



**MITCHELL  
NELSON**

## **Downtown Development Plan City of Heppner, Oregon**

---



**Transportation and  
Growth Management Program**

**Oregon Department of Transportation  
and  
City of Heppner, Oregon**

June 30, 2003

## Table of Contents

Preface	2
I. Introduction and Acknowledgements	3
II. Summary of Downtown Development Plan	4
A. Plan Features	4
B. Evaluation of Plan	12
III. Implementing Mechanisms for Preferred Alternatives	13
IV. Summary of Plan Development	17
V. Transportation Issues	18
VI. Statement of Probable Costs	19
VII. Proposed Code Revisions	20
VII. Exhibits and Appendices	
Exhibit 1 Options Matrix	
Exhibit 2 Downtown Development Master Plan	
Exhibit 3 North Entry Sketch	
Exhibit 4 Heppner Highway Cross Section	
Exhibit 5 Heppner Highway Sketch	
Exhibit 6 Riverside Avenue and Skinny Street Cross Sections	
Exhibit 7 Typical Local Street Cross Sections	
Exhibit 8 Chase Street Sketch	
Exhibit 9 Street and Highway Plan	
Exhibit 10 Circulation Plan	
Appendix A Existing Conditions	
Appendix B Parking Analysis	
Appendix C Plan Options and Future Conditions Memorandum	
Appendix D Surveys, Handout Materials, and Cut Sheets	

## **PREFACE**

This project is funded by a grant from the Transportation Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. TGM grants rely on federal Intermodal Surface Transportation Efficiency Act and Oregon Lottery funds. The contents of this document do not necessarily reflect the views or policies of the state of Oregon.

The Planning Commission, the City Council and individual community members devoted a substantial amount of voluntary time and effort to the development of the Downtown Development, the Transportation System Plan, and the implementing code ordinances. Their participation was instrumental in the development of the recommendations that are presented in this report. The Consultant Team and Management Team believe that the City of Heppner's future downtown development and transportation system will be better because of their commitment.

### **Planning Commission members**

Jerry Gentry, Chairperson  
Bill Green  
Dave Fowler  
Rod Wilson

Dan Dunnett  
Suzanne Jepson  
Deborah Kendrick

### **City Council Members**

Bob Jepsen, Mayor  
Skip Matthews  
Kay Robinson  
Tom Wolff

Cindi Doherty  
Marian Murchison  
Tim Van Cleave

Special thanks go to the Heppner Elementary third grade class and their teacher Cara Osmin, for their input, ideas, and drawings.

Thanks to Heppner citizens John Edmondson, Cyde Estes and Pam Schmidt for attending and commenting at several meetings.

The Bank of Eastern Oregon, the United States Forest Service and Saint Patrick's Senior Center generously shared their meeting space for the public input meetings. George Koffler with the BEO and Cindi Doherty with the Forest Service personally availed themselves for the use of their respective facilities.

Thanks to Bill Kuhn for his review and comments.

## **I. INTRODUCTION**

The City of Heppner Downtown Development Plan is the result of an eight-month study involving a series of public input meetings with the community and interaction with the management team composed of:

- Heppner City Manager Jerry Breazeale, with assistance from
- Craig Canham, Public Works Director and Claytha Rene Devin, City Treasurer
- Oregon Department of Transportation TGM Compliance Officer Cheryl Jarvis-Smith, and
- Mitchell Nelson Group staff.

### **Purpose**

The goals of this project are

- To update the Heppner Transportation System Plan (TSP)
- To integrate the TSP with the City of Heppner's comprehensive plan and zoning ordinance
- To protect and enhance Heppner's historic downtown district and
- To enhance the relationship between downtown Heppner and the surrounding neighborhoods.

The objectives are to update the TSP, revise the existing City Zoning Code to be able to implement the TSP and develop a downtown zoning district. Formulate a downtown development plan that enhances the existing historic Main Street character and provides a "Road map" to guide the community in making community improvements. The development plan explores ways to better connect the downtown with surrounding neighborhoods, parks and community features with vehicular and multi-modal means of transportation.

Components of the plan include creation of Downtown Zoning District with architectural guidelines, zero setback requirements, revised parking requirements, and new landscape screening features. The intent is to preserve the historic character of downtown and to ensure enhancement of that character with development that is in keeping with historic features.

The plan includes specific transportation and community improvements identified by community members, the existing TSP or by the consultant.

## **II. SUMMARY OF DOWNTOWN DEVELOPMENT PLAN**

### **PLAN FEATURES**

The Downtown Heppner Development Plan is the result of input, comments and revisions to two Downtown Development Plan options that were presented to the community at a joint work session of the Heppner City Council and Planning Commission on February 24<sup>th</sup> 2003. Community comments and subsequent Management Team correspondence resulted in the proposed development plan and supporting Zoning Code revisions.

The two Development Plan Options are compared in Exhibit 1 Options Matrix.

The Downtown Development Plan is represented graphically in Exhibit 2 Downtown Development Master Plan (Master Plan). Physical improvements include vehicular transportation improvements, pedestrian circulation improvements, automobile and Recreational Vehicle parking facilities, city gateway area improvements, bicycle pathway and parking improvements, a new skate park, and streetscape improvements.

Zoning Code modifications are recommended to support the physical improvements. Zoning Code, Subdivision Code and Comprehensive Plan modifications enable the provisions of the Transportation System Plan and also protect the historic character of downtown Heppner and guide its future development.

### **Heppner Highway / Highway 207 and 74**

Access into Heppner from the northwest is via Heppner Highway. Prior to entering the city, one travels past the former lumber mill that is now part of the Willow Creek Industrial Center. Transportation improvements at the mill site, such as turn lanes, signify an upcoming entrance into a city and a departure from the rural environment. Once past the industrial complex the properties along the highway begin to resemble the traditional "outskirts of town". The existing welcome sign stands alone and there are no continuing entry features, such as sidewalks, curbs and gutters, or street trees.

The development plan suggests streetscape improvements beginning at the city boundary to differentiate between the rural and city environments and to create a pleasing appearance coming into Heppner. The existing welcome sign should be enhanced with additional landscape material, grading modifications and rearrangement of the welcoming signage. Emphasizing this existing entry feature and tying it into the proposed streetscape and access improvements will create a strong welcome into Heppner. See Exhibit 3.

Exhibit 4 illustrates the right of way cross sections for Heppner Highway. It indicates a six-foot wide sidewalk on each side of the street at the right-of-way line. A six-foot wide landscape strip is between the sidewalk and the new curb and gutter. An eight-foot wide parking area is provided on only the north side of the street. The parking is for nearby residents and for additional event parking.

Columnar street trees and acorn lighting fixtures like those already used in the downtown area are placed in the landscape strip. The trees shall be drought tolerant species. Drought tolerant groundcovers and bunch grasses with decorative rock should

be used to reduce irrigation requirements. Members of the community expressed concern that trees will interfere with truck traffic, damage sidewalks, and become an additional maintenance cost. At the same time, several community members expressed a desire to have street trees for the many benefits they provide. The benefits include:

- A sense of arrival into the city
- A traffic calming and speed reduction feature
- A barrier between pedestrians and vehicles
- Shade for pedestrians and cars
- Beautification of the Community
- Cleaner air and water through natural filtration

An appropriately sized and shaped tree, installed correctly, will not interfere with traffic and trucks especially with the wide travel lanes. Where the trees will be in conflict with existing uses (such as near the swimming pool) the street tree pattern will be modified. The decision concerning street tree installation can be made once design is started. The landscape strip with lights and groundcover or shrubs will fulfill, to a lesser degree, some of the benefits of street trees.

#### **Gateways**

North Entry - The existing welcome sign at the city limits, now welcomes visitors to Heppner. Additional grading and plant material at the welcome sign and streetscape improvements on the highway will strengthen the arrival sequence while, at the same time, controlling highway access. Heritage Plaza, a new median, and the existing pull-out complete the approach over the bridges and into downtown. Much of the benefit comes by defining the edges; using a curb to separate vehicular from pedestrian space and to define access to private property.

Access to Campbell Way and Quaid Street is modified so that both streets have their own definition. This clarifies the street, private property, and pedestrian space from each other. Refer to Exhibit 5.

Crossing over Willow and Hinton Creeks is the beginning of "downtown". The streetscape changes as the road crosses the bridges. The street is defined by sidewalks on both sides of the street, as well as curbs and gutters. The right of way is also wider.

The recent and ongoing improvements to Heritage Plaza and the Agricultural Museum are beginning to move the sense of entry further northwest toward the Museum.

Heritage Plaza, in conjunction with the Agricultural Museum, is a celebration area of Heppner's past and its future.

South Entry - State Highway 207 continues south out of town into the Blue Mountains. The entrance to Heppner from the south is secondary to that on the opposite end of town, the north entry. This road, however, provides access to Heppner's assisted living center and to the Lakeview Heights subdivision. The topography limits space on the side of the highway for street improvements. A sidewalk and trees along the road will give an impression of arrival to those coming from the south. Providing pedestrian access to all areas of town is an important priority in the community.

**East Entry** - State Highway 74 enters town from the east and curving south overlooks the downtown. As Highway 74 (Court Street), moves south toward the historic Morrow County Court House it descends into the Willow Creek Valley. Highway 74 turns west again at May street and crosses over Willow Creek. An abandoned store sits at the northwest corner of May Street and Court Street. Because the property is located within the flood plain reuse of the building is difficult. This corner offers an opportunity for the city to create an eastern gateway to Downtown Heppner. The corner is shown as a green space on the Master Plan and the proposed multi-use path passes through it. It provides the community with another access to Willow Creek.

#### **Riverside Avenue**

Riverside Avenue is a very important collector road in the city. It runs parallel to Heppner Highway and curves to the east to intersect with it outside the City limits. It provides local access to the City Pool and baseball fields. Both are used by Heppner's children. Pedestrian circulation along this local street is preferable to walking along the State Highway where travel speeds often exceed the posted speed and where there are presently no sidewalks.

Riverside Avenue is in poor condition however, and is in need of reconstruction. Riverside Avenue has been added to the list of needed transportation improvements in the Transportation System Plan. (TSP work is being prepared in conjunction with the downtown development plan.) Exhibit 6 indicates the proposed right-of-way cross-section for a reconstructed Riverside Avenue. The new right-of-way will have a five-foot sidewalk and five landscape strip on the south side of the street, an eight foot parking area, two twelve-foot wide travel lanes, an eight foot wide parking space, and a four-foot wide landscape/utility strip and six foot wide sidewalk.

#### **Gale Street Bridge**

Riverside Avenue intersects and turns into Gale Street at the Hilton Street intersection. The bike path extends through town sharing the roadway on Gale Street. The Gale Street Bridge is narrow and does not have space for separate pedestrian walkways. The bridge should be slated for replacement or if not feasible in the reasonably near future, a separate parallel bridge for bikes and pedestrians should be installed.

#### **Water Street**

Water Street provides the only public access to the Sheriffs Office and the Rasmussen-Lott Subdivision. Additional access is available from Morgan Street and Canyon Road, but it requires crossing the Junior/Senior High School property. Water Street is substandard. It is narrow, very steep and has no sidewalk along the steep portions. During icy winter weather, the road may be closed. The roadway should be improved to a 24-foot wide driving surface with its slope reduced and a sidewalk on one side. Such improvements will require construction of retaining walls and possibly the acquisition of grading easements. An engineering study to determine the feasibility and requirements for such an improvement should be made.

#### **North - South Connector Road**

A large portion of the City's Residential land area is located to the west of the downtown on the hilltops. If this portion of the city is developed, a north-south connector road should be constructed as the land area is built out. It would provide a second north-

south connection within the City and help improve access to existing development on the western hilltops, including the Junior / Senior High School.

### **Intersections**

Major intersections in the city will remain as they are. The Court and May Street intersection is a recently rebuilt intersection. The Main Street and May Street intersection has a three-way stop system that allows southbound Main street traffic to turn left without stopping. Existing traffic counts and the twenty-year projections indicate that this arrangement is accurate for the traffic loads now and in the future. Signage indicating that the intersection is a 3-way stop will clarify the traffic pattern.

The only significant intersection change on the state highways is at the intersection of Hilton Street. A landscape island located between Hinton Creek and Hilton Street allows the creation of a left turn lane. The turn lane will allow traffic to travel north unhindered by those wishing to turn left. This movement will be of greater significance during events like the County Fair or community festivals.

The Quaid Street and Heppner Highway intersection needs improvement. Access to Quaid Street from Heppner Highway is ill defined and is shared with Campbell Way. There is little control and long spans of vehicular access places pedestrians in a vehicular "no man's land". Quaid Street and Campbell Way should be defined with curbs and gutters that have sufficient radii for safe and comfortable access to both roads.

### **Sidewalks and Pedestrian Paths**

The Downtown Development Master Plan includes construction of sidewalks where they are lacking or badly in need of replacement. The TSP indicates areas where sidewalks are required. These areas are shown on the Master Plan. New sidewalks should be concrete, separated from vehicular traffic by a curb, and where feasible by a landscape strip.

Installation of a sidewalk along highway 207 heading south out of Heppner may be reduced in width to four feet where topography limits space for a separate pedestrian area.

Other pedestrian circulation systems include the existing pedestrian bridge paths along Baltimore Street and Willow Street rights-of-way. A new creekside path is recommended on the City Park property. The path should cross Willow Creek on the Baltimore Street bridge and travel along the creek within easements from adjacent property owners. If such easements are not feasible the path can use the public right of way to move people to the next public space.

### **Court Street Crosswalk**

Interviews with the Heppner Elementary class indicated a need for pedestrian improvements from the eastern hillside to the Elementary School. Children are now walking directly down the hill along an unimproved 15-foot wide right-of-way and then crossing Court Street near the terminus of Barratt Street. There is an existing crosswalk at this location, but the paint is worn away and there are few visual clues for the vehicular traffic that there is a crosswalk.



The proposed Master Plan indicates a concrete pathway and stairs where the slope is too steep within the right-of way. The stairway should include a sloped bike wheel path to allow bicyclists to push their bikes up the stairway. The pathway and the cross walk should be visible to vehicular traffic. The crosswalk should be clearly marked on the roadway with a regular painting maintenance program. Signage indicating an upcoming crosswalk and school zone should be placed in both directions. A flashing crosswalk signal that will flash when pedestrians approach the crosswalk should be installed to protect pedestrians, especially when foggy weather reduces visibility.

#### **Curb Extensions, Crosswalks, and ADA Access**

Downtown Main Street has curb extensions at May Street, Willow Street, Center Street, Baltimore Street, and Church Street intersections. The citizens have mixed feelings about their existence. Several expressed satisfaction with the reduced street crossing distance while others complained about the smaller turning radii and difficulty negotiating the turns. City maintenance crews are required to manually sweep and clean the streets, because equipment cannot maneuver around the angled parking islands.

The proposed Master Plan indicates curb extensions where significant pedestrian crossing will occur and where greater pedestrian safety is required, such as near the Elementary School.

Modest curb extensions are proposed where existing sidewalk conditions do not allow enough space for required ADA ramp design standards. While still providing accessible ramps, the smaller curb extensions will allow the use of mechanical street sweeping equipment. Since parking is not allowed within 20 feet of intersections, the curb extensions will not reduce the number of legal on-street parking spaces. Where property owners provide easements, sidewalks may be placed on private property to provide enough area for ADA access, rather than installing curb extensions.

New crosswalks are proposed at the following locations:

- Across Elder Street at Stansbury Street with a curb extension on the west side of Elder Street.
- Across Stansbury Street at Highway 74
- Across Elder Street at Quaid Street with curb extensions on the east side of Elder Street
- Across Quaid Street at the Heppner Highway intersection
- Across Hilton Street at the Heppner Highway intersection.
- Across Linden Way where it intersects with Heppner Highway.
- Across Chase Street at the intersection of Center Street.
- Across Chase and Willow Streets at their intersection.
- Across Cannon and Main Streets in front of the Skate Park Site, with curb extensions.

#### **Bicycle Paths**

A marked bicycle path begins at the north entrance of the city at the intersection of Heppner Highway and Riverside Avenue. Bicycle traffic is directed to the 10-foot wide multi-modal pathway on the north side of Riverside Avenue. The bike path continues as marked and directed onto Gale Street where it will share the travel lane with vehicular

traffic. After Gale Street intersects with May Street, the bicycle path signage directs bicyclists to the south on Highway 207 or to the east on Highway 74.

### **Streetscape Features**

The downtown pedestrian environment can be enhanced by placing benches in strategic locations such as near the Post Office, City Hall, Library, or parks. Individual businesses may also choose to place a bench and trash receptacle outside their business. A traditional style bench with Alaskan yellow cedar wooden seating slats and green powder coated metal structural elements is recommended for use throughout the downtown. The consistent bench element will add to the visual character and provide a pleasant respite while walking through downtown on errands. See Appendix D for the diagram of the bench as manufactured by Timberform. Matching trash receptacles are available. The company offers the option of special graphics in the metalwork. Placement of Heppner's Shamrock logo can provide an individual feature to standard street furniture.

Another streetscape feature is the addition of Bicycle racks within the public right-of-way. Use of a bollard style bike rack will help delineate the pedestrian traffic area while providing a safe bicycle storage system. Private bike racks will be required for new development per zoning code. They should be the same bollard style if they are placed in the public right-of-way.

### **Landscape Materials**

Street trees provide vertical elements and a living component to a streetscape. Placement and use of the right plant material is paramount to the success of the landscape. Heppner's dry climate and potentially cold winters require a tree that is tolerant of such conditions even with the addition of irrigation water. Because the landscape strip abuts the drive aisle, a deciduous columnar plant should be used to avoid conflict with vehicular traffic. A deciduous tree will provide shade in the summer and allow sun on the street during the winter.

*Acer Rubrum 'Bowhall'* or *Ginkgo Bilaba 'Fairmount'* are the recommended street tree options along Heppner Highway. The ground surface should be a combination of rock, drought tolerant ground cover material such as juniper, santolina, and ornamental bunch grasses. The European Mountain Ash (*Sorbus aucuparia*) is a smaller tree with similar characteristics that can be used away from parked cars.

The proposed landscape strip on Chase between May and Center Streets should use the same red blocks as used in Main Street between the tree wells with drought tolerant ground cover used for accent areas. See Exhibit 8.

### **Vehicular Parking**

Citizens perceive that there is a shortage of parking. A parking survey and analysis was conducted in December to determine where parking is lacking. Appendix B outlines the findings of the survey and recommendations for parking improvements. The survey concluded that there is presently more than adequate parking available except for the block in front of the Post Office during the mid-day mail pick-up period. Church Street between May and Gale Streets also experiences periods with no available parking.

The Master Plan indicates existing on-street and off-street parking areas. The plan also indicates revisions to the on-street parking along Center and Church Streets from perpendicular parking on both sides of the street to perpendicular parking on one side and angled parking on the other. The goal is to increase the total number of on-street parking spaces available.

The Master Plan also suggests revisions for off-street parking areas along with potential development options for empty or underdeveloped parcels. The parcel next to the post office is shown with proposed development and parking provided, with access off the alley behind the lot. Additional parking adjacent to the Klamath Falls Bank parking lot is suggested. Primary access is shared via the bank's parking lot. Secondary access is available from Gale Street.

A similar recommendation is made in the block defined by Main, Chase, Willow and Center Streets between the Napa Store and the old service station. Shared access will increase parking options in the block as well.

The proposed Zoning Code has a provision for paying into a city fund for any required parking that the developer cannot provide. A city owned parking lot is suggested for the northeast corner of Chase and May Streets. A second city parking lot is suggested on Riverside Avenue close to the City Swimming Pool on property that would be an extension of Birch Street.

One van accessible handicap parking stall should be provided for up to twenty-five standard parking spaces. An additional handicap space is required for each additional twenty-five parking spaces provided, as required by the Uniform Building Code and as outlined in the proposed zoning.

#### **Recreational Vehicle Parking**

Lack of parking for visiting recreational vehicles is a significant problem in downtown Heppner. Additional oversize parking is needed to meet the existing demand that is expected to grow with the construction of a new county RV park south of Heppner. To help meet the demand the City can designate lightly used on-street parking spaces along the west side of Chase Street between Center Street and May Street and both sides of Center Street from Main Street to Chase Street as "Oversize Parking Only" areas.

An off-street RV parking option is shown at the northwest corner of Chase and Willow Streets. One of the residential parcels is for sale. The second home abutting this property appears to be abandoned and is in poor condition. The two lots combined could provide space for about eight 12-foot wide over-size parking stalls immediately behind the Red Apple Market, and includes alley access. This option allows for pull-through access.

New signage will be required on Main Street to direct visitors to the proposed RV parking areas.

#### **Shared Event Parking**

Although adequate parking is available, for the most part, throughout the community, parking is a significant problem during the community's festivals and during the Morrow County Fair. Providing full time parking for a part time need, though, is an inefficient use of resources. To resolve the part time parking problem, the city should inventory property owners with land that is being used for vehicular movement or parking.

If these properties are not being used during festival days, then the city can arrange to use the space for parking. Undeveloped flat land such as behind the city pool could provide temporary parking. A modest fee can be charged to defray operational costs such as compensation for staff to direct traffic and to set up temporary lots with cones and plastic ribbons.

Community church parking lots could be used when services are not in session.

The city will need to provide temporary signage to direct visitors to the potential parking areas. Someone from the city or a community volunteer should be responsible for identifying lots available and projecting parking needs. The Master Plan Exhibit 2 indicates potential areas for event parking.

Event parking can be coordinated by volunteers, City staff, or by outside contract. Once the system is in place, it will require coordination to insure efficiency and success.

#### **Access Management**

Uncontrolled access to properties on the state highways reduces the efficiency of the roads for movement. Uncontrolled access also degrades the pedestrian environment within the right-of-way. Consolidating access to properties and sharing a common driveway reduces the number of access points from the road. Limiting the width of access openings controls the amount of area where vehicles and pedestrians are in conflict.

Limited shared access areas are shown along Heppner Highway (on the Master Plan). The residences on the northeast side of Heppner Highway can be accessed from Linden Way in the future as they are improved over time.

No new vehicular access points are indicated on Main Street. New developments shall have vehicular access via alleyways in the rear of lots, side streets or not at all.

#### **Street Connectivity**

Both the Lakeview Heights and the Rasmussen-Lott Subdivision have only one means of access. They are designed as long cul-de-sacs off roads that provide the only public access. Closure of either Willow Creek Road or Water Street leaves the neighborhoods without public access for emergency or other vehicles.

New development should be provided with alternate access options. Cul-de-sacs should have a maximum length of 200 feet. Access ways that allow emergency vehicle passage can be used as a secondary access where no viable alternative is available. The subdivision ordinance has been modified to include an access way definition and a maximum cul-de-sac length.

### **Typical Street Cross-sections**

New local streets should be built according to street cross-sections illustrated in Figure 7. Where the street will have little traffic, they may be built to a "Skinny Street" standard with Planning Commission approval. Skinny Street cross-section is illustrated in Figure 6.

### **Community Features**

Skate Park- During a workshop with the Heppner Elementary School third grade class the students suggested developing a skate park at the old swimming pool property. The idea was presented to and then embraced by the Planning Commission. A skate park is shown at the old pool site. A covered shelter is also suggested. The facility can be used by the whole community but can also provide a special place for Heppner youth to gather in the summer. Additional parking is suggested across the street from the park. This can be included in the event-parking inventory.

Second Story Building Use - Many of the larger historic buildings have under utilized upper story spaces. Use of the upper story spaces for rental units will provide residences within walking distance to all downtown facilities and additional activity downtown. Saint Patrick's Senior Center is an example of the effectiveness of downtown residential use. Another potential use is for a community space. The city could negotiate a long-term lease for a large community room for public meetings or other community activities. Community activities such as a movie night, a community lecture series, or concerts could be held. Constraints for this type of use are access related. Multiple exits would be required as well as an elevator for ADA access.

## **EVALUATION OF PLAN**

### **Land Use, Public Infrastructure, and Codes and Policies**

Existing land use in the new Downtown District area is mostly commercial. Areas away from Main Street are residential or mixed use residential. To foster the Downtown character the newly proposed zoning code requires *Compact Growth* site design and complimentary architectural guidelines. Reduced parking requirements, and flexibility in meeting the parking required for development helps encourage downtown development similar to the existing historic structures.

Existing commercial area along Heppner Highway provides the city with opportunities for highway commercial development. The south side of the Highway is presently commercial and recreational/institutional uses. Heritage Plaza, the Agricultural Museum, and the city swimming pool are institutions within the commercial zone.

The north side of the Highway has several residences along its frontage. The residences have access from the highway and from Linden Way in the rear. The secondary access facilitates development of properties where the topography limits or complicates development.

The proposed parking, loading, landscape and access requirements in the zoning code along with the proposed streetscape improvement, will ensure that future commercial development along Heppner Highway compliments the city's efforts in developing a compact, historic downtown. Proposed access management will maintain efficient traffic

flow. Landscape screening requirements will mitigate the visual impact of commercial development. Streetscape improvements, such as curbs, landscape strips with street trees, acorn light fixtures, and sidewalks will serve to calm and slow traffic entering the city. See Exhibit 8 for an illustration of the impact of street improvements

The development plan recommends that future development provide street connectivity to make certain that multiple accesses are available to all developed areas in the city. The plan calls for a future north-south collector road to be constructed if development occurs on the western hilltop properties. Residential growth in the higher elevations will require a secondary water tower to serve any homes constructed above the existing water tower. Sewer lines, drainage facilities and roadway infrastructure are all required.

Development of the eastern hilltop properties near Morrow Street and Rock Street is closer to existing utilities and infrastructures. Provisions in the Transportation System Plan include providing a connection to Highway 74 as the area develops. The construction would occur over time and the cost for the road would be shouldered mainly by development with city involvement as appropriate.

### **III. IMPLEMENTATION MECHANISMS FOR PREFERRED PLAN**

The Master Development Plan represents a long-term city improvement plan. It is intended to serve as a tool for the city to plan community improvements over the next twenty Years. The following is a list of the improvements suggested in the Master Plan and suggests a timeline and priority for their implementation. It also suggests the responsible agency or jurisdiction for each task.

See Table 1.

Overall costs for community improvements present a seemingly insurmountable obstacle to success. But with long term goals and short term objectives, effective planning, coordination with private development and community support, much can be accomplished with existing funding sources. Funding is available from federal programs, state programs, local revenues and private development or grants.

In addition to ODOT highway improvement funds, there are additional state funding sources including:

- State Bicycle and Pedestrian Grants for ADA, sidewalk, intersection and crossing improvements
- Special Transportation Fund for mass or public transit uses
- Special Small City Allotment Program for surface projects such as sidewalks, curbs, drainage etc.
- Oregon Economic and Community Development Department (OECDD) programs for improvements that promote economic development
- Oregon Livability Initiative: The 21<sup>st</sup> Century Community Fund
- Urban Forestry Grants for street trees through the Oregon Department of Forestry
- Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), a federal program managed by ODOT, for transit enhancement and pedestrian and bicycle improvements

*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

- Transportation/Growth Management Program for planning and implementation assistance
- Regional ODOT planning coordinator is an excellent resource for miscellaneous funding programs available for specific improvements.

New local funding options include a local gas tax, parking fees, and implementation of System Development Charges. A local gas tax would be an additional means to obtain funds from vehicles passing through the City since many purchase fuel before proceeding to the mountains. A parking fee for recreational vehicle parking spaces along with fines for recreational vehicles that park illegally would provide additional funds to pay for the development of special Recreational Vehicle parking facilities.

Federal funds are available from the Community Development Block Grant program through the Department of Housing and Urban Development (HUD).

**Table 1- Implementation Mechanisms**

<b>Task/Description</b>	<b>Priority Time line</b>	<b>Responsible Jurisdiction</b>
<b>Heppner Highway Streetscape &amp; Access Improvements</b>		
(Sidewalks, Curbs, Landscape Improvements & Lighting)		
• Phase 1- Willow Creek to East inter-section of Linden Way	Near Future	State and City
• Phase 2- Linden Way to City limits	Mid Future	State and City
<b>Riverside Avenue Reconstruction</b>	Near Future	City
<b>RV Parking</b>		
• Designate On-street Spaces	Immediate Future	City
• Develop Off-Street Parking Area	Near Future	City
<b>Sidewalks</b>		
• Sidewalk on Hwy 74/207 Phase 1	Near future	State and City
• Sidewalk on Hwy 74/207 Phase 2	Mid Future	State and City
• Sidewalk on Riverside Avenue	Mid Future	City
• Sidewalk on Canyon Road	Long range	City
• Sidewalk on Willow View Street-	Near Future	City
• Sidewalk on Morgan Street	Mid Future	City
• Sidewalk on View Drive	Near Future	City
• Sidewalk on Quaid Street-	Near to Mid Future	City
• Sidewalk on Elder Street 1 <sup>st</sup> side	Near Future	City
• Sidewalk on Elder Street 2 <sup>nd</sup> side	Mid to far future	City
• Sidewalk on Highway 74	Near Future	State
• Sidewalk on Gilmore Street	Mid future	City
• Sidewalk on Morrow Street	Mid future	City
• Sidewalk on Hager Street (part of Stream path system)	Near future	City
• Sidewalk on Cowins Street	Mid Future	City
• Sidewalk on Alfalfa Street	Mid future	City
• Sidewalk on Chase Street	Near Future	City
• Sidewalk on Highway 207	Near Future	State/City
• Sidewalk on Cannon Street	Mid Future	City
• Sidewalk on Church Street	Mid Future	City
• Sidewalk on Baltimore Street	Mid Future	City
• Sidewalk on May to Gale Street	Near to Mid Future	City



*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

**Multi Use Paths**

- Creek Side Path Immediate on Park Property City
- Multi Use Path Baltimore ROW Mid Future City

**ADA Ramps and Curb Extensions** Near to Mid Future City

**Crosswalks Improvements** Near to Mid future City

**Bike Paths**

- Signage on Gale Immediate to near Future City

**Site Distance improvements** Near Future City

**Zoning Code Revisions** Immediate City via State

**Parking Improvements**

- Vehicular
- Off-Street Public parking lot Mid Future City/Develop.
- City Pool parking lot Near Future City

**RV Parking**

- Off-street Parking Lot Near Future City
- On-street designation Immediate Future City

**Event Parking Plan** Near Future City

**Transportation Demand Measures** Near Future City

- Commuter Survey

**Streetscape Elements**

- Chase St. Landscape & Lighting Mid Future City
- Court St. landscaping Mid Future City
- Benchs Near to Mid Future City
- Bike Racks Near to Mid Future City

**Public / Open Spaces**

- Court and May St. market site Mid to Distant Future City
- Skate Park at Old Pool Near Future City

**Connectivity**

- Westside connection to Hwy 74 Mid to Distant Future Developer
- East side north south connector Distant Future Developer
- Access to Jr/Sr H.S. & Sheriff Engineering Study Near to mid Future City
- Access to Lake Heights Near Future City

#### **IV. SUMMARY OF PLAN DEVELOPMENT**

Heppner's Downtown Development Master Plan Project is the product of a Transportation and Growth Management Program grant administered by the Oregon Department of Transportation Department. The City of Heppner made application to the State for assistance in completing their Transportation System Plan (TSP). Through the evolution of the application process the City expanded the project scope to include a development plan for improvements within the downtown city core.

Heppner values the historic and well-preserved character of the community. However, the City discovered that the existing Zoning Ordinance did not support development consistent with historic, walkable and compact downtown development. Consequently, the project scope was expanded to include revisions to the Zoning Ordinance to implement the Transportation Planning Rule and Compact District Design Standards. The Development Plan includes improvement features that will enhance the connections between the downtown and surrounding neighborhoods.

Both the State and the City were concerned that any proposals put forth have the support of the community. To achieve that goal a significant portion of the project scope was set aside for public involvement meetings and notifications.

Mitchell Nelson Group was selected to perform the work by a committee of community members and with approval by the State in late summer 2002. The contract was signed and approved in late September 2002.

The start-up meeting in Heppner was held on October 15, 2002 and included City and State staff, and the project consultants. After clarification of project purpose, schedule and goals, the gathered management team discussed community needs.

Later in the afternoon, the consultants hosted a public community "walkabout" to educate themselves about the community and learn what community improvements the citizens would like to see in Heppner. Notice of the walkabout was published in the local paper, announced on local cable access T.V., and radio stations. Letters of invitation were sent to businesses in the downtown area, city officials, and community volunteers.

The next step was to perform a physical analysis of the study area and present the findings to the community. Background information pertaining to compact design features was also presented (See Appendix D). The consultants held a workshop with the third grade class at Heppner Elementary School to help them understand community planning and to learn what children in Heppner are concerned about in their community. The Court Street crosswalk and access stairs and the Skate Board Park at the Old Pool were both ideas generated by the children.

After meeting with the children in the afternoon the consultants held an evening workshop to present analysis findings and to collect more ideas and comments from community members. The same notification process occurred for this meeting as with the earlier walkabout. During the meeting a survey / input sheet was distributed to solicit comments and ideas from those who prefer a written form of communication.

A third public meeting was held on February 24, 2003. Two master plan options, street cross sections, sketches of development ideas and an outline of proposed zoning code revisions were presented. Again, the meeting was announced in the media, posters were distributed and letters of invitation were mailed to over 50 people. An open house was held from 5:00 pm to 7:00 pm to foster informal discussion and review and to accommodate citizens unable or unlikely to attend evening meetings. A second survey was distributed to help insure that all ideas and comments were being expressed. Both surveys are located in Appendix D.

On April 7, 2003 a draft Downtown Development Master Plan was presented to a joint meeting of the Planning Commission and City Council. Both the proposed Zoning Revisions and the proposed Plan were presented for final comment. Like previous events, the public was notified in advance of the meeting.

The next Meeting was held on April 21<sup>st</sup>. The Draft Transportation System Plan was presented.

On June 2 the Planning Commission held a public hearing on the Final Downtown Development Plan, Code revisions and Transportation System Plan and voted to recommend them to City Council for approval. The City Council held a Public hearing on June 23 and voted to revise the plans and postpone the vote on the Downtown Development Plan, the Transportation System Plan and the Code amendments until July 2003. The Approved Code amendments will be filed with the state within five days of the approval.

## V. TRANSPORTATION ISSUES

Exhibit 8, Highway and Street Plan, indicates the street system within Heppner. Two State Highways pass through the City limits. Highway 207 and 74 enter from the north. Highway 207 travels south from town and Highway 74 travels east. They are both classified as Arterials.

The minor collectors are:

- Quaid Street
- Cannon Street (South Court to Gilmore)
- Chase Street
- Center Street to Gale
- South Court Street
- New East side N-S connector
- Gilmore Street
- Morgan Street
- Riverside Avenue
- Willow Dr/Water St./East Spruce
- New Hwy 74 Morrow/Rock St connector

The remaining Streets are local Streets.

Exhibit 10, Circulation Plan indicates circulation improvement projects proposed and discussed in the Master Plan.

### Analysis of Traffic Projection Based on Use and TSP

The Downtown Development Master Plan does not significantly change existing land use, circulation, or travel demand for the downtown area. The 1999 Heppner TSP conducted a full analysis of expected traffic volumes for future 2020 conditions. Based upon historic traffic volume trends, economic data, and state population forecasts, it is expected that the Heppner Highway (ORE 74/207) will operate better than required under mobility standards for a Regional Highway as defined in the 1999 Oregon Highway Plan.

Projected 2020 traffic volumes from the TSP indicate that those intersections with left turn volume demand exceeding 60 vehicles in the PM peak hour will marginally meet volume warrants for left turn lanes.

The remainder of the existing street pattern remains as-is and all intersections are expected to function with an appropriate level of service for the 2020 projections.

Due to the City's topography, street connectivity is inconsistent. To remedy this condition, the Master Development Plan and the TSP recommend documenting plans for east and west side connector streets to improve north-south access.

## **VI. STATEMENT OF PROBABLE COST**

The costs stated herein reflect master plan level of accuracy and not final engineering design. The costs are based on best professional judgment; on actual construction costs for similar publicly bid projects in similar jurisdictions; and, for private negotiated contracts. Actual costs can vary widely from estimated probable cost.

Fees stated herein include professional engineering design and land surveying. Costs for permits are not included as these are subject to consideration by the City of Heppner.

A contingency of 15% is added to account for unforeseen costs due to higher than expected materials costs; transportation costs; weather delays; workflow scheduling difficulties outside the control of the general contractor; inflation; and the like.

It is assumed that the subject project site is ready for construction as-is and that further study, environmental analysis, remediation, repairs, or action that would increase the overall project cost is not required.

## VII. OUTLINE OF PROPOSED CODE REVISIONS

### **Ordinance to Adopt revisions to Title 11 City of Heppner Zoning Code:**

Proposed zoning code revisions include language that will allow implementation of the Transportation System Plan and will create a Downtown District to protect the historic character of downtown Heppner.

Access and transportation related terms have been added to the definitions section.

The proposed revision creates a new Downtown District composed of the commercially zoned property on the west side of Willow Creek. A city goal is to strengthen the Downtown District as the "heart" of the community and as the logical place for people to gather and create a business center. The District is intended to support this goal through elements of design and appropriate mixed-use development. This chapter provides standards for the orderly improvement of the Downtown District based on the following principles:

- Efficient use of land and urban services;
- A mixture of land uses to encourage walking as an alternative to driving, and provide more employment and housing options;
- Downtown District provides both formal and informal community gathering places;
- A distinct storefront character identifies Downtown District.
- The Downtown District is connected to neighborhoods and other employment areas;
- Provide visitor accommodations and tourism amenities;
- Design guidelines to maintain and enhance the City's historic architecture;

Architecture Guidelines are added to insure development in keeping with the historic building character in the Downtown District.

- Dimensional requirements with a zero setback are created.
- No parking is allowed between a building and the street.

Dimensional standards are added to the Light Industrial Zone.

A Design Standards Section has been added.

- It includes modified parking requirements and defines parking dimensional standards.
- Access and circulation standards are described in this section.
- Traffic Study requirements are defined.
- Street Connectivity is addressed.
- Standards for Transportation Improvements are discussed.
- Clear Vision requirements are found in this section.

A Site Plan Review chapter is added to describe when Site Plan Review is required, to define the approval criteria, and to define the submittal requirements.

**Ordinance to Adopt Revisions to the Comprehensive Plan**

Additions have been made to the Transportation Goal of the Comprehensive Plan that support the implementation of the Transportation System Plan. The additions also make into policy the improvement of access between areas within the city, street connectivity, and the encouragement of multi-modal transportation. Provisions encouraging the development of bicycle facilities are also included.

The establishment of a Downtown District is added to the Urbanization Goal.

**Ordinance to Adopt Revisions to the Subdivision Code**

The subdivision title is modified to reduce the maximum allowed length of a Cul-de-sac to two-hundred feet.

Access-way width information is added to Table 1.



Statement of Probable Costs  
City of Heppner Downtown Development Plan  
April 7, 2003

Item Description	Qty	Unit	Unit \$	Estimate	Engineering and Survey Cost	Cost
<b>Crosswalk Improvements</b>						
Flashing "Children in Xwalk" sign	2	ls	2000	\$ 4,000.00	\$ 600.00	\$ 4,600.00
Gilmore and North Court St	1	ls	2500	\$ 2,500.00	\$ 375.00	\$ 2,875.00
New Striping on Crosswalks	16	each	750	\$ 12,000.00	\$ 1,800.00	\$ 13,800.00
			<b>Subtotal</b>	<b>\$ 18,500.00</b>		<b>\$ 21,275.00</b>
<b>Multi-Use and Bike Paths</b>						
Stream and ROW Path (Main to Alfalfa)	4000	lf	18	\$ 72,000.00	\$ 10,800.00	\$ 82,800.00
Acquire easements	No Estimate					
Bike path on Gale St-Hinton to May (signage)	5	each	200	\$ 1,000.00	\$ 150.00	\$ 1,150.00
Court Street Pedestrian Walk and Stairway with Bike Ruts in Stairway	1	ls	16500	\$ 16,500.00	\$ 2,475.00	\$ 18,975.00
			<b>Subtotal</b>	<b>\$ 89,500.00</b>		<b>\$ 102,925.00</b>
<b>Site Distance on Gilmore St</b>						
Acquire Site Easement at Willow St.	No Estimate					
Regrade and landscape for visibility	1	ls	5000	\$ 5,000.00	\$ 750.00	\$ 5,750.00
Mitigate site distance at Hagar St intersection	1	ls	3500	\$ 3,500.00	\$ 525.00	\$ 4,025.00
			<b>Subtotal</b>	<b>\$ 8,500.00</b>		<b>\$ 9,775.00</b>
<b>Connectivity</b>						
Development westside North-South connector		lf	250	No Estimate	Developer Task	
Develop connection from Hwy 74 to Rock/Morrow St.		lf	\$250	No Estimate	Developer Task	
<b>Access to Jr/Sr High School</b>						
Improve Water / Willow View St.Engineering Study	1	ls	\$25,000	\$ 25,000.00	\$ 3,750.00	\$ 28,750.00
Obtain easement for School Road				No Estimate		
Develop Southern Access around School	2000	lf	\$250	\$ 500,000.00	Plus land cost	
<b>Zoning Code Revisions</b>						
				\$40,000		40,000
<b>Parking Improvements</b>						
<b>Lot at Chase &amp; May St- Property cost</b>						
Construction cost	10,000	sf	\$2.25	\$ 22,500.00	\$ 3,375.00	\$ 25,875.00
Landscape cost	1000	sf	\$4.00	\$ 4,000.00	\$ 600.00	\$ 4,600.00
<b>City Pool Parking- Construction Cost</b>						
Angled parking on side streets	20,000	sf	\$2.25	\$ 45,000.00	\$ 6,750.00	\$ 51,750.00
			<b>Subtotal</b>	<b>\$ 71,500.00</b>		<b>\$ 82,225.00</b>
<b>RV Parking</b>						
<b>Off-street Parking Lot</b>						
Acquire parcels	1	ls	\$100,000.00	\$ 100,000.00	\$ 15,000.00	\$ 115,000.00
Remove structures & paving	1	ls	\$12,500.00	\$ 12,500.00	\$ 1,875.00	\$ 14,375.00
Asphalt Pavement	9900	sf	\$2.75	\$ 27,225.00	\$ 4,083.75	\$ 31,308.75



Statement of Probable Costs  
City of Heppner Downtown Development Plan  
April 7, 2003

Item Description	Qty	Unit	Unit \$	Estimate	Engineering and Survey Cost	Cost
Landscape Material	1950	sf ls	\$4.00	\$ 7,800.00 \$ 147,525.00	\$ 1,170.00	\$ 8,970.00 \$ 169,653.75
<b>On-street Parking</b>						
Striping	1100	lf	\$0.90	\$ 990.00	\$ 148.50	\$ 1,138.50
Signage	10	each	\$200.00	\$ 2,000.00	\$ 300.00	\$ 2,300.00
				\$ 2,990.00		\$ 3,438.50
<b>Event Parking</b>						
Develop an Event Parking Plan				\$7,500.00		\$ 7,500.00
Fund Part-time parking Coordinator- yearly				\$4,000.00		\$ 4,000.00
				\$11,500.00		\$ 11,500.00
<b>Transportation Demand Measures</b>						
Survey Citizen Commuter patterns				\$ 5,000.00		\$ 5,000.00
Analyze and consider car/vanpool or commuter bus				\$ 5,000.00		\$ 5,000.00
				\$ 10,000.00		\$ 10,000.00
<b>Streetscape Elements</b>						
Bench-Restoration 2118-6 with shp. & city install.	10	each	\$995	\$ 9,950.00		\$ 9,950.00
Bench Greenwood 2140-6 with shp & city intall.	2	each	\$700	\$ 1,400.00		\$ 1,400.00
Bike RacksBollard CycLoops 2172-P, shipping & City installation	10	each	\$250	\$ 2,500.00		\$ 2,500.00
				\$ 13,850.00		\$ 13,850.00
<b>Landscape on Chase St</b>						
Trees 3" calp.	12	each	\$1,200	\$ 14,400.00	\$ 2,160.00	\$ 16,560.00
Brick Pavers in landscape Strip	2975	sf	\$8	\$ 23,800.00	\$ 3,570.00	\$ 27,370.00
Lights	6	each	\$2,500	\$ 15,000.00	\$ 2,250.00	\$ 17,250.00
				\$ 53,200.00		\$ 61,180.00
<b>Landscape on Court St</b>						
Trees 3" calp.	6	each	\$1,200	\$ 7,200.00	\$ 1,080.00	\$ 8,280.00
<b>City Open Space/Parks</b>						
<b>Court and May St Market</b>						
Property Acquisition		ls		\$ 75,000.00		\$ 75,000.00
Removals		ls		\$ 15,000.00	\$ 2,250.00	\$ 17,250.00
New landscaping	13,200	sf	\$ 4.00	\$ 52,800.00	\$ 7,920.00	\$ 60,720.00
				\$ 142,800.00		\$ 152,970.00
<b>Skate Park Facility</b>						
Removals	1	ls		\$ 15,000.00	\$ 2,250.00	\$ 17,250.00
Skate Ramps	1	ls		\$ 35,000.00	\$ 5,250.00	\$ 40,250.00
Shelter	1	ls		\$ 25,000.00	\$ 3,750.00	\$ 28,750.00
New Parking	1	ls		\$11,600.00	\$ 1,740.00	\$ 13,340.00
				\$ 86,600.00		\$99,590

**VIII. EXHIBITS**

City of Heppner  
 Downtown Development Plan

**DOWNTOWN DEVELOPMENT PLAN MATRIX**

Development Feature	Option 1	Option 2	Proposal
<p><b>Heppner Highway into the City</b></p> <p><b>Pro</b></p> <p><b>Con</b></p>	<p>Center Median; Sidewalk &amp; landscape strip w/ street trees; No Bike lane; Median provides sense of entry &amp; slows traffic; Bicycles on Riverside and away from trucks; Landscape strips separates pedestrians from traffic; Trees provide enclosure &amp; shade</p> <p><i>Median restricts access to properties;</i>  <i>Trees req. maintenance &amp; possible interference w/ utilities; no parking provided.</i></p>	<p>No Center Median; Sidewalk &amp; landscape strip w/ street trees; Shared bike lane; No median allows access to properties on both sides of street; Bicycles have direct access to town in a designated lane; Landscape strips separates pedestrians from traffic; Trees provide enclosure &amp; shade</p> <p><i>Bikes should be discouraged;</i>  <i>Trees are a maintenance &amp; possible interference w/ utilities; No parking provided.</i></p>	<p>Two 14' wide drive aisles; 8' wide parking space on north side; 6' Landscape / Utility strip; 6' wide sidewalk; Parking and landscape strip may vary depending on topography and other physical constraints.</p>
<p><b>Riverside Avenue</b></p> <p><b>Pro</b></p> <p><b>Con</b></p>	<p>Bike lanes; sidewalks on both sides; no parking. Safe pedestrian access and designated bike lane.</p> <p><i>No parking provided</i>  <i>No landscape strip</i></p>	<p>Parking both sides; sidewalks; no separate bike lane; Parking provided near new plaza and the museum; sidewalks on both sides of street.</p> <p><i>No bike lane provided</i>  <i>No landscape strip</i></p>	<p>Two 12' wide drive aisles; 5' wide sidewalk on south side of street; 7' wide prkg space north side; 4' wide landscape/utility strip on north side of the street; 10' wide multi-use path for bikes and pedestrians on north side of the street.</p>
<p><b>RV Parking</b></p> <p><b>Pro</b></p> <p><b>Con</b></p>	<p>On-Street on Chase St.; Convenient to Downtown; Easy vehicle maneuvering; Little cost to the city.</p> <p><i>Limited amount of parking</i></p>	<p>Off-Street on City acquired land; Separate reserved space.</p> <p><i>Limited amount of parking and difficult to maneuver</i>  <i>Property &amp; lot development cost</i></p>	<p>On-street on west side of Chase St.; On-street on south side of Center St.; between Main and Chase St          On-street on north side of Willow St.</p> <p>Off-street at the NW corner of Chase and Willow St.; City to acquire residences for R.V. Parking area close to downtown.</p>

<b>Sidewalks</b> <b>Pro</b> <b>Con</b>	In both Options- Sidewalks along all city streets; Safer pedestrian circulation; <i>May use space needed more for other uses</i>		Sidewalks are added per TSP and noted need.
<b>Multi use Path</b> <b>Pro</b> <b>Con</b>	West side of Creek Same-side as park <i>Crosses private property</i>	East side of Creek Lower shelf separated from homes <i>Crosses private property</i>	Develop multiuse path on public property; Connect to pedestrian bridges; Explore acquiring easement on east side Willow Creek.
<b>Curb Extensions</b>  <b>Pro</b>  <b>Con</b>	At Most intersections;  Shortens crossing distance and provides space for ADA ramps.  <i>Cars and trucks maneuvering is complicated</i> <i>Maintenance and street sweeping more difficult</i>	Main Street & special areas only; Shortens crossing distance and provides space for ADA ramps; where most needed.  <i>Cars and trucks maneuvering is complicated</i>	Provide curb extensions at important crossings for pedestrian safety; Provide limited curb extensions for space for appropriate handicap accessible ramp.
<b>Side Street Angled Parking</b> <b>Pro</b> <b>Con</b>	Included in both Options;  Additional parking. <i>Reduces Sidewalk area and/or Landscape strip area</i>		Provide angled parking on Center and Church streets on one of the streets; Provide perpendicular parking on Baltimore Street as it presently occurs.
<b>Skate Park &amp; Youth Center at Old Pool</b> <b>Pro</b>  <b>Con</b>	Included in both Options  Good reuse of public facility Kids want a place to congregate <i>None expressed by community</i>	Included in both Options  Same as Option 1	Provide skate board ramps; Provide overhead cover at park; Develop parking adjacent to park for park users and additional event parking.
<b>Property at Court/May St. market site</b> <b>Pro</b>  <b>Con</b>	Green space & parking area;  Nice entry to downtown from the east; Additional parking provided; Possible access area to creek. <i>Parking far from Court House;</i> <i>County won't cooperate.</i>	Green space;  Nice entry to downtown; Possible access area to creek.  <i>Maintenance requirements</i>	Develop as a green space with access to Willow creek and as gateway to downtown. Extension of multi-use path will pass through.

<p><b>Creation of Downtown District Zone</b></p> <p><b>Pro</b></p> <p><b>Con</b></p>	<p>Included in both Options</p> <p>Parking requirements are more realistic Insures development in keeping Downtown Character <i>Provides also control over type of development</i></p>	<p>Included in both Options</p> <p>Parking requirements are more realistic Insures development in keeping Downtown Character <i>Provides also control over type of development</i></p>	<p>Create a new zoning district for Downtown commercial area; Code to encourage compact design and new development to maintain historic characteristics.</p>
<p><b>Parking Lot &amp; Loading Screening Requirements</b></p> <p><b>Pro</b></p> <p><b>Con</b></p>	<p>Included in both Options</p> <p>Separate Vehicles from Pedestrians and view <i>Uses development area</i></p>	<p>Included in both Options</p>	<p>No parking or loading areas allowed between public right of way &amp; building; 5' landscape strip between street and parking area.</p>
<p><b>Downtown Off-street Parking Requirements</b></p> <p><b>Pro</b></p> <p><b>Con</b></p>	<p>None</p> <p>Parking requirement does not impact development area or cost; <i>Full build of Downtown will eliminate existing parking and cause a shortage.</i></p>	<p>1/2 of Existing Requirement</p> <p>Parking less of a development restrictions  <i>Same as Option 1 to lesser degree</i></p>	<p>Parking requirements for various uses modified city wide; Downtown district area may include abutting on-street parking toward required parking; New development may pay into city parking lot fund in lieu of providing parking; Fee to be determined by City. City shall acquire apartments at NE corner.</p>
<p><b>Limited Access (No New Access on Main St)</b></p> <p><b>Pro</b></p> <p><b>Con</b></p>	<p>Included in both Options;</p> <p>Maintain pedestrian environment without vehicular intrusion; <i>Less vehicular access to individual lots.</i></p>		<p>No new access to Main Street properties in the Downtown District; Access along Heppner Hwy from north shall be consolidated as improved.</p>
<p><b>Required Pedestrian Access and Street Connectivity</b></p> <p><b>Pro</b></p> <p><b>Con</b></p>	<p>Included in Both Options</p> <p>Property has alternative means of access; <i>Additional construction required</i></p>		<p>Cul de sacs and dead streets shall have pedestrian accessways; Cul de sacs no longer than 200'; Plan for west-side north-south connector; New development shall have multiple means of access.</p>

**KEY NOTES**

- ① NEW PEDESTRIAN ACCESS
- ② WIDEN BRIDGE or ADD PEDESTRIAN BRIDGE
- ③ NEW OFF STREET PARKING
- ④ VEGETATIVE SCREEN
- ⑤ NEW ANGLED ON-STREET PARKING
- ⑥ NEW SKATE PARK AND YOUTH CENTER
- ⑧ NEW RECREATIONAL VEHICLE PARKING
- ⑨ VISUAL EASEMENT/ MITIGATE SIGHT DISTANCE
- ⑩ INTERSECTION IMPROVEMENT
- ⑪ STREET IMPROVEMENT
- ⑫ RIVERSIDE AVENUE RECONSTRUCTION AND SIDEWALK IMPROVEMENT
- ⑬ NEW PARK / GREEN SPACE
- ⑭ ENTRY LANDSCAPE
- ⑮ NEW CROSSWALK SIGN
- ⑯ COURT STREET/ HIGHWAY 74 IMPROVEMENTS
- ⑰ NEW ON-STREET PARKING
- ⑱ STREETSCAPE IMPROVEMENTS

**LEGEND**

- LIGHT POLES
- TREES
- BENCH
- 🚲 BIKE RACK
- NEW HANDICAP ACCESS
- ||||| NEW CROSSWALK
- ═══ MULTI-USE PATH
- ═══ EXISTING SIDEWALK
- ═══ NEW SIDEWALK
- ▨ EVENT PARKING
- ▨ POTENTIAL DEVELOPMENT SITES
- ▨ Downtown Commercial Zone

**NOTES**

BASE PLAN SOURCE FROM ODOT MAIN STREET DEVELOPMENT PLANS, COUNTY ASSESSORS MAPS, AERIAL PHOTOGRAPHY AND SITE OBSERVATION. THE PLAN IS NOT FOR CONSTRUCTION PURPOSES.

NORTH SOUTH COLLECTOR ROAD ON THE EAST SIDE OF THE CITY SHOULD BE INDICATED FOR CONSTRUCTION AT THE TIME OF DEVELOPMENT.

DEVELOP A CONNECTION BETWEEN HIGHWAY 74 AND ROCK OR MORROW STREET AT THE TIME OF DEVELOPMENT.

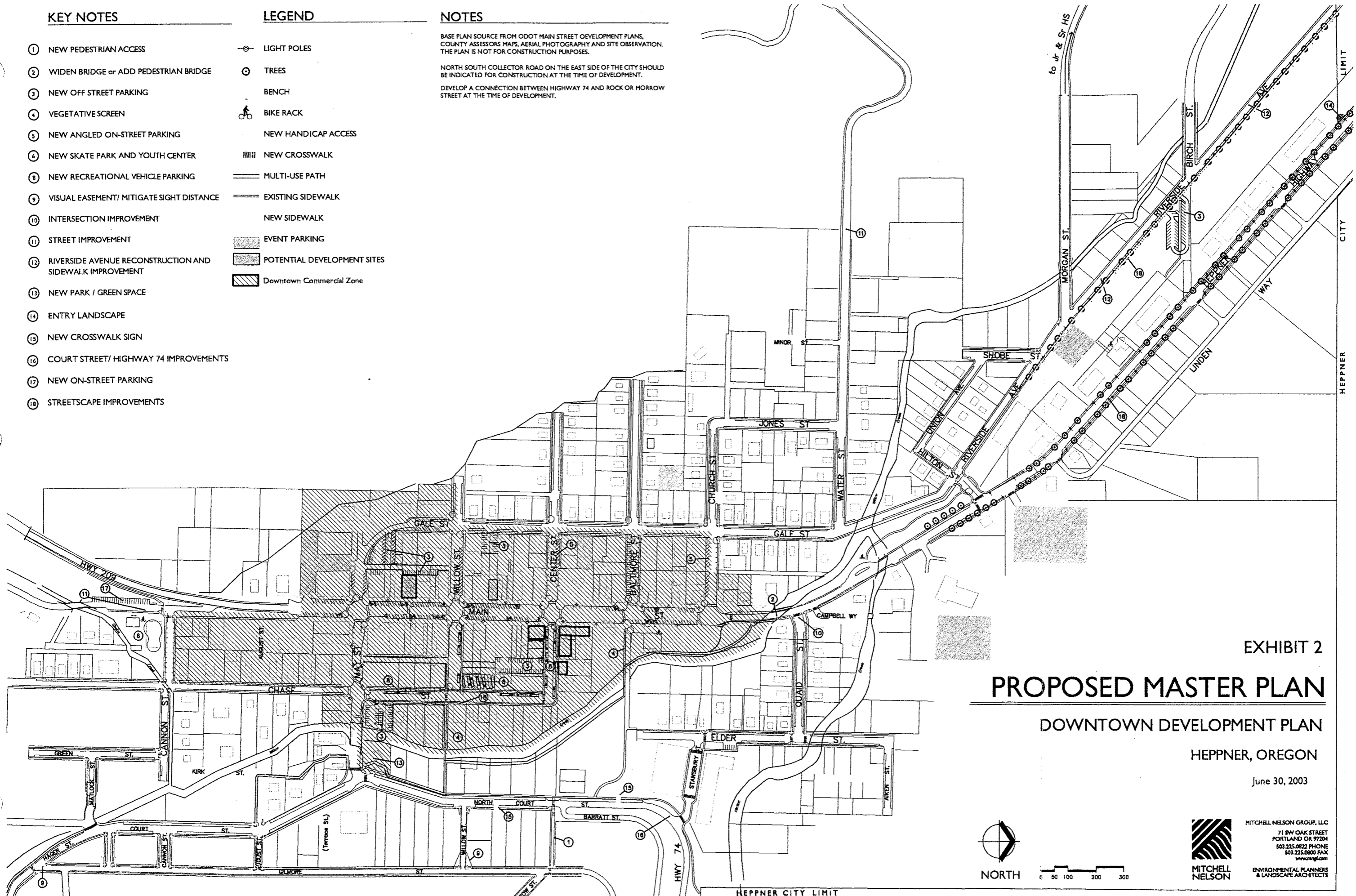
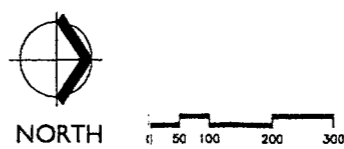


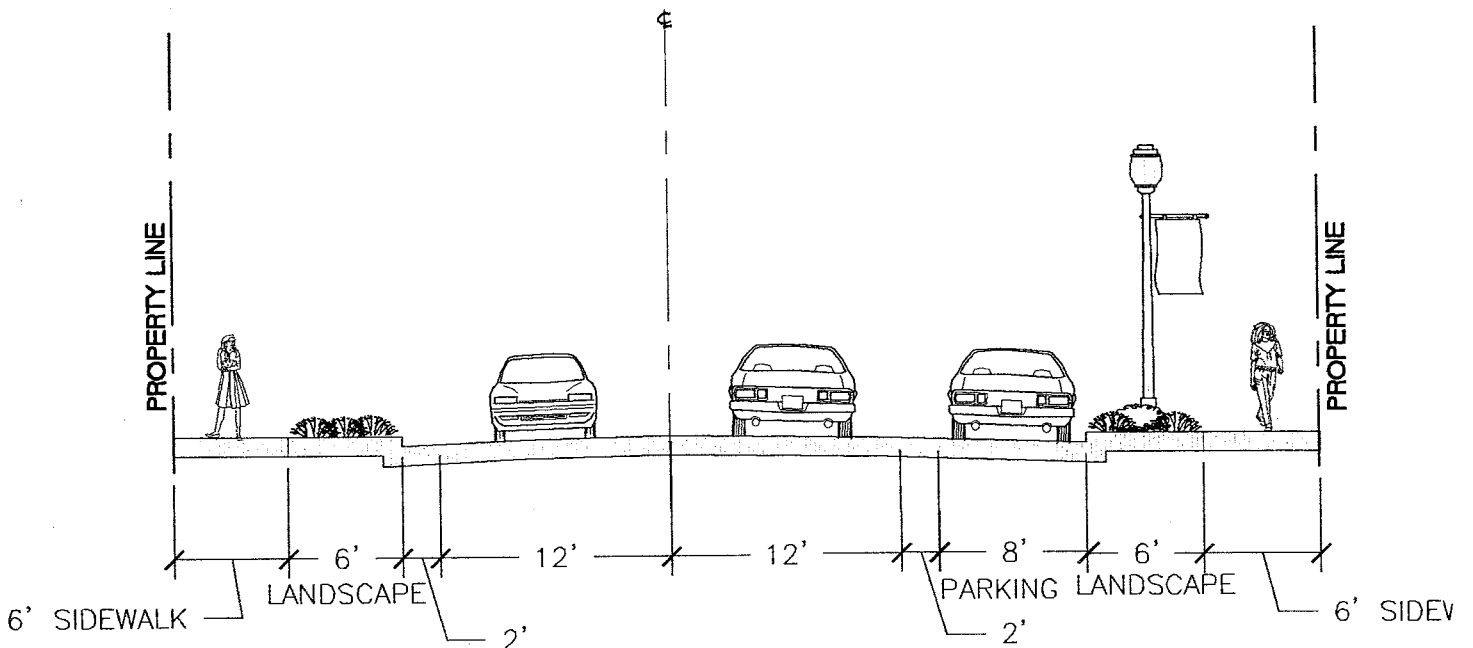
EXHIBIT 2  
**PROPOSED MASTER PLAN**  
 DOWNTOWN DEVELOPMENT PLAN  
 HEPPNER, OREGON  
 June 30, 2003



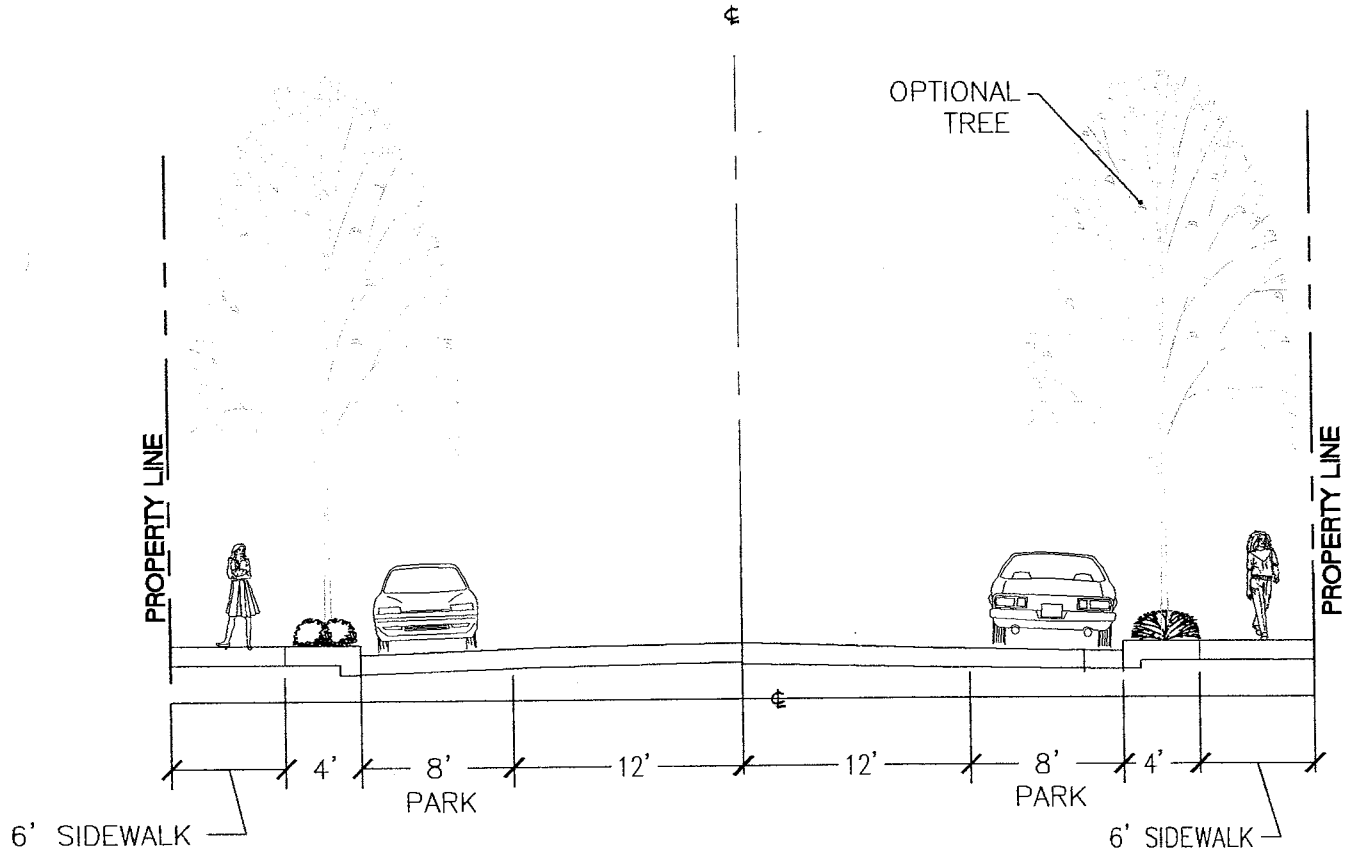
  
**MITCHELL NELSON**  
 MITCHELL NELSON GROUP, LLC  
 71 SW OAK STREET  
 PORTLAND, OR 97204  
 503.225.0822 PHONE  
 503.225.0800 FAX  
 www.mngrp.com  
 ENVIRONMENTAL PLANNERS  
 & LANDSCAPE ARCHITECTS



**EXHIBIT 3**  
**Looking toward Heppner on Heppner Highway at the City**  
**Limits**



**HEPPNER HIGHWAY - TYPICAL SECTION**  
 2 LANES w/ PARKING ONE SIDE  
 ARTERIAL STREET

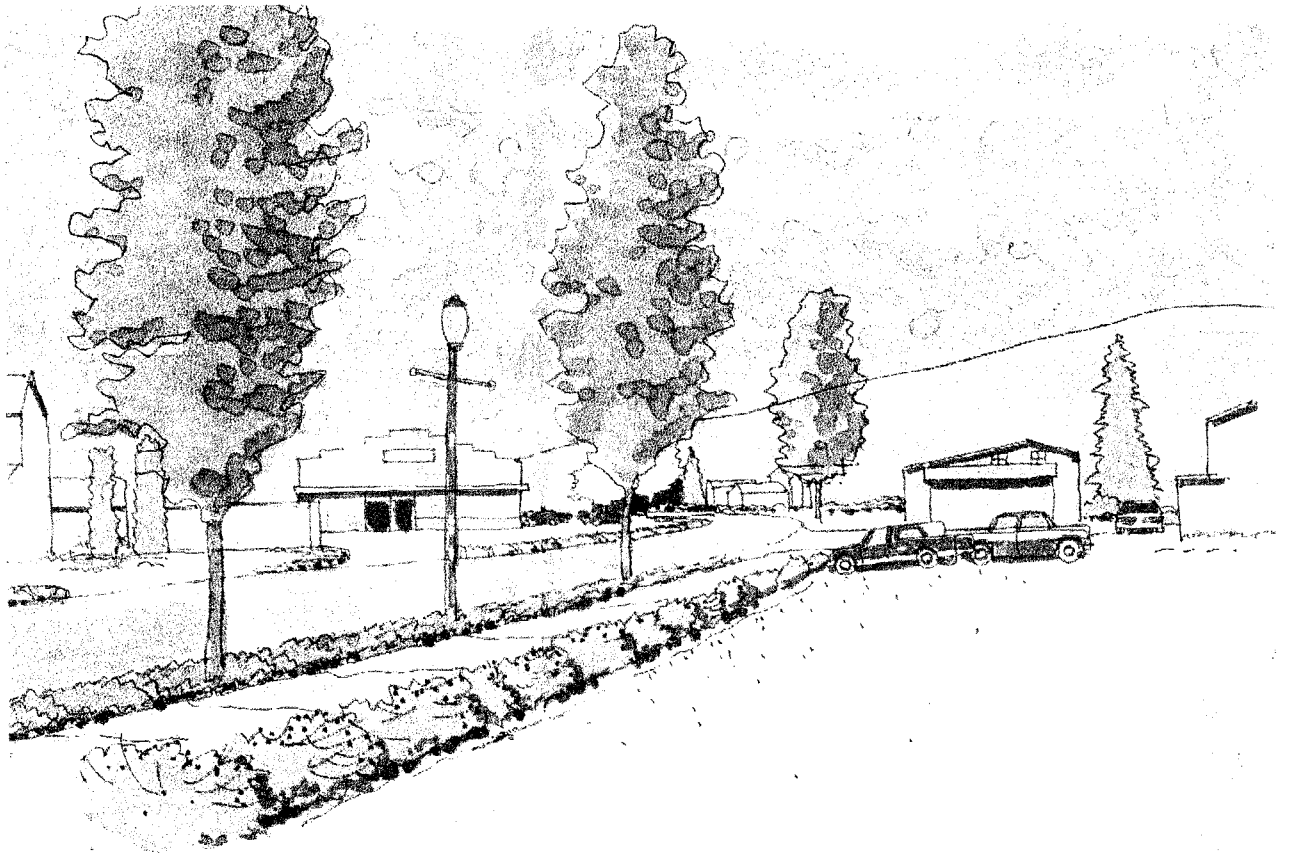


**HEPPNER HIGHWAY at HERITAGE PLAZA**  
 2 LANES WITH PARKING ON TWO SIDES  
 ARTERIAL STREET

# STREET SECTIONS

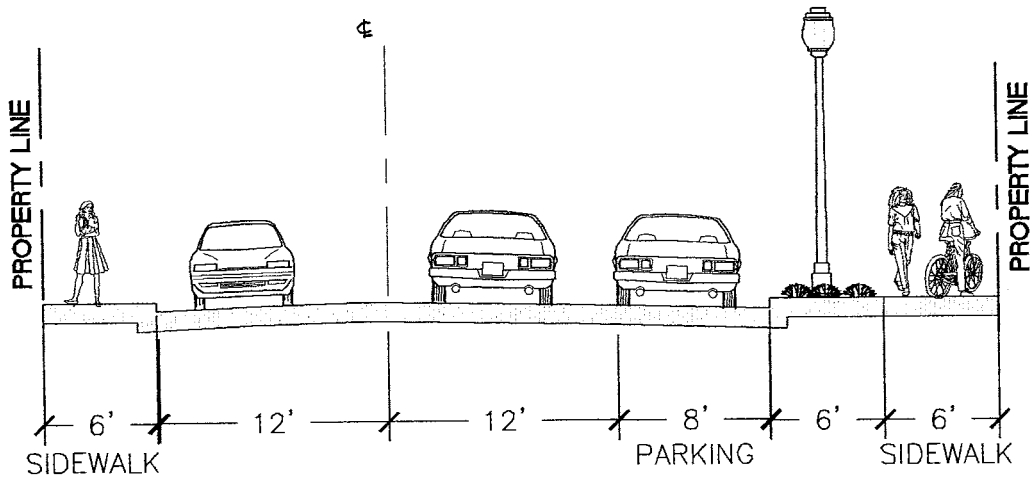
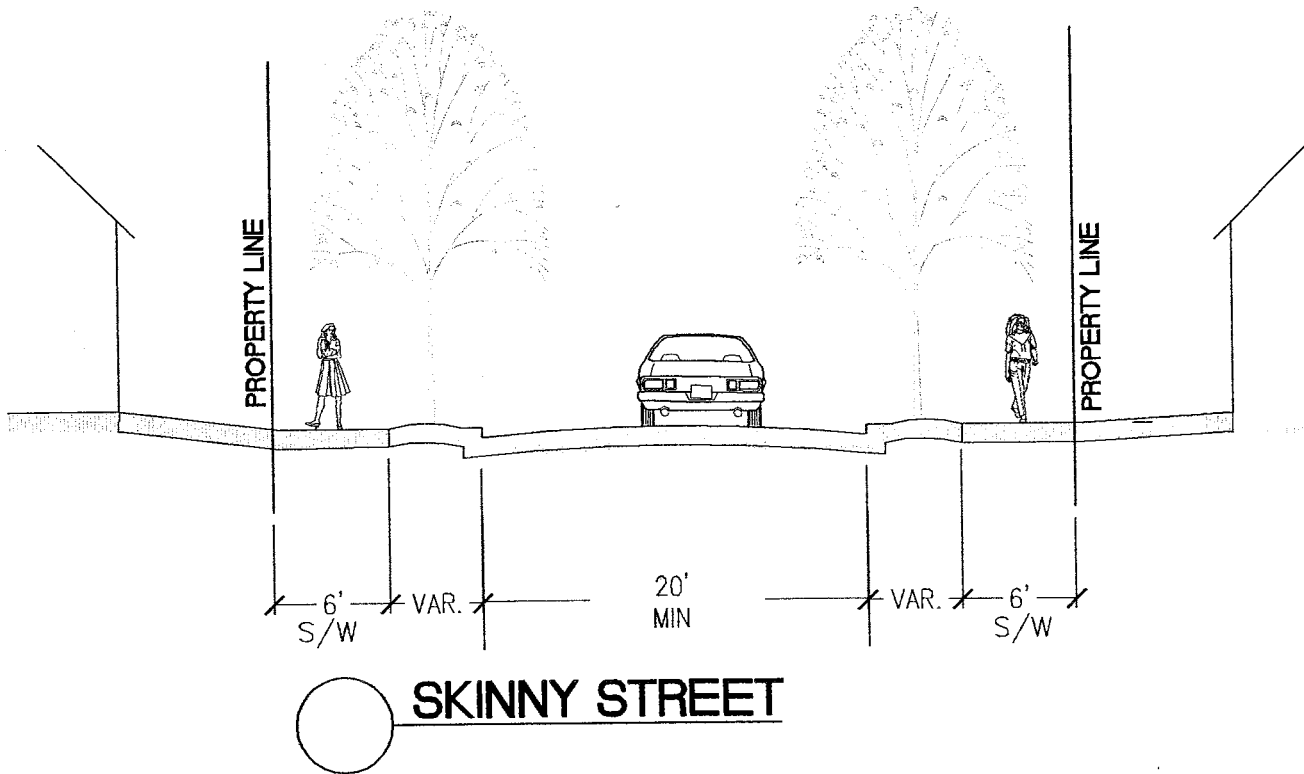
DOWNTOWN DEVELOPMENT PLAN  
 HEPPNER, OREGON  
 EXHIBIT 4  
 June 30, 2003





**Exhibit 5**

Looking Northwest on Heppner Highway



**RIVERSIDE AVENUE - TYPICAL SECTION**

2 LANES w/ PARKING ONE SIDE

**STREET SECTIONS**

**DOWNTOWN DEVELOPMENT PLAN**

**HEPPNER, OREGON**

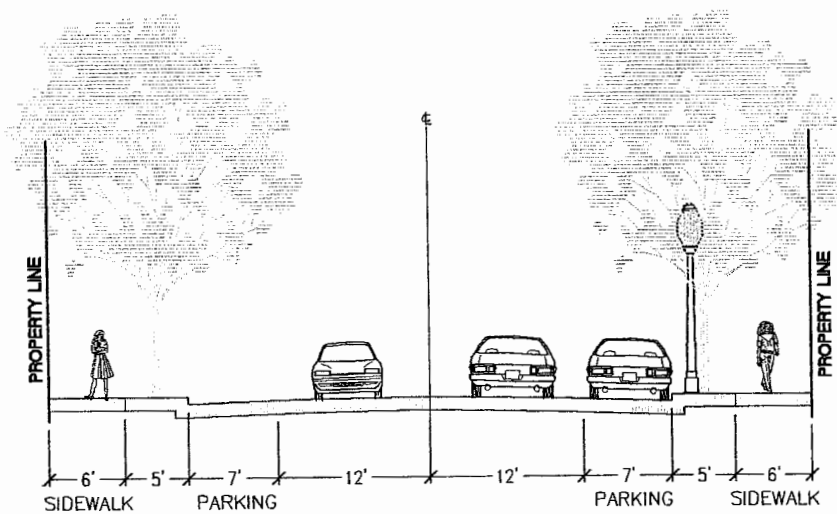
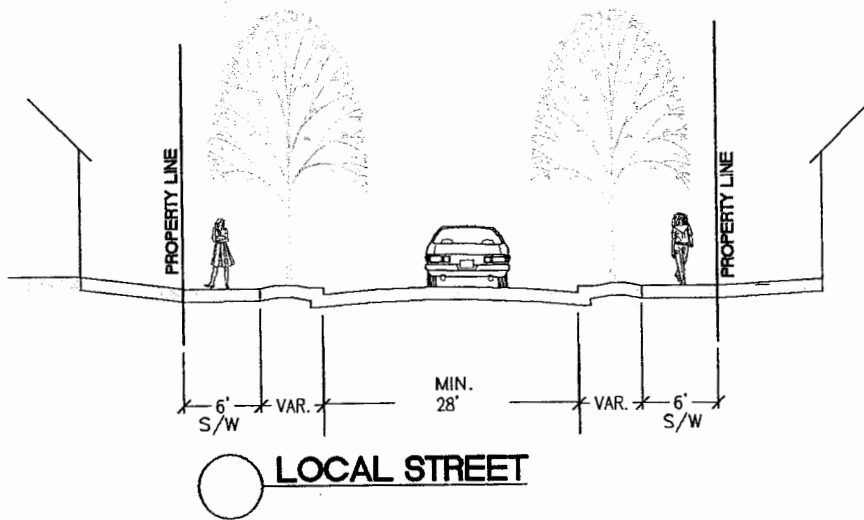
**EXHIBIT 6**

June 30, 2003

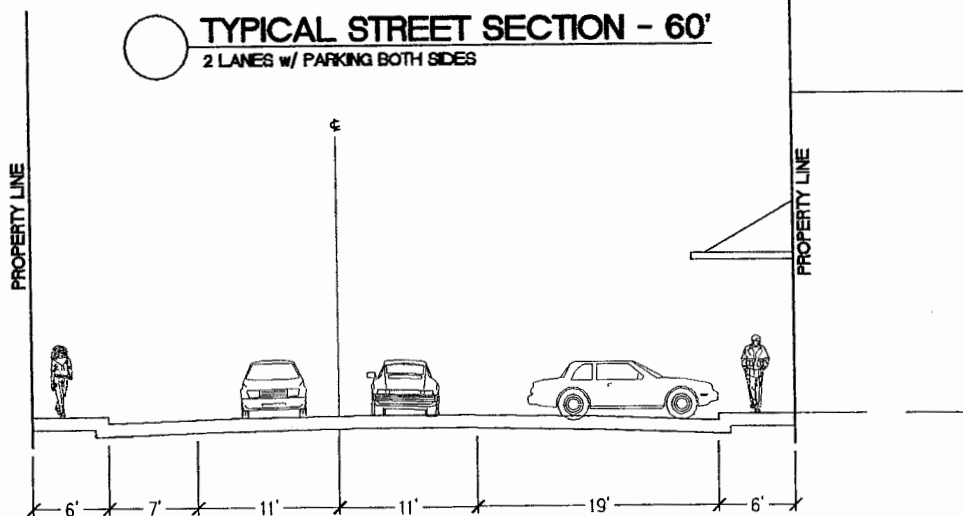


MITCHELL NELSON GROUP, LLC  
71 SW OAK STREET  
PORTLAND OR 97204  
503.225.0622 PHONE  
503.225.0800 FAX  
www.mnrg.com

ENVIRONMENTAL PLANNERS  
& LANDSCAPE ARCHITECTS



**TYPICAL STREET SECTION - 60'**  
2 LANES w/ PARKING BOTH SIDES



**TYPICAL STREET SECTION - 60' DOWNTOWN**  
2 LANES, PARKING BOTH SIDES

# STREET SECTIONS

## DOWNTOWN DEVELOPMENT PLAN

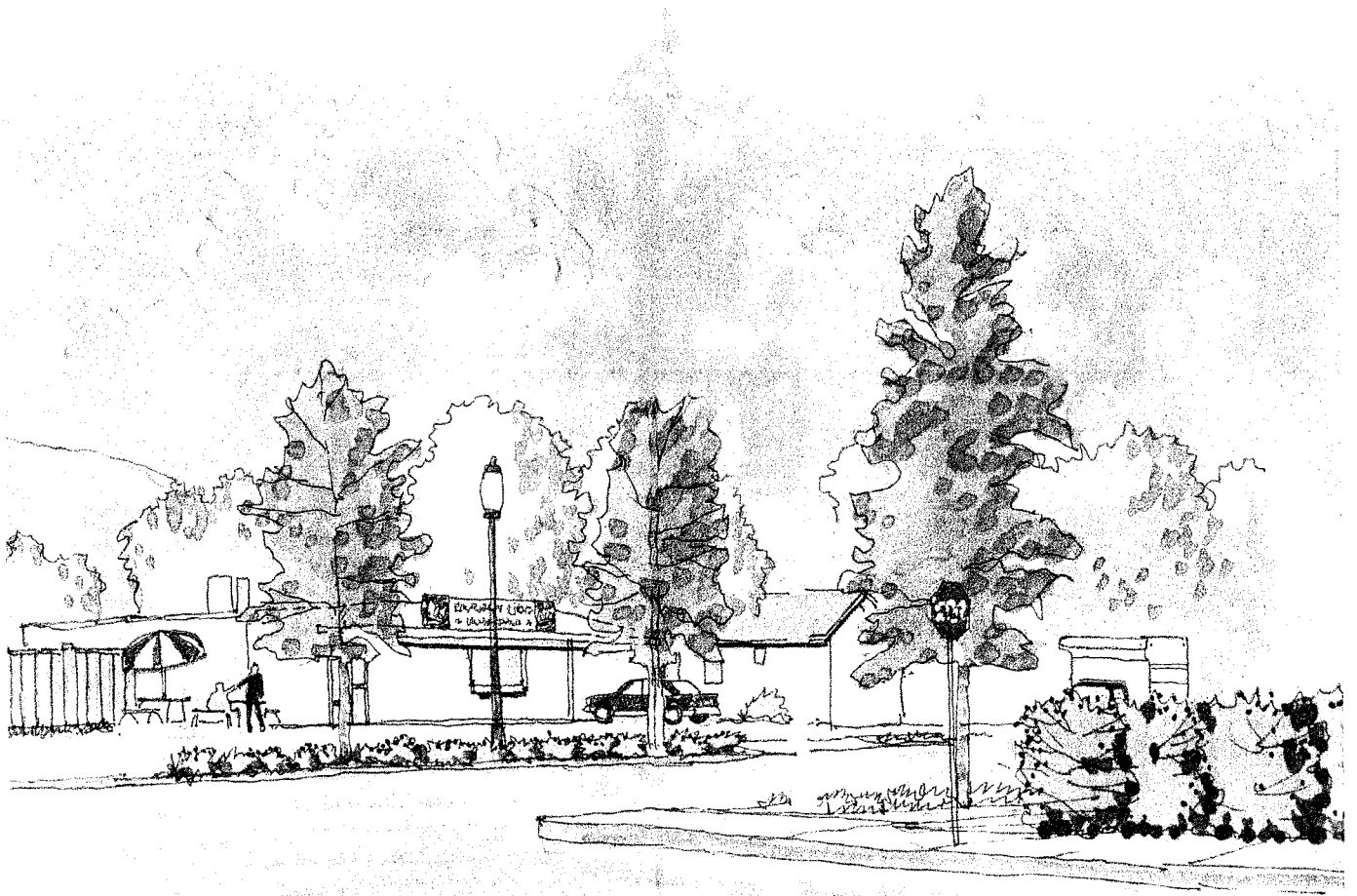
HEPPNER, OREGON

EXHIBIT 7

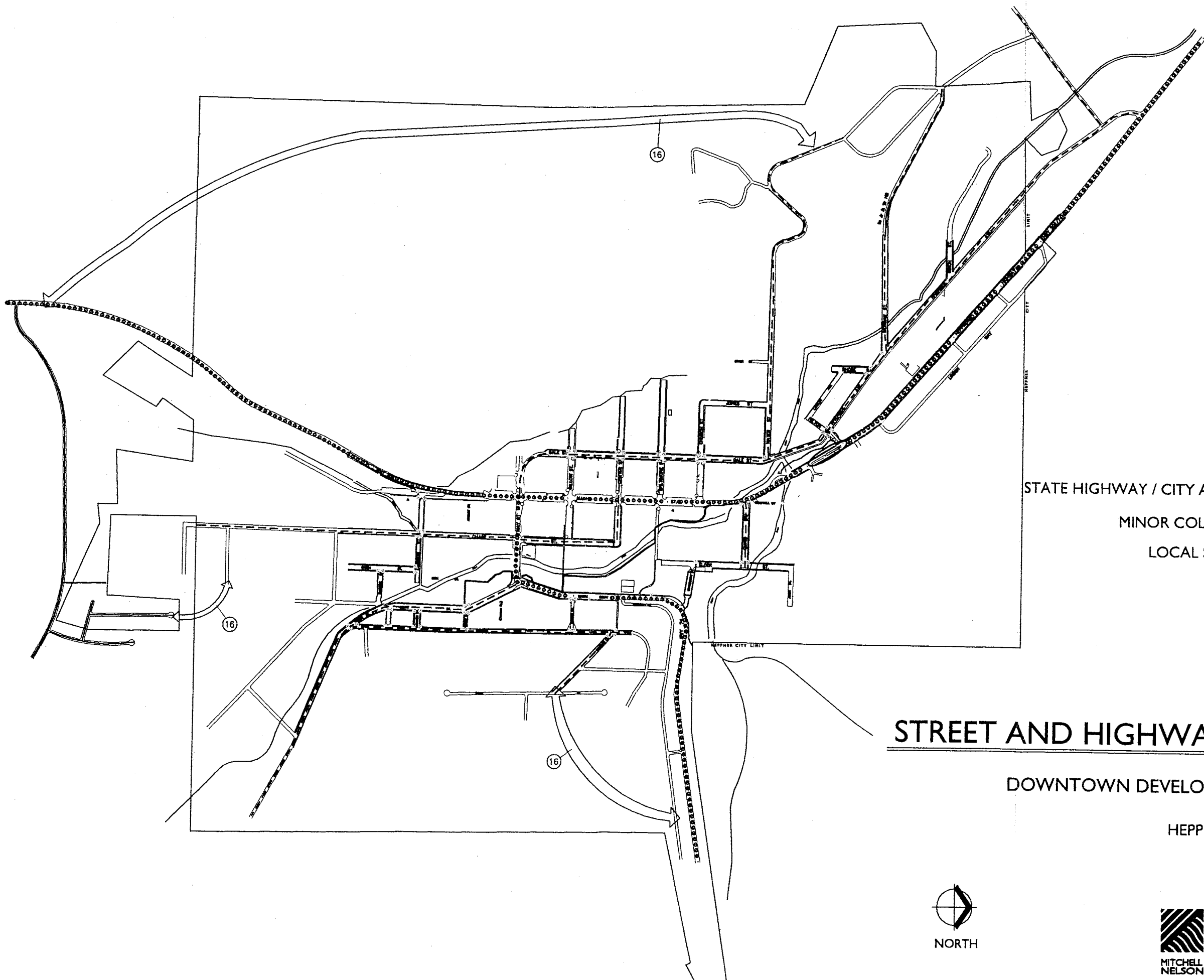
June 30, 2003



MITCHELL NELSON GROUP, LLC  
71 SW OAK STREET  
PORTLAND OR 97204  
503.225.0822 PHONE  
503.225.0800 FAX  
www.mnlg.com  
ENVIRONMENTAL PLANNERS  
& LANDSCAPE ARCHITECTS



**EXHIBIT 8**  
Looking Southeast at the Corner of Willow and Chase Streets



STATE HIGHWAY / CITY ARTERIAL .....  
 MINOR COLLECTOR -----  
 LOCAL STREETS =====

EXHIBIT 9

# STREET AND HIGHWAY PLAN

DOWNTOWN DEVELOPMENT PLAN

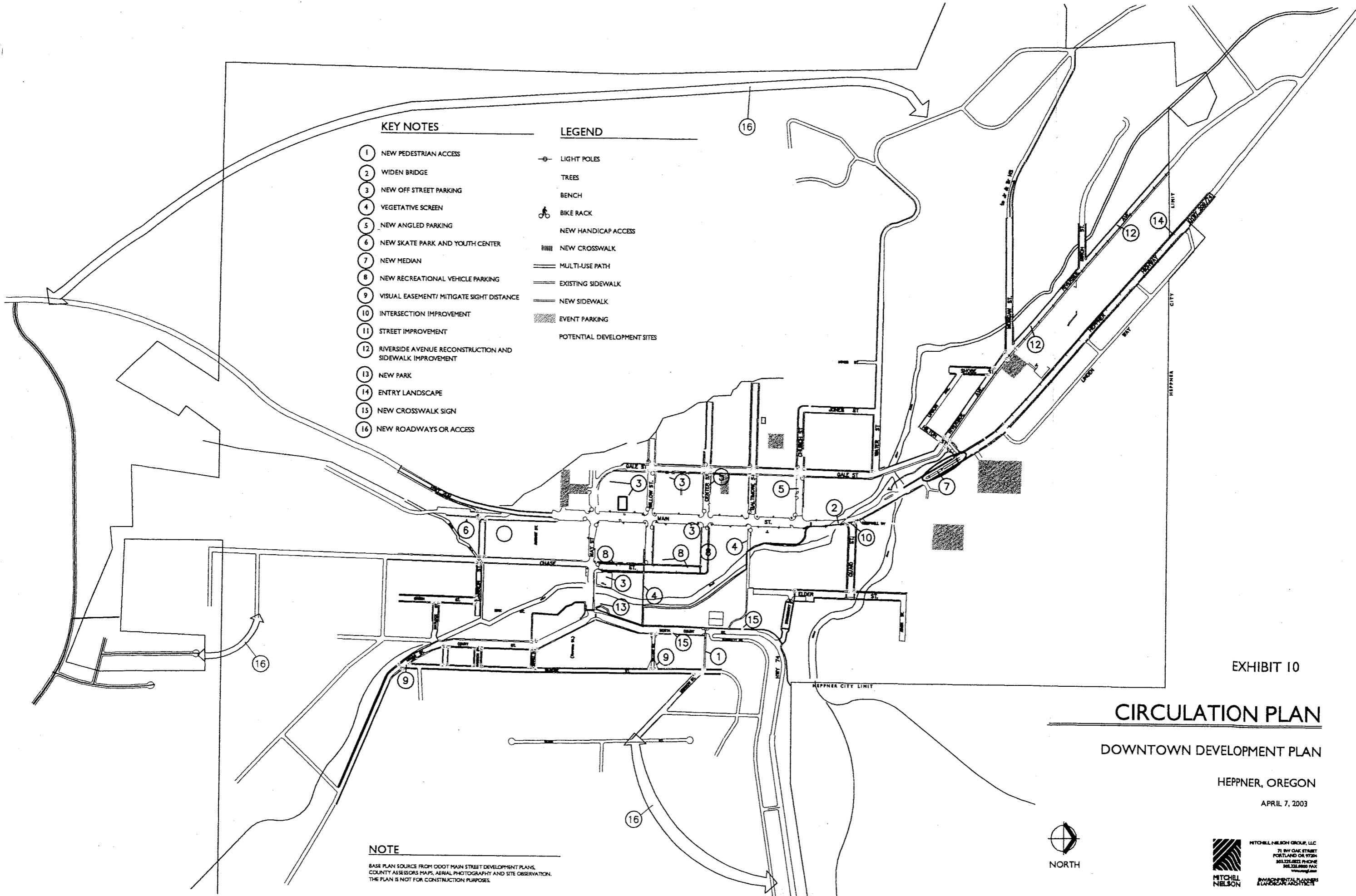
HEPPNER, OREGON

APRIL 7, 2003



**MITCHELL NELSON**  
 ENVIRONMENTAL PLANNERS  
 & LANDSCAPE ARCHITECTS

MITCHELL NELSON GROUP, LLC  
 71 SW OAK STREET  
 PORTLAND, OR 97204  
 503.225.0822 PHONE  
 503.225.0800 FAX  
 www.mnlg.com



**KEY NOTES**

- 1 NEW PEDESTRIAN ACCESS
- 2 WIDEN BRIDGE
- 3 NEW OFF STREET PARKING
- 4 VEGETATIVE SCREEN
- 5 NEW ANGLED PARKING
- 6 NEW SKATE PARK AND YOUTH CENTER
- 7 NEW MEDIAN
- 8 NEW RECREATIONAL VEHICLE PARKING
- 9 VISUAL EASEMENT/ MITIGATE SIGHT DISTANCE
- 10 INTERSECTION IMPROVEMENT
- 11 STREET IMPROVEMENT
- 12 RIVERSIDE AVENUE RECONSTRUCTION AND SIDEWALK IMPROVEMENT
- 13 NEW PARK
- 14 ENTRY LANDSCAPE
- 15 NEW CROSSWALK SIGN
- 16 NEW ROADWAYS OR ACCESS

**LEGEND**

- LIGHT POLES
- TREES
- BENCH
- BIKE RACK
- NEW HANDICAP ACCESS
- ▬ NEW CROSSWALK
- ▬ MULTI-USE PATH
- ▬ EXISTING SIDEWALK
- ▬ NEW SIDEWALK
- ▨ EVENT PARKING
- POTENTIAL DEVELOPMENT SITES

**NOTE**

BASE PLAN SOURCE FROM ODOT MAIN STREET DEVELOPMENT PLANS, COUNTY ASSESSORS MAPS, AERIAL PHOTOGRAPHY AND SITE OBSERVATION. THE PLAN IS NOT FOR CONSTRUCTION PURPOSES.

EXHIBIT 10

**CIRCULATION PLAN**

DOWNTOWN DEVELOPMENT PLAN

HEPPNER, OREGON

APRIL 7, 2003



MITCHELL NELSON GROUP, LLC  
 71 8th OAK STREET  
 PORTLAND OR 97204  
 503.228.2200 PHONE  
 503.228.2200 FAX  
 WWW.MNPLANNERS.COM

MITCHELL NELSON  
 ENVIRONMENTAL PLANNERS  
 LANDSCAPE ARCHITECTS

**APPENDIX A**

## **APPENDIX A EXISTING CONDITIONS**

### **Introduction**

#### Geography

The City of Heppner is located in north central Oregon about 50 miles south of the Columbia River. It was settled in 1873 and became the mercantile and government hub of the Willow Creek Valley. Heppner is close to the geographic center of Morrow County and serves as a gateway to the Blue Mountains.

Willow Creek flows through Heppner and is fed by Balm Fork, Hinton Creek, and Shobe Creek. Willow Creek and Balm Fork are controlled via the Dam that was built to form Willow Creek reservoir. Controlled releases and flows reduce the chance of flood damage from Willow Creek in the downtown.

#### Population and Industry

Today Heppner is the Morrow County seat and serves the retail and commercial needs of the surrounding rural area. Historically, the industry in the community relied on the natural resources of the surrounding area, either logs from the Umatilla National Forest or agricultural products from the surrounding farms and ranches. Recent declines in the lumber industry have closed the local mill and many of Heppner's citizens now commute significant distances to other communities to work. Employment opportunities in the community include: commerce, retail, service and federal, state, county and city positions.

The City and the Willow Creek Economic Development Committee have been offering industrial development sites in the valley to new industry that might be attracted to the small town quality of life in Heppner and the recreational opportunities. The community is also interested in providing services to the many tourists who visit the area to hunt and enjoy the mountains.

#### Recreation and Visitors

Willow Creek Reservoir attracts visitors who use the lake for recreational purposes. The Blue Mountains to the south and the Reservoir make Heppner a gateway for hundreds of visitors coming to enjoy the mountains and the wide open spaces. Sport hunters are attracted to the rugged rolling foothills which are home to big game animals including elk, deer and bear and a variety of game birds such as, quail, pheasant, dove, and turkey. Fishing in the Willow Creek reservoir is another attraction. At the start and during hunting season in the fall large numbers of hunters come into Heppner and make final purchases before heading into the National Forest areas. Throughout the spring and summer visitors come to town to participate in Heppner's community celebrations, such as St. Patrick's Day, the Heppner Pro Rodeo and Morrow County Fair in August, Heppner Days in July or to travel through the city on the way to the Blue Mountains.

#### Focus of this Study

There are several components of this study.

- One is to work with the citizens of Heppner as a whole to determine what they desire and envision for the downtown.



*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

- Second is to revise the Transportation System Plan for Heppner.
- Third is to revise the Heppner City Zoning Code to support the TSP and support the development of a compact Downtown.
- Fourth is to develop a Master Plan document in written and graphic form that addresses the improvements to the downtown core and connections to the surrounding neighborhoods.

The primary area of study is defined by the boundary of the Central Commercial Zone. See **Figure 1**.

### **Existing Circulation**

#### Vehicular Circulation

Two state highways pass through Heppner. Highway 207/74 connects Heppner to Hermiston and to I-84. Highway 207 connects Heppner to the south and Highway 74 connects it to the east. ODOT designates the portion of the Highway 207/74 from May Street north as a *Regional Level* of importance. Highway 74 beginning at May Street has a *District Level* of importance classification.

The streets in the city have been classified in the Transportation System Plan, as arterials, minor collectors or local. Once the TSP is adopted these designations will be instituted.

The streets identified as arterials are: Highway 207/74 and Highway 74

The streets identified as minor collectors are:

- Quaid Street
- Cannon street (between South Court and Gilmore Street)
- Chase Street
- Center Street ( east of Gale Street)
- South Court Street
- Gilmore Street
- Morgan Street
- Riverside Avenue
- Willow Drive/Water Street/East Spruce
- New Highway 74/Morrow Street Rock Street connection
- Hager Avenue

The remaining streets are classified as local streets.

#### Pedestrian Circulation

Sidewalks are the main means of pedestrian circulation throughout a community. The City of Heppner has diligently pursued maintaining a safe and pleasant pedestrian environment along downtown Main Street. Recent ODOT improvements to Main Street were supplemented by community efforts to provide a pedestrian friendly downtown. ODOT's work provided new pavement, pedestrian cross walks with curb extensions, curbs, and gutters. The City arranged to have all utilities placed under ground within paving stone strips for access. In addition, street trees were planted and new pedestrian level lighting was installed. Diagonal parking with island edges at the street intersections act as curb extensions for the cross walks.

Some of the downtown side streets have sidewalks. Gale Street has sidewalks on both sides from Willow to Water Street. Sidewalks are needed where May Street curves

*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

around to Gale Street. Although there is a landscape strip in the sidewalk on Gale Street there are few street trees.

Willow Street, May Street, Center Street, Baltimore Street Church Street and Chase Street sidewalks are inconsistent. Those that exist are in various states of repair. Refer to **Figure 2** for locations where sidewalks are needed.

Willow Creek and steep slopes separate the downtown from the eastern portion of Heppner. Several east and west oriented streets do not connect over the Creek. Fortunately, pedestrian bridges cross Willow Creek along the right of ways for Willow Street and Baltimore Street. These pedestrian connections help link the downtown with the eastern portion of the City and are a community asset.

Pedestrian safety is very important, especially in areas where children are present such as near the elementary school, the high school and the city parks. The TSP has identified improvements needed around the elementary school and at the high school. Construction at the elementary school should resolve many of the pedestrian vehicular conflicts. A study to resolve circulation, access and connectivity in and around the high school is needed.

Another area of concern is the pedestrian access to the city swimming pool located on Heppner Highway. In addition to uncontrolled access and fast moving traffic, there are no sidewalks past the Agricultural Museum on Heppner Highway or on Riverside Avenue.

#### Greenway Path

In addition to the sidewalks within the public right of way, pedestrians have the opportunity to walk along the greenways of the Willow, Hinton, and Shobe Creeks. There are no formal or sanctioned walkways. A path was constructed along the back of the City Park behind the museum and library to the Baltimore Pedestrian Bridge. The path is not maintained and portions have slumped into the creek bank. Extending the trail south was not possible due to lack of public ownership.

#### Connectivity

The Lakeview Heights Subdivision, composed of two cul-de-sacs, is without adequate connectivity. Cul-de-sacs are streets with only one access point. This type of street pattern does not allow alternative fire and safety access to the property in the event of a street closure. The lack of adequate access has been identified as a concern by safety officials and needs to be addressed in the development code design standards to insure public safety. A similar situation exists at the Rasmussen-Lott subdivision and the Junior/Senior High School. When Water Street is seasonally closed the subdivision has no public access and the High School has only one access.

#### Gateways

Heppner's downtown commercial core is located in the valley floor and is surrounded by rolling hills. After state Highway 207/74 comes into the City limits from the northwest, it curves to the right, crosses the bridge over Willow Creek and enters into downtown Heppner. Here it is renamed Main Street. The change in streetscape appearance and building styles strongly suggest arrival into the downtown. Public development of the

Heritage Plaza, the existing Highway Wayside, and the green space along the creek all combine to enhance the entrance into downtown.

The portion of Highway 207/74 from the city limits to the Agriculture Museum offers few pedestrian amenities and does little to enhance the sense of arrival to Heppner. Suggestions in the TSP for treatments along this portion of Highway 207/74 begin to address how the corridor can be improved to foreshadow arrival into the downtown.

Other potential gateway areas are on Highway 207 coming from the south and Highway 74 from the east.

#### Equestrian Circulation

Horses are an important part of the rural community in and around Heppner. During the summer, especially during the Pro-Rodeo and County Fair, horses are ridden throughout the city. An unpaved separate horse trail through the downtown would be a preferred alternative to having them share Main Street. At present there are no horse trails, although a multiuse trail is proposed along Willow Creek corridor in the TSP. Design and implementation of such a trail should be a component of the revised TSP, along with horse trailer parking and unloading areas.

#### **Parking**

##### On-Street Parking

On-street parking is allowed throughout the city. Parking on Main Street from Church Street to August Street just past the Forest Service Building is diagonal parking with 60 degree angle stalls. Parallel parking spaces are located between closely spaced vehicular driveways. There are 138 parking stalls on Main Street from the Willow Creek Bridge to the south end of Main Street. Of those spaces, eleven (11) are designated ADA accessible spaces.

Perpendicular parking also occurs on the south side of Baltimore Street between Gale and Main Streets, and on the east side of Gale Street between May and Willow Streets.

On-street parking is striped on May Street to the Willow Creek bridge.

Chase Street from May Street to Center Street does not have formalized on-street parking, but there is room for cars to park on the shoulders. There are no curbs, sidewalks or gutters and access to surrounding property is ill defined. Parking along this section of Chase Street is without controls. **Figure 2** indicates on-street parking spaces on the side streets within the downtown core.

##### Off-Street Parking

Although there is a great deal of parking along Main street there is even more parking available in the rear of the downtown buildings and along Gale, Chase, May, Willow and Center Streets. Some of this area is now used as organized parking and some is informal parking. See **Figure 2**.

*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

Handicap Parking

City code requires that new parking areas provide handicap parking stalls at the rate required by federal ADA standards.

Recreational Vehicle Parking

The Forest Service has a few designated recreational vehicle spaces in front of their offices on Main Street. There are no other spaces that are designated specifically for R.V.s in the downtown. The diagonal parking spaces along Main Street do not accommodate over-size vehicles. Feed back from the community indicates that retail opportunities are being lost because the passing R.V.s do not have convenient places to park and those that do park disrupt the flow of traffic.

At the start of hunting season and during special events there are several recreational vehicles in town vying for places to park while they purchase supplies, fuel and food before heading out of town to hunt or for mountain recreation. During the peak period R.Vs will back up waiting to purchase gasoline. The large number of vehicles and their significant size cause traffic problems in the downtown either backing up along Main Street or chaotically along the side streets.

Parking Needs

Citizen input indicates that the greatest need for parking is adjacent to the Post Office, especially in the late morning when the mail is distributed. In the evenings, nearby parking around the Elks Club can be difficult to find.

**Transportation System Plan (TSP)**

The TSP was completed in 1999 but not adopted. Since that time, some of the proposed improvement projects have been completed and should be removed from the list. The list should be updated to include new transportation improvements needed in the city.

Projects that have been completed since the last TSP are:

- Supplemental signing at the May Street / Main Street intersection.
- Reconstruction of the Court Street / May Street intersection.
- Re-striping of on-street parking stalls in the downtown
- Closure of Terrace Street
- Modifications to Stansberry Street (in progress)

Remaining recommended improvement projects consist of:

- Modifications to Gilmore Street
- Access and circulation plan for the Junior-Senior High School
- Highway 74/Morrow Street/Rock Street connection
- Gateway treatments along Highway 207/74
- Enhance pedestrian crossings of Highway 207/74
- Develop equestrian facilities
- Promote access management along Highway 207/74
- Implement transportation management measures

*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

In addition the TSP recommends development of supporting land use ordinances to sustain the goals of the TSP. Part of the goal of this project is to develop those revisions to the City of Heppner's Zoning Code.

**Additional Projects**

The city identified Riverside Avenue as in need of improvement. The road requires reconstruction including the base course, pavement, curbs gutters and sidewalks. Riverside Avenue functions as a minor collector and is classified as such in the TSP. It provides access to Morgan Street which provides a second access to the Junior/Senior High School.

Water Street from Gale Street to the Sheriff's Office needs improvement to the roadway and installation of sidewalks.

**Traffic Analysis**

**Traffic Operations Analysis**

The City of Heppner prepared a Transportation System Plan (TSP) in June of 1999. Within the TSP, seven (7) intersections were specifically assessed for operational deficiencies. Capacity analysis was based upon PM peak hour turn movements counts conducted in October of 1988. Comparing these manual intersection counts with ODOT state highway counts performed in 1997 found that the peak hour counts were in the range of 9 to 12 percent of the highway ADT volumes. This range is typical to other highways and adequately correlates to 30<sup>th</sup> Highest Hour Volumes used for design purposes. The TSP concludes that no operational deficiencies exist.

Current economic data and the most recent traffic trends indicate that population as well as traffic has actually declined during the last few years. With this being the case, the existing conditions analysis found in the 1999 TSP will remain valid concerning traffic operations and mobility for the Downtown Development Plan.

**Traffic Safety**

To evaluate traffic safety in the City of Heppner, crash data from the most recent three years (January 1999 to December 2001) obtained from ODOT's Crash Analysis and Reporting Unit has been reviewed. During this time, 11 incidents were reported within the City limits. No more than 2 incidents were reported at any specific location (near Main Street and May Street) within the three year duration. With an average daily traffic of near 5,600 vehicles per day, the resulting crash rate would be near 0.30 incidents per million entering vehicles. This is typical at intersections throughout the State. Crash rates greater than 1.0 incidents per million entering vehicles generally indicate a geometric or traffic control deficiency and should be studied further. It should be noted, however, that 3 of the 11 reported incidents were contributed to the angled parking along Main Street (ORE 209).

**Utilities**

Heppner is served with all utilities including high speed internet and fiber optic cable. The Port of Morrow County is working to bring natural gas to Heppner. Overhead wires were placed underground along Main Street at the time the street improvements were made. Overhead wires provide power service to the rest of the community. Water lines that have not been recently upgraded are generally in need of replacement.

### **Architecture**

Several of Heppner's downtown buildings are interesting historic structures. The Murray building and St. Patrick's Senior Center epitomize the historic character of the city. These buildings along with the others provide a sense of stability, permanence and history. Although the buildings vary in size and style, collectively they define a pedestrian corridor. The storefront windows provide interest for the pedestrians and provide a sense of place. The building facades define the space on Main Street which includes wide sidewalks with trees and street furniture, parking stalls and travel lanes.

The pedestrian experience is less comfortable where the buildings are set back from the right of way and automobiles are allowed between the sidewalk and the building. The pedestrian is separated from the buildings and the environment has a different look and feel. The pedestrians are in a space between cars and are on-guard for vehicular encroachment. The historic feel of the area erodes and pedestrians are less inclined to linger and window shop.

The side streets in downtown Heppner have a mixture of architectural types. There are residences interspersed between businesses, offices and institutional uses such as churches. The buildings on May and Willow Streets one block from Main in each direction share the historic downtown character, but Center, Church and Baltimore Streets are much more a mixture of residential uses with a variety of architectural styles.

### **Zoning**

There are seven zones listed on the City of Heppner Zoning map and six zones within the city limits. Exclusive Farm Use zoning surrounds the City's urban growth boundary. There are three residential zones, a public lands zone, a commercial zone and an industrial zone.

The downtown core is zoned Central Commercial as are both sides of Highway 74 and 207 from just north of the city limits to Quaid Street. See **Figure 1**.

Gale Street is the boundary between residential and commercial zones. The west side of Gale Street is residential and the east side is zoned commercial and used for commercial, residential and institutional uses.

### Vacant and Underused Lands

Most of downtown Main Street has development of some type. Two undeveloped lots exist on the west side of Main Street, one is between Willow and Center Streets next to Murray's and the other is city owned and next to the Post Office. Also, the City Park and Library/Museum provide visual open space.

Underused downtown parcels include the abandoned service station at the SE corner of Main and Center Streets, the building on the NE corner is for lease, and the carwash on Center Street which is not functioning. A residential building with a business entrance on the SW corner of Church and Main Street is presently for sale.

Commercially zoned property along highway 207 and 74 and backing on Linden Way Alley presents an opportunity for additional commercial expansion. New access to these

properties is limited by the state access management policies. Existing development on the south side of the road is typical of highway commercial development, with each facility having its own parking generally between the building and the road. Development on the north side of the Highway is residential. There are no sidewalks and the right of way does not provide a safe or pleasant pedestrian environment. Although the speed is posted at 35 mph, the road design and characteristic is the same as where the posted speed is 55 mph.

### **Zoning Code**

The City of Heppner Zoning Code chapter for the Central Commercial Zone is the guideline for development standards for the downtown core and for highway 207/74 coming in from the northwest. The code allows a broad range of commercial and institutional uses outright. Conditional uses include residential, vehicular repair and R.V parks. Industrial uses and manufacturing are not permitted in the zone.

Specific dimensional standards in Commercial Zone are provided for residential development only. The standards are the same as the Residential 1 standards. The Dimensional Standards are:

#### **Setbacks**

Front Yard	Minimum of twenty feet (20')
Side Yard	Minimum of ten feet (10') except for corner lots where it shall be twenty feet
Rear Yard	Minimum of ten feet (10')
Lot Area	7000 SF minimum for single family dwelling 8000 SF minimum for two family dwelling
Building Height	Thirty-five Feet (35') maximum
Frontage	Minimum Fifty Feet (50')

The code also states that lot area shall be adequate to meet the needs of the establishment, the requirements of the State of Oregon State Structural Specialty Code and Fire and Life Safety Code and City Fire and Parking requirements. There are no specific dimensional standards for commercial development.

Aside from specific design standards for manufactured buildings the code does not address Building Design Standards. Nor does the code address dimensional standards for non-residential development. With the code as it presently exists there is no mechanism to insure that the new development along Main Street will have the same character as the historic downtown buildings. There is no requirement for a zero front yard setback or pedestrian interest along the front façade of a new building. Parking can occur anywhere on the lot without a requirement for separation between automobiles and pedestrians.

#### **Parking Requirements per Code**

The parking code specifies the number of spaces required for each type of use and that the parking shall be hard surfaced. The number of parking of spaces required is similar to the requirements of many suburban Oregon communities but greater than those of other downtown districts.

*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

The code does not allow for inclusion of on-street parking to meet the parking requirements nor does it provide any dimensional requirements for the parking location, design, or screening.

Commercial and Residential Zones Relationship-

The commercial zoning does not exclude residential use in the district. Several single family homes are located within the commercial zone along many of the side streets in downtown Heppner. Some of the homes have been converted to commercial use, but many have not. St. Patrick's Senior Center, which includes senior housing on the upper floors is located on Main Street. This location puts the senior citizens close to many services and retail shops.

Flood Plain boundary

FEMA flood plain boundaries are mapped in a significant percentage of the downtown area. See **Figure 3** for the boundary location. New development within the one hundred year flood boundary is subject to additional construction requirements that must be followed to obtain federally insured financing.

The City is in the process of challenging the existing 100 year flood boundary line. In the opinion of the City the floodplain boundary is inaccurate.



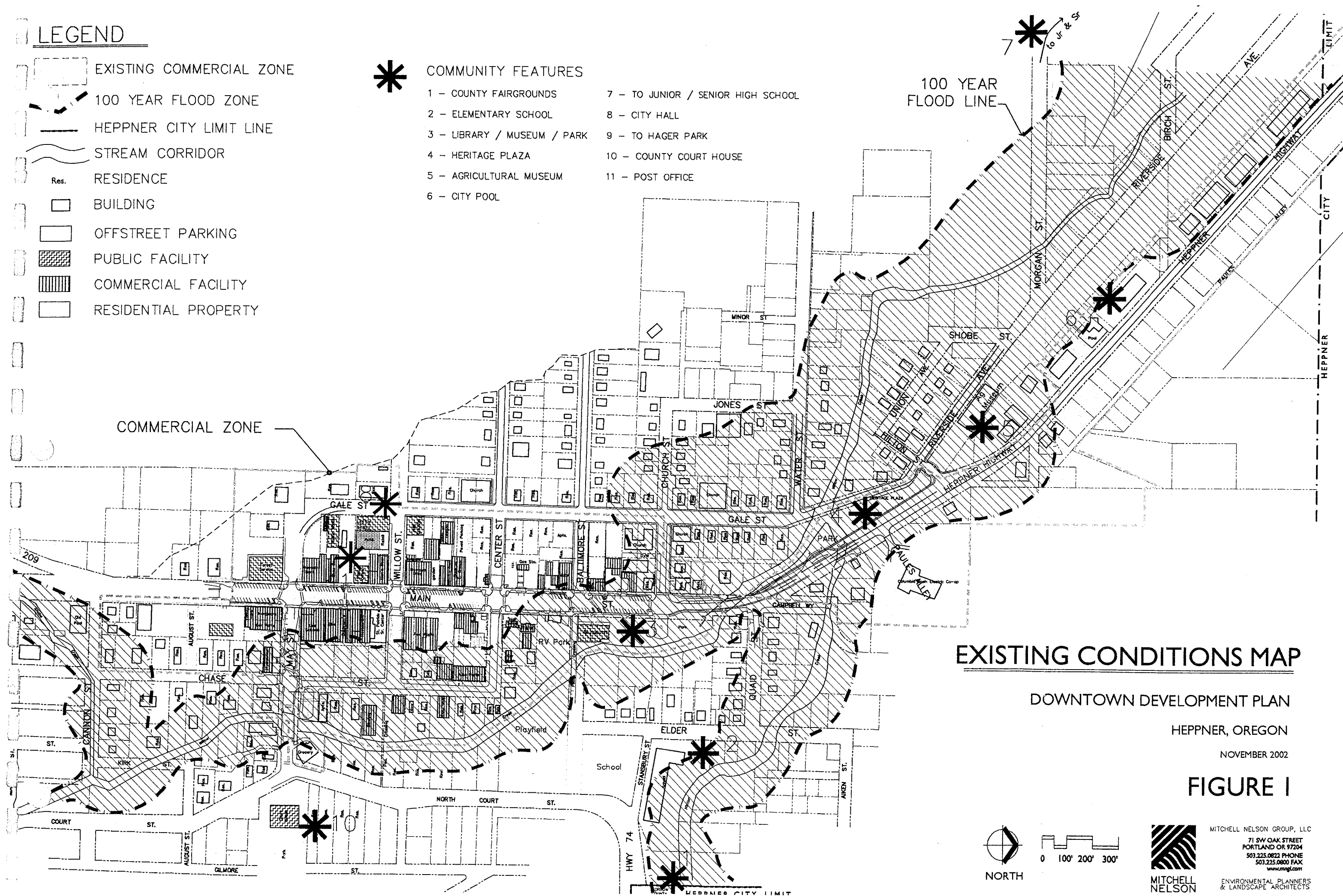
# LEGEND



## COMMUNITY FEATURES

- 1 - COUNTY FAIRGROUNDS
- 2 - ELEMENTARY SCHOOL
- 3 - LIBRARY / MUSEUM / PARK
- 4 - HERITAGE PLAZA
- 5 - AGRICULTURAL MUSEUM
- 6 - CITY POOL
- 7 - TO JUNIOR / SENIOR HIGH SCHOOL
- 8 - CITY HALL
- 9 - TO HAGER PARK
- 10 - COUNTY COURT HOUSE
- 11 - POST OFFICE

- EXISTING COMMERCIAL ZONE
- 100 YEAR FLOOD ZONE
- HEPPNER CITY LIMIT LINE
- STREAM CORRIDOR
- Res. RESIDENCE
- BUILDING
- OFFSTREET PARKING
- PUBLIC FACILITY
- COMMERCIAL FACILITY
- RESIDENTIAL PROPERTY



# EXISTING CONDITIONS MAP

DOWNTOWN DEVELOPMENT PLAN

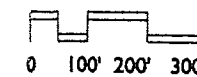
HEPPNER, OREGON

NOVEMBER 2002

# FIGURE I



NORTH





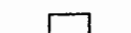
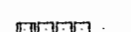


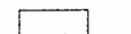





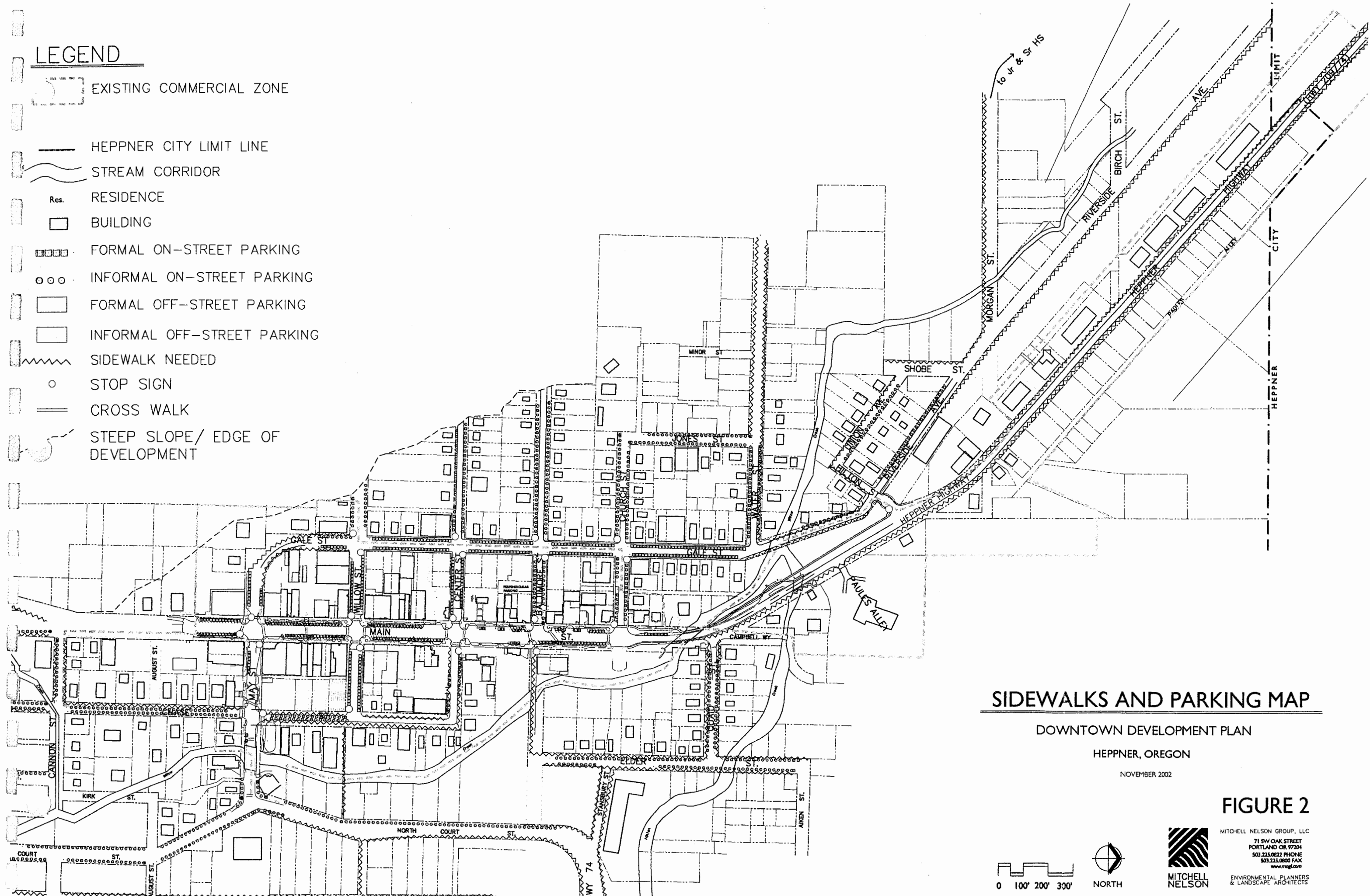
MITCHELL NELSON

MITCHELL NELSON GROUP, LLC  
 71 SW OAK STREET  
 PORTLAND OR 97204  
 503.225.0622 PHONE  
 503.225.0600 FAX  
 www.mng.com

ENVIRONMENTAL PLANNERS  
 & LANDSCAPE ARCHITECTS

# LEGEND

-  EXISTING COMMERCIAL ZONE
-  HEPPNER CITY LIMIT LINE
-  STREAM CORRIDOR
-  RESIDENCE
-  BUILDING
-  FORMAL ON-STREET PARKING
-  INFORMAL ON-STREET PARKING
-  FORMAL OFF-STREET PARKING
-  INFORMAL OFF-STREET PARKING
-  SIDEWALK NEEDED
-  STOP SIGN
-  CROSS WALK
-  STEEP SLOPE/ EDGE OF DEVELOPMENT



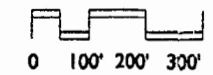
## SIDEWALKS AND PARKING MAP

DOWNTOWN DEVELOPMENT PLAN

HEPPNER, OREGON

NOVEMBER 2002

### FIGURE 2



MITCHELL NELSON GROUP, LLC  
 71 SW OAK STREET  
 PORTLAND OR 97204  
 503.225.0822 PHONE  
 503.225.0800 FAX  
 www.mnlg.com  
 ENVIRONMENTAL PLANNERS  
 & LANDSCAPE ARCHITECTS

**APPENDIX B**

## **APPENDIX B PARKING STUDY**

### **Analysis of Existing Conditions**

On December 19, 2002, a full day survey of parking utilization was conducted for the downtown area in the City of Heppner. The limits of this survey was the area bounded by Church Street on the north, the Forest Service Building to the south, and extended from Chase Street to Gale Street (see Figure 1 attached). The goal of this survey is to assess the availability of on-street and off-street parking facilities within the downtown area. Based on discussions during the November public meeting for the Downtown Development Plan, it was agreed that Fridays generally have the highest parking use. The survey was conducted on the Friday before Christmas. The method for obtaining the survey data was to count vehicles parked within this downtown area once per hour between 8:00 AM and 5:00 PM. The resulting data consisted of counts of parked vehicles along 38 block faces and in 4 off-street surface parking lots (See Figure 1). These results are presented in Table 1, which also includes the total number of available parking spaces for each location.

Analysis of the survey data indicates that the highest parking demand occurs along the southern portion of Main Street, between Willow Street and the Forest Service Building. Major land uses in this area include the US Post Office, a senior center, a restaurant and other commercial and retail uses. In this area, over 50% of available parking (on-street diagonal parking stalls) was in use throughout most of the day. Other locations that experienced consistent demand include the Bank of Eastern Oregon parking lot, which averaged over 50% of available spaces in use during the survey, and the Red Apple grocery store parking lot on the opposite side of Main Street. Almost all of the available spaces north of City Hall along Gale Street were in use all day. Available parking near the intersection of Church Street and Gale Street also experienced high demand during the noon hour. With the exception of the parking north of City Hall, no location had over 80% of its parking spaces occupied during consecutive hours.

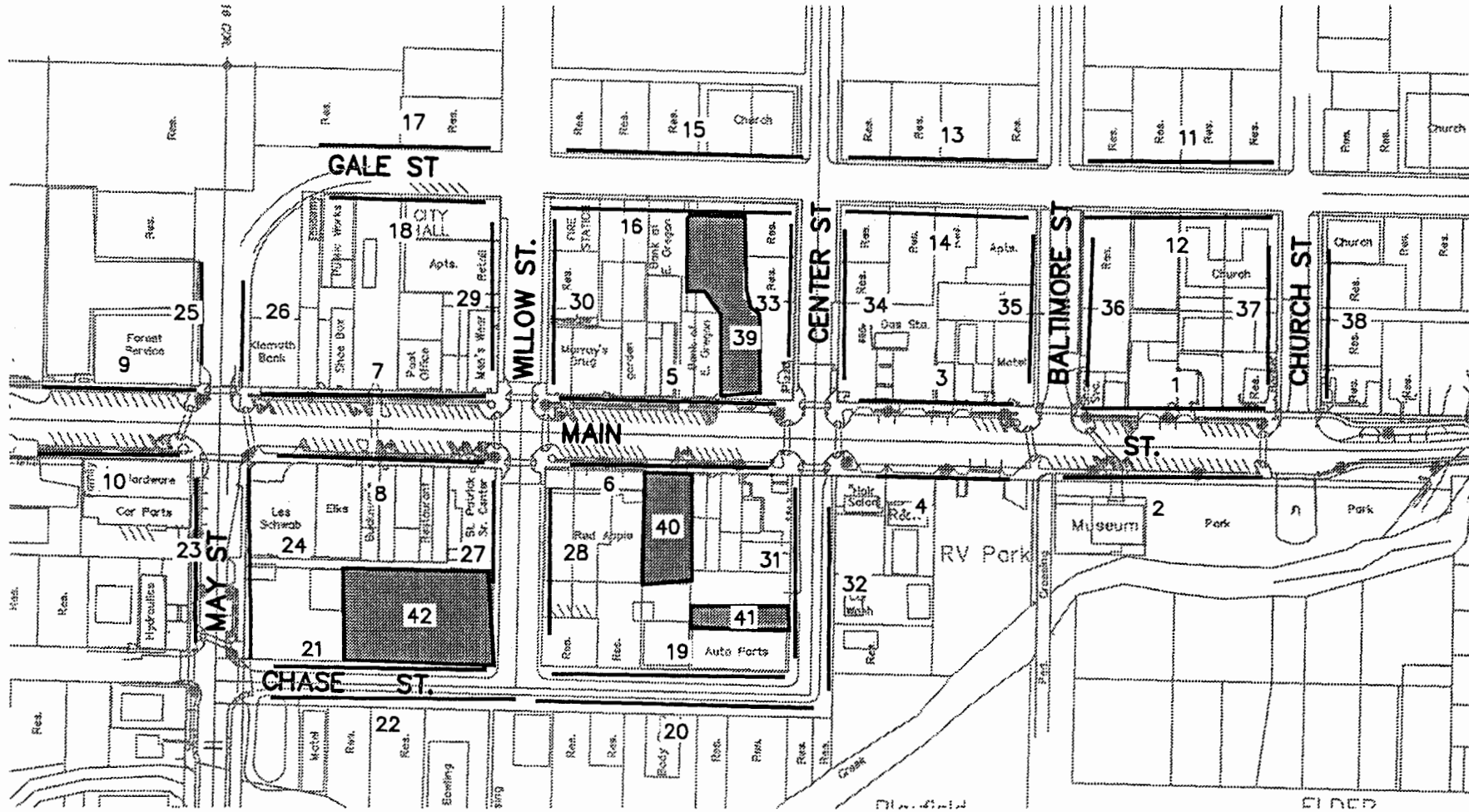
It should be recognized that the traffic experienced in December is about 75% of the traffic experienced during August. Thus, it would be expected that parking demand is slightly higher during the late summer/fall months. Even so, based on the survey data no location in the downtown area appeared to be seriously underserved by available parking.

Adjusting the parking numbers to reflex the expected demand in August indicates that parking is more than adequate throughout the downtown except Block Face 7 and 6 in front of the Post Office and in front of the Red Apple Market on Main Street. Church Street parking at the noon hour will be also underserved at full demand.

### **Additional Parking Proposals**

Additional parking can be provided in the rear of the Post Office. The existing alley between May and Willow Streets, along with the city owned empty lot next to the Post Office, offers an opportunity to provide additional parking for that block. Pedestrian access from the alley to Main Street should be enhanced and clearly indicated. When the lot is developed a 5 foot pedestrian way should be maintained. Underused or empty

# Heppner Downtown Parking Survey



Numbers are referenced by Table 1 to identify Block Face and Parking Lot locations.

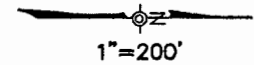


Figure 1

land can be developed for any additional parking that might be needed. Shared parking arrangements should be allowed in the zoning code to provide parking to users at different times.

### **ADA Parking**

One van accessible handicap-parking stall should be provided for up to twenty-five spaces. An additional handicap space is required for each additional twenty-five parking spaces provided, as required by the UBC.

### **Recreational Vehicles**

Lack of parking for visiting Recreational vehicles is a significant problem for downtown Heppner. Several sportsman and tourists stop to provision themselves before heading to the mountains. There is not adequate oversize parking to meet the existing demand that is expected to grow with the construction of a new county RV park south of Heppner. To help meet the demand the City can designate lightly used on-street parking space along the west side of Chase Street between Center Street and May Street and both sides of Center Street from Main Street to Chase Street as "Over-Size Parking" only areas.

To make enough curb length available for as many RV parking spaces as possible, property access will have to be limited and appropriately relocated. Figure 2 illustrates a possible scenario with limited access and proposed fifty-foot long oversize parking spaces.

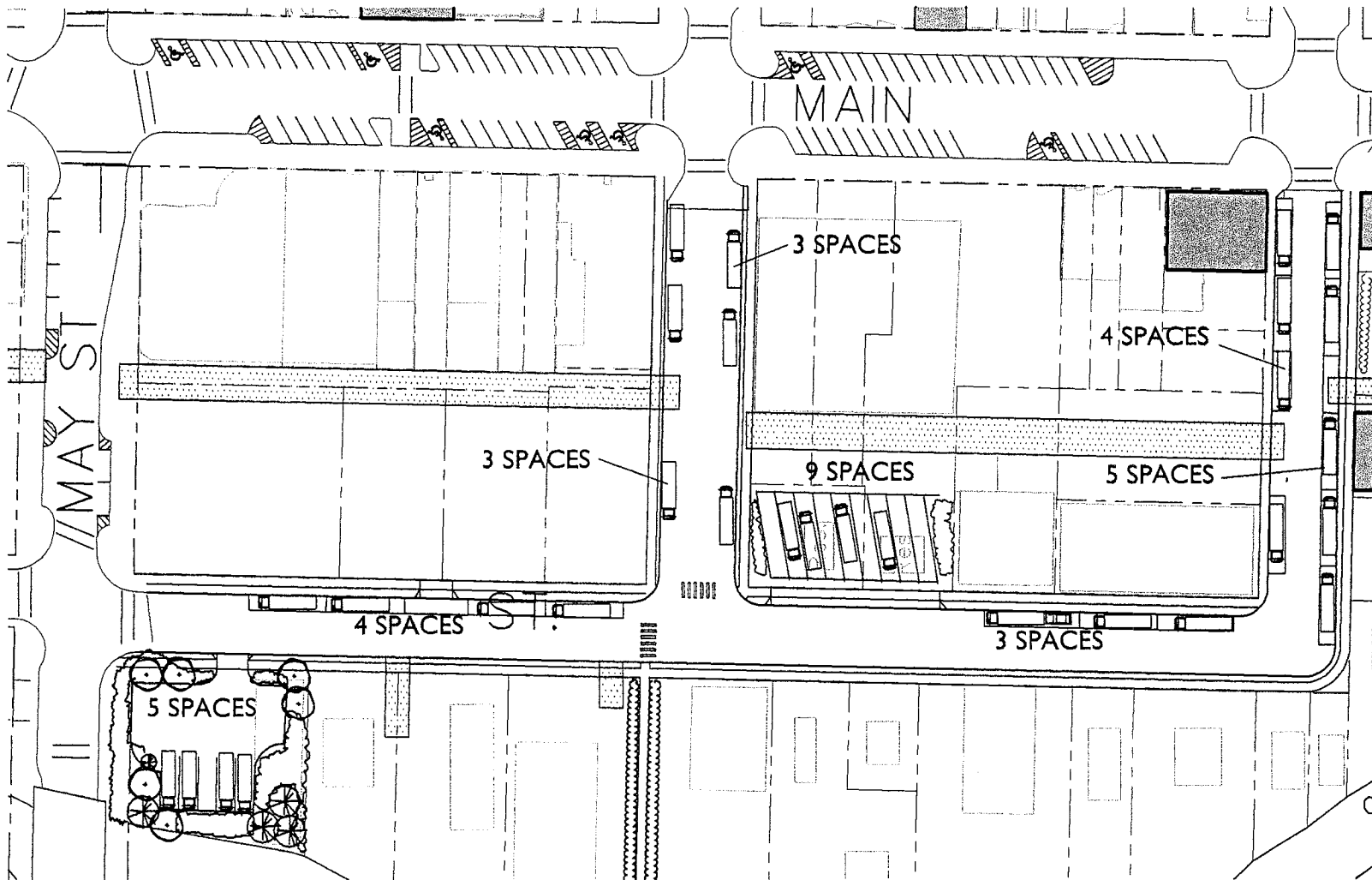
Another option is for the City to purchase property specifically for oversize parking. At present two properties are for sale that are conveniently located for this purpose. One is the apartment building at the northeast corner of Chase and May Streets. The second is a residence at the northwest corner of Chase and Willow Streets. A second home abutting the residential property for sale appears to be abandoned and in poor condition. The two lots combined could provide space for about eight 12-foot wide over size parking stalls immediately behind the Red Apple Market with alley access. This option, unlike the apartment option, allows in and out parking without backing up. It does however require a curb cut along the entire frontage on Chase Street. Thoughtful design and careful monitoring will be required to prevent vehicular overhang into the pedestrian sidewalk along Chase Street.

New signage will be required on Main Street to direct visitors to RV parking areas.

### **Event Parking**

A number of times during the year Heppner host events and celebrations that attract several visitors to the community. During these times, adequate visitor parking is unavailable. In addition the problem will be exacerbated once the Heritage Plaza is developed and parking is prohibited from that location. The need is not a year round situation, so the development of permanent parking areas seems inappropriate.

One alternative is to coordinate with property owners and use existing undeveloped areas for temporary parking. Temporary signage and individuals directing traffic and monitoring the parking could be employed. Cones and plastic ribbon can be used to inexpensively control and direct traffic and parking. A nominal fee can be charged to



DOWNTOWN DEVELOPMENT PLAN  
HEPPNER, OREGON

22 ON-STREET SPACES  
14 OFF-STREET SPACES

36 POTENTIAL RV PARKING SPACES  
(SPACES SHOWN ARE 10' BY 50')



MITCHELL NELSON GROUP, LLC  
71 SW OAK STREET  
PORTLAND OR 97204  
503.221.0922 PHONE  
503.221.0800 FAX  
mngroup.com  
ENVIRONMENTAL PLANNERS  
& LANDSCAPE ARCHITECTS

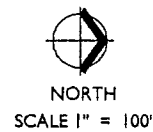


Figure 2  
RV Parking Options

*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

cover expenses and provide compensation to property owners. Locations close to downtown include undeveloped property northwest of the agricultural museum. Also businesses on the north side of Heppner Highway, which are not open on weekends, might provide another opportunity for visitors to park.

Church Parking lots may be used when not needed for church services or business.

The Forest Service property offers significant parking areas on both sides of Main Street. Additionally, the right-of-way near the old swimming pool has large areas that can accommodate parking.

Another alternative is to park vehicles away from the downtown and provide a shuttle service back and forth. This would involve bus rental and use of possibly the schools, the industrial park property or an individual's undeveloped property. People tend not to like relying on a shuttle and not having easy access to their vehicle, but given a lack of other parking alternatives, this may be a credible option. There would be a cost for this option, which could be covered by a parking fee.

#### **Parking Code**

Heppner's City Zoning Code has specific parking requirements based on the type of use. The requirements when applied to the downtown core of the community preclude development due to a lack of area available for meet the parking required by code. The code as it written requires somewhat excessive parking for a highway commercial style of development. It does not respond to the special nature of a downtown commercial area with large amounts of on-street parking available.

The following revisions to the parking code would maintain adequate downtown parking while allowing new code compliant parking in the downtown.

1. Allow on-street parking on property frontage to count toward parking requirements.
2. Allow off-site parking and shared parking.
3. Revise and reduce the number of parking spaces required for development in the downtown.
4. Encourage the use of alley parking.
5. Develop a fee system for developments that cannot provide adequate parking. Fees will go toward development of a municipal parking facility.



**Table 1: Vehicles Observed in Downtown Heppner Parking Facilities**

* Block/ Lot	Total Available	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
<b>Main Street</b>											
1	10	2	2	1	2	1	6	6	4	4	4
2	21	1	1	1	4	6	4	3	2	2	1
3	7	0	3	2	3	2	1	2	2	1	2
4	3	1	1	1	0	0	1	0	0	0	0
5	17	2	4	8	4	7	5	11	10	7	5
6	16	1	6	7	6	13	2	5	2	5	7
7	22	2	9	19	16	10	13	10	17	7	16
8	15	2	9	11	5	9	5	6	7	9	11
9	4 (10)	1	1	2	2	3	3	2	2	0	0
10	10	3	8	7	7	7	6	5	6	3	1
<b>Gale Street</b>											
11	9	2	1	0	1	4	8	5	4	1	0
12	11	0	4	2	2	7	9	5	5	11	2
13	8	5	4	4	4	4	4	4	3	3	3
14	8	3	3	2	2	4	4	5	4	3	2
15	13	3	4	6	5	4	5	5	5	4	5
16	4	0	1	1	1	1	2	2	1	0	1
17	5	0	0	0	0	0	0	0	0	0	0
18	7	3	6	6	6	4	6	5	6	4	1
<b>Chase Street</b>											
19	9	1	1	1	1	2	2	0	0	1	1
20	10	1	1	1	1	2	2	4	2	3	3
21	2	0	0	0	0	0	0	0	0	0	0
22	5	0	0	0	0	0	0	0	0	0	0
<b>May Street</b>											
23	7	2	0	0	0	4	0	1	2	2	2
24	2	0	0	0	0	1	2	0	0	0	0
25	4	1	2	1	2	1	2	2	2	0	0
26	4	0	0	1	1	2	2	1	1	1	1
<b>Willow Street</b>											
27	5	2	2	1	2	3	2	3	2	2	2
28	9	2	4	4	3	4	4	2	4	2	3
29	9	1	2	4	7	5	2	4	5	3	4
30	11	2	6	6	3	7	5	6	5	6	7
<b>Center Street</b>											
31	6	0	0	0	0	0	0	0	0	0	0
32	4	0	0	0	0	0	0	0	2	0	0
33	7	2	1	1	1	3	1	1	1	1	2
34	8	1	1	1	1	0	1	1	0	1	1
<b>Baltimore Street</b>											
35	21	5	5	3	3	2	2	2	2	2	3
36	10	0	0	0	0	0	0	0	0	0	0
<b>Church Street</b>											
37	10	0	0	0	0	5	10	3	7	0	0
38	8	0	2	2	0	3	11	2	5	1	1
<b>Off-Street Parking</b>											
39	32	18	20	18	21	15	16	18	19	17	6
40	25	5	8	13	12	12	9	11	14	13	19
41	12	1	3	1	2	3	2	6	4	2	1
42	36	4	6	7	14	16	17	14	17	24	21

\* See Figure 1 to identify Block Face or Off-Street Parking Lot

**APPENDIX C**

## **APPENDIX C-**

### **FUTURE CONDITIONS ANALYSIS AND PLAN OPTIONS MEMORANDUM**

#### **FUTURE CONDITIONS ANALYSIS-**

The alternatives presented in the Downtown Development Plan do not significantly change existing land use, circulation, or travel demand for the downtown area. The 1999 Heppner TSP conducted a full analysis of expected traffic volumes for future 2020 conditions. Based upon historic traffic volume trends, economic data, and state population forecasts, it is expected that the Heppner Highway (ORE 74/207) will operate better than required under mobility standards for a Regional Highway as defined in the 1999 Oregon Highway Plan.

**Option 1** includes a landscaped median along ORE 74/207 from Riverside Avenue to Hinton Street. This alternative enhances vehicle safety by limiting conflicting movements to appropriately spaced intersections with public streets. Pedestrian and bicycle safety while crossing the highway is also enhanced from the refuge created between the opposing travel lanes by the non-traversable median. In addition, the landscaped median provides a sense of place, which encourages more appropriate speeds for an urban environment.

Projected 2020 traffic volumes from the TSP indicate that those intersections with left turn volume demand exceeding 60 vehicles in the PM peak hour will marginally meet volume warrants for left turn lanes. Although this demand may not currently exist, it is recommended that the medians be designed to accommodate 100 feet of deceleration and 100 feet of left turn storage at intersections with public streets. Under this option, bikes wishing to follow the highway would be advised to travel along Riverside Avenue.

As with Option 1, future land use, circulation, and travel demand for the downtown area will be similar to the current conditions. No traffic operation deficiencies exist in the present, nor are they expected under future scenarios. **Option 2** incorporates sidewalks, landscape strips and bike paths on Heppner Highway north of Hinton Street. With the proposed street trees and other pedestrian amenities, this option encourages safe traveling speeds by emphasizing the urban environment and visually narrowing the roadway.

Crossing safety for bicycles and pedestrians is also maintained with the relatively narrow street section. Although this option does not include left turn lanes, it is likely that the slower speeds (35 mph) and existing block spacing (500 ft.) will accommodate commercial uses under the existing zoning and continue to operate within state highway mobility criteria.

#### **Transportation Recommendations**

With the closure of the local wood processing facility, several of Heppner's citizens found replacement jobs out of the community. People commute to Boardman, Hermiston, and Pendleton to work. Although efforts are being pursued to develop local employment opportunities, it is likely that the commuting for employment is a lasting trend. No public transportation or formalized ride share programs re provided between Heppner and these communities.

Forming a ride share program with designated park and ride locations, or possibly providing a commuters van, will reduce the number of commuters. A survey of where and when people are traveling should be performed prior to development of a program. A commuter van could be used on the weekend or mid day. At other times, it could be a back-up vehicle for transporting the elderly and those without vehicles.

Public benches and bicycle racks should be provided in the downtown district. The benches will encourage people to walk knowing that a resting place is available and the bike racks will provide secure parking for those who chose to travel by bicycle.

## **PLAN OPTIONS**

### **RECOMMENDATIONS COMMON TO BOTH OPTIONS-**

Both of the proposed options include the projects listed in the existing unapproved TSP. They include:

- Modifications to Gilmore Street
  - Acquire Sight Distance Easements at Willow Street
  - Mitigate Sight Distance Deficiency at Gilmore Street/Hager Street intersection
- Develop an Access and Circulation Plan for the Heppner Junior-Senior High School Area
- Develop Highway 74/Rock Street/Morrow Street Connection
- Provide Gateway Treatments Along Highway 207/74
- Enhance Pedestrian Crossings of Highway 207/74
- Modifications to Stansberry Street (in Progress)
- Develop Equestrian Facilities
- Promote Access Management Along Highway 207/74
- Reduce Vehicular Reliance Through Zoning and Development Code Revisions
- Implement Transportation Demand Management Measures

*Projects to add to the TSP are:*

- *The reconstruction of Riverside Ave from the intersection of Heppner Highway to Hinton Street.*
- *Redesign Water Street and Willow View Drive for all weather access.*
- *Plan for a north south connection on the west side of the city on the hill top area.*

Additionally, bicycle and pedestrian improvements listed in the TSP are included in both options.

- Sidewalk on Highway 74/207 - Riverside Avenue to Hinton Street
- Sidewalk on Riverside Avenue - Highway 74/207 to Water Street
- Sidewalk on Canyon Road - Riverside Avenue to Willow View Street
- Sidewalk on Willow View Street - Canyon Road to View Drive
- Sidewalk on Morgan Street - Willow View Street to Riverside Avenue
- Sidewalk on View Drive - Willow Street to Minor Street
- Sidewalk on Quaid Street - Highway 74/207 to Elder Street
- Multi purpose along Willow Creek- Riverside Avenue to Alfalfa Street

*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

- |   |  |
|---|--|
| • Sidewalk on Elder Street -                            | Quaid Street to southern terminus                          |
| • Sidewalk on Highway 74 -                              | Stansberry Street to Eastern UGB                           |
| • Sidewalk on Gilmore Street -                          | Hager Street to northern terminus                          |
| • Sidewalk on Morrow Street -                           | Gilmore Street to Rock Street                              |
| • Sidewalk on Hager Street -                            | Court Street to Alfalfa Street                             |
| • Sidewalk on Cowins Street -                           | Court Street to Alfalfa Street                             |
| • Sidewalk on Alfalfa Street -                          | Cowins Street to Hager Street                              |
| • Sidewalk on Chase Street -                            | Center Street to southern terminus                         |
| • Sidewalk on Highway 207 -                             | Cannon Street to Willow Creek Road                         |
| • Multi purpose path on Baltimore Street ROW extension- | Main Street to Elder Street                                |
| • Pedestrian Access on Willow Street R.O.W.             | Chase Street to Gilmore Street with Court Street Crosswalk |
| • Sidewalk on Cannon Street -                           | Highway 207 to Green Street                                |
| • Sidewalk on Church Street -                           | Main Street to Gale Street                                 |
| • <i>Additional projects include the following:</i>     |  |
| • <i>Bicycle Path on Gale Street-</i>                   | <i>Hinton to May Streets</i>                               |
| • <i>Bicycle Path on Riverside Ave. or Hwy 207/74</i>   | <i>to Hinton Street</i>                                    |
| • <i>Sidewalk on Baltimore Street</i>                   | <i>Main Street to Gale Street</i>                          |
| • <i>Sidewalk on Gale Street</i>                        | <i>May Street to Willow Street</i>                         |
| • <i>Sidewalk on May Street</i>                         | <i>Main Street to Gale Street</i>                          |

Other common proposals include:

- A Skateboard Park/Youth Center are shown on both options at the old swimming pool. Perpendicular parking is provided across the street from the park.
- Both Options include zoning revisions to support the TSP goals. Both include a new Downtown Zone District, revision to the parking ordinance, reduced parking requirements, and the addition of a five-foot wide (minimum) landscaped strip to screen parking lots from the public Right-of-Way.
- Main Street development requirements are illustrated with new development in the empty lot next to the post office. The building has a zero setback on Main Street and parking is provided on the interior of the lot and accessed from the alley.
- An alternative street section for the downtown district indicates angled parking on one side of streets having a sixty-foot wide Right-of-Way. This option would provide about twice as many on-street parking spaces on that side of the street. This could be incorporated along May Street in front of the Forestry Building, on Willow Street from Main to Chase Street, Chase Street from Center to May Street and along Center Street from Gale to Chase Street.
- Existing multi-story buildings with under-used second story space could consider hostel style lodging or, if ADA accessible, a possible auditorium space/event center for public performances.
- Access management should be adopted to limit the length and number of vehicular access points each property is allowed. Shared access will be required where possible along Heppner Highway. No additional access will be allowed on Main Street. Alleyway access or side street access will be encouraged.

- Pedestrian Access Ways should be required for all dead-end streets and cul-de-sacs. Connectively with existing and new roads should be required.

## **OPTION 1 -FEATURES**

### **General-**

Option 1 includes all the previously discussed improvements plus the following.

A landscape median in the center of the roadway is suggested for Highway 207/74 from the city limits to the Hinton Creek Bridge. Breaks in the median would occur only at intersections with public right of way. The cross sectional improvements are a new six foot wide sidewalk, four foot wide landscape strips between the side walk and the roadway, a one foot gutter strip, a twelve foot wide travel lane and a fourteen foot wide center landscape median/turn lane in the road, another 12 foot wide travel lane and gutter, 4 foot of landscape strip and six foot of sidewalk. (See Cross-section 1A)

This treatment leading into the downtown acts as a linear gateway. Heritage Plaza, the Agricultural Museum and the special treatment within the median would emphasize the entrance to the downtown. Street trees within the landscape strips could be repeated in the city park property to reinforce a sense of arrival. Correspondingly, Riverside Avenue is improved to include bike lanes on each side of the road.

The cross section on the south side of the street has a six foot wide sidewalk, a one foot gutter, a six foot wide bike path, two twelve foot wide travel lanes, a six foot wide bike path, one foot gutter, and a six foot wide sidewalk. (See Cross-section 2A)

The City owned property at the corner of May Street and Chase Street could be developed as an off-street Recreational Vehicle parking area for approximately 5 RVs. However, the amount of maneuvering space would be significant and the number of spaces provided could be viewed as an inefficient use of property. Signage on Main Street will be required to guide RVs to the spaces.

The market building and property at the corner of May and Court Street could be developed by the County for additional Court House parking and as a public green space with access to the Creek.

The City and the County should negotiate a joint maintenance agreement allowing an eastern gateway to the downtown with street trees, signage, and landscaping.

A parking survey conducted on December 20, 2002, revealed the downtown had adequate parking spaces from 8:00 am to 5:00 pm. Assuming, that the December 20<sup>th</sup> parking pattern reflects 75% of the maximum average parking load, then the only blocks with inadequate parking were on Main Street directly in front of the post office and in front of the Red Apple Market. With the abundance of on-street parking, Option 1 has no off-street parking requirements for development in the downtown district, except for the development of parking off the alley in the rear of any property. Parking in the alley could be perpendicular or angled and use the alley for maneuvering space.

A public multi-use path is recommended from the City Park to Hager Park. The route will use a combination of private/ easements/public lands/ public ROWs. Option 1 indicates a trail on the west side of Willow Creek to the May Street Bridge.

## **OPTION 2**

### **General**

Option 2 includes all the previously discussed common improvements plus the following.

Highway 207/74 into town is improved with landscaping, sidewalks, curbs and gutters and marked bike lanes. The sidewalks are six foot wide next to a six foot wide landscape strip. New curbs and gutters separate the pedestrian space from the bike and vehicular lanes, six foot for the bicycles and 12 foot for vehicles. The width of the landscape strip can be modified if topographic or ROW conditions prevent or complicate construction of the improvements. (See Cross-section 1B)

A variation of the cross section will provide on-street parking on one side of the road, by eliminating the landscape strip on one side and reducing it to 4 foot on the other parking side.

This treatment also provides a linear gateway into the downtown. The large green space at Heritage Plaza, the Agricultural Museum activity and the vegetation along the creek by the bridge crossing emphasize the entrance to the downtown. Street tree treatment within the landscape strips could be repeated within the city park property to reiterate a sense of arrival.

Riverside Avenue improvement would not include bike lanes. Instead, its cross section is a 50-foot wide ROW with two twelve foot travel lanes, two seven-foot wide parking spaces, and six-foot wide sidewalks. This would provide several parking spaces along Riverside that could be used for events at Heritage Plaza or the Agriculture museum. (See Cross-section 2B)

Temporary parking for summer events could occur in the open space behind the Agricultural museum if agreements can be made with the museum.

Recreational Vehicle parking can be accommodated for approximately 10 vehicles on the west side of Chase Street between Center and May Streets. Signage on Main Street will be required to guide RVs to the spaces. Additionally access to the properties along Chase Street should be limited to one access of a limited dimension. Where it is feasible shared access along property lines should occur.

The market building and property at the corner of May and Court Street could be developed by the County as a public green space to compliment the Court House and provide access to the Creek. The City and the County should negotiate a joint maintenance agreement allowing development of an eastern gateway to the downtown with street trees, signage, and landscaping.

Option 2 suggests that 50% of the required off-street parking be provided and that any on-street parking along the property's street and alley frontage may be counted toward

meeting the required parking requirements within the downtown district. Parking in the alley could be perpendicular or angled and use the alley for maneuvering space.

A public multi-use path is recommended from the City Park to Hager Park. The route will use a combination of private/ easements/public lands/ public right of ways. Option 2 indicates a trail on the east side of Willow Creek to the May Street Bridge.

## **CODE REVISIONS**

11-2-1: Add Downtown District

11-3-5A- Downtown District –

Permitted Uses -

Allowed and Conditional Uses-the same as Commercial District-

Except: Manufactured Metal Homes are not allowed in the Downtown District, except as temporary construction trailers-

Property included in the zone- All commercially Zoned Property on the west side of Willow Creek.

1. Setbacks
2. Zero setback for front, side, and rear yards.
3. Building Orientation
4. Building Ht. 35' max. to eave.
5. Architectural Guide lines
  - a. Applicability
  - b. Storefront design
  - c. Windows
  - d. Display
  - e. Decorative cornices
  - f. Awnings and articulation
6. Pedestrian amenities, Plaza area, benches, weather protection
7. Special uses
8. Second Floor residential on Main Street
9. Drive up Facilities

Off-street parking- where there is no building, parking shall be screened by a low wall or low hedge and trees.

See Landscape and Parking chapters

11-3-6: Light Industrial Zone

C. Dimensional standards-

1. Front Setback shall be at least 30 'on Heppner Highway and 25' along Riverside Avenue
2. Parking and loading shall be screened as described in Landscape Section. Landscape screen shall be at 5 foot wide Min.
3. Structures shall have a 10' min. landscape buffer between the building and parking areas on the side facing public right of way. The building entry will be clearly articulated.

Chapter 9 Off-Street Parking and Loading-

11-9-1: General Provisions:



*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

- Total Requirements:..... If the various uses occur exclusively at different times, the number of required space will be reduced by the smaller number of required spaces.
- The amount off-street parking required will be reduced by one off street parking space for every on-street parking space adjacent to the development.
- Credited on-street parking is not for the exclusive use to the development it credits.
- Revised required Parking – (See marked pages)
- Add- Surfaces other than asphalt and concrete in the Downtown District require Conditional Use approval from the Planning Commission.

Access Add-

Main Street Access - No new access on Main Street between Church and Cannon Streets. Where property is accessible by alleys or by side streets, Main Street access will be eliminated at the time of redevelopment.

Parking Design Standards

Parking Requirements for accessible spaces

11-12-5 Occupied Recreational Vehicles- Add Except in the Downtown District.

Add 11-14 Landscape Requirements  
Screening Requirements for parking from the ROW  
Screening Requirements for Loading  
Plant material requirements

Title 12 Subdivisions

Add Access way to definitions

Access way – A means of access primarily for pedestrian and bicycle use to provide passage between street or other destinations. They should be 10 foot of pavement within a 20' ROW and be used for emergency vehicular access when required. The remaining area within the ROW shall be landscaped.

*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

Alternative Number	Improvement Description	Estimated Cost*	Implementation Timeline	Responsible Jurisdiction
#1	Modifications to Gilmore Street –Acquire Sight Distance Easements at Willow Street –Mitigate Sight Distance Deficiency at Gilmore Street/Hager Street intersection	-Not estimated –Not estimated	–Near-term future –Near-term future	City
#2	Develop an Access and Circulation Plan for the Heppner Junior-Senior High School Area	\$10,000	Near- term future	City and/or Developer
#3	Develop Highway 74/Rock Street/Morrow Street Connection	\$900,000	Concurrent with local development	Developer/ City
#4	Provide Gateway Treatments Along Highway 207/74	No estimate	Concurrent with local development	City/ Developer
#5	Enhance Pedestrian Crossings of Highway 207/74	No estimate	Near-term future	City/ODOT
In process	Modifications to Stansbery Street	\$45,000	Near-term future	City
#6	Develop Equestrian Facilities	No estimate	As appropriate	City
#7	Promote Access Management Along Highway 207/74	No estimate	Concurrent with local development	City/ODOT
#8	Reduce Vehicular Reliance Through Zoning and Development Code Revisions	TGM Grant	Near-term future	City
#9	Implement Transportation Demand Management Measures	No estimate	Near-term future	City
#10	<i>Reconstruct Riverside Ave. from 207/74 Intersection to Hinton; Add Sidewalks and Bike Path</i>	\$348,000	Near-term future	City/ODOT
#11	<i>Bicycle Route Signage</i>	\$200/ sign	Near-term future	City/ODOT
#12	<i>Highway 74/ North Court Street Improvements</i>	\$33,000	Near-term future	City/ODOT
#13	<i>Recreational Vehicle Parking</i>	\$35,000		City
#14	<i>Skate Park with Shelter/ South Gateway</i>	\$175,000	Near-term future	City
#15	<i>Improve Linden Alley</i>	\$185,000	Concurrent with local development	City

**Table 1  
Summary of Improvement Alternative Recommendations**

\*Estimates do not include right-of-way acquisition and are preliminary estimates.

*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

TABLE 2

ROADWAY IMPROVEMENTS

Improvement Description	Estimated Cost*	Responsible Jurisdiction
<b>Near-Term, High Priority Projects (0-5 years)</b>		
Provide Supplemental Signing at the May Street/Main Street Intersection	\$200	City/ODOT
Restrict On-Street Parking in the Vicinity of Intersections	\$150/sign	City
Restripe On-Street Parking Stalls in the Downtown	\$3,000	City
Modifications to Gilmore Street -Acquire Sight Distance Easements at Willow Street -Mitigate Sight Distance Deficiency at Gilmore Street/Hager Street intersection	-Not estimated -Not estimated	City City
Develop an Access and Circulation Plan for the Heppner Junior-Senior High School Area - Improve Water Street and Willow View Streets - Obtain an Easement or Public Right on School road - Develop access around School to the south	\$10,000 no estimate No estimate No estimate	City City City City/Developer
Improve Gilmore to North Court Street Pedestrian Access and Crosswalk	\$22,000	City
Reduce Vehicular Reliance Through Zoning and Development Code Revisions	No estimate This Project	City/Grant
Implement Transportation Demand Management Measures	No estimate	City
<b>Concurrent with Local Development Projects</b>		
Develop Highway 74/Rock Street/Morrow Street Connection	\$900,000	City/Developer
Provide Gateway Treatments Along Highway 207/74	No estimate	City/ODOT
Promote Access Management Along Highway 207/74	No estimate	City
Develop West Side North-South Connector Road	No estimate	City/Developer

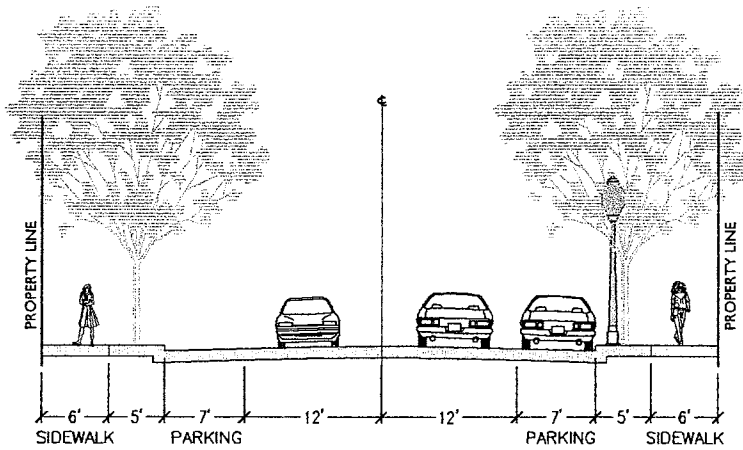
\*Estimated costs are in 1999 dollars and do not include right-of-way acquisition

*Transportation and Growth Management Program- Oregon Department of Transportation  
City of Heppner Downtown Development Plan*

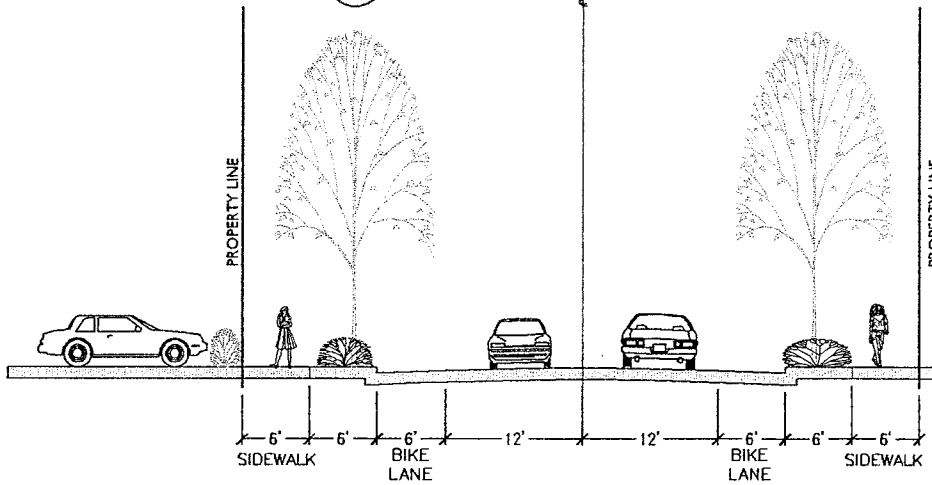
**TABLE 3  
PEDESTRIAN AND BICYCLE SYSTEM IMPROVEMENTS**

General Alignment	Project Start/End Point	Improvement Description	Estimated Cost*	Responsible Jurisdiction
Highway 74/207	Riverside Avenue to Hinton Street	Sidewalk	\$44,000	ODOT
Riverside Avenue	Highway 74/207 to Water Street	Sidewalk	\$59,000	City
Canyon Road	Riverside Avenue to Willow View Street	Sidewalk	\$17,500	City
Willow View Street	Canyon Road to View Drive	Sidewalk	\$35,000	City
Morgan Street	Willow View Street to Riverside Avenue	Sidewalk	\$44,000	City
View Drive	Willow Street to Minor Street	Sidewalk	\$22,000	City
Quaid Street	Highway 74/207 to Elder Street	Sidewalk	\$6,600	City
Stream Path	Riverside Avenue to Alfalfa Street	Multi-use Path	\$28,000	City
Elder Street	Quaid Street to southern terminus	Sidewalk	\$10,000	City
Highway 74	Stansberry Street to Eastern UGB	Sidewalk	\$40,000	ODOT
Gilmore Street	Hager Street to northern terminus	Sidewalk	\$36,000	City
Morrow Street	Gilmore Street to Rock Street	Sidewalk	\$9,000	City
Hager Street	Court Street to Alfalfa Street	Sidewalk	\$17,500	City
Cowins Street	Court Street to Alfalfa Street	Sidewalk	\$13,000	City
Alfalfa Street	Cowins Street to Hager Street	Sidewalk	\$9,000	City
Chase Street	Center Street to southern terminus	Sidewalk	\$44,000	City
Highway 207	Cannon Street to Willow Creek Road	Sidewalk	\$57,000	ODOT
Baltimore Street	Main Street to Elder Street	Multi-use Path	\$27,000	City
Baltimore Street	Main Street to Gale Street	Sidewalk Repairs	\$4,500	City
Gale Street	May Street to Willow Street	Sidewalk	\$3,000	City
May Street	Main Street to Gale Street	Sidewalk	\$3,800	City
Willow Street	Chase Street to Gilmore Street	Sidewalk	\$33,000	City
Cannon Street	Highway 207 to Green Street	Sidewalk	\$8,000	City
Church Street	Main Street to Gale Street	Elevate Sidewalk	\$4,500	City
Gale Street	Hinton to May Streets	Bicycle Path	Signage cost	City
Riverside Ave. or Hwy 207/74	Riverside to Hinton	Bicycle Path	Included with Street Work	State or City

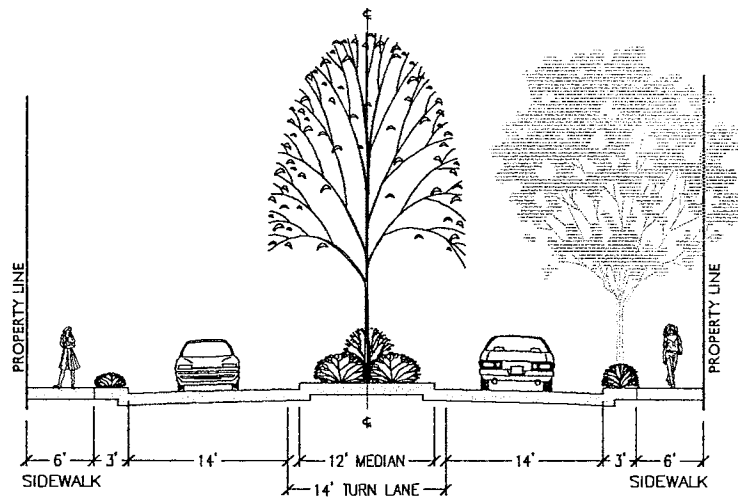
\*Estimated costs do not include right-of-way acquisition



**TYPICAL STREET SECTION - 60'**  
2 LANES w/ PARKING BOTH SIDES



**1B HEPPNER HIGHWAY - OPTION 2**  
2 LANES WITH BIKE LANES - HIGHWAY 209/74



**1A HEPPNER HIGHWAY - OPTION 1**  
2 LANES WITH LANDSCAPED MEDIAN TO CITY LIMITS

# STREET SECTIONS

## DOWNTOWN DEVELOPMENT PLAN

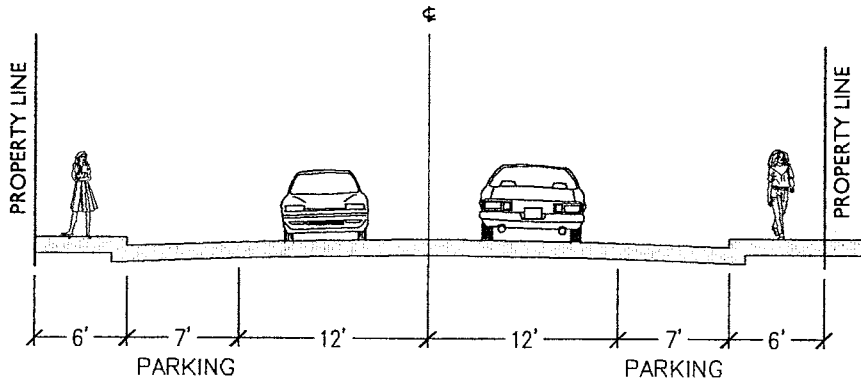
HEPPNER, OREGON

NOVEMBER 2002

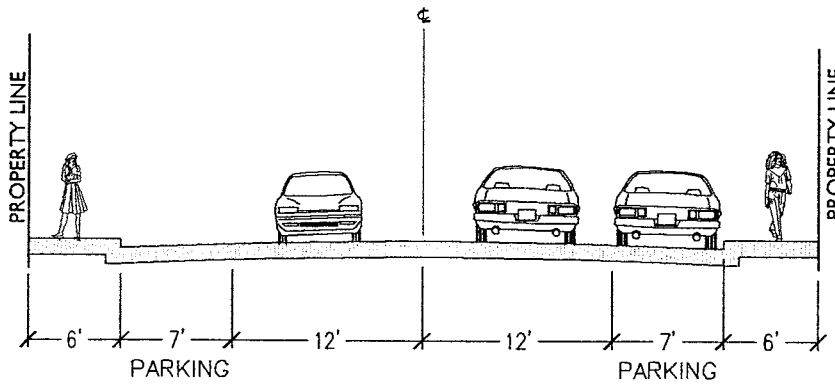


MITCHELL NELSON GROUP, LLC  
71 SW OAK STREET  
PORTLAND, OR 97204  
503.225.0822 PHONE  
503.225.0800 FAX  
www.mnlg.com

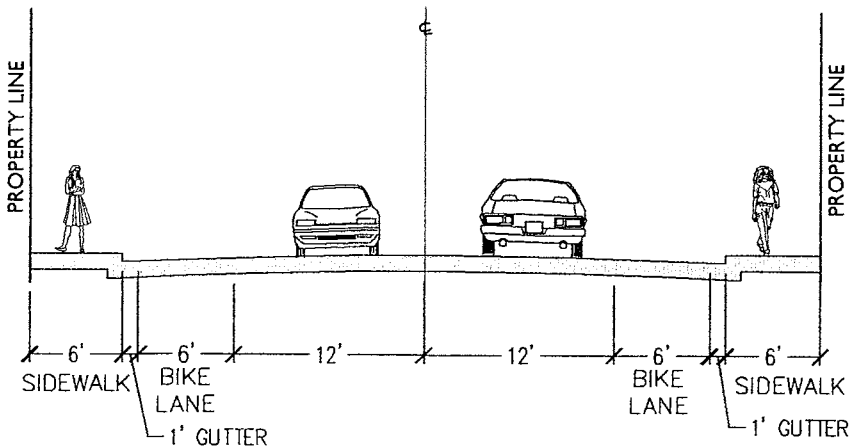
ENVIRONMENTAL PLANNERS  
& LANDSCAPE ARCHITECTS



**TYPICAL STREET SECTION - 50'**  
2 LANES w/ PARKING BOTH SIDES



**2B RIVERSIDE AVENUE - OPTION 2**  
2 LANES w/ PARKING BOTH SIDES



**2A RIVERSIDE AVENUE - OPTION 1**  
2 LANES WITH BIKE LANES

# STREET SECTIONS

## DOWNTOWN DEVELOPMENT PLAN

HEPPNER, OREGON

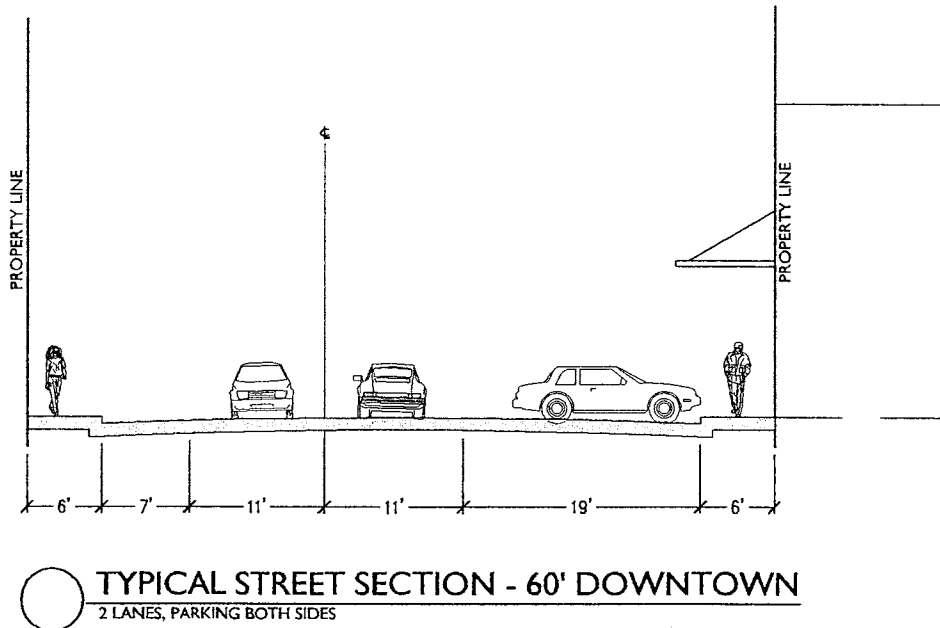
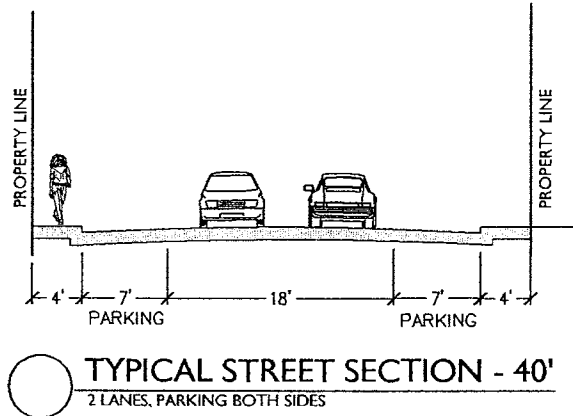
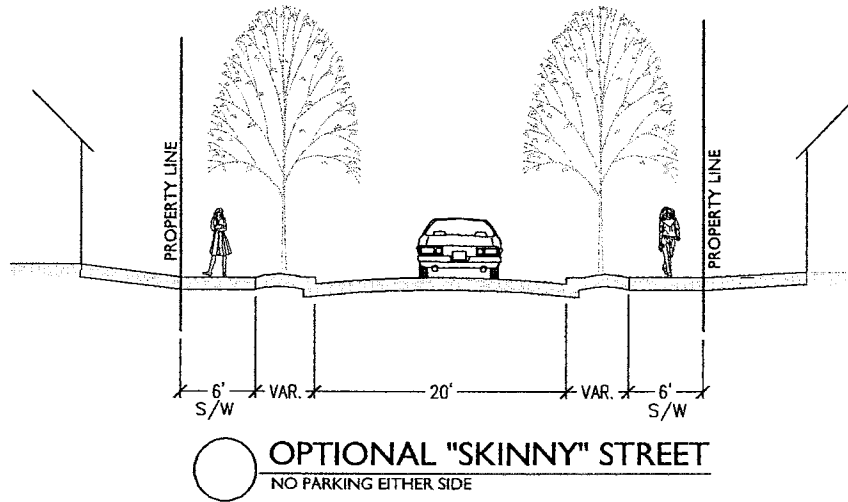
NOVEMBER 2002



MITCHELL NELSON GROUP, LLC  
71 SW OAK STREET  
PORTLAND OR 97204  
503.225.0822 PHONE  
503.225.0800 FAX  
www.mngi.com

MITCHELL  
NELSON

ENVIRONMENTAL PLANNERS  
& LANDSCAPE ARCHITECTS



# STREET SECTIONS

## DOWNTOWN DEVELOPMENT PLAN

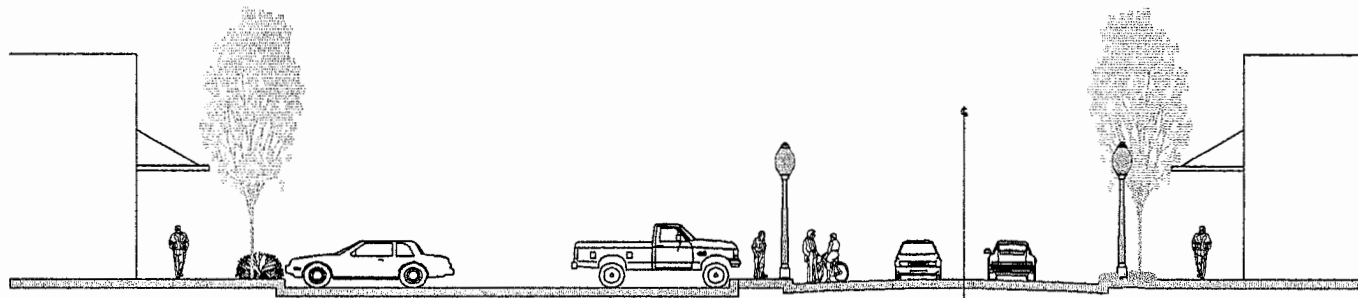
HEPPNER, OREGON

NOVEMBER 2002

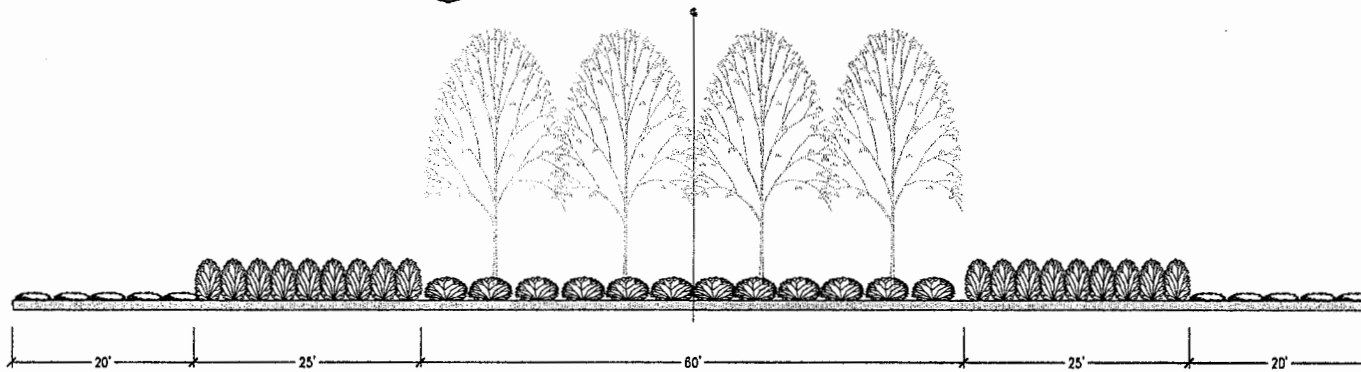


MITCHELL NELSON GROUP, LLC  
71 SW OAK STREET  
PORTLAND OR 97204  
503.225.0822 PHONE  
503.225.0800 FAX  
www.mngrp.com

ENVIRONMENTAL PLANNERS  
& LANDSCAPE ARCHITECTS



○ PROTOTYPE STREET and PARKING SECTION



○ TYPICAL MEDIAN SECTION  
12' WIDE

## STREET SECTIONS

DOWNTOWN DEVELOPMENT PLAN

HEPPNER, OREGON

NOVEMBER 2002



**MITCHELL  
NELSON**

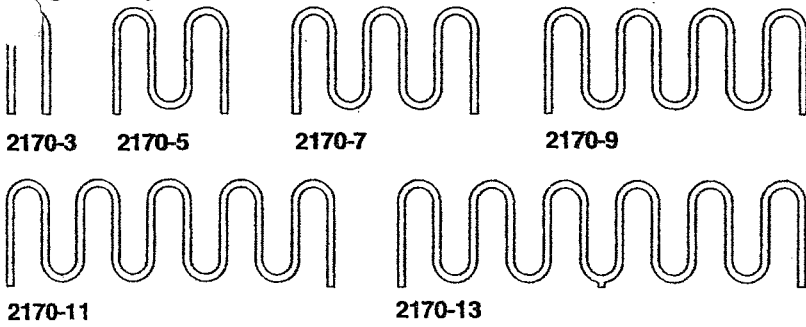
MITCHELL NELSON GROUP, LLC  
71 NW OAK STREET  
PORTLAND, OR 97204  
503.227.0828 PHONE  
503.225.8500 FAX  
www.mnfg.com

ENVIRONMENTAL PLANNERS  
& LANDSCAPE ARCHITECTS



**APPENDIX D**

**Original CycLoops**



**Original CycLoops Specifications**

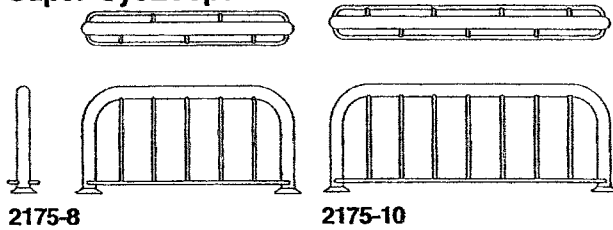
Model	Length	Width	Height	Maximum Bikes
2170-3	1' 3"	3"	3' 0"	Three
2170-5	3' 3"	3"	3' 0"	Five
2170-7	5' 3"	3"	3' 0"	Seven
2170-9	7' 3"	3"	3' 0"	Nine
2170-11	9' 3"	3"	3' 0"	Eleven
2170-13	11' 3"	3"	3' 0"	Thirteen

Supplied as standard for embedment (permanent) mounting.

- P Suffix for pedestal (fixed surface) mounting option.
- C Suffix for powder-coated steel version.
- G Suffix for galvanized version.
- S Suffix for stainless steel version.

Notes: Includes matching base covers on -P pedestal mounting option only.

**Super CycLoops**

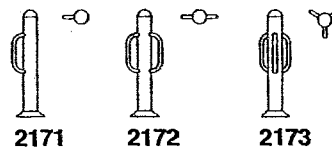


**Super CycLoops Specifications**

Model	Length	Width	Height	Maximum Bikes
2175-8	6' 5"	1' 0"	3' 3"	Eight
2175-10	8' 5"	1' 0"	3' 3"	Ten

- E Suffix for embedment (permanent) mounting option.
  - P Suffix for pedestal (fixed surface) mounting option.
  - C Suffix for powder-coated steel version.
  - G Suffix for galvanized version.
  - S Suffix for stainless steel version.
- Notes: Includes matching base cover, as shown, on -P pedestal mounting option only.

**Bollard CycLoops**



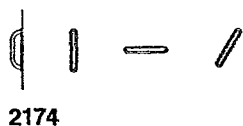
**Bollard CycLoops Specifications**

Model	Length	Width	Height	Maximum Bikes
2171	9"	5"	3' 0"	One
2172	12"	5"	3' 0"	Two
2173	11"	10"	3' 0"	Three

- E Suffix for embedment (permanent) mounting option.
- P Suffix for pedestal (fixed surface) mounting option.
- R Suffix for removable mounting option.
- C Suffix for powder-coated steel version.
- G Suffix for galvanized version.
- S Suffix for stainless steel version.

Notes: Includes matching base cover, as shown, on -P pedestal mounting option only.

**Wall CycLoops**

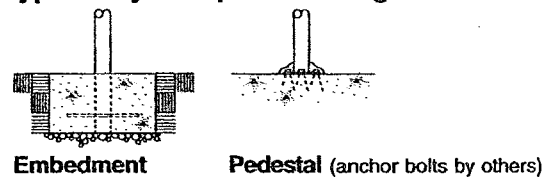


**Wall CycLoops Specifications**

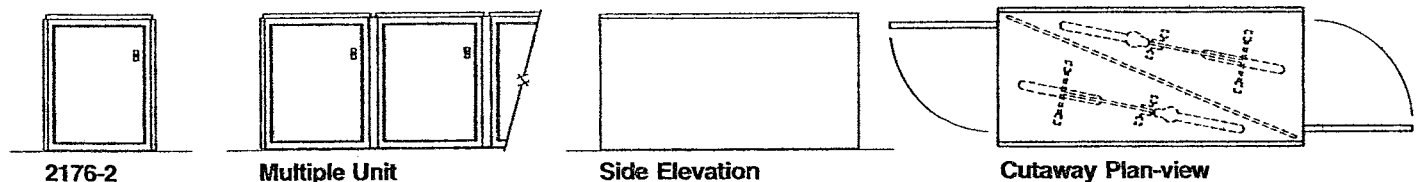
Model	Length	Width	Height	Maximum Bikes
2174	1' 2"	2"	4"	One

- C Suffix for powder-coated steel version.
  - G Suffix for galvanized version.
  - S Suffix for stainless steel version.
- Notes: Wall mounting bolts by others.

**Typical CycLoops Mounting Details**



**CycLocker**



**CycLocker Specifications**

Model	Length	w/Doors Open	Width	Height	Maximum Bikes
2176-2	7' 4"	12' 7"	3' 3"	3' 10"	Two
2176-4	7' 4"	12' 7"	6' 6"	3' 10"	Four
2176-6	7' 4"	12' 7"	9' 9"	3' 10"	Six
2176-8	7' 4"	12' 7"	13' 0"	3' 10"	Eight
2176-10	7' 4"	12' 7"	16' 3"	3' 10"	Ten
2176-12	7' 4"	12' 7"	19' 6"	3' 10"	Twelve

- C Suffix for powder-coated steel version (standard).
  - S Suffix for stainless steel version.
- Four bolt-down, leveling feet are supplied with each locker. Factory installed dual-latch lock on each door is included. Interior manual safety lock release.



## Columbia Cascade Company

Makers of TimberForm® & PipeLine® Playground Equipment  
and Outdoor Fitness Systems, TimberForm Site Furniture  
and CycLoops™ & CycLocker® Bicycle Management Products.

1975 SW Fifth Avenue  
Portland, OR 97201-5293 USA  
Telephone: 503/223-1157  
E-mail: [hq@timberform.com](mailto:hq@timberform.com)  
Facsimile: 503/223-4530

Fax No.: 503-225-0800

Date: April 2, 2003

Pages: 1 of 2

To: The Mitchell Nelson Group LLC  
Attn: Ms. Joyce Jackson  
Reference: City of Hepner Project

Thank you for your interest in TimberForm Site Furniture products. We are pleased to offer our quotation for the above-referenced project as follows:

### TIMBERFORM

<u>Model No. and Description</u>	<u>Price Each</u>
2118-6 RESTORATION Bench with Armrest, standard color CASPA-7 powder-coated cast iron frame, kiln-dried Alaska yellow cedar slats, surface mount.	\$ 795.00
2141-6-P GREENWAY Bench with Armrests, standard color CASPA-7 powder-coated steel frame, kiln-dried 3X4 patterned Wood slats, pedestal mount.	\$ 540.00
2141-6-E GREENWAY Bench with Armrests, standard color CASPA-7 powder-coated steel frame, kiln-dried 3X4 patterned Wood slats, embedment mount.	\$ 525.00
2172-P-C BOLLARD CYCLOOPS, standard color CASPA-7 4 1/2" o.d. Schedule 40 steel pipe, pedestal mount.	\$ 175.00

This quotation is based on unit pricing, F.O.B. factory. Delivery charges are extra and not included. Once exact model numbers and quantities are determined please advise us and we will offer our revised price quotation.

This quotation is good for 30 days and subject to our confirmation thereafter. Shipment can occur within 45 days after our receipt of an acceptable order and final specifications.

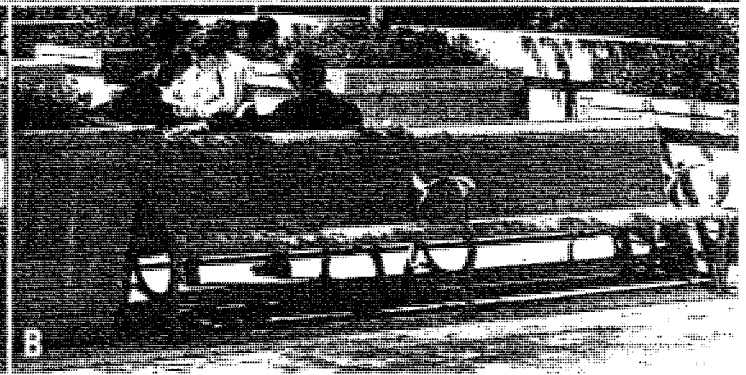
Truck unloading and job site work are extra and not included.

If we may be of further assistance to you in any way, please contact our Portland design headquarters at the telephone or FAX numbers shown above.

Best regards:

Dennis McGowan  
Factory Representative

Visit our Web site [www.timberform.com](http://www.timberform.com)



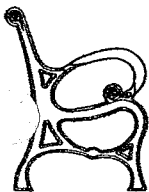
TimberForm Restoration	Model	Length	Width	Height	Seat Height	Mounting
<b>Bench with Armrests</b>	<b>2118-3</b>	3' 0" [915mm]	2' 3" [685mm]	2' 10" [865mm]	1' 4" [405mm]	Surface*
	<b>2118-6</b>	6' 0" [1830mm]	2' 3" [685mm]	2' 10" [865mm]	1' 4" [405mm]	Surface*
	<b>2118-8</b>	8' 0" [2440mm]	2' 3" [685mm]	2' 10" [865mm]	1' 4" [405mm]	Surface*

**Material:** Frames of black powder-coated cast iron with kiln-dried 6/4 and 8/4 patterned Alaska yellow cedar wood slats.

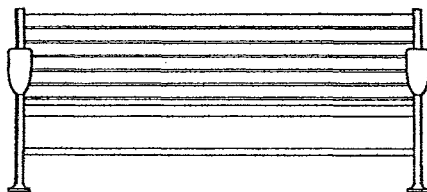
**Options:** Frame color, Marine Teak or Purpleheart wood slats and **powder-coated metal slats**. Can be special ordered with customer's name and/or logo cast in bench ends and/or without decorative rose in casting.

**Suggestions:** Specify matching litter container **2107** and ash receptacle **2108**. Also see complementary litter container **2136** and ash receptacle **2137** (see page 60). Matching planters are available.

**Notes:** \* For permanent or movable applications only (anchor bolts by others).



2118



2118-6

TimberForm Restoration	Model	Length	Width	Height	Seat Height	Mounting
<b>Bench with Intermediate Armrest(s)</b>	<b>2119-7<sup>1</sup></b>	6' 11" [2110mm]	2' 3" [685mm]	2' 10" [865mm]	1' 4" [405mm]	Surface*
	<b>2119-8<sup>1</sup></b>	7' 11" [2415mm]	2' 3" [685mm]	2' 10" [865mm]	1' 4" [405mm]	Surface*
	<b>2119-10<sup>1</sup></b>	9' 11" [3025mm]	2' 3" [685mm]	2' 10" [865mm]	1' 4" [405mm]	Surface*
	<b>2119-12<sup>1</sup></b>	11' 11" [3630mm]	2' 3" [685mm]	2' 10" [865mm]	1' 4" [405mm]	Surface*
	<b>2119-14<sup>2</sup></b>	13' 11" [4240mm]	2' 3" [685mm]	2' 10" [865mm]	1' 4" [405mm]	Surface*
	<b>2119-16<sup>2</sup></b>	15' 11" [4850mm]	2' 3" [685mm]	2' 10" [865mm]	1' 4" [405mm]	Surface*

**Material:** Frames of black powder-coated cast iron with kiln-dried 6/4 and 8/4 patterned Alaska yellow cedar wood slats.

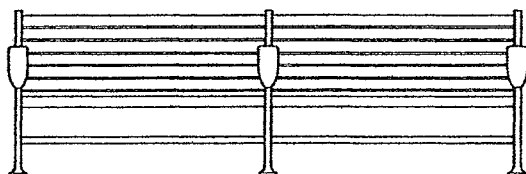
**Options:** Frame color, Marine Teak or Purpleheart wood slats and **powder-coated metal slats**. Can be special ordered with customer's name and/or logo cast in bench ends and/or without decorative rose in casting.

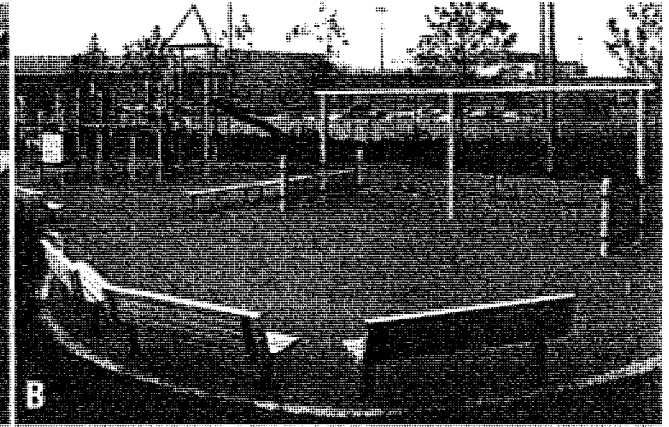
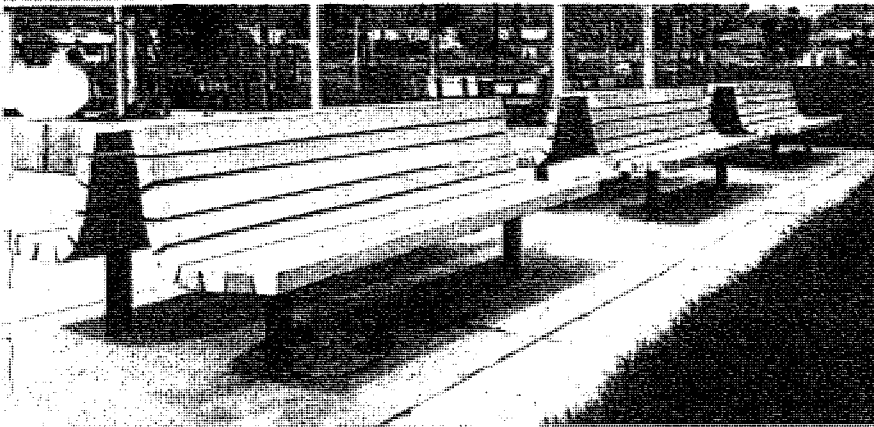
**Suggestions:** Specify matching litter container **2107** and ash receptacle **2108**. Also see complementary litter container **2136** and ash receptacle **2137** (see page 60). Matching planters are available.

**Notes:** \* For permanent or movable applications only (anchor bolts by others).

<sup>1</sup> Includes one intermediate frame with armrest.

<sup>2</sup> Includes two intermediate frames with armrest.





**TimberForm Greenway**

**Contour Bench**



Recycled plastic slats

Model	Length	Width	Height	Seat Height	Mounting
<b>2153-6</b>	5' 10" [1780mm]	1' 9" [535mm]	2' 6" [760mm]	1' 4" [405mm]	-E* or -P
<b>2153-8<sup>1</sup></b>	7' 10" [2390mm]	1' 9" [535mm]	2' 6" [760mm]	1' 4" [405mm]	-E* or -P

-E Add this suffix for embedment (permanent) mounting option.

-P Add this suffix for pedestal (fixed surface) mounting option (anchor bolts by others).

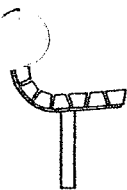
**Material:** Frames of black powder-coated steel with 3 x 4 patterned recycled plastic slats.

**Options:** Mounting method and frame color.

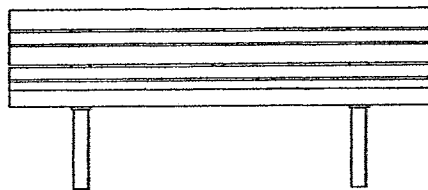
**Suggestions:** Specify matching litter container **2157**. Matching planters are available.

**Notes:** \* Supplied as standard for embedment (permanent) mounting.

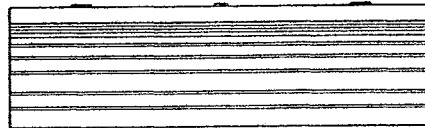
<sup>1</sup> Includes one intermediate frame.



2153



2153-6



**TimberForm Greenway**

**Contour Bench**

Model	Length	Width	Height	Seat Height	Mounting
<b>2140-6</b>	5' 10" [1780mm]	1' 9" [535mm]	2' 6" [760mm]	1' 4" [405mm]	-E* or -P
<b>2140-8</b>	7' 10" [2390mm]	1' 9" [535mm]	2' 6" [760mm]	1' 4" [405mm]	-E* or -P
<b>2140-10<sup>1</sup></b>	9' 10" [2995mm]	1' 9" [535mm]	2' 6" [760mm]	1' 4" [405mm]	-E* or -P
<b>2140-12<sup>1</sup></b>	11' 10" [3605mm]	1' 9" [535mm]	2' 6" [760mm]	1' 4" [405mm]	-E* or -P

-E Add this suffix for embedment (permanent) mounting option.

-P Add this suffix for pedestal (fixed surface) mounting option (anchor bolts by others).

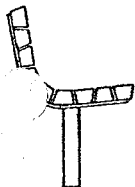
**Material:** Frames of black powder-coated steel with kiln-dried 3 x 4 patterned wood slats.

**Options:** Mounting method and frame color.

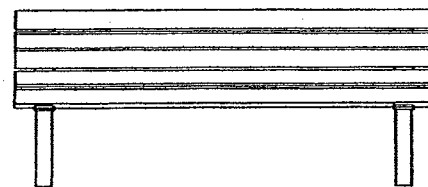
**Suggestions:** Specify matching litter container **2148**. Matching planters are available.

**Notes:** \* Supplied as standard for embedment (permanent) mounting.

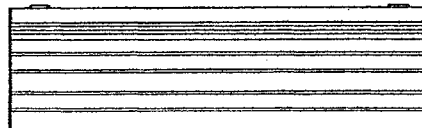
<sup>1</sup> Includes one intermediate frame.



2140



2140-6



For TimberForm Greenway tables and seats please see page 84.

**-CITIZEN INPUT-**

Please give us your opinions about the proposed Downtown Master Plan options. Please elaborate as you desire and use the back for your additional comments.

FEATURE	OPTION 1	OPTION 2	Preference- Why?
Heppner Highway into the City-	Center median -Sidewalk & Landscape Strip- No Bike Lanes-	Bike lanes- Sidewalk & Landscape Strip No Center Median-	
Riverside Avenue	Bike lanes- Sidewalks both sides & No Parking	Parking both sides- Sidewalk- No Bike Lane-	
RV Parking	On-street Parking on Chase Street	Off-street Parking on city acquired land	
Multi- Use Path	West side of Creek	East side of Creek	
Downtown Off-street Parking Requirements	None	1/2 of required parking- On-street counts toward requirement	
Curb Extensions	At most Intersections	Main Street & special areas only	

COMMON FEATURE	APPROVE	DISAPPROVE	WHY?
Skate Park/Youth Center			
County Parking at Count and May Street Market Site			
Creation of Downtown District Zone			
Parking Lot & Loading Screening Requirement			
Zero Setbacks in Downtown, except for Pedestrian Plaza Space			
Side Street Angled Parking			
Limited access, Max. openings & No Add. access to Main St.			
Required Pedestrian Access-ways and Street Connectivity			

Please write additional comments on back- Leave here or Send to Joyce Jackson, Mitchell Nelson Group, 71 SW Oak St., Portland, Oregon 97204

# City of Heppner Downtown Development Plan

## Community Survey

November 2002

The Mitchell Nelson Group is looking at ways to integrate side streets and surrounding areas with the newly redesigned Main Street. We would appreciate knowing your thoughts about the downtown core and how to plan for future transportation needs. Thank you for taking a few minutes to answer the following questions. Joyce Jackson and Mary Bedard

1. The current Transportation System Plan (TSP) will restrict new driveway access along Highway 207/74 north of Main Street. New access to these properties would be from Linden Way. Should these highway frontage parcels be developed similarly to Main Street with buildings right at the property line, or should parking be allowed in front of buildings in that area?

Parking in rear only \_\_\_\_\_ Parking in front and rear \_\_\_\_\_  
Parking in front only \_\_\_\_\_ No opinion \_\_\_\_\_  
My idea for parking \_\_\_\_\_

2. Do you have any concerns or suggestions about RV parking or congestion in central Heppner?

\_\_\_\_\_

3. Is there enough parking Downtown?

Yes \_\_\_\_\_ No \_\_\_\_\_  
Some places not everywhere \_\_\_\_\_ Where is more needed? \_\_\_\_\_

4. Do you think the historic character of downtown Heppner would best be preserved by having parking lots on side street parcels rather than on Main Street?

Yes \_\_\_\_\_ No \_\_\_\_\_ No opinion \_\_\_\_\_  
My ideas about maintaining historic character \_\_\_\_\_

5. How important is it for you to be on sidewalks when you walk around town?

Very important \_\_\_\_\_ Somewhat important \_\_\_\_\_ Unimportant \_\_\_\_\_ No opinion \_\_\_\_\_

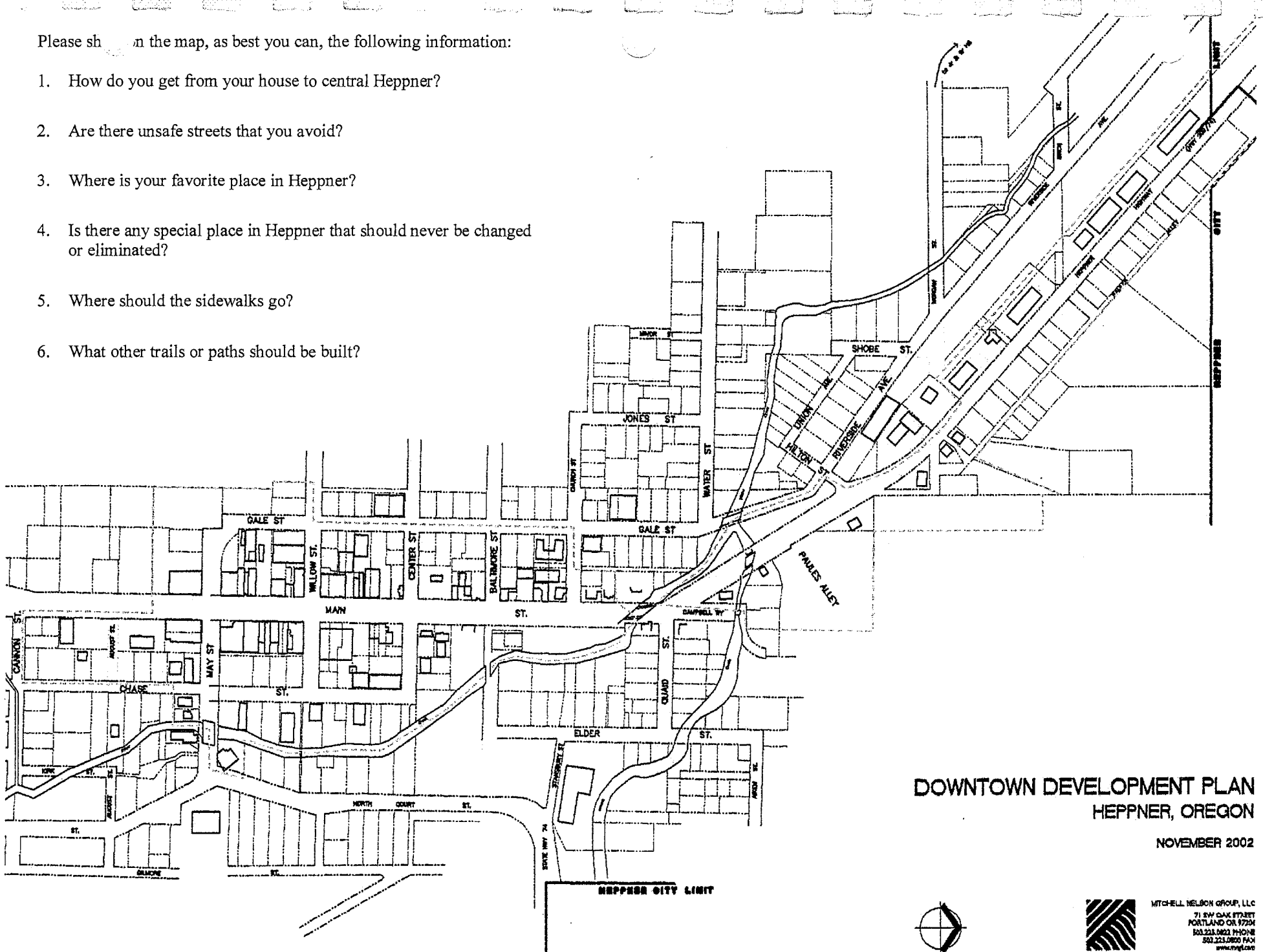
6. Should the main pedestrian corridors in Heppner be restricted to only walking, or should other uses be allowed? Please check all that you feel should share use:

Pedestrians only \_\_\_\_\_ Bicycles \_\_\_\_\_ Skateboards \_\_\_\_\_  
Skates \_\_\_\_\_ Horses \_\_\_\_\_ Scooters \_\_\_\_\_  
Other \_\_\_\_\_

Other comments? Please use back if needed.

Please show on the map, as best you can, the following information:

1. How do you get from your house to central Heppner?
2. Are there unsafe streets that you avoid?
3. Where is your favorite place in Heppner?
4. Is there any special place in Heppner that should never be changed or eliminated?
5. Where should the sidewalks go?
6. What other trails or paths should be built?



## DOWNTOWN DEVELOPMENT PLAN HEPPNER, OREGON

NOVEMBER 2002



NORTH



MITCHELL NELSON GROUP, LLC  
71 SW OAK STREET  
PORTLAND, OR 97204  
503.223.0623 PHONE  
503.223.0620 FAX  
www.mnjl.com

ENVIRONMENTAL PLANNERS  
& LANDSCAPE ARCHITECTS

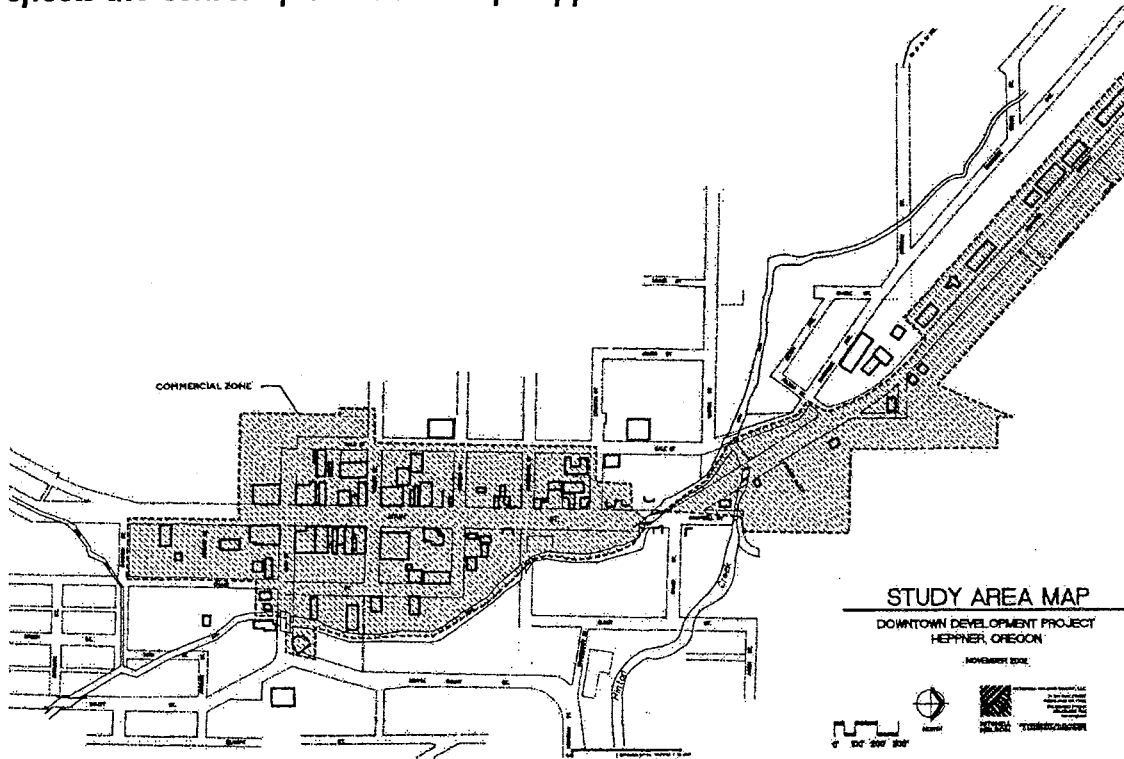


# City of Heppner Downtown Development Plan

To make efficient use of Heppner's Downtown core and to enhance the characteristic of the Historic Downtown, the City in conjunction with the Oregon Department of Transportation will be:

- Revising and Updating the Transportation System Plan (TSP)
- Revising the Zoning Code
- Developing a Downtown Development Master Plan

***Community awareness and participation is crucial for creation of a Plan that reflects the desires of the Citizens of Heppner.***



**Figure 1- Downtown Heppner and Commercially Zoned Property**

## **WHY THIS PROJECT?**

In 1995 Oregon's legislature confirmed Land Use planning requirements for Oregon communities including implementation of the Transportation Planning Rule.

Additionally, transportation improvement funds from ODOT require adoption of a Transportation System Plan (**TSP**). The TSP requires the implementation of Transportation Planning Rule Ordinances into the zoning ordinance. In addition to ODOT's concern for safe and efficient highways, ODOT encourages *Smart Development and Pedestrian Friendly design to help retain small town character*. **Code revisions are required to insure implementation of these rules and principles.**

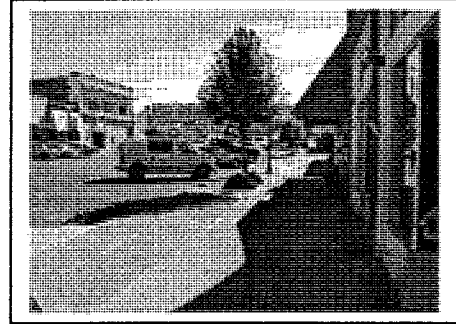
## **PRINCIPLES OF SMART DEVELOPMENT -**

- **Efficient Use of Land Resources** (*growth within the growth boundary*)

- **Full utilization of Urban Services** (efficient use of infrastructure)
- **Mixed Use** (housing in and around commercial use)
- **Transportation Options** (walking and cycling provisions)
- **Detailed Human Scale Design** (places that are interesting and comfortable for people)

Smart Design is an idea whose roots are in the past. It includes: neighborhoods where people walked to destinations, lived near a corner store, and sat on a front porch

*Downtown Heppner already has many Smart Development characteristics. The recent improvements to Main Street's streetscape and St. Patrick's Senior Center demonstrate the community's commitment to a 'Pedestrian friendly' downtown.*



**Figure 2-** Main Street, Heppner

## **EXISTING ZONING CODE REQUIREMENTS**

### **CENTRAL COMMERCIAL I ZONE**

The downtown core and the property along Highway 207/74 is zoned **Central Commercial**. See **Figure 1**

#### **Allowed uses include:**

- Commercial Uses
- Institutional uses

#### **Conditional Uses include:**

- Residential
- Vehicular Repair Shops
- Recreational Vehicle Parks

-Industrial and manufacturing are not permitted in the zone.

#### **Setback Requirements**

- Front Yard Minimum of twenty feet (20')
- Side Yard Minimum of ten feet (10') except for corner lots where It shall be twenty feet
- Rear Yard Minimum of ten feet (10')

**Lot Area** 7000 SF minimum for single family dwelling  
8000 SF minimum for two family dwelling

**Building Height** Thirty-five Feet (35') maximum

**Frontage** Minimum Fifty Feet (50')

- The code states that lot area shall be adequate to meet the needs of the establishment, the requirements of the State of Oregon State Structural Specialty Code and Fire and Life Safety Code and city fire and Parking requirements.

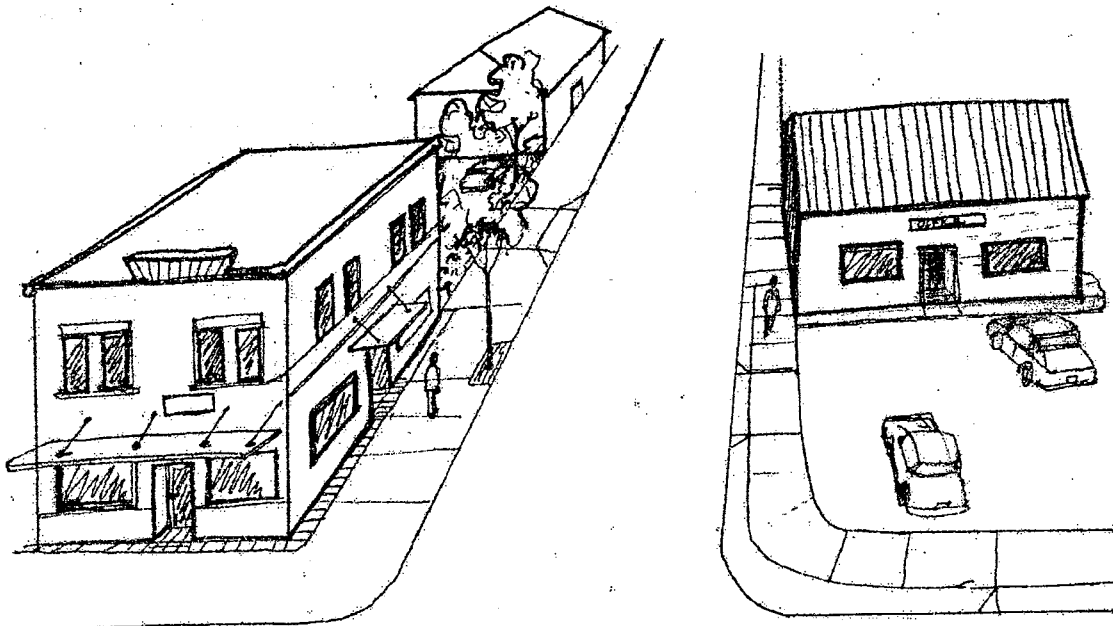
- The code also addresses in some detail specific design standards for manufactured buildings.

### **EXISTING PARKING and LOADING REQUIREMENTS**

The parking code specifies the number of spaces required for each type of use and Parking Areas shall be hard surfaced. Bike racks are described but not required.

### **WHAT THE EXISTING CODE DOESN'T DO**

1. Provide Building Design Guidelines
2. Control Commercial Building Location on the Lot
3. Provide Landscape Requirements
4. Control Parking Locations
5. Require Parking Lot Screening
6. Control Vehicular access
7. Provide Credit for on-street Parking
8. Require Connectivity



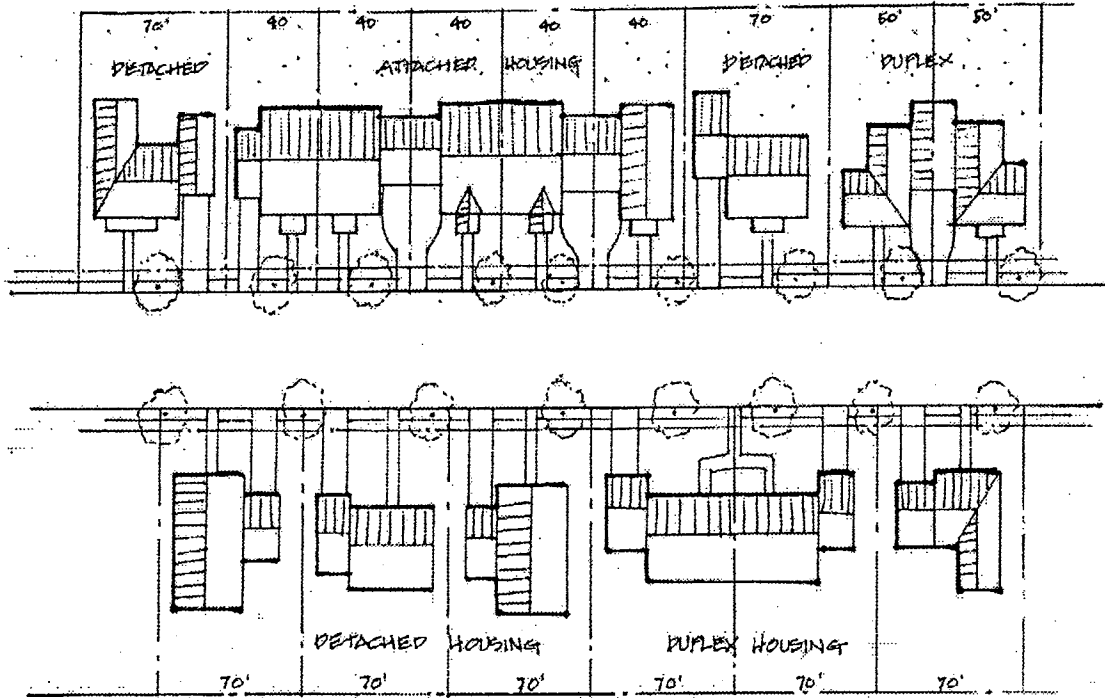
**Figure 3** – *'Smart Development' (left) and Development Allowed by Existing Code(right)*

### **SMART DEVELOPMENT OPTIONS**

'Smart Development' and 'Pedestrian Friendly Design' impact the entire community and extend beyond the Downtown.

The principles of Smart Design are:

**I. EFFICIENT USE OF LAND RESOURCES** (*growth within the growth boundary*)



**Figure 4 - Reduce Lot Dimensions-** Smaller varied lot sizes (Top) are a more efficient use of land than larger same size lots (bottom)

**- More Efficient Parking**

- Strategies-**
- Reduce excessive requirements
  - Include on-street parking toward required parking
  - Share parking among different users

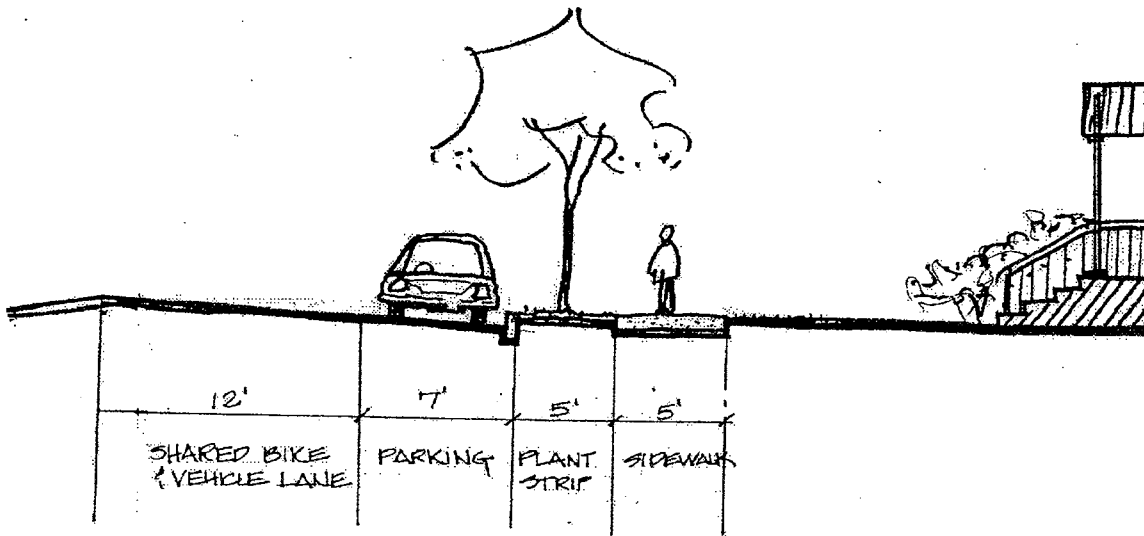
**II. FULL UTILIZATION OF URBAN SERVICES** (*efficient use of infrastructure*)

- Strategies-**
- Allow higher Densities
  - Allow attached units
  - Allow Accessory Units

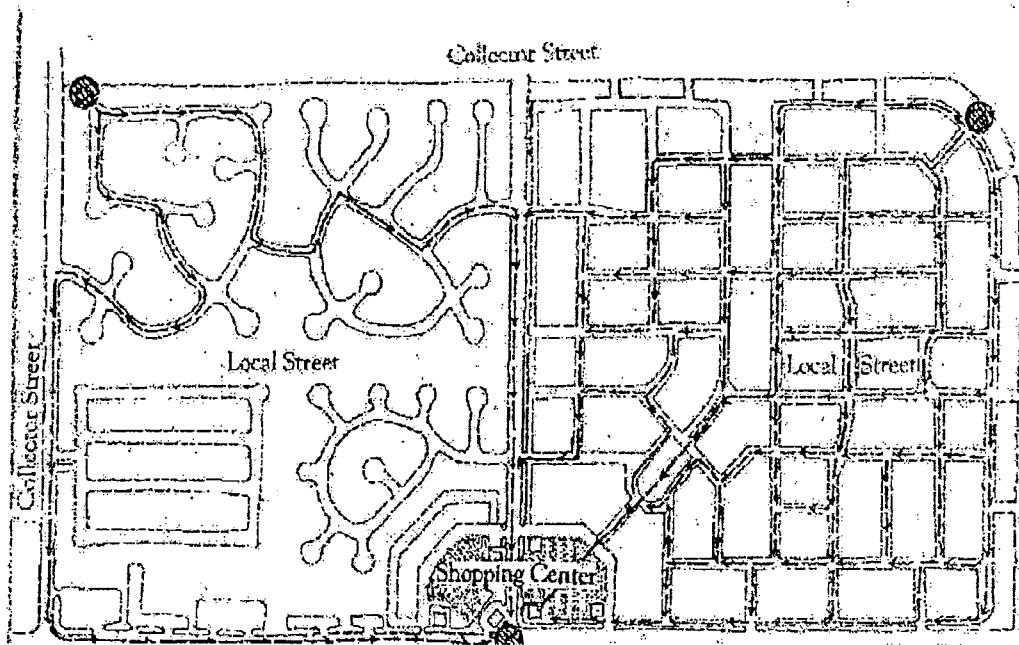
**III. MIXED USE** (*housing in and around commercial use*)

- Strategies-**
- Residential Use allowed in Commercial Zone
  - Limited Commercial Use Allowed in Residential Zone
- (Residential Use allowed in Heppner's Commercial District)

**IV. TRANSPORTATION OPTIONS** (*Connectivity, walking and cycling provisions*)



**Figure 5 Residential Multi Modal Cross-Section** provides sidewalks for Pedestrians



**Figure 6 - Street Connectivity** provides alternative access choices and shortens trip length. Provide sidewalks and pedestrian access ways..

Figure Source- Smart Development Handbook, Transportation and Growth Management Program, Oregon Department of Transportation, Oregon Department of Land Conservation and Development, August 1997

**V. DETAILED HUMAN SCALE DESIGN** (places that are interesting and comfortable for people)



**Figure 6-** Wide Sidewalks, Benches, storefront windows, and inviting entries make a comfortable interesting place for people



**Figure 8 -**Building Articulation, Entries and Materials create interest and a sense of place.



