

State Agency Involvement in Economic Development Projects

Department of Environmental Quality (DEQ)

Union County: Hot Lake Hotel Restoration

David and Lee Manuel (Manuel Museum and Bronze Foundry) acquired the closed Hot Lake Hotel property in Union County in 2004. Once known as the Mayo Clinic of the West, the hotel has fallen into a state of disrepair since its heyday in the 1920s. The Manuels plan to develop the property as a tourist destination that will include a museum, bronze foundry, spa, hotel, and restaurant.

The regional ERT met with the Manuels in late 2003 to discuss their development plans and determine how state agencies could be of assistance. DEQ met with the Manuels after they acquired the property to provide information and assistance with:

- Asbestos management
- Hazardous waste technical assistance
- Air quality permit requirements for the bronze foundry
- Short and long-term wastewater treatment options and requirements

The Manuels hope to open a restaurant at the hotel in late 2004. At full operational capacity, Hot Lake Hotel Resort will employ over 200 people and host over 2,500 visitors per day

Department of State Lands (DSL)

Rainier: Teevin Bros. New Barge Unloading Facility

In April 2004, the owner of Teevin Bros. brought to the Northwest regional team a proposal to develop a new barge unloading operation in Rainier along the Columbia River. A new facility is sorely needed to meet the regional demand for additional intermodal capacity. Development of the project involved resolution of outstanding issues with several ERT member agencies including ODOT, DEQ, and DSL.

For DSL, the challenges included, requirements for a removal-fill permit and compensatory mitigation, a submerged lands lease and a sand and gravel license. Time was of the essence in order to hit the winter 2004-2005 construction window. With the support and input of ERT members, DSL worked closely with Mr. Teevin's consultants to quickly finalize the required application documents. Recognizing the regional economic importance of the project, DSL processed the applications, resolved intra-agency issues, and delivered the required authorizations well in advance of Mr. Teevin's construction timeframe. DSL continues to coordinate with the Corps of Engineers to ensure that the project remains a high priority for final issuance of federal permits.

Department of Land Conservation and Development (DLCD)

Coos Bay: North Spit Industrial Area

In cooperation with the Port of Coos Bay and the Cities of Coos Bay and North Bend, DLCD representative on the Coos-Curry-Douglas regional team worked with Coos County to adopt amendments to its development code to implement the local development objectives of the North Spit Industrial Area.

DLCD helped Coos County remove ambiguous language from its rural industrial zones, clarify key definitions in its zoning code, adopt language for developing abandoned and diminished mill sites, and provide the zoning district a streamlined means for implementing future development projects. In addition, the department, working with the Port, issued a letter of determination that identified the industrial parcels at the North Spit that would qualify for sewer service under the new mill site statute (ORS 197.719).

Oregon Department of Transportation (ODOT)

Redmond: Deschutes County “Opportunity Site”

Located on the eastern edge of the city limits, this 122.3-acre industrial zoned site and county owned parcel is part of a larger area targeted for industrial growth by the City of Redmond.

After the site was chosen as an “Opportunity Site” in December 2003, the Central regional team met with the City to better understand the City’s planning process for this site. Transportation was identified as one of the chief barriers to development of the site. The ODOT regional team member worked with the City to obtain OTIA III funding for the Maple Negus over-crossing, which has been in development for several years. The Maple-Negus over-crossing (over the Reroute and BNRR line), along with an extension of 9th Street which runs north-south on the east side of the rail line will provide needed access to the industrial site. Now that funding for the over-crossing has been secured, the ODOT regional team member is work with the city on accelerating the construction of the over-crossing and coordinating it with the planned US 97 Reroute construction schedule, which is schedule to begin in approximately June 2005.