

TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM

2013

APPLICATIONS DUE 4:00 p.m. June 14, 2013

Type of Grant:

Please indicate Category 1 or Category 2

Category 2

PROJECT TITLE: Planning for the Gap

PRIMARY APPLICANT JURISDICTION: City of Lincoln City

MAILING ADDRESS: P.O. Box 50

CITY: Lincoln City, Oregon

ZIP: 97367

CONTACT PERSON: Debra Martzahn, Senior Planner

OTHER JURISDICTIONS INVOLVED IN THE PROJECT	MATCH	
	Yes	No
Lincoln County	<input type="radio"/>	<input checked="" type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>

TELEPHONE: (541) 996-1228

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ODOT REGION (1 - 5): Region 2

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

Lincoln City proposes a place-making project adjoining ODOT's planned improvements to US 101 in the area of the city known as the Nelscott gap. Stakeholders will work with consultants experienced in design and private sector development to create a ready-to-adopt innovative plan to transform the gap into a livable, walkable, and very special neighborhood.

SUMMARY OF PROJECT BUDGET

PROJECT TITLE: Planning for the Gap

JURISDICTION: City of Lincoln City

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]		\$ 19,000.00	\$ 19,000.00
Consultant Personal Services	\$ 150,000.00		\$ 150,000.00
TOTAL	\$ 150,000.00	\$ 19,000.00	\$ 169,000.00

* This amount should be a minimum of 11 percent of the total project budget.

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO/>

Initial dm

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial dm

This application was prepared by the following compensated consultant:

Consultant Name _____

Initial _____

Debra Martzahn

Digitally signed by Debra Martzahn
DN: cn=Debra Martzahn, o=City of Lincoln City, ou=Department of Planning and Community Development, email=dmartzahn@lincolncity.org, c=US
Date: 2013.06.14 10:00:12 -07'00'

Authorized Signature

Senior Planner

Title

Debra Martzahn

Printed Name



TRANSPORTATION GROWTH MANAGEMENT (TGM) 2013 GRANT APPLICATION FORM

ORGANIZATION NAME City of Lincoln City	PHONE 541-996-1228
CONTACT PERSON NAME AND TITLE Debra Martzahn, Senior Planner	CONTACT PERSON E-MAIL dmartzahn@lincolncity.org
PROJECT TITLE PLANNING FOR THE GAP	

Section One: GRANT ELIGIBILITY REQUIREMENTS

1. Clear Transportation Relationship

In 2014, ODOT will construct an \$18 million STIP project to improve the two-lane section of US 101 in Lincoln City known as “the gap.” Properties adjoining the three-quarter mile stretch generally are vacant or under-developed. The installation of a turn lane, a traffic control light at 32nd Street, and new bike and pedestrian facilities will make adjoining properties much more attractive for development and re-development.

The city wants to have in place an innovative neighborhood plan for the gap that includes an off-highway street network with good connectivity (to the extent that topography allows) and space for new commercial, residential, and industrial land use. A well-prepared plan designed to produce an attractive, transit-oriented, walkable neighborhood will ensure efficient use of the new highway facilities and surrounding land.

Without a plan, development will be ad hoc; it will meet the city’s code requirements, but fall short of achieving the optimal use of land and the improved highway. Through this process, individual meetings with property owners and workshops with all stakeholders will produce alternative illustrative plans under the guidance of consultants experienced in design and private sector development. From these alternatives, an adoptable neighborhood plan will emerge to transform the gap into a special place.

2. Adoption of Products to meet Project Objectives

The project will result in a ready-to-adopt neighborhood refinement plan with comprehensive plan amendments and implementing regulations that show build-to lines, number of stories, acceptable locations for parking, specify the range of acceptable uses, and list utility and infrastructure needs that the city can use to prioritize investments needed to support development in the project study area.

3. Support of Local Officials

A letter of support from Mayor Dick Anderson accompanies this application. A resolution from the city council will be forthcoming after its June 24 meeting.

AWARD CRITERIA

1. Proposed Project Addresses a Need and Supports TGM Objectives

The purpose of the project is place-making for the area flanking ODOT's US 101 project in the gap. A neighborhood plan for the area will result in a walkable, livable neighborhood and appealing streetscape for the highway, and preserve mobility by laying out an interconnected street network that enables off-highway trips and sharing of highway accesses. The project will address TGM and the award criteria, as follows (identified by criteria heading and number):

Provide transportation choices... 1.d. Safe and convenient walking, biking, and public transportation opportunities to support an active lifestyle. US 101, the city's mainstreet and only continuous north-south route, has peak ADTs of 20-30,000 motor vehicles. Consequently, planners and developers in Lincoln City struggle with how to make walking and biking on the highway safe and comfortable. The US 101 project will install continuous pedestrian and bicycle facilities in the gap, where there now are none. The improvements will make alternative modes of transportation safer, thus encouraging more walking, transit use, and biking. The proposed plan will identify an off-highway street network to complement the highway improvements. The continuity in the facilities will promote active, healthy lifestyles by connecting the west side of the highway to the east side of the highway, students to their schools just south of the project area, and pedestrians, bicyclists, transit riders, and motorists to shopping, services, and employment within the Nelscott neighborhood and elsewhere in the city.



Figure 1 US 101 in the gap, before 2014 ODOT construction project

Create communities composed of vibrant neighborhoods and lively centers linked by convenient transportation. Current zoning regulations include design standards and landscape regulations geared to create an attractive streetscape; however, they do not guarantee a vital, attractive, and cohesive neighborhood. A good neighborhood plan will dictate a pleasing physical form and character, based on an attractive and interconnected street system that invites walkers, cyclists, transit riders and motorists. A mix of uses and well-designed public spaces will make this neighborhood a special place.

e. livable towns and cities. The project area overlaps with the historic Nelscott neighborhood, a mix of small businesses, cottages, and tourist accommodations. The nearby Olivia Beach planned unit development, designed for tourists, provides a picturesque example of new cottages (large and small) surrounding a common green. The planning process will draw on pleasing examples from existing development and emulate them in the new plan. The proposed plan and implementing regulations for the project area will be flexible with regards to land use, encouraging a mix of commercial uses and housing types. The plan and regulations will include street standards and organize spaces to achieve a pleasant place for community life, as well as connections to work, shopping, and recreation. The city-owned Spy Glass Ridge Open Space connects the project area to the community college, high school, and one of two elementary schools to the south. The Agnes Creek Open Space, a managed forest with a looped trail, is located just north of the project area. The Pacific Ocean is within a half mile to the west. Forest land and foothills are to the east. The project area, if developed correctly, has the potential to be a very special place.



Figure 2 Historic commercial strip in the Nelscott neighborhood

f. well-located activity centers. Innovative neighborhood planning tools (e.g., form-based codes) provide for a mix of land uses. This project offers opportunity to create a lively center for commercial and residential use by identifying a focal point(s), focusing density on a featured street(s) or intersection(s), and specifying building orientation (e.g., location of entrances) and where parking is and is not appropriate. This project area contains the only land in the city flat enough for a business/industrial park, which is east of the highway on SE 23rd Street. A good neighborhood plan will connect retail and residences to this future employment center and ensure compatibility among the uses.

g. a healthful, safe, and pleasing physical environment... Without a different approach to land use, the large parcels along the highway and adjoining SE 23rd (currently outside the city limits) likely will develop with one-story medium box retail stores, warehouses, and large parking lots. Residentially-zoned land to the south will develop as individual homes or at best ad hoc PUDs. Large-scale developments, such as the neighboring Olivia Beach PUD, benefit from the owners' vision and the expertise of the professional advisors. Properties developing individually with no comprehensive vision or cohesive plan for an off-highway transportation network are unlikely to achieve an optimal result. Without a plan for interconnectivity, owners will need direct highway access, which will force every trip onto the highway. They will build for

a single use rather than a collection of uses, fitting required parking and yards into whatever space they own. A neighborhood plan will create a well-organized and pleasing result that is far better than the sum of its parts.

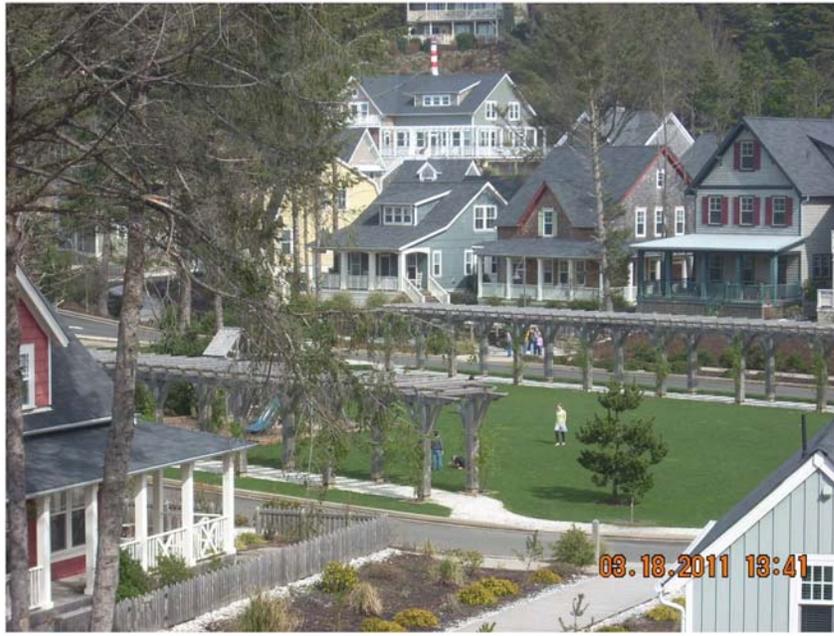


Figure 3 Charming Olivia Beach planned unit development

Support economic vitality by planning for land uses and the movement of people and goods. Although Lincoln City welcomes new development of commercial and residential buildings, planners often are disappointed in less than optimal use of our precious land. Detached, one story, single-use buildings, even dressed up with trim and parapets, cannot achieve the vitality of a bustling commercial center or an environment conducive to walking, biking and transit or efficient delivery of goods. This project will show us how to design for economic vitality and attract investment needed to make it happen, which we can replicate in other parts of the city.

2. Proposed Project is Timely and Urgent

This planning project will coincide with the completion of ODOT's highway construction project in the gap. The turning lane, sidewalk, bike path, and intersection improvements likely will spur development and redevelopment of surrounding vacant and underutilized land. Before that happens, a TGM grant can help us prepare a plan for place-making that will complement the transportation improvements, create a great new neighborhood with character and charm, and establish locations for housing, retail, and the city's only industrial/business park.

3. Proposed Project Approach is Reasonable

The city offers staff and commitment to make this project happen on the following schedule:

Fall 2013 to Spring 2014 - Staff completes intergovernmental agreement with TGM, hires consultant, and identifies owners and other stakeholders

Spring and Summer 2014 – Staff contracts with consultant, sets scope of work and schedule

Fall 2014 – Consultants and staff hold individual meetings with owners and stakeholders,

gather information, educate about the process and alternative types of neighborhood design, determine likes and dislikes through tours and visual preference surveys, and formulate project goals and objectives.

Winter 2014/2015 – Consultants conduct workshop(s) to prepare one or more illustrative plans that meets goals and objectives. Based on the illustrative plans and their design expertise and development experience, consultants develop a neighborhood plan that specifies how the area will develop.

Spring 2015 – Staff proposes changes to the comprehensive plan and zoning ordinance to implement the plan.

Summer 2015 - Council adopts plan and amendments.

Fall 2015 – City officials consider establishment of a new urban renewal district to facilitate improvements in the project area.

Budget breakdown

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Consultant with design skills and development expertise meets with stakeholders, facilitates workshop, and derives illustrative plan(s).	\$	\$120,000
2. Consultant prepares regulatory plan based on illustrative plans and design expertise, including graphics.		\$30,000
3. City staff provides GIS, organizational, and communication/outreach support.	\$8,000	\$
4. City staff develops comprehensive plan and zoning code amendments for implementation, and guides plan through adoption process.	\$11,000	\$
Totals:	\$19,000	\$150,000

4. Proposed Project has Community Support

The city will submit letters of support separately from the application by June 28, 2013. We anticipate letters from the following:

SOURCE	ATTACHED	EXPECTED
1. Nelscott Neighborhood Association	<input type="checkbox"/>	x
2. Bay Area Merchants Association	<input type="checkbox"/>	x
3. Lincoln Land Trust – affordable housing	<input type="checkbox"/>	x
4. Chamber of Commerce	<input type="checkbox"/>	x
5. Planning Commission	<input type="checkbox"/>	x
6. Lincoln County Planning Department	<input type="checkbox"/>	x
7. Sustainability Committee	<input type="checkbox"/>	x
8. TSP Project Advisory Committee	<input type="checkbox"/>	x

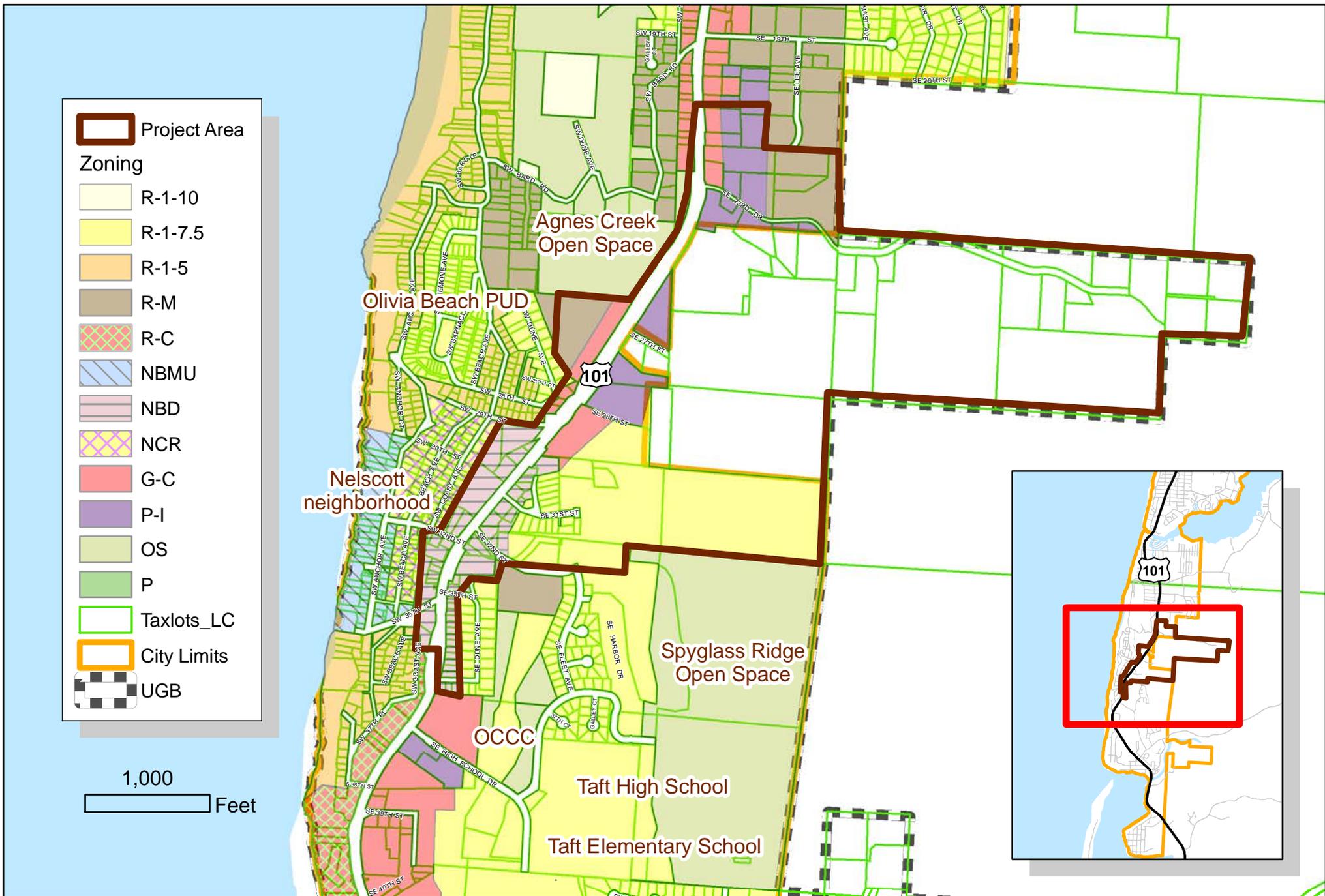
5. Proposed Project Sponsor Readiness and Capacity

Lincoln City staff is ready and capable of doing our part in the proposed planning project. The city received a 2010 TGM grant to prepare a walking and biking plan. We completed the plan on schedule, and the city council adopted it at the end of 2012. The process went smoothly; David Helton, our contract manager, can attest that the city completed tasks and paperwork on time. City staff involved the public through meetings, events, and various types of media. Now the city has reinvigorated its Sustainability Committee by appointing five members dedicated to implementing the new plan. The committee is holding its first meeting this month. City staff is keeping the walking and biking plan in the forefront of its TSP update process. In the coming months, the planning staff will propose amendments to the comprehensive plan and zoning ordinance recommended in the walking and biking plan.

Debra Martzahn, Senior Planner, was the project manager for the Walking and Biking Plan, is the local project manager for the TSP update that is underway, and will be the local project manager for the transportation and land use project in the gap. Richard Townsend, Director of Planning and Community Development, has a law degree and many years of experience with planning and zoning. Working with the city attorney, staff will provide the expertise and support proposed as in-kind match.

6. Proposed Project is Innovative

This project proposes to use an innovation planning technique and regulatory tool, such as the form-based code, which has been around for a while, but not widely understood, and so far untried in Lincoln City. In conjunction with the highway improvement, the form-based code and process offers interesting possibilities in joining transportation and land use planning to create a livable, walkable, and memorable place. The project proposes to connect property owners and other stakeholders with consultants who have expertise in land use development to design a street system and associated land use plan that complements the newly improved highway and optimizes use of available space and highway frontage. The resulting plan will coordinate development of the corridor to be consistent with both transportation planning goals and the Nelscott neighborhood character.



Planning for the Gap

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