



Economic Recovery Review Council

Spalding Regionally Significant Industrial Area: Staff Analysis

I. Executive Summary

The Spalding Industrial Area's Regionally Significant Industrial Area (RSIA) nomination was submitted, in full, on November 1, 2013 by the City of Grants Pass. It included a cover letter addressed to Business Oregon, a narrative in support of the nomination, and seven (7) Exhibits, including: 1) a vicinity map and aerial photo; 2) a zoning map of properties within the proposed RSIA; 3) a map and summary table of existing use by tax lot; 4) a summary of the Rogue Enterprise Zone; 5) a Department of Environmental Quality (DEQ) summary report; 6) a letter from Fumi Schaadt of Infrastructure Finance Authority proposing improvement funding for the area contingent on RSIA designation; and, 7) a Grants Pass City Council Resolution 13-6077 in support for the Spalding Industrial Park's RSIA designation. In accordance with Oregon Senate Bill 766, Nomination for a Regionally Significant Industrial Area is submitted to the ERRC for review and designation. The full Regionally Significant Industrial Area Nomination: Spalding Industrial Park as submitted by Grants Pass is viewable at: <http://www.oregon4biz.com/The-Oregon-Advantage/Sites/Industrial-Development/Industrial-Areas/nominations/GP-Spalding.pdf>

This nomination is comprised of 172 acres of varied ownership totaling 136 parceled acres of existing industrial land. The nomination is for the area completely within the Urban Growth Boundary (UGB), which includes two portions, one within the city limits (about 89 parcel acres and a portion outside of the city limits about 47 parcel acres – totaling to 136 sellable acres). The nominated area is located thirty miles northwest of Medford along the I-5 corridor and near Hwy 199 which goes to the coast, Roseburg, and Medford. The nominated area includes vacant and improved sites with highly variable amounts of investment in buildings and on-site infrastructure. There are a number of properties in operational condition, or that are in use, and there are some that may require demolition. Parts of the subject area are considered highly developable but there are no Oregon Industrial Certification designations.

Significant portions of the subject area (those within and outside of the city limits, both inside the UGB) are either undeveloped, not currently in use, or are underutilized and have the potential



for traded sector industrial jobs. This conclusion is based upon application materials provided by the City of Grants Pass and a visual inspection performed by Business Oregon. Proximity to road and rail are excellent and are consistent with the needs of many industrial users. The site is served by an active rail spur. The area also has an industrial character that is often sought after by industrial users seeking sites where industrial uses are generally accepted and conflicts are minimized. This assessment of character is based upon the abundance of operating and idle industrial facilities in the nominated area, which is presently home to 12 businesses and 360 jobs according to the application.

Summary Evaluations by Agency

OBDD: Oregon Business Development Department (Business Oregon) supports this nomination for the Spalding Industrial Area in Grants Pass. The city of Grants Pass has secured support from the owners for all of the sites as well as a resolutions of support from Grants Pass City Council.

The primary strengths of the subject area will show that the designation is based on the area's long-term potential for job creation, the need for protection from conversion to other uses and the prioritization of public and private investments of infrastructure.

- The Spalding Industrial Area is on the 1-5 corridor, between major ports in Portland, Oregon and Oakland, California; which is a significant logistical attraction for many types of industrial employers.
- The industrial area has a proven track record of successful development, which in the past has occurred shortly after previous capital improvement projects. And it offers a number of vacant sites in an active industrial area, showing promise that additional future development will be accepted and encouraged in the subject area.
- The City has secured up to \$3 million in a patient capital loan from the Infrastructure Finance Authority, which is contingent upon the area's RSIA designation. This designation together with the infrastructure development will significantly enhance the areas viability for development and job creation.
- The area draws from a large work shed of labor pools, exceeding 250,000 population and 129,000 in the civilian labor force, from Cave Junction and through the Medford area, lending itself to the region as an industrial area in one of two key employment centers in incorporated cities in the region. Grants Pass as an employment center is lacking in developable industrial land, as the undeveloped sites need infrastructure improvements.
- This area is within the Urban Growth Boundary and is adjacent to another industrial area currently under consideration for an UGB expansion, which could spur marketability of the area.



- The area offers the Standard and the Long-Term Enterprise Zone programs, the Electronic Commerce overlay, and the Oregon Investment Advantage incentives, which entice private investment.

The primary weakness of the subject area relates to its ability to attract a wide range of industrial users due to the following factors:

- A portion of the area is outside of the City Limits. This portion is constrained by the less favorable rural industrial zoning code that limits building size; does not include urban services; lacks some infrastructure and utilities (such as sewer and water); and, contains some structures that will likely need to be demolished as part of the redevelopment plan. (However, it is important to note that many of these weaknesses will be mitigated by using Infrastructure Finance Authority funding to develop needed infrastructure).
- Non-industrial uses are allowed in the city's zoning code on part of the area that is within the city limits, which could compromise operations for industrial end-users because it decreases certainty for investors and prospective employers that the area will provide a long-term sanctuary for industrial uses. A zoning code amendment is being considered; the city intends to limit industrial zoning to industrial uses by code.

DLCD: DLCD recommends approval after provisions restricting commercial uses are implemented.

ODOT: No comment

DEQ: DEQ supports this nomination for RSIA status.

The city and property owners are advised that due to the prior industrial use, there is the potential that soil and/or water contamination remains on portions of the property that has yet to be reviewed with DEQ. DEQ recommends early assessment so that cleanup activities can be handled in advance or during redevelopment activities. Completing a comprehensive Phase I environmental assessment, and entering the Voluntary Cleanup Program at DEQ, offers a better chance of completing whatever work may be required before timelines are constrained by development needs. The property owner is encouraged to contact DEQ to discuss how best to proceed with such an evaluation. Two prior actions have been successfully completed on this property.

Early consultation is encouraged. With the RSIA designation, applications to the cleanup program can be prioritized for prompt review by staff.



DEQ is not aware that comprehensive assessments of potential contamination have been performed. In the event site certification is sought by the property owners, DEQ cannot commit that environmental clearance could be issued within the 180 days, as specified for site certification. Further, if contamination is found during preparation for construction, hazardous and solid waste laws will apply to those activities. Delays could be caused if unknown contamination is discovered at a later time.

DSL: Site includes state-jurisdictional wetlands and waterways. Jurisdictional determinations are recommended for proposed projects on undeveloped parcels.

RST: The Regional Solutions Team endorses the request by Grants Pass to designate the Spalding Industrial Park as a RSIA. The Team worked with the City on the initial consideration of this alternative. The Spalding Park is the primary industrial area in the Grants Pass region and has an excellent track record of phasing in the re-development of the converted mill site and surrounding area. The RSIA designation will help them finance significant infrastructure upgrades and can also provide an incentive to fine tune the zoning code, among other benefits. Both Grants Pass and Josephine County have an inadequate supply of industrial zoned land to support future job growth, therefore facilitating the redevelopment of the Spaulding Mill site is critical to the short term needs of the community and region.

II. Site Description/Summary:

OBDD: The site is in close proximity to Exit 55 on I-5 as well as major thoroughfares such as Grants Pass Parkway and Pearce Park Road. The Rogue River runs along the south bend of the Spalding Industrial Area. Site parcels vary in size and accessibility. Adjacent areas include a variety of mixed-use, residential, commercial, and industrial developments.

DLCD: No comment

ODOT: No comment

DEQ: No comment

DSL: No comment

RST: The site is very suitable for industrial use, compatible with surrounding uses, excellent access to transportation corridors, public services, and workforce.



III. Statutory Requirements:

(2) “Regionally significant industrial area” means an area planned and zoned for industrial use that:

(a) Contains vacant sites, including brownfields, that are suitable for the location of new industrial uses or the expansion of existing industrial uses and that collectively can provide significant additional employment in the region;

OBDD: The area contains a significant number of vacant and underutilized sites zoned for industrial development, however the current industrial zoning code within the city limits permits commercial use and thus some commercial uses are active within the proposed area. There is one site which sold to a church, and is used for office space and a community center. The application submitted indicates that the city intends to formally address provisions in the zoning code to ensure zoning within the RSIA boundary protects the industrial land from developments that conflict with its industrial uses. The area contains a former sawmill site, a variety of industrial uses, buildings, and both new and old industrial development. In addition, a number of sites with existing operations have underutilized areas that could be used for the expansion of existing operations or new industrial-based businesses. There remains a high growth capacity for new industrial users within the proposed subject area.

47 acres have yet to be prepared for redevelopment with extension of urban services according to the application. A tax lot analysis provided in the application shows that about 80 acres of property (17 tax lots) are currently vacant of the 136 parcel acre (34 total tax lots) in the proposed RSIA. Sites within the subject area are suitable for new or expanding industrial uses based on existing zoning and existing development. A visual inspection of the area by Business Oregon in July 2013 generally confirms this analysis, as there appears to be substantial opportunity for development and redevelopment based upon undeveloped lots, underdeveloped lots, and opportunities for aggregation. Further, Business Oregon’s inspection of the area confirms the industrial character of the nominated area as highly appropriate for additional industrial development. This assessment is based upon the mix and character of current uses, available land, surrounding uses, proximity to interstate and rail, and access to appropriate utilities on site or nearby.

DLCD: The proposed area is within the urban growth boundary (UGB) and planned and zoned for industrial use. Unfortunately, the zoning allows for commercial uses, and a church has occupied a lot in the area.

ODOT: No comment



DEQ: DEQ supports the nomination for RSIA status. The following information is provided for reference purposes. The property owner is encouraged to consult with DEQ to more thoroughly assess conditions before redevelopment in order to effectively incorporate any special requirements into the timeline. Funding to assist with brownfields assessment and removal is a possibility that can be explored.

Environmental Contamination

DEQ is not aware that a comprehensive assessment of potential contamination at this site has been performed. The work DEQ has reviewed is limited to the two reports noted below. These two reports give clearance that an auto wrecking operation has been cleaned up and that, based on monitoring data received in the 1990s and early 2000s, groundwater contamination with pentachlorophenols is not a serious concern.

DEQ does not require investigation and cleanup unless a public health hazard is known to exist. However, if contamination is found during excavation or construction, hazardous and solid waste laws will apply to those activities. Delays could be caused if unknown contamination is discovered at a later time. Completing a comprehensive Phase I environmental assessment, and entering the Voluntary Cleanup Program at DEQ, offers a better chance of completing whatever work may be required before timelines are constrained by development needs. The property owner is encouraged to contact DEQ to discuss how best to proceed with such an evaluation.

Two existing cleanup reports

DEQ maintains the Environmental Cleanup Site Information (ECSI) database to track sites in Oregon with known or potential contamination from hazardous substances, and to document sites where DEQ has determined that no further action is required. Two ECSI files pertain to this property. Both have been successfully cleared.

ECSI Site ID 552 covers approximately 80 acres of the Spalding & Sons (ownership at the time of the DEQ review) properties. Activities on the property are listed as including a lumber mill with wood treatment and plywood production for many years beginning in 1948. Wood treatment included use of pentachlorophenol (PCP). A Phase I hydrogeologic assessment of groundwater contamination for PCP was performed in 1993. Upon review of this assessment, DEQ did not require further investigation, based on the fact that groundwater contamination did not extend off-site and no domestic use of groundwater was identified. This was a limited investigation and a limited review. DEQ does not have more detailed or complete assessment of the 80 acres included in this ECSI ID, nor of the additional acreage outside the city limits and included in the nomination for RSIA.



ECSI Site ID 5275 applies specifically to the Hansen auto wrecking operation on a portion of the Spalding properties, 36S 5W22 Tax Lots 200, 300 and 400. A No Further Action (NFA) report was issued for this operation in November 2013. The bulk of the operation affected Tax Lot 300. Solid and hazardous wastes and contaminated soils have been removed. This NFA applies only to the auto wrecking activities and does not make any representations about the presence or absence of other contaminants.

General permit requirements for new development

The following observations are provided for information purposes and apply to future development activities. None pose a reason to delay approval of the nomination for RSIA.

Air quality

The Grants Pass area meets all of the federal ambient air quality standards so there are no air quality rules that are unique to the area. Individual facilities locating in the area may need to obtain an air quality permit prior to beginning operations. OAR 340-216-0020, Table 1 (http://arcweb.sos.state.or.us/pages/rules/oars_300/oar_340/_340_tables/340-216-0020_10-24.pdf) contains a listing of the industrial categories that must obtain an air quality permit regardless of their emission levels. In addition, it should be noted that Table 1 includes a generic category that applies to all facilities that would have actual emissions, if the source were to operate uncontrolled, of 10 or more tons/year of any single criteria pollutant.

Water quality and sewer service

Sanitary sewer for the area is provided by the City of Grants Pass wastewater treatment facility. The city has a DEQ-approved industrial pretreatment program, which requires that new industries receive approval from the city prior to discharging industrial wastewaters into the city's treatment facility. Depending on the type and quantity of wastewater the industry may be subject to additional requirements from the city.

Non-point source water quality

The Spalding Industrial Park fronts on approximately 2000 feet of Jones Creek. Jones Creek discharges into the Rogue River 500 feet below the project site. The creek is considered fish bearing and supports summer and winter steelhead, Coho salmon, cutthroat trout, and contains suitable habitat for Pacific lamprey. Jones Creek is identified as water quality impaired by DEQ for low dissolved oxygen (river mile 0-1.3). Shade targets developed in the Rogue River Basin TMDL (December 2008) apply to this creek, requiring the shade on the creek be at system potential levels. At a minimum, riparian vegetation buffers need to meet the requirements of the city of Grants Pass. Several local groups have been involved in fish habitat and fish access projects on Jones Creek and can provide partnership and expertise to help protect and enhance



this fish-bearing stream. Contact Dan Delany with the Stream Restoration Alliance of the Middle Rogue 541-474-6799 for more information.

Municipal Stormwater

The City of Grants Pass is a Designated Management Agency for implementation of the Rogue River Basin TMDL and is responsible for implementing a stormwater management program which should already include stormwater management requirements for local development projects.

In addition, Grants Pass is located within a newly formed U.S. Census Bureau-defined urbanized area. Federal municipal separate storm sewer system (MS4) rules require that a city located within an urbanized area obtain a National Pollutant Discharge Elimination System (NPDES) permit to discharge stormwater from its MS4. The City will be working with DEQ in the near future to obtain a NPDES permit. Typical permit conditions require a city to develop and implement a stormwater quality program, including efforts to address erosion and sediment control during land development and the management of stormwater quality after a development project is completed. The City will need to apply its local land development requirements to construction projects, including applicable projects within the Spalding site, to address the MS4 permit requirements.

Industrial Stormwater

Under federal authority, DEQ issues an industrial stormwater general permit which requires certain types of industrial facilities to implement best management practices to reduce stormwater pollutants and meet water quality benchmarks that measure the success of these practices. In general, if an industrial facility is categorized under an applicable primary Standard Industrial Code (SIC) or industrial activity and has a stormwater runoff discharge to surface waters from its industrial area, the facility is required to obtain a permit from DEQ. This includes all applicable future industrial facilities in the Spalding area.

Construction Stormwater

Under federal authority, DEQ issues a construction stormwater general permit for stormwater discharges from construction activities including clearing, grading, excavation, and stockpiling. The permit is applicable to construction projects that will disturb one or more acres and discharge to surface waters of the state or conveyance systems leading to surface waters of the state. Also included are activities that disturb less than one acre of land and are part of a common plan of development or sale, if the larger common plan of development or sale will ultimately disturb one acre or more. The owner or operator of an applicable construction site, including sites within the Spalding area, must obtain a permit from DEQ and implement all



necessary controls to minimize sediment transport and prevent the discharge of significant amounts of sediment to surface waters or conveyance systems leading to surface waters. The prior phases of Spalding Industrial park obtained the required stormwater permits. New ones will be required for the next phases of development.

DSL: Removal-fill permit activity within the RSIA boundary is limited to a General Authorization (23440-GA) issued to the City of Grants Pass in 2000 to extend Agnes Road from F St. to Gladiola St. The project was completed and compensatory wetland mitigation was implemented.

No wetland delineations are on file for this RSIA. An off-site wetland determination (WD05-0158) was prepared in 2005 for the western 3rd of this RSIA. A local wetland inventory is available. Preliminary wetland and waterway findings for this site are as follows:

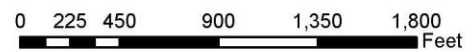
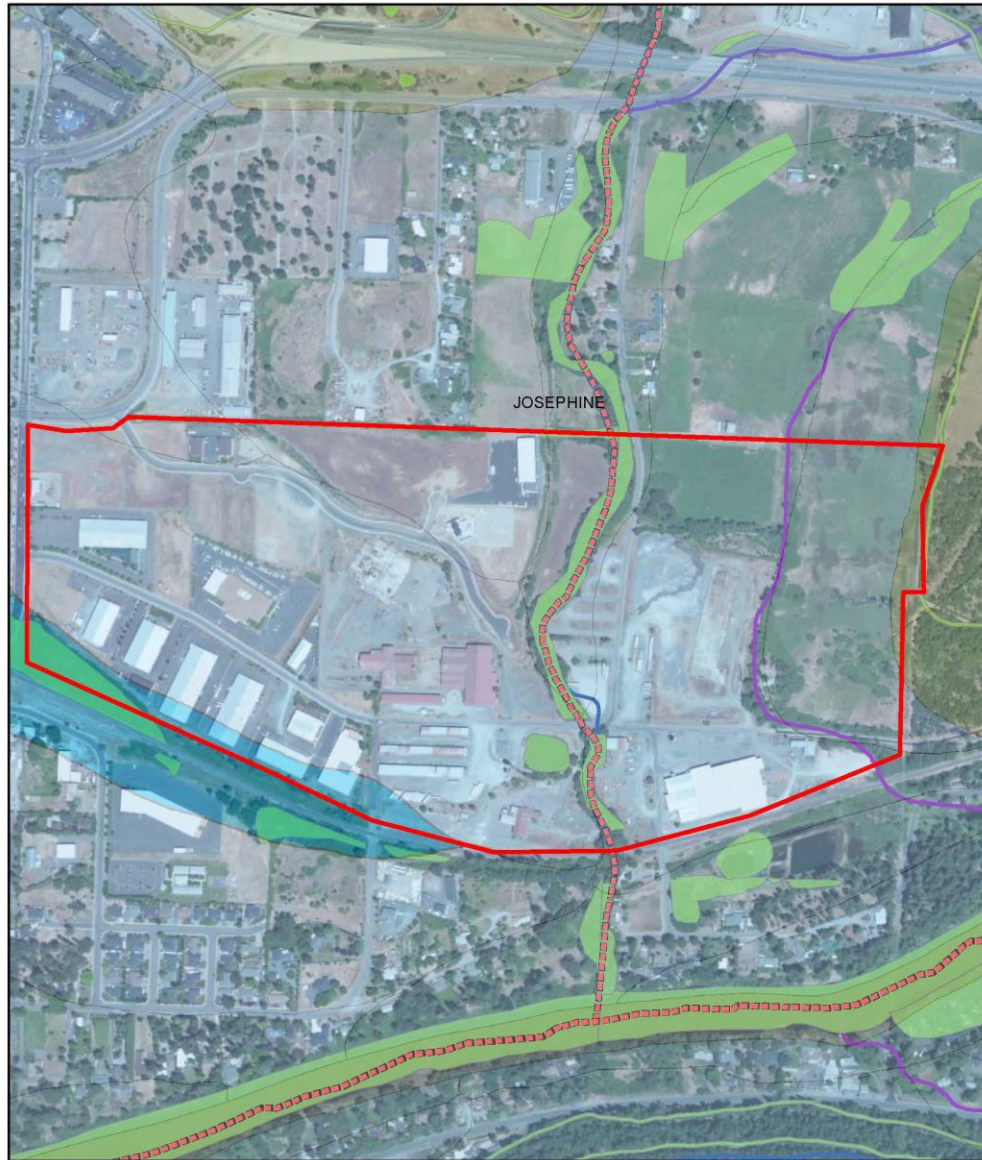
- Jones Creek and associated riparian area (totaling about 4 acres) crosses tax lots 360522-0200; 360521A-0309; and 360522BC-0600. Jones Creek is designated Essential Salmonid Habitat – any amount of removal-fill activity within the ordinary high water elevation of Jones Creek would require a DSL removal-fill permit.
- An unnamed intermittent tributary of Rogue River is mapped on tax lots 360522-0200; -0300; -0400; and 360522BC-0100. State jurisdiction is likely.
- Local Wetland Inventory identifies approximately 1.2 acres of palustrine scrub-shrub wetland on tax lots 360521A-1110 and -1109. State jurisdiction is likely. These tax lots are already developed outside of the mapped wetland areas.
- Local Wetland Inventory identifies an approximately 0.65 acre excavated log pond on tax lot 360521A-0309. Per off-site wetland determination WD 2005-0158, this feature is unlikely to be state jurisdictional.

Hydric soil mapping identifies an approximately 5.3 acre area of hydric (cove silty clay loam) soils on a portion of tax lots 360521A-1110; -1109; -1108; -1107; -1105; and -0309. These tax lots are already developed in part or whole. Hydric soil mapping is an indicator but not a determinant of state jurisdictional wetlands.

See attached figure illustrating these features. It is recommended that future projects on undeveloped areas within this RSIA obtain wetland determination reports from DSL before ground alteration work.



Spalding Industrial Park RSIA



- Solid red line = RSIA boundary
- Green = Local wetland inventory features
- Blue = Hydric soil mapping
- Dotted red line = Designated essential salmonid habitat (Jones Creek)
- Purple line = intermittment stream
- Basemap = Bing aerials 2011





RST: The Spalding Industrial Park is located in an urban area that has had a long history of being a job center. The area has been planned and zoned for industrial use for many years. It contains vacant sites, containing brownfields (real or perceived), that are suitable for new industrial uses and the expansion of existing industrial uses. This employment center is ideally set for expansion and the creation of significant additional employment in the region.

Statutory Requirements (continued):

(III. (2)) (b) Has site characteristics that give the area significant competitive advantages that are difficult or impossible to replicate in the region;

OBDD: The region includes the incorporated cities of Cave Junction and Grants Pass in Josephine County, which are the only incorporated cities offering urban services in the County. The Spalding Industrial Area’s location in Grants Pass will allow future employers to pull from a number of the major work sheds in the region including Medford and Ashland. Its strategic location on the I-5 corridor will appeal to the logistical needs of industrial end-users. The current zoning allows for manufacturing, assembling, and processing. However, a considerable constraint for this site is that a portion of the site has a relaxed industrial zoning code, which allows for commercial uses that hinder the ability for this area to market itself exclusively to industrial users and does not protect industrial employers from conflicting uses in the area.

Business Oregon recommends the applicant go forward with the proposed zoning amendments to provide assurance to future industrial end-users that conflicting uses will not allow for routine industrial business operation issues.

DLCD: This is a high-quality industrial site, which are in short supply in the region. The City of Grants Pass is currently working on a UGB amendment proposal, and through the associated studies has found that it may not be able to find enough industrial land to meet its 20-year need.¹ This site and potential additional, abutting acreage represents a significant portion of the buildable industrial land supply.

ODOT: No comment

DEQ: No comment

¹ The city has estimated a need for 326 buildable acres of industrial land over the next 20 years. However, the largest proposal considered by the city in the UGB amendment process to-date has included only 260 buildable acres- resulting in a deficit of 66 acres.



DSL: No comment

RST: The Site has characteristics that are difficult to replicate in the region – the Site is a relatively large intact planned and zoned industrial area with close proximity to the I-5 corridor, availability of urban public services, close proximity to the workforce, and on-site rail access. Grants Pass is one of the two major employment centers in Southern Oregon.

Statutory Requirements (continued):

(III. 2) (c) Has superior access to transportation and freight infrastructure, including, but not limited to, rail, port, airport, multimodal freight or transshipment facilities, and other major transportation facilities or routes; and

OBD: The nominated area has access to rail, port, multi-modal freight, and major transportation routes; and there appear to be no other industrial areas in Grants Pass that offer competing transportation advantages to business recruitment or expansion prospects in. Grants Pass is well connected to the region (which includes Medford, Cave Junction, and Ashland) and while Medford is home to a number of available industrial sites, Ashland is in short supply; leaving the region in need of more opportunities for industrial businesses to open or expand.

Business Oregon recommends the city address the transportation safety improvements identified by ODOT in this subsection.

DLCD: No comments

ODOT: The proposed area is adjacent to the Exit 55 interchange in southern Grants Pass. The main vehicular access to the site is through the intersection of the Grants Pass Parkway with NE Foothill Blvd/Agness Street. This intersection is located in close proximity to the south bound I-5 ramp intersection. The City in coordination with ODOT’s Region 3 offices has completed a transportation impact analysis (TIA) of the area which included development of the proposed industrial area. This TIA identified a number of transportation improvements that will be needed to address traffic safety and operation in the area. These improvements should be adopted into the City TSP along with a plan for implementation. As the area develops, the City should be required to implement the appropriate, identified improvements. The analysis shows that with these improvements, the state highway, local roads, and the interstate will operate acceptably through the planning horizon. The City should also look to make system enhancements to improve connections and safety of people walking and biking to and from the industrial area where needed.



In addition, the proposed area is served by rail. The mainline of the Central Oregon & Pacific Railroad runs along the south western border of the area. This line could be a significant asset to the area providing quality rail service. To improve the potential for service to the area it is recommended that the Spalding Industrial Park include reservation of two 30-foot wide corridors that would provide access for track into tax lots 200, 300, 400 and the northern portion of tax lot 309. The design of these corridors should be developed in consultation with Central Oregon & Pacific Railroad representatives who can provide railroad engineering expertise to insure that the proposed layout is realistic. These corridors would host drill or lead trackage to get rail service onto the parcels. Individual customer spurs would then emanate from the drill track, similar to how branches off of a water main provide service to individual customers. These actions could dramatically improve the ability for rail to service the area.

The site is also located in close proximity to the Rogue Valley Airport located in Medford, which is less than 30 miles to the south. The Rogue Valley Airport provides both commercial passenger as well as freight service. There is an airport within the greater Grants Pass area as well, that may in the future accommodate some smaller parcel type service.

Finally, the City of Grants Pass is served by Josephine Community Transit. This transit service has been growing in the area and is a transportation asset that should be maximized. It is recommended that as a condition of approval, that the City be required to work with the transit provider to include regular service to the site. This could greatly benefit potential workers by providing travel options to and from work. Additionally, the City should work with developers of the area to implement Transportation Demand Management strategies as appropriate.

DEQ: No comment

DSL: No comment

RST: No comment

Statutory Requirements (continued):

(III. (2)) (d) Is located in close proximity to major labor markets.

OBD: The Spalding Industrial Area is located within commuting distance of Cave Junction, Medford, and Ashland on the I-5 corridor in Josephine County. Local support for the site, as passed in city ordinance, identifies a lack of industrial land in the region and supports the growth of Traded Sector businesses, as well as the protection of industrial zoning for future and expanding businesses. According to the 2012 United States Census the city Grants Pass' population is nearly thirty five thousand. The nearby cities of Ashland and Medford are home to



an additional one-hundred thousand people. Grants Pass serves as a major employment hub for the southwestward region of Oregon and can attract a large labor force.

DLCD: Grants Pass is an important regional employment center.

ODOT: No comment

DEQ: No comment

DSL: No comment

RST: Grants Pass is a key regionally important employment center in Southern Oregon. The population in the Southern Oregon region exceeds 250,000 people, and of that an estimated 129,000 in the civilian labor force.

IV. ERRC Adopted Policy:

A. The ERRC intends to designate a variety of RSIA's determined to have the most potential for rapid job creation across the state.

OBDD: The subject area has and number of vacant and underutilized sites with existing industrial zoning and like uses nearby. With little land currently on the market for industrial uses in the southern region of Oregon, expansion of existing operations within the nominated area appears to be the best opportunity for job creation. Zoning restrictions could stifle industrial end-user confidence that the Spalding Industrial Area will be protected from conflicting uses such as commercial, so it is important that City Council take action to work through the conflicting zoning codes. Despite these limitations, sufficient land capacity exists within the nominated area and such capacity could be unlocked with planned zoning changes and planned investments in infrastructure; these should lead to opportunities for business attraction and recruitment to the city and region.

DLCD: No comments

ODOT: No comment

DEQ: No comment

DSL: No comment



RST: No comment

ERRC Adopted Policy (continued)

(IV) B. For each nominated RSIA, ERRC will consider information regarding the purpose of the designation, whether one, two or all the following:

a. Preservation

i. Protection from land use conversion to other than industrial zone

ii. Assurance of compatible neighboring and uses

iii. Preservation of assets for best industrial use e.g. transportation access, utilities, site characteristics

OBDD: Business Oregon recommends the City of Grants Pass continue with efforts to amend industrial zoning code to ensure the protection of conflicting uses as well as working with transportation authorities to ensure recommended transportation systems improvements are made to protect neighboring uses. Proposed utility improvements and City Limit expansions will stand to enhance the areas marketability. The additional intelligence gathered through the work of objective third party assessments and reports should be used in the area to provide assurance to prospective employers that contamination, wetlands or endangered species, and/or protected cultural artifacts will not stall proposed development plans or discourage investors. Oregon Industrial Site Certification is recommended after infrastructure improvements are complete and zoning code amendments are in place.

DLCD: The base zoning allows commercial use. The ERRC should not award RSIA status unless the city appropriately restricts non-industrial use on these sites.

ODOT: Designating this area could help the land from converting to other land uses. The proposed area has close proximity to interstate highway access and the ability of the site to be serviced well by rail. Maintaining the area for industrial scale development makes sense. The rail line also helps to provide a buffer between industrial development and the residential area just to the south of the proposed area. The transportation analysis completed has shown that with some system improvements, the highway system will be able to handle the traffic to and from this proposed industrial area.

DEQ: No comment

DSL: No comment



RST: No comment

ERRC Adopted Policy (continued)

((IV) B.) b. Investment

i. Implementing a strategy of improvements for priority locations

ii. Targeting job growth in an area

OBDD: Infrastructure Finance Authority has offered up to \$3 million in a patient capital loan that will dramatically enhance the site’s development viability insomuch as the site is designated as a RSIA.

DLCD: No comment

ODOT: As mentioned, the City in partnership with ODOT has completed a transportation analysis that has identified several recommended improvements in the vicinity of the industrial area. The City should be required to develop an implementation plan for phasing these improvements as the area develops. Additionally, the City should look to enhance connections to the area for transit, walking, and biking providing travel options for workers in the area.

DEQ: No comment

DSL: No comment

RST: No comment

ERRC Adopted Policy (continued)

((IV) B.) c. Marketing Advantage

i. Assuring attention for certified sites

ii. Complimenting cooperation and partnership of local and state government

OBDD: Once infrastructure improvements are made to the Spalding Industrial Area, most of the vacant sites will be considered excellent candidates for the State Certification and Decision Ready programs. The Rogue Enterprise Zone opportunities provide proven incentives for traded sector business firms to break ground or expand in this location. The site’s access to I-5 and major employment-ready population centers offers a huge marketing advantage.



Furthermore, the Infrastructure Finance Authority loan will serve to enhance the sites viability and provide certainty to encourage prospect traded sector development.

Business Oregon recommend all sites available for sale or lease are listed on Oregon Prospector.

DLCD: No comment

ODOT: No comment

DEQ: No comment

DSL: No comment

RST: No comment

V. Other Comments

OBDD: No comment

DLCD: A restrictive overlay is perhaps the easiest, but not the only acceptable, method to prevent inappropriate commercial uses on these sites.

ODOT: No comment

DEQ: No comment

DSL: No comment

RST: No comment