shall require a site review, considering the need for sidewalks, for all proposed subdivisions.
11. The City shall require the construction of sidewalks in conjunction with the opening of new streets.
12. The City shall encourage area-wide cooperation toward development of alternatives to address sludge disposal.
13. The City will coordinate with the Coos Bay/North Bend Water Board concerning maintenance and expansion of water distribution lines in relation to maintenance and expansion of City streets.
14. The City will assure smooth transition of facilities and services among jurisdictions by cooperating with the City of Coos Bay and Coos County.

Article 6.8.100 – **Recommended Strategies for Implementation:**

1. The City will assess its future needs and develop long-range capital improvement programs to accommodate those needs.
2. Maintain and update sanitary and storm sewer improvement programs.
3. Support fire and police training programs.
4. Maintain coordination between the City and local entities concerned with providing public services, including the Coos Bay/North Bend Water Board, School District #13, the Bay Area Health District, and other affected districts, agencies and groups.
5. Utilize the most recent North Bend Municipal Airport Master Plan and Commercial Airport Siting Element in conjunction with improvements and further development of the North Bend Municipal Airport.
6. Through utilization of the Transportation System Plan, the City will identify the areas where sidewalks are most needed.
7. Consider the formation of sidewalk improvement districts.
8. Develop an inventory of staircases presently existing within the City and identify areas where additional staircases may be needed.
9. Utilization of available special area and regional plans, which may include, but are not limited to the following:
 - A. Bay Area Transportation Study, May 1995
 - B. A Comprehensive Water, Sewerage and Public Facilities Plan, Coos County.
 - C. Wastewater Treatment Plan
 - D. North Bend Municipal Airport Master Plan, May 1997
 - E. 1993 Coos County Water Plan
 - F. Transportation System Plan

CHAPTER VII – PLAN ELEMENT – RECREATION / OPEN SPACE

Article 7.1.100 – **Introduction:**

The City of North Bend is very aware of the need for open spaces and recreational opportunities and is continually attempting to meet these needs.

Article 7.2.100 – **Summary:**

There are a total of eight neighborhood parks and four mini-parks in the City of North Bend. Large recreational open space areas are located adjacent to Simpson Heights. A small park is located at the intersection of Florida and Union Streets. There is an area developed for recreation north of Colorado and next to the future industrial park. A park is located on Broadway adjacent to Bangor School. Boynton Park is located on the corner of Newmark and Sherman Avenues.

The City also has an assortment of playground space and recreational facilities surrounding its schools. One such facility is the North Bend swimming pool, which is located adjacent to the North Bend High School. The City also operates the California Street Boat Ramp, the North Bend Community Center, and the North Bend Senior Center.

Other open space areas include the Pony Creek area, Pony Slough and the Coos Bay Estuary, which surrounds North Bend on three sides. The Dunes National Recreation Area and many State parks are within a few miles of the City.

Article 7.3.100 – **Problems and Planning Issues:**

1. There is a lack of recreational boating facilities in North Bend, as well as the entire Coos Bay Estuary.
2. There are some areas within the City that may never be developed and will possibly remain as natural areas or open space.
3. The City does not wish to designate private lands as open space or greenway areas.

4. There are a limited number of access points to the Coos Bay Estuary for public recreation.
5. While the City of North Bend feels they have enough parks to meet present recreational needs, there may be a need for additional parks in the future, especially of the neighborhood type. Neighborhood parks may be coordinated with future expansion of residential areas.
6. There is a possibility that portions of the Pony Creek area will be reserved for open space and passive recreation, especially the flood-prone areas along the creek itself. This may involve the development of a bike or footpath. The Pony Creek Pathway Project is scheduled for construction in 2003.

Article 7.4.100 – **Goal:**

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

Article 7.5.100 – **Objectives:**

1. To protect and maintain the present active park system.
2. To meet the need for recreational and open space opportunities.

Article 7.6.100 – Policies:

1. The City of North Bend shall utilize the 1999 Parks and Recreation Master Plan completed by SATRE Associates and adopted by the North Bend Council in September 1999, when planning new parks and recreational facilities.
2. The City will consider the design and development of bicycle paths in conjunction with construction of new streets, as appropriate.

3. North Bend shall encourage retention of vegetative cover and trees in new developments as feasible and appropriate.
4. North Bend shall limit development in flood-prone areas to low-intensive uses, such as open spaces, recreational areas and other appropriate uses that will not be substantially damaged by flooding. This policy will be based on flood-prone areas to be identified in the HUD Flood Insurance Study when it is completed.
5. It is the policy of the City that any lands that may be designated as an open space or greenway must be publicly owned.
6. The City shall encourage that the development of neighborhood parks be coordinated with future expansion or residential areas.
7. The City shall encourage the development of sidewalks to and from parks.

Article 7.7.100 – **Recommended Strategies for Implementation:**

1. Coordinate planning of new parks and school facilities.
2. Consider developing standards for the Pony Creek area, based on the completed HUD Flood Plain Study, and the study to be performed by the Southern Oregon State College Geography Department, which will provide for development, but insure the preservation of open space and recreational opportunities.
3. Utilize the State Comprehensive Outdoor Recreation Plan as a guide when planning, acquiring and developing recreational areas and facilities.
4. Maintain the parks and recreation committee.
5. Consider including requirements for development of neighborhood parks in the subdivision ordinance or in a special ordinance.

6. Monitor state and federal programs in order to obtain resources for development of recreational facilities as appropriate.
7. Participate in the Coos Bay Estuary planning process to allow for the provision of recreational boating facilities and access points to the estuary in North Bend, as well as the entire Coos Bay Estuary.
8. Utilization of available special area and regional plans, which may include, but are not limited to the following:
 - A. Pony Creek Area Master Plan
 - B. Coos Bay-North Bend Urban Area Preliminary 1990 Land Use Plan
 - C. Coos-Curry Preliminary 1990 Open Space Plan
 - D. Coos-Curry 1990 Regional Comprehensive Plan
 - E. Pony Slough: A Planning Perspective
 - F. 1999 Parks and Recreation Master Plan

CHAPTER VIII – PLAN ELEMENTS – AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

Article 8.1.100 – **Introduction:**

Presented below is a summary of the natural hazards in North Bend. This is followed by the goal, objectives, policies and strategies for the City’s Natural Hazards Element.

Article 8.2.100 – **Summary:**

The most significant natural hazards that concern North Bend are erosion of open sand areas, possible flooding of Pony Creek and recurring strong winds. Few areas in North Bend have soils that significantly restrict man’s activities. There are small areas that should be carefully considered in terms of the type of soil and the possible uses the land can support. The areas of steepest slopes in North Bend have been developed with residential uses for years. Low laying areas below 11 feet MSL adjacent to the bay are identified as potential tsunami inundation areas.

Article 8.3.100 – **Goals:**

The protection of life and property from natural disasters and hazards.

Article 8.4.100 – **Objectives:**

1. To encourage adequate erosion control measures when development or road construction occurs in areas that may be susceptible to excessive erosion.
2. To discourage inappropriate development in areas subject to natural disasters.

Article 8.5.100 – Policies:

1. **Developments shall not be planned or located in known areas of natural disasters and hazards without appropriate safeguards.**

2. North Bend will endeavor to limit development in the floodway portion of flood plains to low intensive uses, such as open spaces, recreational areas and other appropriate uses that would not be substantially damaged by flooding.
3. North Bend will promote and maintain the “City of North Bend Emergency Plan”.

Article 8.6.100 – **Recommended Strategies for Implementation:**

1. Consider the need for standards in the zoning ordinance or a special ordinance addressing development that results in open sand areas, particularly in the western portion of the City.
2. Participation in the HUD National Flood Insurance Program.
3. Maintain and update the portions of the Comprehensive Plan that identify areas subject to natural disasters.
4. Consider the need for a special zone in the zoning ordinance pertaining to development in the Pony Creek area.
5. Participate in the Federal Emergency Management Agency National Flood Insurance Program for flood-prone areas in North Bend.
6. Maintain and follow the City of North Bend Emergency Plan.

CHAPTER IX – PLAN ELEMENTS – HISTORIC AND ARCHAEOLOGICAL

Article 9.1.100 – Introduction:

There is an increasing awareness of and concern for identification and preservation of historic and archaeological resources. The City of North Bend supports the activities of the City's Landmark Commission in the identification, rehabilitation and protection of historical landmarks.

Article 9.2.100 – Goal:

Preservation of significant historic and archaeological resources.

Article 9.3.100 – Objectives:

1. To encourage the continued operation and improvement of local museums.
2. To encourage the protection and preservation of significant historical and archaeological resources that may be identified, if feasible.

Article 9.4.100 – Policies:

1. North Bend shall protect significant historical and archaeological resources to the maximum extent feasible, providing no conflicting uses have been identified. When conflicting uses are identified, the economic, social, environmental and energy consequences of the conflicting uses shall be considered, and the appropriate action taken.

Article 9.5.100 – Recommended Strategies for Implementation:

1. Utilization of the National Register of Historic Places and the recommendations of the North Bend Landmark Commission and the State Advisory Committee on Historic Preservation to identify significant historical resources.

2. Consider the use of state and federal grant funds to assist in the preservation of significant historical resources.
3. Coordinate identification and preservation of significant historical and archeological resources with local tribal organizations.

CHAPTER X – PLAN ELEMENTS – AIR, LAND AND WATER QUALITY

Article 10.1.100 – **Introduction:**

Air, land and water quality issues are addressed throughout most of the elements in the North Bend Comprehensive Plan. There are, however, a few issues that need to be discussed separately.

Article 10.2.100 – **Summary:**

In general, air quality is high, land quality is not a significant problem and water quality issues are minor and are associated with seasonal conditions.

Section 10.2.105 – **Air Quality:**

Due to prevailing winds, which disperse and dilute air pollutants, the air quality in North Bend is relatively high. Noise associated with urban activities and the Airport is not considered to be a major problem. Automotive exhaust fumes are probably the major contributors to particulate matter in the air shed.

Section 10.2.107 – **Land Quality:**

Due to careful development standards, land quality in North Bend remains high. In selected areas of west North Bend, there are problems with wind-blown sand caused by removal of vegetation during development activities. Reintroducing vegetation in these areas could lessen this problem.

Section 10.2.109 – **Water Quality:**

Water quality in Coos Bay itself has been found to be adversely affected by high coliform, color, turbidity and temperature levels, as well as low levels of dissolved oxygen. The only bodies of water within North Bend, other than portions of the bay, are Pony Slough and Pony Creek. Water quality in Pony Slough is generally good. Pony Creek is impounded behind two

dams for use as a water supply, and is subject to some water quality problems. These consist of sedimentation, excessive debris and elevated water temperature due to seasonal low flows.

Article 10.3.100 – **Goal:**

The conservation and protection of North Bend’s air, land and water resources.

Article 10.4.00 – **Objectives:**

1. To encourage land use practices that does not have a significant adverse affect on North Bend’s air, land and water quality.
2. To maintain adequate vegetation to minimize movement on slopes and in sand areas.

Article 10.5.100 – Policies:

1. North Bend recognizes the statutory authority of state and federal agencies charged with implementing environmental protection and will strive to maintain their standards.
2. The City will encourage identification of additional solid waste disposal sites.
3. The City shall maintain the policy of allowing development only in areas where public facilities are readily provided or extended in an effort to maintain the air, land and water quality of North Bend.
4. The City shall strive to preserve vegetation along the western bluff of Simpson Park above Pony Slough and the riparian vegetation bordering Pony Creek.

Article 10.6.100 – **Recommended Strategies for Implementation:**

1. Consider the development of standards in the zoning ordinance or in a special ordinance that address problems associated with the removal of vegetation in sand areas.

2. Continue to upgrade the storm-drain system as funds permit.
3. Maintain and update the Comprehensive Plan, Zoning Ordinance and other related ordinances to ensure the implementation of this goal and its objectives.
4. Utilization of available special area and regional plans, which may include, but are not limited to the following:
 - A. Coos-Curry Environmental Protection Program, Volumes I and II

CHAPTER XI – PLAN ELEMENT – ENERGY

Article 11.1.100 – Introduction:

North Bend recognizes the fact that efficient land use contributes to energy conservation. The following deals with energy conservation in North Bend as it relates to land use.

Article 11.2.100 – Summary:

There is a need to maximize the efficiency of land uses as well as conserve energy. Since there is not an over-abundance of vacant land in North Bend, available land should be utilized to the fullest extent. Efficient use of land will aid in maximizing energy conservation.

Article 11.3.100 – Goal:

The City will conserve energy by the efficient use of land for industrial, commercial and residential purposes.

Article 11.4.100 – Objectives:

1. To encourage the efficient use of vacant land and the appropriate reuse of land in deteriorating areas.
2. To encourage land development practices that conserve energy, as well as utilizes renewable resources as appropriate.

Article 11.5.100 – Policies:

1. The City shall encourage the infilling of undeveloped parcels of land within developed areas of the City.
2. Except for neighborhood shopping areas, General Commercial uses shall be encouraged to locate within and adjacent to existing shopping areas that are centrally located and accessible to the residents of the Bay Area.

3. The City shall encourage concentration of high-density development, as appropriate, adjacent to major shopping areas and along major transportation routes, recognizing this will shorten trip lengths, maximize land uses within developed areas of the City and eliminate excessive sewer, water and street development.
4. The City shall encourage land and energy conserving alternatives to conventional housing and appropriate areas, including cluster housing, row houses and planned unit developments.
5. The City shall cooperate with Coos County regarding the development of a suitable means to undertake recycling activities.

Article 11.6.100 – **Recommended Strategies for Implementation:**

1. In appropriate locations, the City shall permit the conversion of areas where low-density housing has deteriorated to high-density housing so as to induce the rebuilding and renewal of the area and to make the most efficient use of such land.
2. The City shall maintain the policy of allowing development only in areas where public services are readily provided or extended.
3. The City shall consider the implementation of energy conservation techniques and devices when constructing new City facilities or modifying existing facilities.
4. The City shall consider implementing methods concerning the separation of recyclable materials from disposable solid waste.
5. North Bend shall consider development of a means to address the protection of nonrenewable resources.
6. The City shall review the zoning ordinance and consider the need to address solar collectors and wind-power devices in this ordinance.

7. Consider intermingling of multi-family housing types and limited commercial use to promote energy conservation.

CHAPTER XII – PLAN ELEMENT – COASTAL

Article 12.1.100 – Introduction:

The City of North Bend has jurisdiction over a small portion of the Coos Bay Estuary within its City Limits. While there are many issues pertaining to portions of the estuary and estuarine shore lands within North Bend, these issues must be discussed while considering the needs of the Coos Bay Estuary as a whole.

Article 12.2.100 – Summary:

The Coos Bay Estuary has been designated as a deep-draft development estuary. The Oregon International Port of Coos Bay is the second largest deep-draft port in Oregon. It provides shipping access to the Bay Area, which is comprised of North Bend, Coos Bay and Charleston.

Pony Slough is located directly east of the airport. Generally, Pony Slough is made up of tide flats and is edged by salt marshes. The largest marshes are located on the west side of the slough. A narrow strip of marsh also grows along the east side. Most of the upland is urban with some forested area along the eastern boundary. Portions of Pony Slough are considered to be important for biological productivity and fish and wildlife habitat. These portions have been designated as natural and conservation management units in the Coos Bay Estuary Management Plan.

The shoreline is basically undeveloped from the mouth of Pony Slough to the east around North Point. This area is zoned for heavy manufacturing, but is not suitable for water-dependent use. Currently, the only access to the North Point area is one public road. There is also a problem with access from the navigation channel due to strong currents and eddies. Shoaling is also occurring in the North Point area because of the proximity to the mouth of Pony Slough and Haynes Inlet, and because it is on the inside turn of Coos Bay where water flow velocity is slower.

The remainder of North Bend's shoreline consists of a narrow strip of land along the City's eastern waterfront. Much of this area has been developed for water-dependent, water-related facilities, and the navigation channel lines the shoreline. It is accessible to railroad and highway transportation. This area seems to be well suited for water-dependent uses, water-related uses and water-oriented uses of a commercial or industrial nature. An inventory of the water-dependent land within the jurisdiction of North Bend has determined an excess amount of water-dependent land. Therefore, the City has

created a new Urban Non-Water-Dependent (UNW) designation for the area between California Avenue and Washington Avenue. This area will be managed to allow mixed uses and the implementation of the North Bend Downtown Waterfront Plan.

Article 12.3.100 -- **Problems and Planning Issues:**

1. The railroad bridge is a hazard to navigation. This is due to limitation of vessel movements related to the restricted horizontal clearance of the railroad bridge.
2. Although the area between the railroad bridge and the McCulloch Bridge, known as North Point, is a shoreland area, it is not considered to be suitable for a water-dependent use. This is because of poor access from the land and navigation channel due to strong currents and eddies and the occurrence of shoaling.
3. Planning decisions for North Bend's estuarine and shoreland areas must consider the Coos Bay Estuary as a whole.
4. There is a general lack of areas that provide access to the estuary for purposes of public enjoyment.
5. In accordance with Coastal Shorelands Uses Requirement 3, the City of North Bend has determined an area that is suitable for redevelopment and has created a new management unit 44-UNW, Urban Non-Water Dependent.

Article 12.4.100 – **Goal:**

The appropriate conservation, protection and development of North Bend's estuary and shoreland resources.

Article 12.5.100 – Policies:

1. The City of North Bend shall implement and administer the Coos Bay Estuary Management Plan (CBEMP) within the City of North Bend.

2. North Bend will amend, as necessary, the Coastal Element of the City's Comprehensive Plan to be consistent with the overall Coos Bay Estuary Plan.
3. In accordance with CBEMP policy #23, North Bend shall strive to maintain riparian vegetation within the shore lands of the estuary, and where appropriate, restore or enhance it, as consistent with water-dependent uses. The local government shall also encourage use of tax incentives to encourage maintenance of riparian vegetation, pursuant to ORS 308.792 – 398.803.
4. The City shall also encourage stream bank stabilization for the purpose of controlling stream bank erosion along the estuary, subject to other policies in the CBEMP concerning structural and stabilization measures.

Article 12.6.100 – **Implementation Requirements:**

1. The Coos Bay Estuary Management Plan has been designed to provide coordinated management within the Estuary. The Cities of North Bend and Coos Bay and Coos County have adopted the CBEMP as part of their respective comprehensive plans. The City of North Bend will follow the implementation strategies, policies and allowable uses outlines in the Coos Bay Estuary Management Plan.
2. Maintain the minimum regional thresholds of water-dependent lands within the Coos Bay Estuary to comply with Goal 17 requirements as currently set forth in the Shore Lands Inventory Section of the North Bend Comprehensive Plan and the Coos Bay Estuary Management Plan.

CHAPTER X111 – PLAN ELEMENT – LAND USE

Article 13.1.100 – Introduction:

The City of North Bend has operated for over 40 years with a land use plan, zoning ordinance and subdivision ordinance. Because each was an integral part of the City's whole land use planning program, they worked well together. Thus, the actual land use and the resulting zone maps are quite similar.

During the original planning process, the Citizen Advisory Committee indicated that they did not desire wholesale changes in the land use patterns of the City. Actual changes in land use designations occurred only in a few areas, and these were necessary to alleviate existing or potential problems.

Article 13.2.100 – Summary:

In the 40 years since the City of North Bend developed the 1959 Master Plan, three major commercial areas have developed in conformance with that plan. These areas are the Pony Village Shopping Center located on Virginia Avenue adjacent to Pony Slough, the Public Square Shopping Center on Newmark and the Airport Business Park on Colorado Avenue. The development of Pony Village and Public Square has promoted additional commercial development along Virginia Avenue, along Broadway, which connects the commercial areas, and at the intersection of Broadway and Newmark, which has a significant concentration of "fast-food" establishments. These commercial areas compliment the older, established commercial area along Sherman Avenue, as well as the neighborhood commercial areas.

The Sherman Avenue area is considered the Central Business District (CBD), which is receiving renewed attention to its development needs. It is expected that patterns of commercial development will continue to be focused on Pony Village, Public Square Center, along Virginia, along Broadway and at the intersection of Broadway and Newmark. It is also expected, however, that much greater focus will be placed on the Sherman Avenue area Central Business District to revitalize and restore the commercial character of the "downtown." The development of the waterfront area between California Avenue and Washington Avenue will be a major component in the continued development and rejuvenation of the central business district.

The city continues to maintain an industrial base along the Bay between Highway 101 and the shore land. The City has recognized the need for economic diversification and growth by supporting the development of the industrial business park adjacent to the municipal airport. In addition, the City has looked outward to its relative position in the Bay Area and Southwest Oregon by encouraging appropriate industrial siting on portions of the North Spit across the Bay from the City.

Residential growth increased significantly in the late 1970s, with major development occurring in the vicinity of the Airport and in the northwestern portion of the City. Simpson Heights continues to be a stately residential area with self-imposed limits on its development. Yet, the City has aggressively recognized the diversity of housing needs, as it is the only city in Southwest Oregon with its own Housing Authority. Among the outstanding achievements of the North Bend City Housing Authority are the Senior Citizen Housing Complex on Monroe and the low-income housing on Virginia.

With areas designated for higher density residential and with increasing access for manufactured housing, housing mix is provided.

Major open space areas are provided in the Pony Creek area, the Pony Slough area, and several City parks and by the Estuary itself.

Key public facilities are incorporated within other major use areas, with the Airport protected within an industrial area, municipal buildings within commercial areas, and schools within the residential areas. Tracts owned by the school district for future expansion are within areas experiencing residential growth.

Given the relatively fixed boundary of the City, due to its being surrounded by water and the City of Coos Bay, the land use planning projections for the City indicate a continual harmony of uses that were fostered by the 1959 Master Plan.

Article 13-3.100 – **Goal:**

A continued land use planning process and policy framework to maintain and enhance the harmonious mixture of urban land uses within the City.

Article 13.4.100 – **Objectives:**

1. To provide adequate land areas for the following uses:
 - A. Industrial
 - B. Commercial
 - C. Neighborhood Commercial
 - D. High-Density Residential
 - E. Low-Density Residential
 - F. Parks and Open Space
2. To provide for implementation of the Comprehensive Plan through ordinances, capital improvement programming, special area plans and other implementing activities that are in conformance with the Comprehensive Plan.
3. To maintain and update periodically the Comprehensive Plan by assessing the current status of the inventories, plan provisions, and implementing ordinances.
4. To foster an issue-oriented, problem-solving approach to ongoing City planning through the development of special areas or special function plans, such as the Airport Master Plan and Traffic Circulation/Traffic Safety Plan.

Article 13.5.100 – **Policies:**

1. The Comprehensive Plan shall be the governing document establishing guidelines for all growth, development, land use and implementing activities by the City of North Bend.
2. The Comprehensive Plan revisions, updates and changes shall occur with citizen input and shall occur based on the planning principles set forth in this Plan.
3. The City shall coordinate, as appropriate, land development and estuarine uses with Coos County and the City of Coos Bay so that area wide economic and resources may be met.

4. The City shall recognize the statutory and regulatory authority of other governmental jurisdictions in relationship to the land and estuarine areas of the City, but shall expect all actions and activities of such authorities to comply with the provisions and standards of the City's Comprehensive Plan.
5. The City shall cooperate with Coos County, the City of Coos Bay and the Oregon International Port of Coos Bay in regards to industrial land allocations, recognizing that industrial land allocations are fulfilled on a regional basis.
6. The City recognizes minimum regional industrial land needs thresholds as set forth in the Bay Area Comprehensive Economic Analysis and the Bay Area Industrial Lands Cooperative Planning Agreement.
7. The City shall maintain water-dependent thresholds established in the shore lands inventory of the Coos Bay Estuary Management Plan amendment as adopted per City Ordinance number 1889 and 1890.

Article 13.6.100 – **Recommended Strategies for Implementation:**

1. Monitor the programs and activities of state and federal agencies to ensure conformance with the Comprehensive Plan.
2. Identify and seek funding resources to implement provisions of the Plan as appropriate.
3. Participate in County and regional planning processes to ensure that the needs of the City of North Bend are being met.
4. Coordinate activities with Coos County, the City of Coos Bay and the Oregon International Port of Coos Bay to promote economic and resource development in the interest of a balanced community.

5. Maintain active dialogue with School District #13 to ensure that land use and development activities are compatible with educational land uses and safety.
6. Monitor programs of the Coos Bay-North Bend Water Board to ensure coordination with municipal services and to ensure long-range water resource development.
7. Review the City of North Bend's Comprehensive Plan as necessary and update as necessary to promote the Plan's continued conformity to the needs and desires of the City's residents.
8. Maintain an accurate, up-to-date inventory of publicly owned lands to promote wise use, trade-offs and, as appropriate, conversion to private use.
9. Participate in regional efforts to assure appropriate use of commercial/industrial properties in the future.

Article 13.7.100 – Land Use Classifications:

The Comprehensive Plan delineates six general land use classifications. The estuarine management units and uses are set forth in the Coastal Element. The classifications are applied to appropriate areas within the City and are illustrated on the official Comprehensive Plan Land Use Map and the official Zone Map. The Classifications are described as follows:

Section 13.7.102 – Industrial

Purpose: To provide adequate, suitable area for existing and future industrial, manufacturing and commercial uses in areas that have access to transportation, public services and utilities.

Appropriate Areas: These uses and developments are best suited in areas that have limited effect on adjacent uses. Such areas should have the potential for transportation service, adequate access, public facilities and utility extensions.

Section 13.7.103 – Commercial

Purpose: To provide adequate land areas for commercial and community support services.

Appropriate Areas: The existing commercial areas need protection. As well as ensuring that new commercial activities have the availability of public services, the areas for further commercial development must be located on street systems that have a larger traffic volume capacity, adequate areas for parking and adequate pedestrian access. Neighborhood commercial uses need to be located in areas that promote good traffic patterns and minimize conflicts.

Section 13.7.104 – High-Density Residential:

Purpose: To provide for mixed housing types and to promote availability of residential uses for a diversity of income and age groups.

Appropriate Areas: Established mixed residential areas, areas adjacent to commercial areas, and areas with good traffic circulation patterns can accommodate a higher density level without limiting the livability of a neighborhood.

Section 13.7.105 – Low-Density Residential:

Purpose: To provide adequate areas for conventional housing and for general neighborhood situations.

Appropriate Areas: Areas that are separated from more intensive uses are the most suitable for this residential character. Land availability, however, can limit the separation from apparent, more intense uses.

Section 13.7.106 – Parks / Open Spaces:

Purpose: To maintain an attractive environment for urban uses as well as providing diversity of visual appearances; to provide areas for outdoors and recreation activities.

Appropriate Areas: Areas that are not developed for more intense land uses and that are distributed throughout the more intense areas of use.

Section 13.7.107 – **Neighborhood Commercial:**

Purpose: To provide neighborhood grocery services.

Appropriate Areas: Areas within residential neighborhoods and along arterials are appropriate locations for this use.

CHAPTER IVX – PLAN ELEMENTS – URBANIZATION

Article 14.1.100 – **Introduction:**

North Bend, like many Oregon coastal cities, is located on an estuary. It is a growing city that is bordered on the west and south by the City of Coos Bay, and to the north and east is the Coos Bay Estuary.

In addition to the incorporated cities North Bend and Coos Bay, there are several other unincorporated communities on the Coos Bay Estuary. The unincorporated area of Bunker Hill is to the southeast. To the southwest of North Bend is the Barview/Charleston area near the mouth of the estuary. Immediately across the bay to the north is the Glasgow area, and farther north several miles is the Hauser area. Thus, North Bend is but one of two incorporated cities on Coos Bay, along with several unincorporated, but moderately populated areas. Approximately 35,000 people live within a five-mile radius of North Bend. Based on the 2000 census the population for North Bend was 9,544. When fully developed, about 15,000 people will live in North Bend. The desire is for North Bend to accommodate existing growth and plan for future growth. North Bend will continue to annex adjacent unincorporated county areas as the need and opportunity arises.

The Estuary restricts expansion of North Bend to the north and east. The City of Coos Bay restricts expansion to the west and south.

The original Urban Growth Area adjacent to the City of North Bend contained approximately 118 gross buildable acres, all of which are to be used for residential purposes. The Urban Growth Area consisted of two “islands” between North Bend and Coos Bay. One was a 110-acre parcel, and the other was a 16-acre parcel, of which approximately eight acres was in North Bend’s Urban Growth Area. As of the year 2002, North Bend has annexed about 14.5 acres of the 110-acre parcel for residential development.

Establishment of this Urban Growth Area has been based upon consideration of the following factors:

1. If the City utilized every acre of buildable land within the city limits, it could accommodate 4,900 additional people at the most. The Urban Growth Area is necessary to accommodate

long-range population growth and to make sure of the availability of sufficient land for the various uses to insure choices in the market place.

2. The proposed Urban Growth Area is necessary to meet the need for housing, employment opportunities and livability.
3. The North Bend City limits border the large parcel on two sides and the small parcel on three sides. The area of the City adjacent to these two parcels is zoned for residential use. Public services and facilities can be extended to the Urban Growth Area in an orderly and economic manner.
4. Utilization of the proposed Urban Growth Area will provide for maximum efficiency of land uses within and on the fringe of the existing urban area.
5. The proposed Urban Growth Area is not suitable for agricultural uses and no agricultural uses are taking place there or in the adjacent areas.

The City of Coos Bay has expressed the desire to utilize the City Limits as their Urban Growth Boundary.

Establishment of this area within North Bend's Urban Growth Boundary has been a cooperative effort between the Cities of North Bend and Coos Bay, as well as Coos County.

North Bend will encourage development within its urban area before the urbanizable land within the Urban Growth Area is converted to urban uses.

Article 14.2.100 – **Land Use Designations:**

The Urban Growth Area will retain its present County zoning until it is needed by North Bend for residential use. The City will then annex it. The small parcel will probably be zoned multi-family residential and the large parcel will probably be zoned for medium density residential development.

There was consideration of including the Glasgow area in the Urban Growth Boundary (UGB). The decision to exclude Glasgow was primarily based upon three factors: 1) the cost of providing services to the area; 2) the desire not to encourage and provide a catalyst to the creation of a physically separated, fully urbanized area; and 3) the City's desire to recognize the wishes of Glasgow residents (as expressed in Coos County's Coos Bay Area Town Hall and Regional Planning Group meetings) not to be included in a UGB or be annexed to a city.

In summary, the current view is that North Bend should grow in residential area only by annexing from the County lands between North Bend and Coos Bay. When the City reaches or nears its maximum population, and there are no adjacent lands to annex, the City can again address the questions of the lands north of the Bay. The only other potential area that may be suitable for urban growth designation and future annexation for industrial or manufacturing uses would be the North Spit.

Article 14.3.100 – **Problems and Planning Issues:**

1. Expansion of the City is restricted by the location of the Estuary and the City of Coos Bay.
2. There are two unincorporated areas located between North Bend and Coos Bay. These are the only logical areas to include within the Urban Growth Boundary.
3. While it is not feasible for the City to include the North Spit within its Urban Growth Boundary, North Bend does wish to encourage marine development on the spit.
4. For many reasons, the City of North Bend and residents of Glasgow do not wish to have North Bend's UGB reach across the estuary to include the Glasgow area.

Article 14.4.100 – **Goal:**

Provide for an orderly and efficient transition from rural to urban land while maintaining suitable densities within the City of North Bend.

Article 14.5.100 – **Objectives:**

1. To provide for the orderly and economic extension of public services to urbanized lands.

2. To make a sufficient amount of land available for the various land uses to insure choices in the market place.
3. Encourage development within the urban areas before conversion of urbanizable areas.

Article 14.6.100 – **Policies:**

1. It is the policy of the City, at this time, to include only the two unincorporated areas located between North Bend and Coos Bay within the Urban Growth Boundary.
2. North Bend shall encourage development of the North Spit industrial area.
3. The City will encourage improvement and maintenance of the Old County Road (Old Stage Road) by Coos County.
4. The City shall cooperate with Coos County, the City of Coos Bay and the Oregon International Port of Coos Bay to identify regional development needs and to designate appropriate areas to meet those demands.

Article 14.7.100 – **Recommended Strategies for Implementation:**

1. Maintain the joint management agreement with Coos County for the purpose of managing the lands within the Urban Growth Boundary.
2. Review the need for a larger Urban Growth Boundary at regular intervals throughout the planning period.
3. If it is decided in the future that the Urban Growth Boundary needs to be modified, the City will follow the procedure specified in the State Land Use Planning Goals and Guidelines to make the necessary change.

4. Utilization of available special area and regional plans, which may include, but are not limited to the following:
 - A. Coos Bay-North Bend Urban Area Preliminary 1990 Land Use Plan
 - B. Downtown Master Plan
 - C. Airport Master Plan
 - D. Pony Creek Area Master Plan.
 - F. Downtown Waterfront District Master Plan

CHAPTER VX – PLAN ELEMENTS – CITIZEN INVOLVEMENT

Article 15.1.100 – **Introduction:**

Early in the original planning process, the City of North Bend adopted a Citizen Involvement Program (CIP) and implemented it. A Citizen Advisory Committee (CAC) was formed in accordance with the provisions of the Citizen Involvement Program. The Citizen Advisory Committee met regularly during the initial three years of the planning process and participated in all phases of plan development. After the Comprehensive Plan was adopted and acknowledged the Planning Commission assumed the responsibilities of the CAC.

The North Bend Citizen Involvement Program has as its overall objective the ensuring of citizen involvement at all stages of the planning process. The program consists of a series of objectives and the methods by which these objectives will be realized.

Article 15.2.100 – **Goal:**

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

Article 15.3.100 – **Objectives:**

1. To maintain and publicize a Citizen Involvement Program that clearly defines the procedures by which the general public will be involved in the ongoing land-use planning process.
2. To insure continuity of citizen involvement.
3. To insure citizens will have information that will enable them to identify and comprehend the issues.
4. To insure the Citizen Involvement Program complies with statutory requirements.

Article 15.4.100 – **Recommended Strategies for Implementation:**

1. A citizen involvement program for planning processes will be an ongoing procedure followed by the City. This Citizen Involvement Program includes, at a minimum:
 - A. Public notice of all proposed plan and zone changes.
 - B. Public access and review of all documents and materials related to proposed changes.
 - C. Public meetings and hearings to receive input on proposed changes.
2. The opportunity for citizens to provide recommendations to the City on matters related to planning shall be done in the instances and manner defined in the State planning goals as appropriate to the size and scope of the City's planning activities.
3. The City shall respond to recommendations made by citizens. Both the recommendations and the response shall be maintained as a written record.
4. As a result of the review process, a recommendation will be made to the City regarding the need for updating and revision of the Comprehensive Plan.
5. A Citizen Advisory Committee selected in an open, well-publicized manner will conduct these reviews. The Citizen Advisory Committee shall establish a Citizen Involvement Program for the review process on an as-needed basis.
6. In the event the review recommendations are that the Comprehensive Plan be updated and revised, and the Planning Commission and the City adopt this recommendation, the Citizen Advisory Committee, with an adopted Citizen Involvement Program and work program, may participate in the development of the revision.
7. Any revisions shall proceed in a manner conforming to the citizen involvement goals and objectives of the Comprehensive Plan.
8. The City, with appropriate public hearings, shall adopt the update and revision recommendations before they are included in the Comprehensive Plan.

9. In order to facilitate public review and input, maps, reports, ordinances, plans and other documents related to comprehensive planning and implementation shall be available for public inspection and review.
10. All such materials shall be presented in an understandable format.
11. Continually monitor and evaluate the citizen involvement efforts by the use of questionnaires, personal contacts, surveys or other reasonable mechanisms.
12. Monitor citizen involvement procedures being utilized by other jurisdictions in order to identify techniques that might enhance those being utilized by the City of North Bend.
13. Evaluate the effectiveness of meeting advertisement on a regular basis.
14. Evaluate the understandability of planning materials on a regular basis.
15. Assess the accessibility of planning materials on a regular basis.
16. Assess, on a continual basis, the manner in which the Citizen Involvement Program complies with statutory requirements.
17. Continue the development of the Comprehensive Plan through the implementation of special plans. These special plans may include, but are not limited to: the Airport Master Plan, a Pony Creek Area Master Plan, a Downtown Master Plan, Waterfront District Master Plan and a Transportation System Plan.