

Reedsport Waterfront and Downtown Plan



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REEDSPORT WATERFRONT AND DOWNTOWN PLAN

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Background Documents and Meeting Summaries (by reference):

1. Technical Memorandum 1, Inventory and Analysis
2. Technical Memorandum 2, Alternatives Analysis
3. Project Advisory Committee Meeting Summaries
4. Public Meeting Summaries

EXECUTIVE SUMMARY

Adoption of the Reedsport Waterfront and Downtown Plan completes a two-phase planning process that began during the winter of 2010-2011. The plan defines the desired character of the waterfront and downtown areas with an overall vision supported by a future development strategy. The plan recommends specific land use changes and transportation improvements for downtown revitalization and waterfront redevelopment.

The planning process included Project Advisory Committee (PAC) meetings, public work sessions, and an interagency coordination meeting with City of Reedsport and Oregon Department of Transportation (ODOT) staff. The consultant team and staff developed plan alternatives, based on input from the PAC and broader community. The alternatives were then evaluated and refined with further input from the PAC and community.

In summary, the Preferred Alternative provides for:

- Land use and transportation improvements needed over a 20-year horizon;
- New housing, including 237 multi-family housing units;
- About 100,000 square feet of new retail commercial uses;
- Roughly 112,000 square feet of new industrial uses;
- A new 100-room hotel; 60-interim RV spaces; and
- Visitor destination uses (23,000 square feet), and improved river access.
- An additional 70,000 square feet of live/work mixed-use employment space north of the downtown core for small businesses, offices, light assembly and showrooms with housing above, to develop beyond 20 years.

At build-out, the plan is expected to increase gross domestic product ranging from \$76 to \$86 million per year for the local and regional economy. This includes direct and indirect/induced spending, which supports 354 direct jobs and 230 indirect/induced jobs throughout the region annually.

1. INTRODUCTION

Reedsport' is a tidewater town located eight river miles inland from the Pacific Ocean at the confluence of the Umpqua, Smith and Scholfield rivers. Its economy has shifted away from natural resource-based industry since the close of International Paper in Gardiner (1963-1999), the first paper mill on the west coast. The community recognizes the need to revitalize downtown and usher in the next wave of economic opportunity and job growth.

A STRATEGIC LOCATION

Located at the intersection of US 101 and OR 38, Reedsport anchors the west end of this important route to the Willamette Valley. Both US 101 and OR 38 are Oregon State Freight Routes, and US 101 is a National Bicycle Route.

Reedsport is also the gateway to the Oregon Dunes National Recreation Area and is one of the largest sports fishing ports on the west coast. The scenic Umpqua River Highway (OR 38) provides arguably the most direct connection between Interstate 5 and the southern Oregon Coast.



OVERALL PLAN

The Reedsport Waterfront and Downtown Plan (RWDP) proposes a revitalized Old Town and Umpqua River waterfront area through the following strategies:

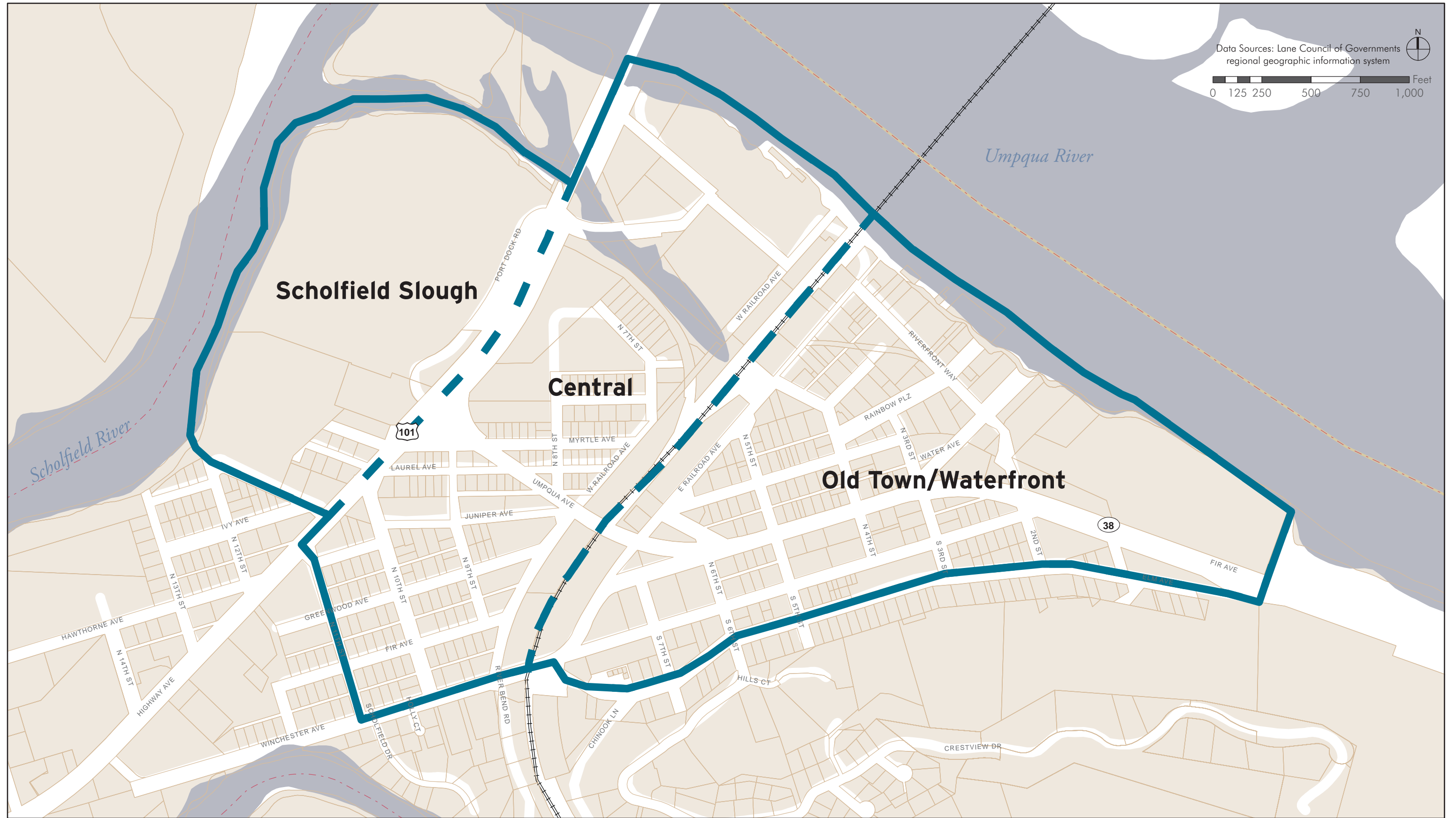
- Establish a community-based vision for local economic development
- Recommend transportation system improvements, including facilities for automobiles, pedestrians and bicyclists
- Illustrate desired streetscape and building design improvements, consistent with local economic development objectives
- Amend the Reedsport Comprehensive Plan and Transportation System Plan to implement the RWDP
- Amend Reedsport's zoning ordinance, consistent with the RWDP; some code amendments are deferred until the city completes a required coastal shorelands (State Goal 17) analysis.

PUBLIC PLANNING PROCESS

The plan process is described in the Executive Summary. Background documents and meeting summaries are on file at Reedsport City Hall.

PLAN AREA

Figures 1 – 4 illustrate the plan area, which is defined by the Scholfield Slough and 11th Street to the west, Elm Avenue to the south, and the Umpqua River to the east and north. Historically the area was designated for primarily for commercial and industrial uses, with housing limited to pockets west of the Coos Bay Rail Link. The maps depict the comprehensive plan and zoning that existed when the RWDP was developed. The RWDP, as presented in Part 2, amends the plan and zoning to implement the new vision.



Data Sources: Lane Council of Governments regional geographic information system

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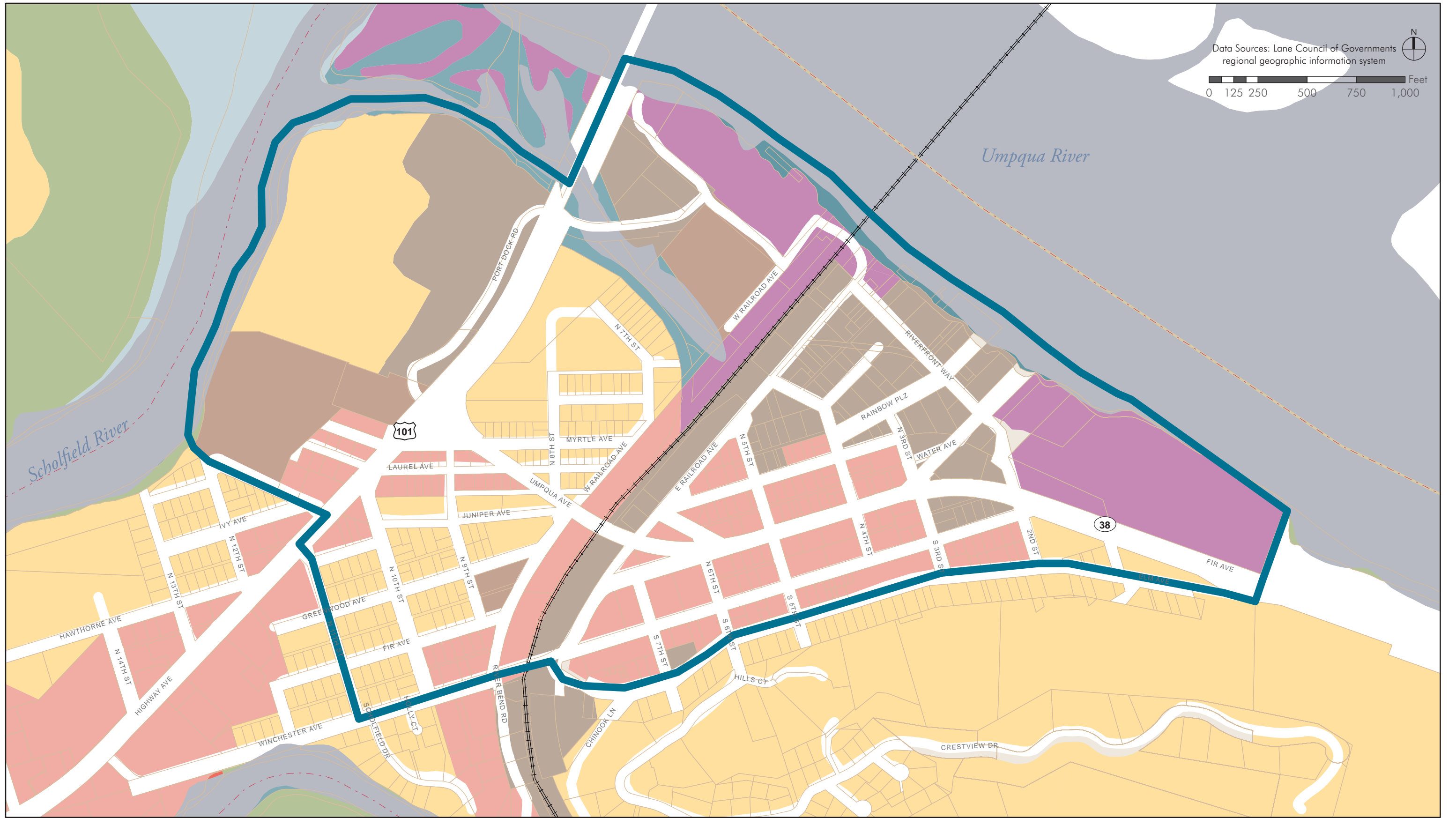
N

- Land Use Study Area
- Land Use Study Area Sub Area Boundary
- Water Feature
- City Limits
- Urban Growth Boundary
- Parcels

Study Area (Figure 1 - Plan Area)
 Waterfront and Downtown Plan, City of Reedsport, Oregon



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Data Sources: Lane Council of Governments regional geographic information system

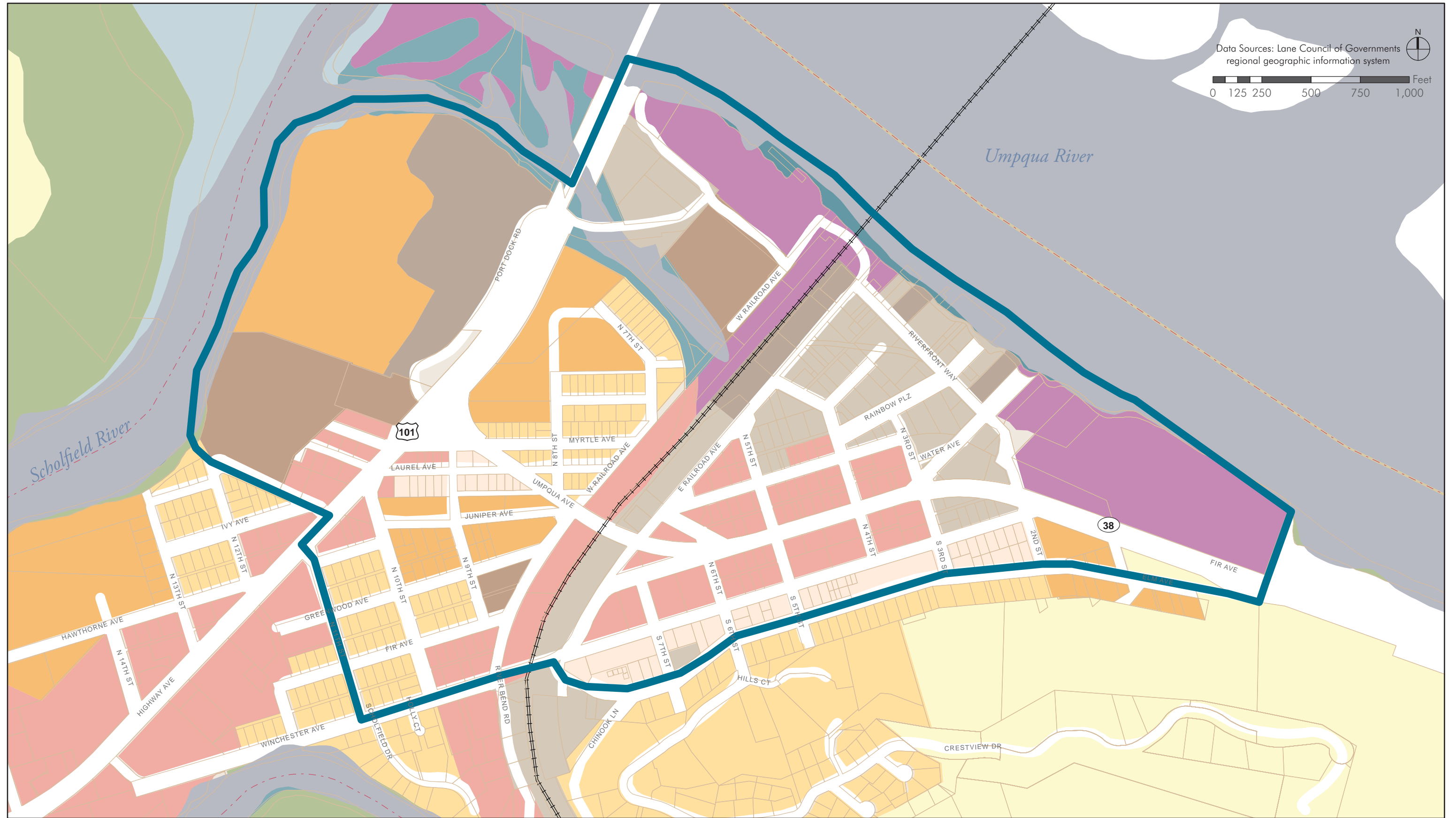
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- | | | | | | | | |
|--------------------|-------------------------|------------------------|-----------------------|--------------------------|----------------------------|-----------------|-----------------------|
| Phase 2 Study Area | Water Feature | Estuarine Natural | Estuarine Development | Commercial | Residential | Parcel Boundary | Urban Growth Boundary |
| City Limits | Public/Semi Public Land | Estuarine Conservation | Urban Conservation | Water-Related Commercial | Water-Dependent Industrial | Industrial | |

Comprehensive Plan Designations (Figure 2)
 Waterfront and Downtown Plan, City of Reedsport, Oregon



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Data Sources: Lane Council of Governments regional geographic information system

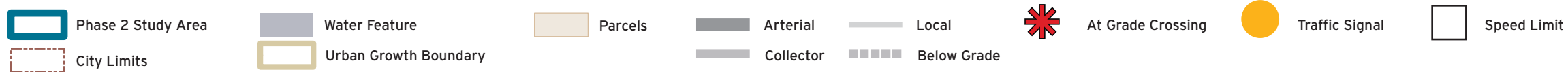
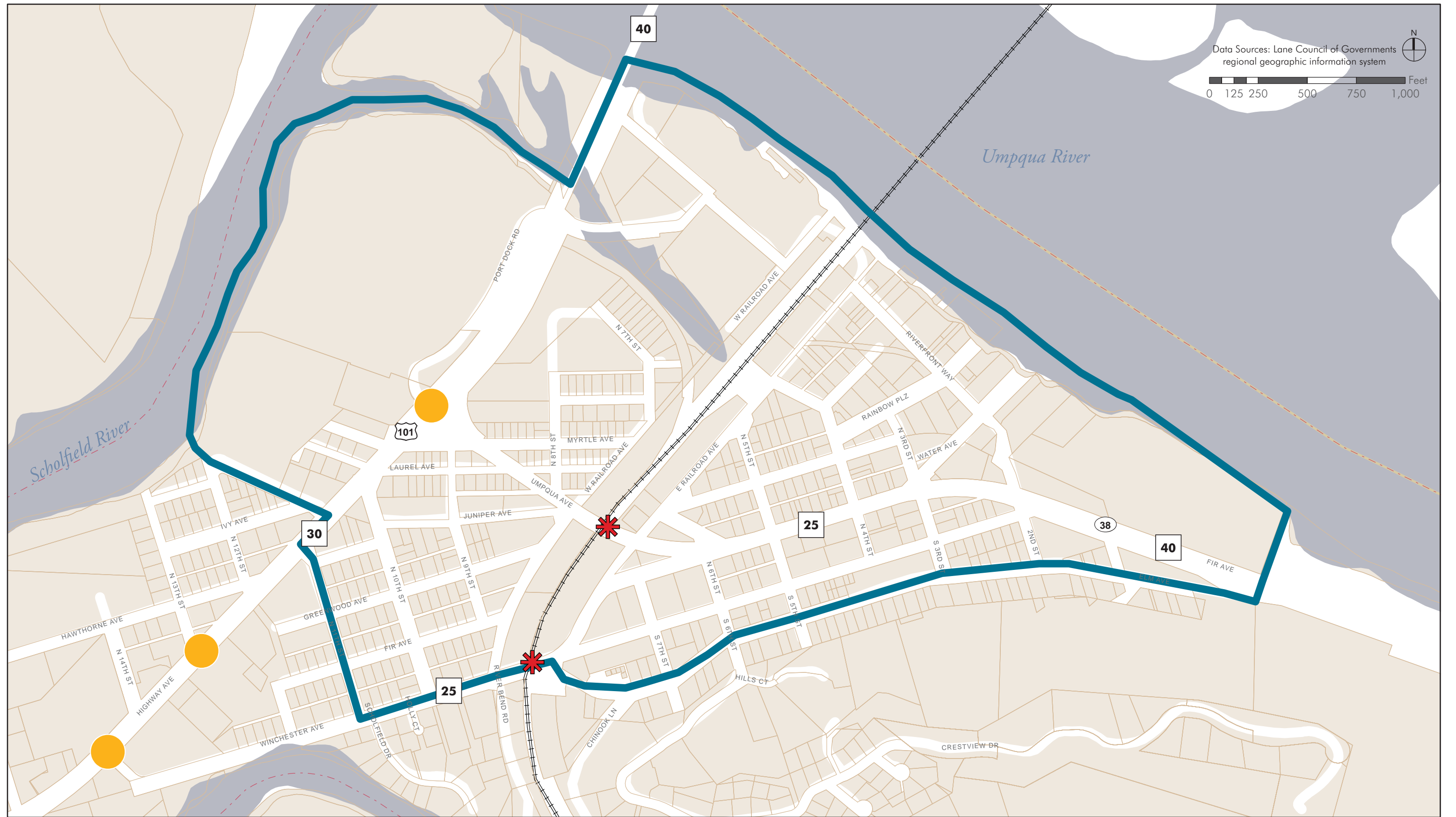
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Zoning Designations (Figure 3)

Waterfront and Downtown Plan, City of Reedsport, Oregon



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Transportation (Figure 4)
 Waterfront and Downtown Plan, City of Reedsport, Oregon



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OPPORTUNITIES AND CONSTRAINTS

This plan responds to the following opportunities and constraints, as identified by the community through the plan process. **Figure 5** maps the items listed in **Table 1**; the symbols in the table correspond to those on the map.

Table 1 Opportunities and Constraints

| Opportunities | |
|--------------------------------------|----------------------------------|
| Rainbow Plaza redevelopment (Site 4) | Boardwalk expansion (Site 2) |
| Knife River site (Site 6) | Natural areas, Estuary and River |
| Rubber Plant site (Site 5) | Waterfront |
| Pedestrian/bike connectivity (“<->”) | Umpqua Discovery Center |
| New gateways and signage (“*”) | Scholfield Riverfront (Site 1) |
| Expanded boat launch (Site 3) | |
| Constraints/Challenges | |
| Coos Bay Rail Link divides plan area | Flood zone |
| Industrial transition area | Tsunami evacuation area |
| Pedestrian safety (“!”) | Levee boundary and setbacks |
| Lack of gateways and signage (“*”) | Limited waterfront visibility |
| Storm drainage deficiencies | Levee recertification |

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Data Sources: Lane Council of Governments regional geographic information system

0 125 250 500 750 1,000 Feet

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|--------------------|-----------------------|---------|---------------------------|-----------------------------|-------------------|----------------------|---|---------|-------|------------------|--------------------------------|------------------|
| Phase 2 Study Area | Water Feature | Parcels | Barrier: Levee & Railroad | Dangerous Bike/Ped Crossing | Railroad Crossing | Connections & Access | Street Trees & Streetscape Improvements | Gateway | Views | Opportunity Site | 1. Potential Housing/Mixed Use | 4. Rainbow Plaza |
| City Limits | Urban Growth Boundary | | | | | | | | | | 2. Discovery Center/Boardwalk | 5. Rubber Plant |
| | | | | | | | | | | | 3. Boat Launch | 6. Knife River |

Opportunities and Constraints (Figure 5)
Waterfront and Downtown Plan, City of Reedsport, Oregon



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2. LAND USE PLAN

This chapter describes the Proposed Reedsport Waterfront and Downtown Plan (RWDP). The RWDP expresses the interests and desires of the community, as identified through a public planning process during 2010-2012. It will be implemented through amendments to the City of Reedsport Comprehensive Plan, Transportation System Plan, and Zoning Ordinance, as described in the following section.



LAND USE SUMMARY

Table 2 summarizes the land use envisioned by the RWDP. Those uses are illustrated in **Figure 6**¹. The land use projections in the table are based on the economic opportunities analysis prepared for the RWDP.

Table 2 Land Use Summary

| Land Use | Area/Units Total |
|---|-------------------------------|
| Employment Uses | |
| Commercial/Waterfront | 132,863 floor area SF* |
| Light Industrial | 149,880 floor area SF* |
| <i>Total</i> | <i>282,743 floor area SF*</i> |
| Commercial Uses | |
| Hotel | 100 hotel units |
| <i>Total</i> | <i>100 hotel units</i> |
| Residential Uses | |
| Multi-Family & Cottage Housing | 161 dwelling units |
| Live/Work Units | 76 dwelling units |
| Interim RV Park Units | 60 RV sites |
| <i>Total</i> | <i>297 units/sites</i> |
| Other/Public Attractions & Amenities | |
| Visitor Destination | 23,121 floor area SF |
| <i>Total</i> | <i>23,121 floor area SF</i> |

- Includes 70,000 square feet of Live/Work Mixed-Use employment area likely to develop beyond the 20-year planning horizon.

¹ The project numbers in Figure 6 refer to planned transportation improvements, which are described in **Parts 3 and 5** of the plan.

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Preferred Concept Plan (Figure 6)

Waterfront and Downtown Plan, City of Reedsport, Oregon

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SUBAREA LAND USES***Old Town/Waterfront Subarea***

- ❖ *Waterfront Commercial.* Create a new and expanded waterfront commercial area providing for improved river access and open spaces along the water's edge. (See comprehensive plan amendments in Part 6.)
- ❖ *Downtown Core.* Reinforce the downtown core with gateway and other streetscape improvements, particularly the three blocks between 3rd Street and 6th Street on OR 38. (Current zoning allows these improvements.)
- ❖ *Winchester Avenue and Residential Transition.* Maintain and enhance the commercial district along Winchester Avenue, and protect the residential district to the south of OR 38, per current zoning.
- ❖ *Railroad Industrial.* Plan for light industrial uses adjacent to the Coos Bay Rail Link and along the northern portion of East Railroad Avenue and River Front Way. Consider targeting this area for a future business park. (Current zoning allows this.)
- ❖ *Mixed-Use Commercial.* Allow mixed-use development—commercial, light industrial, and residential uses—north of the downtown core and south of the proposed light industrial area. This would allow bakeries, laundries, and other existing commercial/industrial uses that are enclosed in buildings and where outdoor storage is screened. (See comprehensive plan and zoning amendments in Part 6.)
- ❖ *Public Open Spaces.* Designate publicly owned open space properties for public use, and adopt standards for compatibility between industrial/commercial uses and adjacent open spaces, such as Rainbow Plaza. See zoning amendment recommendations in Part 6. Improve public open spaces within the downtown, as follows:
 - A gateway/plaza at the western entrance to downtown, along OR 38.
 - Rainbow Plaza, a public gathering space for residents and visitors.
 - An expanded boat launch with public parking.
 - An eastern gateway to the recreational area, which may include a park with a small fishing pier.
- ❖ *Knife River Redevelopment Opportunity Site.* Allow commercial uses, such as retail, a hotel, or other visitor attraction, on the Knife River site. Future redevelopment would orient to the Umpqua River and contain an extended boardwalk and/or multi-use trail running the length of the water's edge and connecting to adjacent properties. Access to the site is possible from two new roads: an extension of Water Avenue and an access road off OR 38 through the levee at existing Gate No 6. (A comprehensive plan amendment to allow commercial uses in this location requires a Goal 17 analysis. See Part 6.)

Scholfield Slough Subarea

The Scholfield Slough Subarea is comprised of three land use districts, as follows:

- ❖ *Residential.* The residential area between the Scholfield Slough, McIntosh Slough, and the levee, at northwestern plan area boundary, provides for approximately 161 multifamily and cottage housing units. Development would be setback from the sloughs behind vegetative buffers. The buffers would extend around the northwest and northeastern edges of the residential area, creating a boundary between residential and industrial uses, and allowing for an open space connection to the waterfront. A multi-use path running along the sloughs would connect to both areas. (Current zoning allows the proposed land uses.)
- ❖ *Light Industrial/Interim RV Park.* The light industrial area occupies approximately 6.2 acres along the eastern boundary of the sub-area and abuts the northern half of Port Dock Road. The area is accessed by a new drive off Port Dock Road, which would also access the residential area. (Current zoning allows the proposed land uses.)
- ❖ *Tourist Commercial.* A commercial area designated for visitor/tourist commercial services occupies 3.7 acres (1.3 acres net of roads) adjacent to the Oregon Dunes Visitor Center on Port Dock Road. This area is east of proposed residential area described above, and is separated from the light industrial area by the new access road connecting to Port Dock Road.

Central

The RWDP proposes no land use changes to the Central subarea, which is residential and industrial in nature.

DEVELOPMENT PROGRAM DETAIL

Table 3 describes the proposed development program, which is based on a 20-year planning horizon. It is intended to provide general parameters for planning. The projections should be reviewed periodically.

Table 3 Development Program Detail

| Land Use | Gross Sq Ft | Acres | Site Coverage | Bldg Footprint | Avg. stories | Net Developed Sq Ft | Units * | units/acre |
|----------------------------------|--------------------|--------------|----------------------|-----------------------|---------------------|----------------------------|----------------|-------------------|
| Multi-Family and Cottage Housing | 536,746 | 12.32 | 20% | 107,349 | 1.5 | 161,024 | 161 | 13.1 |
| Commercial | 57,817 | 1.33 | 25% | 14,454 | 1 | 14,454 | n/a | n/a |
| Light Industrial/Interim RV Park | 269,700 | 6.19 | 20% | 53,940 | 1 | 53,940 | n/a | n/a |
| Light Industrial | 288,938 | 6.63 | 20% | 57,788 | 1 | 57,788 | n/a | n/a |
| Live/Work Mixed-Use | 406,964 | 9.34 | 25% | 101,741 | 1.5 | 152,611 | 76 | 8.2 |
| Waterfront Commercial (west)** | 8,500 | 0.20 | 25% | 2,125 | 1.5 | 3,188 | n/a | n/a |
| Waterfront Commercial (east) | 513,792 | 11.80 | | | | | | |
| <i>Commercial</i> | | | 10% | 51,379 | 1.5 | 77,069 | n/a | n/a |
| <i>Hotel/Cabins</i> | | | 7% | 35,965 | 1.25 | 44,957 | 100 | n/a |
| <i>Visitor Destination</i> | | | 3% | 15,414 | 1.5 | 23,121 | n/a | n/a |
| Park/Open Space | 299,513 | 6.88 | n/a | n/a | n/a | n/a | n/a | n/a |

*Assumes 1,000 SF per dwelling unit and 450 SF per hotel unit.
 ** Excludes Umpqua Discovery Center and adjacent parking lot.
 na = not applicable.
 tbd = to be determined in the future after public and property owner input.

The figures in Table 3 are the same as those used in preparing the RWDP traffic impact analysis contained in Appendix B. It

3. STREETSCAPE PLAN

The following concepts are intended to create streets that safely accommodate motor vehicles, pedestrians and bicyclists, while making the downtown more attractive to visitors, residents, businesses, and other potential investors. The concepts also offer flexibility, so that the options can be phased.

These streetscape concepts are presented from west to east, as follows. The project numbers relate to **Figure 6** (page 17). **Table 4** (page 39) contains cost estimates for selected projects.

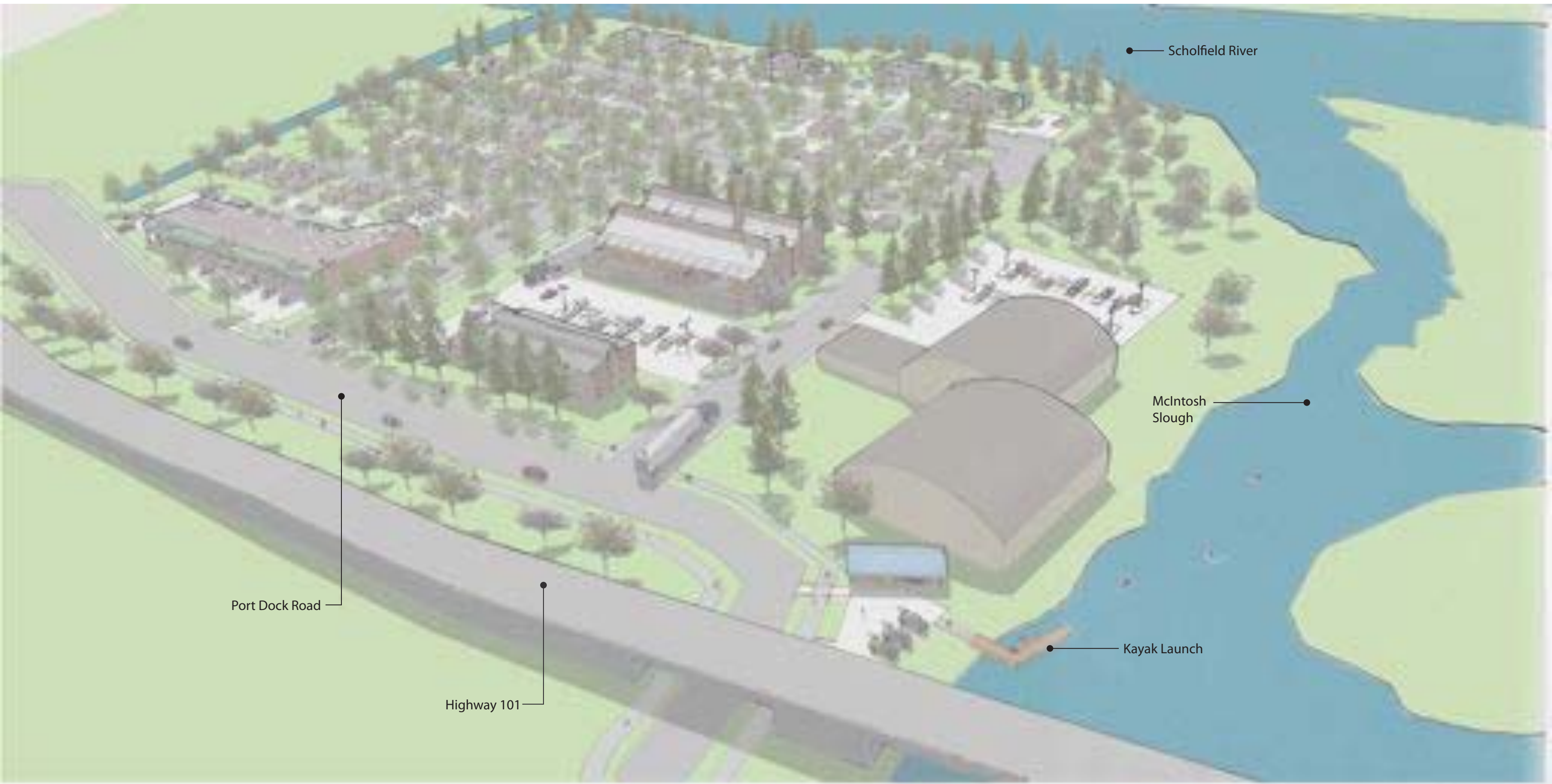
- Port Dock Road in Scholfield Slough Area
- Umpqua Avenue (OR 38) in Central Area
- East Railroad Avenue in Old Town/Waterfront Area
- Umpqua Avenue (OR 38) in Old Town/Waterfront Area
- River Front Way in Old Town/Waterfront Area

PORT DOCK ROAD IN SCHOLFIELD SLOUGH AREA

Streetscape improvements along Port Dock Road (**Project #2**) support the needs of light industrial uses, as well as commercial and residential development. The plan provides for landscaped planting strips, pedestrian-scale lighting and other street furnishings that promote pedestrian visibility and traffic calming, particularly in the vicinity of US 101 and the Visitors Center. (**Figure 7**)

The portion of the new street adjacent to the proposed commercial area should have a high level of design for aesthetics and pedestrian safety, including crosswalks and well-lit public areas. The portion of the new road adjacent to the multifamily residential area should additionally include landscaped planting strips, decorative pavement, trash receptacles and other features that help define the transition from commercial to residential uses.

The plan for the Scholfield Slough area also includes a multi-use path. This is intended to improve local access for future employees and residents, as well as provide an alternate route for cyclists entering Reedsport on Highway 101. The path should contain pedestrian-scaled lighting and picnic areas.

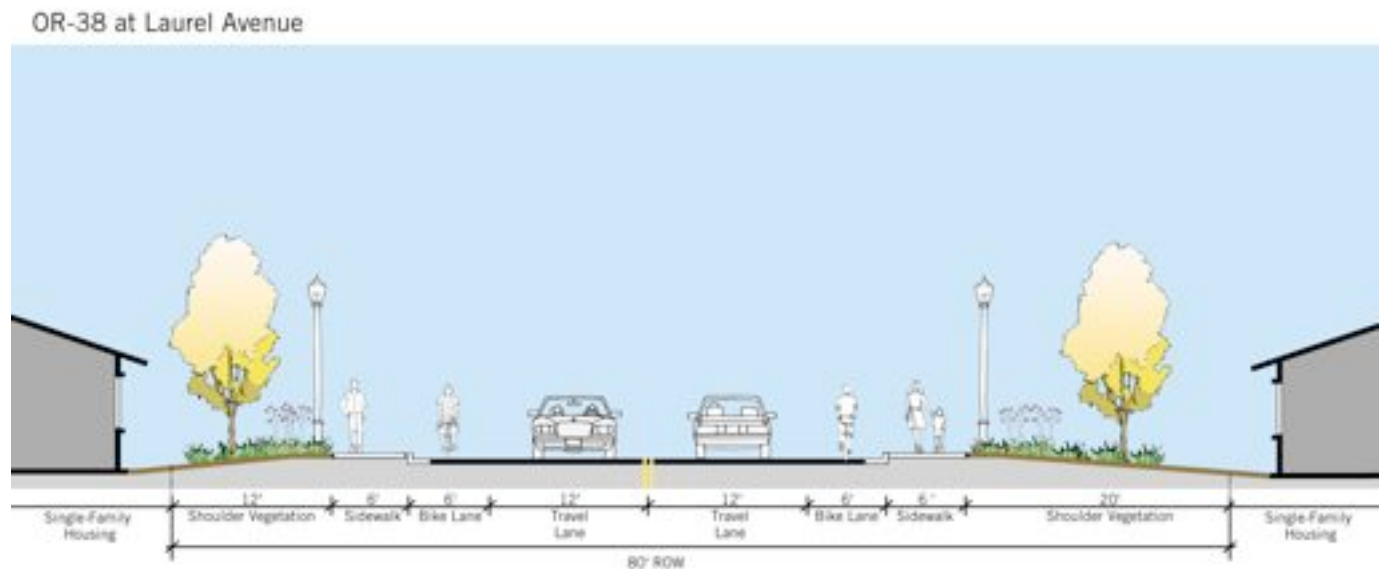


Scholfield Slough Perspective (Figure 7)

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UMPQUA AVENUE (OR 38) IN CENTRAL AREA

The plan for Umpqua Avenue (OR 38) enhances its function as a gateway (**Project #6**), a through route for cars, trucks, bikes, and pedestrians (**Project #5**), and a means of local residential access (**Project #7**). **Figure 8** shows the typical street section for OR 38 through the Central Area, including pedestrian and bicycle facilities, and a landscaped buffer to minimize visual and other impacts to adjacent residences. The intent is to provide a safer and more appealing route for pedestrians and bicyclists. At the street's connection with US 101, the proposed design includes new landscaping and a gateway feature to welcome visitors into the Old Town/Waterfront.

Figure 8 Central Umpqua Avenue (OR 38) Typical Section

On the following page, **Figure 9** illustrates the gateway proposed for Umpqua Avenue/OR 38 east of Hwy 101. The gateway, planned for the eastbound approach to the railroad and entry to downtown, is intended to greet motorists turning east off of US 101 and headed to the Downtown core.

Given higher traffic speeds on US 101, it will be important to add signage and wayfinding elements along US 101 leading up to the approach to this gateway feature. The gateway is envisioned as a sculpture, monument, or other physical structure set off by street trees and landscaping.

Other landscaping improvements proposed within this section include addition of sidewalks and street trees for noise buffering along Umpqua Avenue, between US 101 and 6th Street. Where there is insufficient room to place the landscape buffer between the sidewalk and roadway (i.e., due to the roadbed grade), the buffer may be placed along the outside of the sidewalk, per Figures 8 and 9.

Note: While the City supports these roadway design features, ODOT review and approval is required for any modifications to OR 38 and US 101.

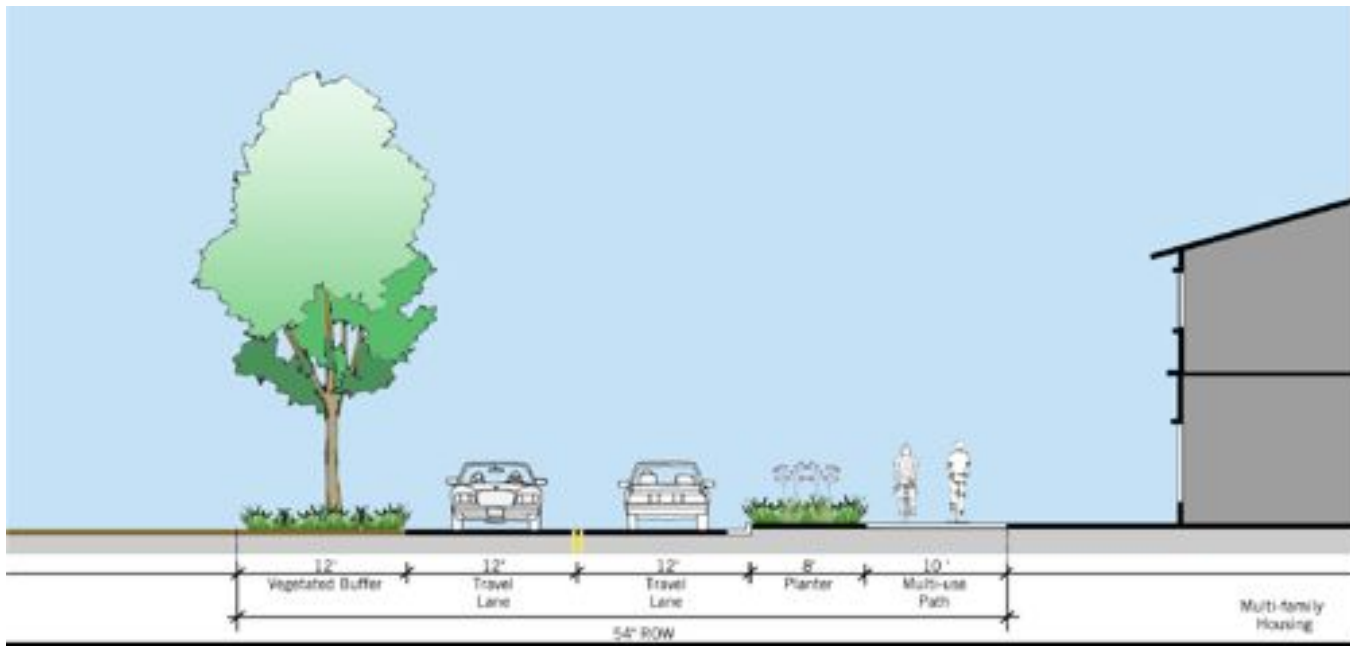
Figure 9 Umpqua Avenue Western Gateway



EAST RAILROAD AVENUE IN OLD TOWN/WATERFRONT AREA

The plan for East Railroad Avenue (**Projects #4, #6, and #12**) is intended to improve the compatibility of light industrial uses adjacent to the live/work, mixed use area to the south. Planned improvements include widening of the roadway within the existing right-of-way limits, to construct a shared multi-use path and to provide more truck maneuvering area. The plan also provides landscaping to buffer the railway from adjoining residential and live-work uses. **Figure 10** shows the typical street section as proposed. (The landscape buffer is on the west side of the street, and the multi-use pathway is on the east side.)

Figure 10 East Railroad Avenue Typical Section



UMPQUA AVENUE (OR 38) IN OLD TOWN/WATERFRONT AREA

Umpqua Avenue (OR 38) is an important thoroughfare used to access Reedsport's downtown and its waterfront. Two proposed gateway features (Project #6) along Fir/Umpqua will help guide vehicular and pedestrian traffic towards the downtown core. The gateways should be designed to complement each other and provide navigational clues to drivers, bicyclists and pedestrians.

The eastern gateway, proposed at the intersection of OR 38 and Winchester Avenue, should include a combination of improved crossings, public art, landscaping and signage (**Figure 11**). The intersection connects to future waterfront commercial development north of the levee along a new Knife River Site access road. This gateway should incorporate features highlighting Reedsport's heritage as a tidal town, its commerce, and recreational amenities.

Figure 11 Westbound OR 38/Winchester Gateway



The central downtown gateway planned at East Railroad and Umpqua Avenues where the present day Veterans Memorial is located. This gateway includes street trees, a pedestrian plaza or small park and other landscape features to better define the western extent of downtown.

Other streetscape improvements include new curb extension "bulb-outs" (**Project #7**) at the intersections of Fir Avenue (Hwy 38) and 3rd, 4th, 5th and 6th Streets (**Figure 12**). The bulb-outs reduce crossing distances for pedestrians while making them more visible to motorists. Well-appointed crossings can help calm traffic and slow speeds through the downtown core, thereby improving pedestrian safety. Space should be provided at each curb bulb-out for plantings and furnishings, such as benches, trash receptacles, signage, and light posts (**Project #11**).

Note: While the City supports these roadway design features, ODOT review and approval is required for any modifications to OR 38 and US 101.

Figure 12 View North from OR 38/3rd Ave. to Waterfront



A pedestrian signal, rapid flashing beacon, or similar device is planned at 3rd Street (**Project #7**) to create safer and more direct access to Rainbow Plaza from the downtown core (**Figures 12 and 13**).

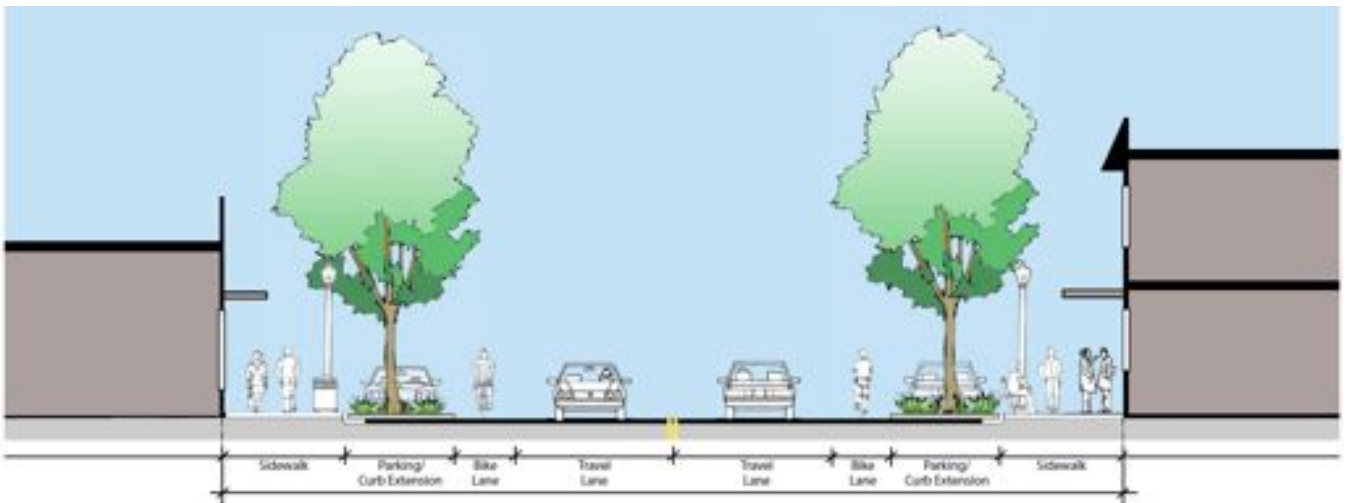
Note: While the City supports these roadway design features, ODOT review and approval is required for any modifications to OR 38 and US 101.

Figure 13 Pedestrian Signal/Crosswalk OR 38/3rd St (View West).



Figure 14 gives a typical downtown street section with curb extensions that “shadow” or match parallel parking width.

Figure 14 OR 38 Downtown Intersections with Curb Extensions



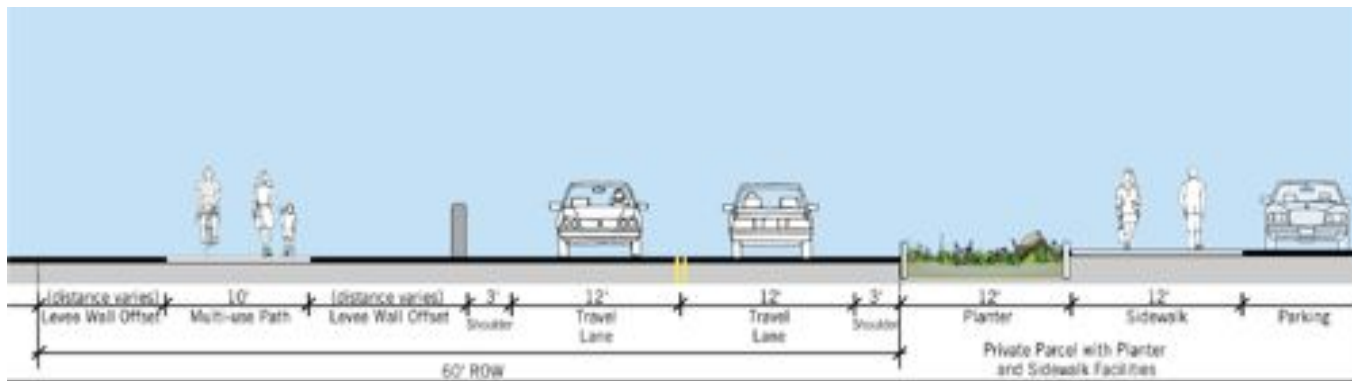
RIVER FRONT WAY IN OLD TOWN/WATERFRONT AREA

The Waterfront Area provides substantial opportunity to attract visitors and strengthen Reedsport’s unique identity as a riverfront town. With anticipated future redevelopment along the riverfront, and the planned improvements to Rainbow Plaza, River Front Way is poised to become an even more important travel route for pedestrians, bicyclists and local vehicle traffic. The types of land uses planned along River Front Way will require a street that is safe and inviting to pedestrians and bicyclists, while allowing for motorized vehicle access for residents, businesses and visitors.

As shown in **Figure 15**, on the river-facing edge of River Front Way, private landowners will be encouraged to extend the existing 12-foot sidewalk and 12-foot roadside planter currently located at the Umpqua Discovery Center (**Project #13**). This planting area can be redesigned to manage urban stormwater runoff by allowing water to enter along both sides of the planter via perforated curbs and the choice of appropriate planting material. The 12-foot wide travel lanes along River Front Way are flanked by 3-foot (minimum) width shoulders to accommodate cyclists and pedestrian crossings.

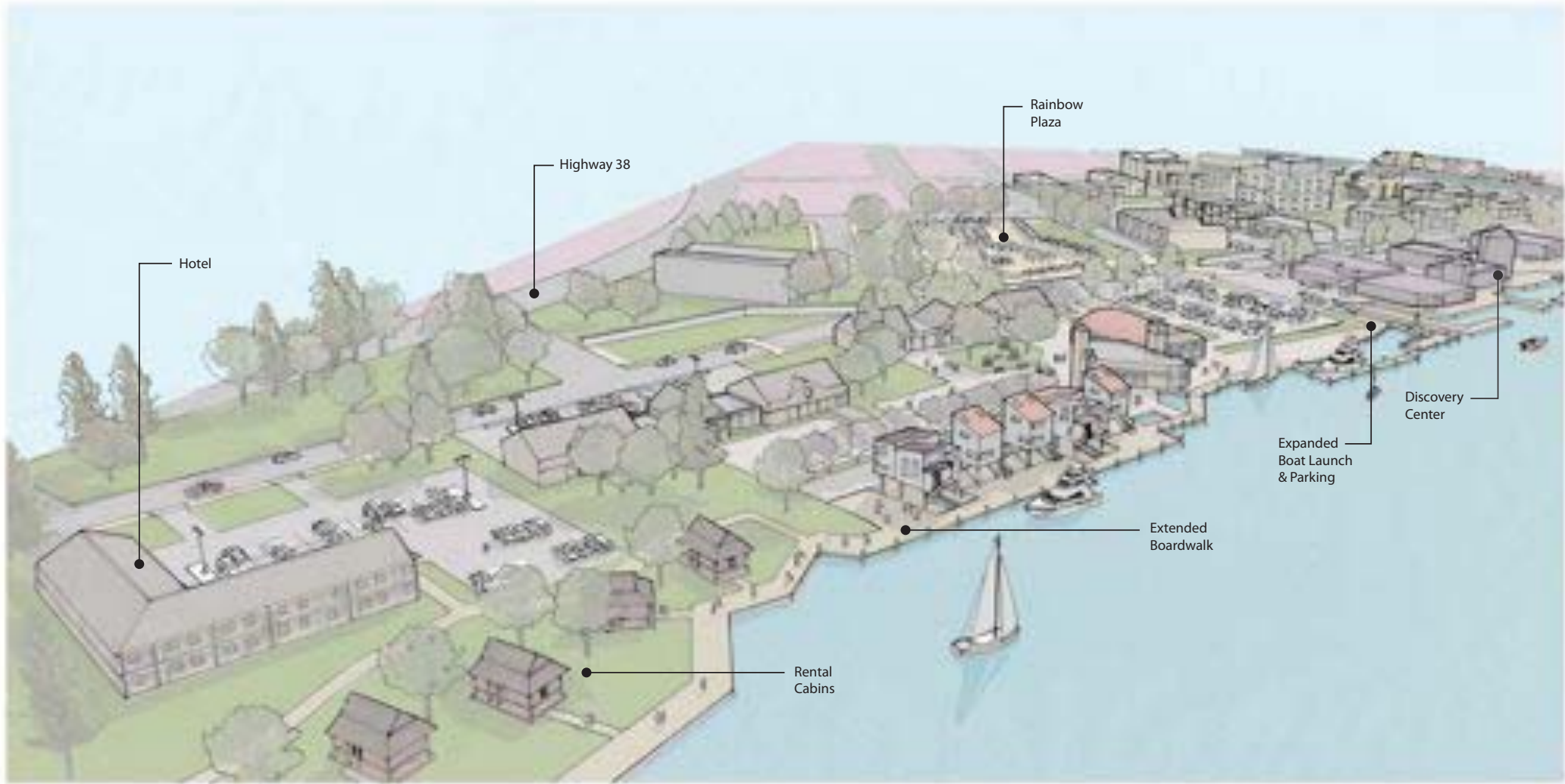
The position of the concrete levee wall remains unchanged. Beyond the levee, an expanse of land within the public right of way is currently used for parking, storage and other undefined uses. As the riverfront area becomes more established as a destination, this publicly owned land should be considered for future improvements to the pedestrian and bicycle network.

Figure 15 River Front Way



On the following page, **Figure 16** shows a bird’s eye perspective of how the waterfront may build out under the plan.

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Waterfront Perspective (Figure 16)

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4. BUILDING DESIGN

The RWDP is predicated on the idea that private building development or redevelopment will follow public investment. At the time of publication of this plan, the most significant barrier to building development was the need for levee recertification; a recertified levee would significantly improve Reedsport's position for development because it would make it possible to obtain flood insurance on new buildings.

In addition, there is need for infrastructure improvements, particularly the transportation and streetscape projects outlined in this plan, but also storm drainage improvements, as outlined in the City's Capital Improvement Program. The City of Reedsport, Reedsport's Urban Renewal Agency, the Port of Coos Bay, and ODOT can all play a role in improving conditions for new building development in the plan area.

BUILDING DESIGN GUIDELINES

Design guidelines can help a community establish a distinctive look or brand. Guidelines can also ensure that public funds are used appropriately, for example, when they are used in awarding facade improvement grants. When adopted as code, guidelines can require new development conform to a specific look or aesthetic; such guidelines, for example, might promote a "tidal town" theme, resulting in a waterfront that is welcoming and fun for visitors as well as residents.

Public input during production of this plan suggested that the City was not in a position to adopt new design guidelines; economic conditions made it impractical to do so at that time. However, the Project Advisory Committee expressed that Reedsport should have guidelines addressing view protection from important vantage points in Old Town and in the South Hill residential area. Where guidelines are incorporated into code, they should be specific and measurable.

Over time, the City should consider adopting the following guidelines in order to ensure that future development is consistent with the RWDP:

- ❖ New and redeveloped buildings in highly visible locations, such as at designated gateways, per Figure 6, and on properties facing OR 38, should be placed at or near the sidewalk and have appropriate storefront design (e.g., front entrance, windows, pedestrian awnings/canopies, etc.).
- ❖ For industrial buildings, facade improvements should be simple and focus on general aesthetic changes while maintaining the building's utilitarian purpose. Outdoor storage areas and yards should be kept clean, and vegetated buffers should be provided between and adjacent residential, public, and commercial uses.



Figure 17 Typical Storefront Building Design Elements

- ❖ The focus for residential exterior remodels should be on general home repairs/maintenance, weatherization, and 'curb appeal' improvements (e.g., porch, window box, paint, etc.). Existing neighborhoods can be significantly improved with simple aesthetic alterations to buildings and landscaping.
- ❖ Several areas within the Old Town/Waterfront area can also benefit from adaptive reuse, or the conversion of underutilized or obsolete buildings to flexible live/work spaces. Wherever practical, ground floor street-facing commercial spaces should be reserved for commercial uses. (See also, zoning amendment recommendations for residential uses in Part 6.)
- ❖ Conversion of ground floor retail spaces to residential uses has resulted in heavy window coverings in storefronts, long-term parking in higher demand on-street spaces, and residents loitering outside commercial buildings. Any modifications to these spaces should accommodate the short-term needs of owners and tenants, while allowing for commercial uses in the future as market demand increases.
- ❖ Complementary materials and colors should be encouraged. Awnings can make buildings more attractive, and improve their function by providing protection from inclement weather. Existing buildings could benefit from a comprehensive facade (building exteriors) improvement program with separate approaches for commercial, industrial and residential development. The program could include low interest loans, grants, design assistance and other incentives.

5. TRANSPORTATION PLAN

This chapter summarizes the transportation improvements planned for the RWDP area, as illustrated in **Figure 6** (page 17). The project numbers below relate to the numbers in Figure 6 and the cost estimates in **Table 4**, on page 39.

Because the RWDP provides for new land uses and increases the city's development capacity—approximately 237 multi-family housing units, 100,100 square feet of retail commercial uses, 111,728 square feet of industrial uses, a 100-room hotel, and visitor-destination uses—the city was required to prepare a traffic impact analysis. The analysis contained in **Appendix B** conforms to Oregon Department of Transportation (ODOT) requirements.

STATE HIGHWAY IMPROVEMENTS

While ODOT staff was involved in developing and reviewing the report, the agency requires the following disclaimer regarding the RWDP:

Any planning concept that potentially reduces vehicle-carrying capacity on a State facility will require further evaluation at time of implementation to ensure compliance with ORS 366.215. The City of Reedsport supports the projects recommended, but not does adopt any project on a State Facility. (Only ODOT can adopt a project on a State Facility.) Similarly, the Oregon Department of Transportation adopts only projects on State Facilities as part of this plan.²

The following recommendations are based on a traffic analysis, which forecasts total traffic within the plan and evaluates how the transportation system will operate through years 2025 and 2033. The analysis includes traffic from existing development and new development. In short, each of the plan area intersections is forecast to operate acceptably in the future, with the exception of the OR 38/Winchester Avenue intersection, as described below.

OR 38/Winchester Avenue Intersection

With additional development allowed through the zone changes contained in the RWDP, the intersection of OR 38/Winchester Avenue is forecast to operate at an unacceptable level-of-service (above capacity) by the year 2025. Improvements such as construction of a traffic signal or similar intersection capacity improvement (**Project #3**) would be sufficient to restore traffic operations to meet ODOT and City of Reedsport standards at this intersection. Other improvements such as adding turn lanes would be less effective. The estimated cost of a traffic signal is \$300,000.

ODOT Region 3 will need to be complete additional study at least three years prior to the anticipated improvement need.

² Letter from ODOT Region 3 to City of Reedsport, dated September 28, 2012.

OR 38/US 101

By the year 2033, a new traffic signal controller will be needed at the intersection of OR 38/US 101. The signal controller, which would be installed by a developer as mitigation for traffic impacts to the intersection (**Project #14**), would result in improved efficiency at the intersection.

ACCESS MANAGEMENT

There are three existing locations where ODOT access spacing requirements are not met or where access is proposed to change, as follows:

Fir Avenue and 6th Street at OR 38

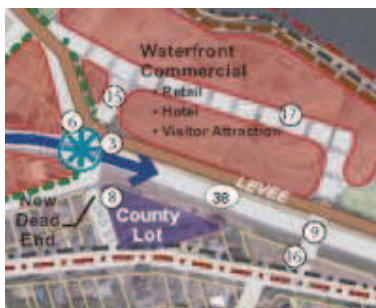
The Fir Avenue and 6th Street connections to OR 38 are within 40 feet of each other, about 300-400 feet east of East Railroad Avenue. Both Fir Avenue and 6th Street carry very low traffic volumes and the safety analysis did not reveal a pattern or magnitude of accidents indicating a problem. Where Fir Avenue and 6th Street access OR 38, the City uses Fir Avenue as a staging street for parades; and 6th Street completes the street grid and provides access to several properties.

Given that there is not currently a safety problem, and given the benefit of both streets accessing OR 38 for public purposes, no action is recommended. As traffic grows on OR 38, it may be desirable to re-channelize the Fir Avenue approach by installing curb extensions, thereby reducing the width of its approach to OR 38 and “sea of pavement” that pedestrians encounter when traversing this intersection.

Sugar Shack Cafe at OR 38

A private driveway to the Sugar Shack Cafe intersects OR 38 from the south side within 10 feet of 3rd Street. The Sugar Shack Cafe has alternative access on 3rd Street, and the private driveway on OR 38 (within 10 feet of 3rd Street) is redundant. In the event that redevelopment is proposed on this property or this section of OR 38 is reconstructed, it is recommended that this driveway be closed. Prior to a land use action or road construction, this driveway should remain unchanged.

Elm Avenue and 2nd Street at OR 38



Note: This project should be evaluated further for potential wetland impacts and property access needs.

Currently, 2nd Street intersects with Winchester Avenue about 50 feet south of OR 38. It is recommended that 2nd Street be disconnected from Winchester Avenue to improve intersection safety. Elm Avenue should be connected to OR 38 at the Gate 6 intersection. This access point, about 750 feet east of the Winchester Avenue intersection, complies

with ODOT's sight distance and access spacing requirements.

In conjunction with the 2nd Street closure at Winchester Avenue, direct driveway access to OR 38 for the County Road Maintenance Yard is recommended. This low-volume driveway would be located midway between Winchester Avenue and Gate 6, thereby minimizing conflicts with other intersections. The driveway would meet ODOT's sight distance and access spacing requirements. It would also accommodate county maintenance trucks without the trucks having to use local streets to access OR 38, thereby improving livability for the adjacent neighborhood.

LOCAL STREET NETWORK

The RWDP contains the following local street connections, extensions, and modifications. The improvements are recommended in order to reduce turning movement conflicts, provide sidewalk connections, and calm vehicle traffic. The project numbers refer to the numbers in **Table 4**.

- ❖ Laurel Avenue – US 101 to OR 38 (**Project #1**): possible traffic calming treatments and parking replacement/mitigation
- ❖ River Front Avenue – extend to OR 38 at Gate 6 as right-in/right-out only access (**Project #16**)
- ❖ Connect Elm Avenue to OR 38 at Gate 6 (**Project #9**)
- ❖ Disconnect 2nd Street from Winchester/2nd/OR 38 intersection – (**Project #8**) *Note: This project should be evaluated further for potential wetland impacts and property access conflicts.*
- ❖ Realign Elm Avenue Winchester Avenue intersection (**Project #10**)
- ❖ East Railroad Avenue – OR 38 to River Front Way (**Project #4**) – widen to meet City's local street standards, with one sidewalk on the east side.

PARKING

Generally, there is sufficient parking during typical weekday conditions to satisfy demand. The RWDP address two areas of concern related to long-range parking needs, as follows:

Special Events

During the Chainsaw Carving Festival visitors may be required to walk as far as three blocks to Rainbow Plaza. Given that the festival is the highest parking generator in the year, this level of walking is reasonable and expected by visitors. In conclusion, parking supply in the downtown/waterfront area is sufficient to accommodate peak demand conditions.

Boat Launch

The boat launch east of the Umpqua Discovery Center currently has insufficient parking to satisfy peak demands, particularly during fishing season. In 2012, there were approximately 30 total parking stalls—16 for cars-with-trailers and 14 car-only—in an unimproved lot (poorly maintained asphalt and part gravel).

The boat launch parking lot should be expanded as designed in the two alternative plans prepared by the Oregon State Marine Board, with 41-42 car-trailer parking spaces. This should be sufficient for most peak demand times. Any expanded parking area should be setback from the riverfront to provide room for a planned waterfront trail and boardwalk with landscaping (20-30 feet), and for future small-scale, water-oriented commercial and tourist support uses.

MULTI-USE PATH

The RWDP provides for an expanded Levee Loop Trail. This multi-use pathway system is designed to complement the Scholfield River Multi-Use Trail envisioned in the 2006 TSP (amends TSP Figures 5-1 and 6-1).

The Levee Loop Trail provides an all-weather, paved surface on the existing levee trail adjoining Champion Park and the Visitors Center, and connecting to existing on-street facilities, where painted stencils and wayfinding signs will guide trail users. This "bow tie" path system includes an East Levee Loop (E. Railroad Ave. to River Front Way, and 2nd Street to Winchester Avenue west to US 101), and a West Levee Loop (14th Street to Hawthorne to 13th Street and Levee, including Port Dock Road to the Scholfield Slough frontage on Mast Brothers site west of US 101). Key elements required to connect missing links in the trail and provide feeder routes include:

- A Laurel Avenue/Coos Bay Rail Underpass for bicycles, pedestrians and emergency vehicles (**Project #18**)
- OR 38 Bike lanes and sidewalks, from 6th to US 101
- OR 38 and Winchester Curb Extensions, on OR 38 at 3rd, 4th, 5th and 6th and on Winchester at 4th and 5th (with flashing beacon or similar treatment at 3rd)

The Levee Loop Trail does not include the Port of Umpqua Industrial Park, between US 101 and the Coos Bay Rail Line as shown conceptually in the 2006 Transportation System Plan (TSP), due to potential conflicts with heavy marine industrial uses in that area. The Levee Loop Trail shown in the RWDP (Figure 6) is a refinement to that TSP project.

WATERWAY CONNECTIONS

The following waterway connections are part of the RWDP:

Boat Launches

The City Boat Launch dock and parking area should be improved. The boat launch project has been submitted to the Oregon State Marine Board for a grant, which was pending as of the publication of this plan.

Port Dock

The Port Dock located at Fred Wahl Marine will remain in order to serve transient moorage and ship repair needs. No changes are proposed.

Kayak Trail

A kayak trail is proposed from the McIntosh Slough to the Scholfield Slough. A kayak launch area would be located just west of US 101 at the Port Dock Road undercrossing. Currents in the sloughs are considerably slower and more suitable for leisurely kayaking than those of the Umpqua River. The northern launch on the Mast Brothers property could be supported by commercial uses along Port Dock Road, such as a kayak shop or other concessionaire and visitor support services in the vicinity of the Oregon Dunes Visitors Center. The water trail would provide another way to navigate downtown Reedsport, as Scholfield Slough wraps in close proximity to Winchester Avenue. A second kayak launch potentially could be located at the Coho RV Park.

TRANSPORTATION IMPROVEMENT COSTS

Table 4 gives preliminary cost estimates for transportation-related improvement projects, including levee and stormwater improvements needed to support planned land uses and transportation improvements. Please refer to **Appendix B** for detailed project descriptions.

Table 4 Transportation Improvements - Preliminary Costs

| RDWP Transportation improvements (Project Numbers Refer to Figure 6) | Prelim Cost Estimate (in \$1,000)¹ |
|---|--|
| 1. Laurel Avenue traffic calming | \$5 |
| 2. Levee Loop Trail: bike/pedestrian path along levee and connecting E Railroad Ave, Water Front Way, 2 nd Street, Winchester, 14 th Street, Hawthorne Ave, 13 th Street, Champion Park/Visitor Center Levee (pave) to Port Dock Road to Scholfield and McIntosh Slough frontages west of US 101 | \$80 |
| 3. OR 38/Winchester Avenue traffic signal or similar capacity improvement | \$300 |
| 4. Railroad landscape buffer | \$60 |
| 5. OR 38 from 6 th to US 101 – full improvements per ODOT plans | \$2,300 ² |
| 6. Gateways (3 landscape features) | \$85 |
| 7. Bulb-outs (5 standard and one with Rectangular Rapid Flash Beacon (RRFB) or similar device @ OR/38 and 3rd) | \$162 ³ |
| 8. Disconnect 2 nd Street from Winchester | \$30 |
| 9. New OR 38 eastern access at Knife River/Gate 6 as right in/right out | \$80 ⁵ |
| 10. Realign Elm at Winchester for right angle | \$100 ⁶ |
| 11. OR 38 way finding and street furniture | \$280 |
| 12. East Railroad Ave from OR 38 to River Front Ave (full local street with sidewalks) | \$1,200 ⁷ |
| 13. Riverfront boardwalk extension: Umpqua Discovery Center west to RR and east to Knife River site | \$1,000 ⁸ |
| 14. US 101/OR 38 Intersection improvements | - ⁹ |
| 15. Realign 2 nd Street north into Knife River site | \$80 ⁴ |
| 16. Connect Elm to OR 38 at Gate 6 | \$100 |
| 17. Extend River Front Way to Gate 6 | - ¹⁰ |
| 18. Multi-use path under railroad at Laurel | \$65 ¹¹ |
| TOTAL | \$5,927 |

Footnotes:

1. Estimated in 2012 US Dollars.
2. ODOT’s estimate of the full cost of widening, sidewalks, bike lanes, streetlights, and local intersecting street realignments is \$2,300,000. An interim project may be constructed at lower cost of an estimated \$436,000.
3. Bulb-outs (one on either side at 4 locations at \$10,000 ea.), plus signing striping [\$2,000] plus RRFB [\$40,000].
4. Construct 100’ approach built to City standard 28’ curb-to-curb section + 5’ sidewalks + 5’ buffer [38’ wide x \$15/sf x 100’ long x 1.2 contingency = \$68,400 + \$10,000 misc. street realignment at intersection].
5. Construct 100’ approach built to City standard 28’ curb-to-curb section + 5’ sidewalks + 5’ buffer [38’ wide x \$15/sf x 100’ long x 1.2 contingency = \$68,400 + \$10,000 misc. street realignment at intersection].
6. Assumes City owns right-of-way, planning-level cost for street reconstruction plus signing striping.
7. Construct 28’ street with two 5’ sidewalks x \$15/sf x 1700’ x 1.2 engineering/contingency.
8. Based on a 1,260-foot long 12-foot wide multi-use path with approximately ½ constructed on piers over the Umpqua River (at an average cost of about \$55/sf X 1.25 (engineering and contingency)).
9. Assumed to be funded within ODOT maintenance budget.
10. Cost assumed to be borne by developer.
11. Construct 12’ asphalt multi-use path/emergency drive [350’ long x 12’ wide x \$12/sf x 1.2 contingency = \$60,500] plus signing and bollards [\$5,000 for signing and bollards].

6. COMPREHENSIVE PLAN AND ZONING AMENDMENTS

This chapter contains amendments to the City of Reedsport Comprehensive Plan and Transportation System Plan, and recommended zoning ordinance amendments, required to implement the RWDP.

PROPOSED COMPREHENSIVE PLAN MAP AMENDMENTS

Comprehensive Plan map changes are proposed as listed in **Table 5** and illustrated in **Figure 18**. The 16.29-acre Knife River site is presently designated Water-Dependent Industrial, and conversion of this site to Commercial requires a Goal 17 Coastal Shorelands analysis to meet state law prior to a plan map amendment. The remaining plan amendments, converting 13 gross acres (10.5 after subtracting streets) from industrial to commercial, are to be adopted with the RWDP.

Conversion of Industrial Land

The 2009 *Reedsport Economic Opportunity Analysis (EOA)* findings recommend the conversion of 10.6-acres of industrial land to other uses, based on an oversupply of industrial land³. It also identifies a need for 24.6 acres of commercial land. The Waterfront and Downtown Plan is consistent with both findings, while maintaining industrial designations for the Port of Umpqua Industrial Park and industrial land east of E. Railroad Avenue.

New Mixed-Use Commercial Designation

This plan also proposes allowing enclosed light industrial uses in some areas receiving the commercial designation, such as the areas designated Live-Work/Mixed-Use. The Live/Work area (Commercial Mixed Use zone) would allow both residential and employment uses. This could provide for approximately 70,000 square feet of employment uses assuming 50% of floor space is developed with employment uses.

Key Redevelopment Sites

This plan implements the EOA findings for key redevelopment sites, as follows:

1. Allow single-family cottage cluster developments in addition to multifamily housing in the residential area on the Mast Brothers site (Scholfield Slough).

³ The 2009 Reedsport EOA concludes that the City has a net additional land need for 24.6 acres of buildable commercial-zoned land, and a net surplus of 10.6 acres of industrial-zoned land. The EOA recommends that the City consider the following options: "1) converting the existing vacant residential land (especially multifamily zoned land) to commercial; 2) using the redevelopment district to acquire existing underutilized commercial properties and/or vacant buildings and making them available for new commercial development; or 3) re-zoning the Water-Dependent Industrial (WDI) zoned land to commercial.

COMPREHENSIVE PLAN | REEDSPORT WATERFRONT AND DOWNTOWN PLAN AMENDMENTS

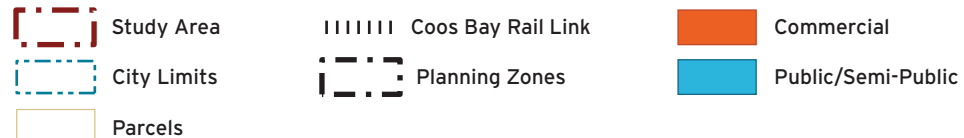
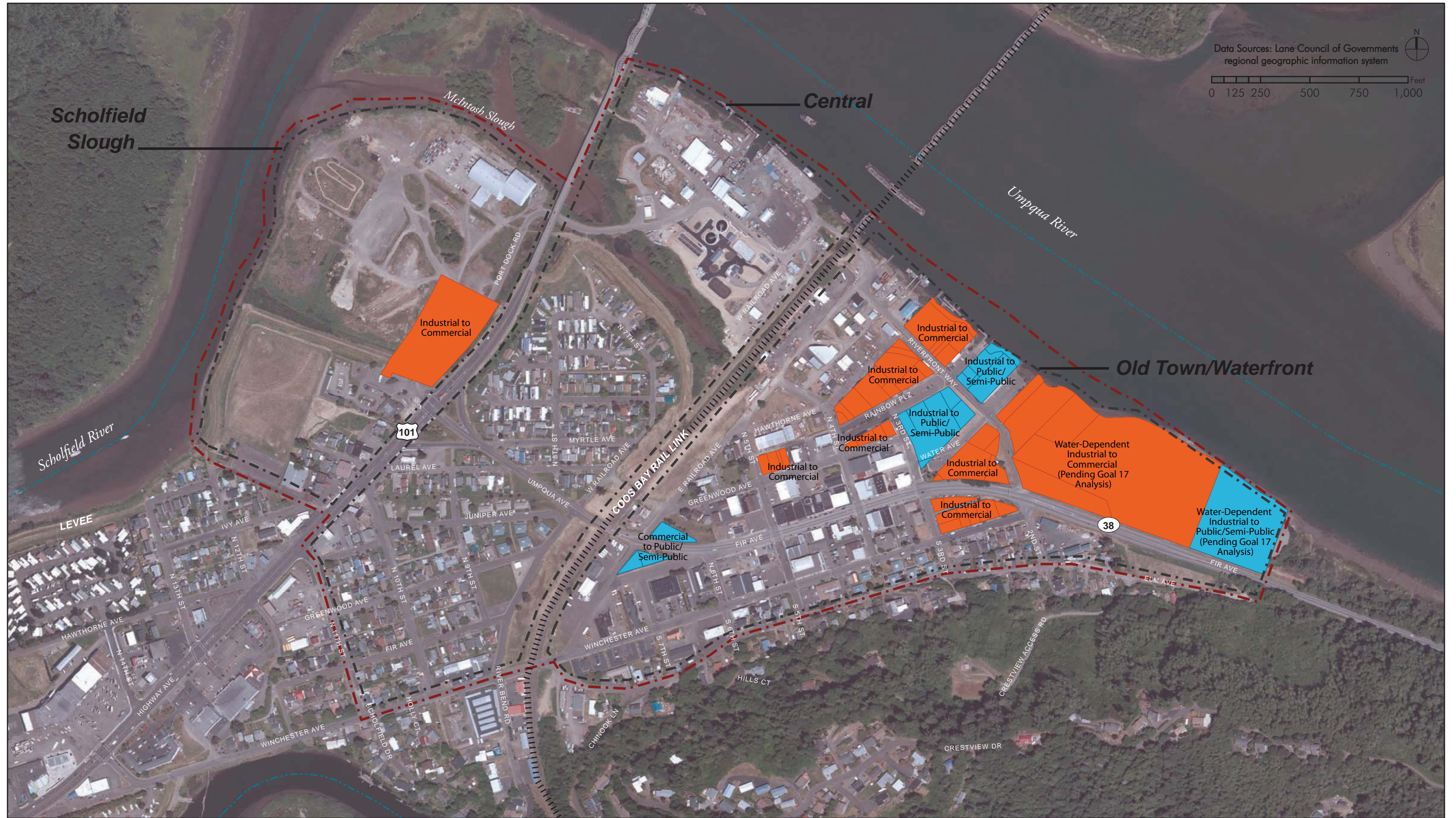
2. Allow redevelopment of the Knife River site, including replacement of the western building for a proposed City Boat Launch expansion, and allow redevelopment of the Rubber Plant site with Waterfront-Commercial uses, including potential visitor services, subject to a future Goal 17 analysis.

Table 5 summarizes the plan amendments, as shown in Figure 18.

Table 5 Proposed Comprehensive Plan Map Amendments

| Map Key ⁴ | Location | Acres | No. of Parcels | Current Plan | Proposed Plan (Acres) | Proposed Plan and zone |
|----------------------|---|-------|----------------|----------------------------|--|---|
| 1 | Knife River West (A) East (B) | 16.29 | 5 | Water-Dependent Industrial | Water-related Commercial (11.80) Public/Semi-Public (4.49) | Pending Goal 17 Analysis. Planned Commercial, with C-3 zone |
| 2 | City Boat Launch | 1.06 | 5 | Industrial | Public/Semi-Public | Public/Semi-Public, with PL zone |
| 3 | Umpqua Discovery Center Area | 1.38 | 6 | Industrial | Water-related Commercial | Planned Commercial with C-3 |
| 4 | Live/Work North (A) and West (B and C) of Rainbow Plaza | 2.65 | 19 | Industrial | Commercial | Planned Commercial with new CMU Commercial "Live/Work" Mixed Use zone |
| 5 | Rainbow Plaza | 1.88 | 7 | Industrial | Public/Semi-Public | Planned Public/Semi-Public (PL zone) |
| 6 | Commercial South of Rainbow Plaza | 1.44 | 5 | Industrial | Commercial | Planned Commercial with C-2 zone |
| 7 | Commercial South of OR 38 at 3 rd and Winchester | 1.01 | 9 | Industrial | Commercial | Planned Commercial with C-2 zone |
| 8 | Gateway Plaza At Fir/Or 38/E. Railroad: North (A) South (B) | 0.58 | 3 | Commercial | Public/Semi-Public | Planned Public/Semi-Public (PL zone) |
| 9 | Scholfield Slough (Mast Brothers) | 3.7 | 1 | Industrial | Commercial (1.3 acres, plus streets & part of Visitor Center site) | Planned Commercial with C-1 zone |

⁴ For parcel numbers, refer to Comprehensive Plan amendment findings and ordinance.



Comprehensive Plan Changes (Figure 18)

Waterfront and Downtown Plan, City of Reedsport, Oregon



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COMPREHENSIVE PLAN TEXT AMENDMENTS

The *Reedsport Waterfront and Downtown Plan* is an element of the City of Reedsport Comprehensive Plan, and its implementing policies are to be incorporated into the Comprehensive Plan through the following text changes. New text additions to the Comprehensive Plan are underlined.

Goal 8 (Comprehensive Plan Section IV, Parks and Recreation)

Policy 11. The City supports development of Rainbow Plaza, consistent with Rainbow Plaza Concept Plan contained in the Reedsport Waterfront and Downtown Plan.

Policy 12. The City supports development of a continuous boardwalk and pathway along Reedsport's Umpqua riverfront from the eastern urban growth boundary to the Coos Bay Rail Link.

Policy 13. The City will work with appropriate agencies and seek funding for Parks and Recreation elements within the Reedsport Waterfront and Downtown Plan, including Rainbow Plaza, expansion of the City Boat Launch, new Gateways, and the Levee Loop Trail System.

Policy 14. The City supports development of Old Town gateways and plazas described in the Reedsport Waterfront and Downtown Plan. Gateways and plazas may include art, landscape features, parking, and festivals, booths, food carts pursuant to City codes and ordinances.

Policy 15. The City will adopt trail development standards and setback requirements along the Scholfield and McIntosh sloughs for the Levee Loop Trail System.

Goal 9 (Comprehensive Plan Section V, Economy)

Policy 22. The market demand and employment land needs of the Reedsport Waterfront and Downtown Plan shall be considered in addressing commercial and industrial land needs for the City.

Policy 23. Improve the safety, aesthetics and market viability of Reedsport's waterfront and downtown by implementing the projects, programs and regulatory amendments recommended by the Reedsport Waterfront and Downtown Plan.

Policy 24. The City may require development adjacent to designated trail and pathway system areas to improve said trails and pathways where the impact of development is roughly proportional to the need for such improvements.

COMPREHENSIVE PLAN | REEDSPORT WATERFRONT AND DOWNTOWN PLAN AMENDMENTS

Policy 25. The City will adopt landscape buffer standards for parcels designated Mixed Use Commercial abutting the Coos Bay Rail Line, along E. Railroad Avenue north of Greenwood Avenue.

Policy 26. Future rezone and/or code changes from industrial to commercial should support existing businesses.

Goal 10 (Comprehensive Plan Section VI, Housing and Population)

Add to Goal 1: Policy 7. The City supports development of small-lot single family or "cottage housing" in multi-family zones to add housing choices, as recommended in the *Reedsport Waterfront and Downtown Plan*.

Add to Goal 3: Policy 5. The City encourages compatible and attractive mixed-use housing types and will develop design standards for small lot/multifamily housing and live-work housing, as recommended in the *Reedsport Waterfront and Downtown Plan*.

Goal 12 (Comprehensive Plan Section IV, Transportation)

Add to Goal 1: Policy 9. Except where ODOT approval is required for projects on State Facilities, the Reedsport Transportation System Plan is amended to include the transportation improvements and cost estimates within the *Reedsport Waterfront and Downtown Plan*. [See Part 5.]

Add to Goal 3: Policy 9. The City shall work with ODOT to improve OR 38 pedestrian crossing safety by implementing new crossings on 2nd through 6th Street and placing an immediate priority on 3rd Street, as recommended in the *Reedsport Waterfront and Downtown Plan*.

Add to Goal 7: Policy 7. Consider the funding and implementation recommendations of the *Reedsport Waterfront and Downtown Plan* in prioritizing and implementing the City's capital improvement program.

Goal 14 (Comprehensive Plan Section VII, Land Use and Urbanization)

Add a new closing sentence under Comprehensive Plan Map, Industrial: An RV Park use may be allowed as an interim use on the south side of the McIntosh Slough, west of US 101, until the market supports converting that area to higher employment-generating uses.

Add a new closing sentence under Comprehensive Plan Map, Commercial: Where the *Reedsport Waterfront and Downtown Plan* designates land for Live/Work uses, Mixed Use Commercial (CMU) zoning shall allow residential, commercial, and enclosed light industrial uses, pursuant to Commercial Land Use Policy 4, below.

New Land Use Goals and Policies:

Residential: Policy 7. The City will allow “small lot single family” of cottage uses in multifamily residential districts, subject to multifamily design standards.

Commercial: Policy 4. the City will develop a new “CMU” Commercial “Live/Work” Mixed Use zone. The CMU district Mixed Use Commercial (CMU) zoning shall allow residential, commercial, and enclosed light industrial uses. The employment use shall be commercial retail and office use where it abuts commercial or Public Land zoning, and may be enclosed light industrial or office use where it abuts Light Industrial zoning.

Industrial: Policy 5. Enclosed light industrial uses and screened outdoor storage in light industrial zones. Require development to include 30 foot buffers/setbacks from the Scholfield and McIntosh Sloughs, providing for inclusion of a pathway system.

Industrial: Policy 6. An interim RV Park use may be allowed on light industrial land located on the south side of the McIntosh Slough, west of US 101.

TRANSPORTATION SYSTEM PLAN AMENDMENTS

The following changes to the 2006 Reedsport Transportation System Plan (TSP) are recommended to bring the TSP into compliance with the recommendations of this plan. The changes include:

- Transportation Projects
- Roadway Classification Changes
- Access Management Recommendations

Transportation Projects

Table 6 shows the planned transportation infrastructure improvements within the Reedsport Waterfront & Downtown Plan Area. The table shows projects identified in the Reedsport Waterfront & Downtown Plan as well as plan area projects previously identified in the TSP. This table identifies the “action needed” to update the TSP to maintain compliance with the Waterfront & Downtown Plan.

Table 6 Amendments to 2006 Transportation System Plan

| Projects Added to TSP | Preliminary Cost Estimate (in \$1,000) | Included in 2006 TSP? | Action Required to Implement RWDP |
|--|---|------------------------------|--|
| 1. Laurel Avenue | \$5 | No | Include in TSP |
| 2. Levee Loop Trail: bike/pedestrian path along levee and connecting E Railroad Ave, Water Front Way, 2 nd Street, Winchester, 14 th Street, Hawthorne Ave, 13 th Street, Champion Park /Visitor Center Levee (pave) to Port Dock Road to Scholfield and McIntosh Slough frontages west of US 101 | \$80 | Yes | Refines Alignment of Multi-Use Path in TSP |
| 3. OR 38/Winchester Avenue traffic signal or similar capacity improvement (<i>Requires ODOT adoption</i>) | \$300 | No | Tentatively Include in TSP |
| 4. Railroad landscape buffer | \$60 | No | Include in TSP |
| 5. OR 38 from 6 th to US 101 – full improvements per ODOT plans | \$2,300 | Yes | Retain TSP project #1 |
| 6. Gateways (3 landscape features) | \$85 | No | Include in TSP |
| 7. Bulb-outs (5 standard and one with Rectangular Rapid Flash Beacon (RRFB) or similar device @ OR/38 and 3rd) | \$162 | Partially | Replace TSP Project #5 with this project (see below) |
| 8. Disconnect 2 nd Street from Winchester | \$30 | No | Include in TSP |
| 9. New OR 38 eastern access at Knife River/Gate 6 as right in/right out | \$80 | No | Include in TSP |
| 10. Realign Elm at Winchester for right angle | \$100 | No | Include in TSP |
| 11. OR 38 way finding and street furniture | \$280 | No | Include in TSP |
| 12. East Railroad Ave from OR 38 to River Front Ave (full local street with sidewalks) | \$1,200 | No | Include in TSP |
| 13. Riverfront boardwalk extension: Umpqua Discovery Center west to RR and east to Knife River site | \$1,000 | No | Include in TSP |
| 14. US 101/OR 38 Intersection improvements | (ODOT) | No | Include in TSP |
| 15. Realign 2 nd Street north into Knife River site | \$80 | No | Include in TSP |
| 16. Connect Elm to OR 38 at Gate 6 | \$100 | No | Include in TSP |
| 17. Extend River Front Way to Gate 6 | (Developer) | No | Include in TSP |
| 18. Multi-use path under railroad at Laurel | \$65 | No | Include in TSP |

Table 6 (continued) Amendments to 2006 Transportation System Plan

| Existing TSP Projects Retained or Modified | Preliminary Cost Estimate (in \$1,000) | Included in 2006 TSP? | Action Required to Implement RWDP |
|--|--|-----------------------|---|
| 1. OR 38: 6 th to US 101: complete sidewalks | \$536 | Yes | Retain this TSP project |
| 2. US 101: Laurel to 13 th : complete sidewalks | \$137 | Yes | Retain this TSP project, part of which is included in Waterfront & Downtown Plan Area |
| 3. OR 38 @ W Railroad Avenue: crosswalk | \$10 | Yes | Retain this TSP project |
| 4. OR 38 @ Winchester Avenue: crosswalk | \$10 | Yes | Retain this TSP project |
| 5. Winchester Avenue @ 4 th Street: crosswalk | \$10 | Yes | Replace this TSP project with #7 from RWDP, above |

Roadway Classification Changes

The 2006 TSP recommends a reclassification of Port Dock Road to a “Neighborhood Route” to facilitate future development. The Reedsport Waterfront & Downtown Plan reaffirms that classification.

Access Management Recommendations

The 2006 Reedsport TSP identifies the need for an Access Management Plan to be conducted for OR 38 in the City. Accordingly, the Waterfront & Downtown Plan includes recommendations regarding access on OR 38. The recommendations in the Waterfront & Downtown Plan should be incorporated into the 2006 TSP.

These include:

- *Fir Avenue and 6th Street approaches of OR 38 are within 40 feet of each other, about 300-400 feet east of East Railroad Avenue:* As traffic grows on OR 38, it may be desirable to re-channelize the Fir Avenue approach by installing curb extensions, thereby reducing the width of its approach to OR 38 and “sea of pavement” that pedestrians encounter when traversing this intersection.
- *A private driveway to the Sugar Shack Café intersects the highway from the south side within 10 feet of 3rd Street:* in the event that redevelopment is proposed on this property or this section of OR 38 is reconstructed, it is recommended that this driveway be closed. Prior to a land use action or road construction, this driveway should remain unchanged.

ZONING AMENDMENTS

The following zoning amendments are recommended to implement the RWDP. The proposed changes are conceptual; they should be reviewed and refined through a public process in drafting specific ordinance language.

Umpqua River Waterfront

1. *Apply the C-3 Marine Commercial Zone to areas designated Waterfront Commercial.* The C-3 zone, which exists within Reedsport's code but is not presently in use, provides areas suitable for water-dependent and water-related/oriented retail commercial uses, including tourist lodging, restaurants and related facilities. Examples of allowed uses include navigational aids, hotels, restaurants, bait and tackle shops, gift and specialty shop, marine services and repairs, retail and wholesale stores, among others. Conditional uses include flood prevention structures, recreational vehicle parks, marine-oriented professional offices, processing of seafood in conjunction with retail sales, storage of products and materials transported via the estuary, such as gravel and logs. The maximum building height is 45' and no minimum lot size is required. Additionally, the C-3 zone, Section 10.76.020, should be amended to provide design standards for building scale and design in order to protect views of the water from key viewing areas, and to require extending the Boardwalk/waterfront trail with future development.
2. *Amend the Public/Semi-Public Lands Zone, Section 10.72.120 (B) 14, to include specific development standards or design guidelines for designated Gateways, including provisions for landscaping, art, furnishings, information kiosks, and concessions.*

Downtown Reedsport

3. *Add a new CMU Commercial Live/Work Mixed Use Zone as Section 10.72.065, allowing a broad range of neighborhood-serving retail (similar to C-1), enclosed light industrial (similar to LI), and residential uses. The new zone should:*
 - a. Allow land uses to match those allowed in adjoining zones, and maintain flexibility for employment uses (e.g., bakery, laundry, retail, light industrial). For example, commercial retail and office uses should be allowed adjacent to commercial zones and public zones, and enclosed industrial, assembly, wholesale or related office uses should be allowed adjacent to industrial zones.
 - b. Provide design standards to encourage building placement near the street, with minimal or no front yard setback.
 - c. Allow housing as a permitted use. Where residential uses are permitted on the ground floor, the CMU code should require access to dwelling units via secondary (e.g., rear, side, or courtyard) entrance.

- d. Parking should be provided to the side of, behind, or beneath (e.g., pedestal) buildings.
 - e. Where outdoor storage is allowed, the CMU zone should require screening of storage areas, particularly adjacent to areas designated for Public/Semi-Public use.
4. Amend the C-2 Commercial District, Section 10.72.070, to permit residential uses above ground floor commercial uses (in upper building floors) on properties abutting OR 38 from 3rd to 5th Streets. Establish design standards with minimal to zero front setbacks, and encourage the use of small, decorative landscape planters/flower baskets, street furniture, sidewalk cafes and sales. Develop and adopt basic design guidelines to maintain the integrity of the downtown core, including guidelines for front building entrances, storefront windows, exterior lighting, and awnings.
 5. Amend the M-I Light Industrial District, Section 10.72.090(L) Storage, to require screening of all outdoor storage. The zone presently only requires such screening when adjacent to a residential or commercial zone.
 6. Amend Section 4.020 Parking and Loading to waive the off-street parking and loading requirements for changes of use and new development for properties abutting OR 38 between 3rd to 5th Streets.

Scholfield Slough

7. Add a Section to the M-I Light Industrial District, Section 10.72.090(C)(5), allowing an RV Park as an interim use, subject to approval of a Conditional Use Permit, and amend Section 10.72.090(L) to require all outdoor storage be screened.
8. Amend the R-2 Multi-family Residential District, Section 10.72.050(G)(1) regarding minimum lot area to permit small lot single family or cottage housing on a minimum lot size of 3,500 square feet for maximum 2-story homes. Currently, this type of housing is allowed only through a Planned Unit Development, subject to Section 10.72.130. Where cities have adopted cottage-housing ordinances, they typically limit the size of the dwellings (e.g., 1,200 square feet of floor area) and require the units be oriented to a common open space. They also limit lot coverage; the current R-2 lot coverage standard of 50% would be appropriate.
9. Amend the C-1 zone, Section 10.76.060, to permit housing in upper floors.

All Areas

10. Allow credit for shared parking elsewhere when shared use parking agreements are established.
11. Require screening of unenclosed storage.

7. IMPLEMENTATION

MARKET TIMING

The RWDP is expected to generate significant levels of local and regional economic benefits during and after their construction. **Table 8** estimates the timing for build-out of the plan, based on the RWDP market study.

Table 7 Expected Net New Development over 25 Years

| | Units | Preferred Alt. (Sq Ft) | Market Timing |
|---|---------------|------------------------|---------------|
| Employment Uses* | | | |
| Commercial/Waterfront | floor area SF | 110,100 | Yrs. 5-25 |
| Light Industrial/Flex | floor area SF | 111,728 | Yrs. 5-25 |
| Other Commercial Uses | | | |
| Hotel | hotel units | 100 | Yrs. 10-20 |
| Residential Uses | | | |
| Multi-Family & Cottage Housing | dwelling | 235 | Yrs. 5-25 |
| RV Park Units | RV sites | 60 | Yrs. 5-10 |
| Other/Public Attractions & Amenities | | | |
| New Visitor Attraction | floor area SF | 23,121 | Yrs. 5-10 |
| Riverfront boardwalk/trails | | n/a | Yrs. 5-20 |

*An additional 70,000 square feet of Live/Work Mixed-Use Employment may develop beyond the 20 to 25-year planning horizon.

ECONOMIC IMPACT

The overall development program is expected to generate approximately \$75M (Preferred Alternative) in local assessed valuation upon build-out, which would help fund construction of urban renewal projects and facilitate the sunset of the Urban Renewal District. Since the City of Reedsport, like many jurisdictions in southern Oregon, is currently in assessed/market value “compression” under Ballot Measure 5, the additional assessed valuation would be a welcome increase for local taxing districts.

A preliminary analysis indicates that upon RWDP build-out, the annual revenues realized by local districts after sunset of the urban renewal district (stated in 2012 dollars) would equate to approximately \$425,000 per year for the City of Reedsport, \$80,000 per year for Douglas County, and \$320,000 per year for the Reedsport School District 105. Also, the Lower Umpqua Hospital District would receive \$272,000 per year, and the Lower Umpqua Parks and Recreation District would receive \$17,000 per year.

The direct economic impact of implementing the full RWDP (i.e., approximately \$11.6M in state and local expenditures on infrastructure projects, and an additional \$75M on private building construction) is expected to support approximately 850 construction jobs over the next 25 years; this equates to an average of 34 full-time equivalent construction jobs per year for 25 years.

In addition to increased property values associated with new construction, the permanent benefits from redevelopment in the Waterfront and Downtown planning area include direct and indirect/induced job creation from additional household and visitor spending increases after projects are completed. Overall, at build-out, the redevelopment program would add approximately 354 direct jobs and grow the population by 575 people, as shown in **Table 9**.

Table 8 Expected Net New Direct Permanent Jobs and Pop. at Build-out

| | Jobs | Population |
|---|-------------|-------------------|
| Employment Uses | | |
| Commercial/Waterfront | 180 | |
| Light Industrial/Flex | 110 | |
| Other Commercial Uses | | |
| Hotel | 49 | |
| Residential Uses | | |
| Multi-Family & Cottage Housing | | 530 |
| RV Park Units | 6 | 45 |
| Other/Public Attractions & Amenities | | |
| New Visitor Attraction | 9 | |
| Total | 354 | 575 |

The plan assumes an increase in both day-trip visitors and overnight visitors that would come with an interim RV Park on the Mast Bros. site west of US 101, and a hotel, commercial retail, and/or other attractions on the Old Town Waterfront. Based on an Oregon Tourism Commission survey of visitor spending (2010 Longwoods Survey), it is estimated that an increase of over 48,000 overnight-visitors per year could be expected at the RV Park alone. That level of visitation combined with visitor spending increases at commercial facilities could generate an annual direct and indirect/induced economic impact of \$5.7M for the local economy. Approximately 40% of the overall economic benefit would be in the form of indirect/induced benefits that would accrue to businesses located outside the Waterfront and Downtown planning area in other parts of the city or region. (FCS GROUP)

In comparison to the projected spending on construction and the visitor spending, the benefits from new households and businesses moving into the RWDP area would be even more significant. It is estimated that the annual economic impact, as measured by increases in gross domestic product, would range from **\$76 to \$86 million per year for the local and regional economy**; this includes direct and indirect/induced spending. This level of spending would not only support the direct job creation mentioned above (354 jobs) but also about 230 indirect/induced jobs in the region annually.

IMPLEMENTATION STRATEGY

Table 8 and the following narrative outline a 20-year implementation strategy for the RWDP. (See Table 6, pages 50-51, for transportation project cost estimates.)

Table 9 Reedsport Waterfront and Downtown Plan Implementation Strategy

| Time Frame | Action Item | Description | Lead | Public Role | Private Role | Possible Funding Sources |
|---|--------------------|---|-------------|--|---|--|
| Years 1-5 (see also "immediate action" list below table) | 1 | OR 38/3rd St. Pedestrian Crossing; Façade Improvement Program; Wayfinding Signs | City | City to work with merchants and URA and ODOT on design and funding | Owners to match funds through paint, bricks and mortar and equity to improve facades | ODOT; Reedsport Urban Renewal Agency; Old Town Merchants Association; local materials and labor donation; potential design assistance through Oregon Main Street Program |
| Years 1-5 | 2 | Levee Recertification | City | City to work with US Army Corps of Engineers to fund levee repairs | Support levee improvements to protect property and avoid higher flood insurance costs | State and Federal infrastructure grants and loans |
| Years 1-5 | 3 | Storm Drainage Improvements | City | City to improve based on Stormwater Master Plan | Support stormwater improvements to protect property from frequent flooding | Oregon Infrastructure Finance Administration; Immediate Opportunity Funds; others. |
| Years 1-5 | 4 | Rainbow Plaza Improvements | City | City to pursue funding and implement plaza plan | Support plan, seek private donors to match public funds | Oregon Parks and Recreation Development Grant; private funds |
| Years 1-5 | 5 | Marina Parking Expansion | City | City to tweak design and submit OMB grant | Recognize benefits of enhanced river access; support plan | Oregon Marine Board grant |

REEDSPORT WATERFRONT AND DOWNTOWN PLAN | **IMPLEMENTATION**

| Time Frame | Action Item | Description | Lead | Public Role | Private Role | Possible Funding Sources |
|-------------|-------------|---|------------------|--|---|--|
| Years 1-5 | 6 | Private RV Park | Private | City to allow RV park as interim use | Owner/local support and private funds are needed | Private investment is need to develop interim RV use; likely tied to a more intense future redevelopment plan |
| Years 6-10 | 7 | New Visitor Attraction/ Museum | Non-profit/ City | City to seek a 501c-3 non-profit partner to manage project | Private donors are needed to supply materials, labor and capital | Significant private investment is needed under a non-profit lead to create a new visitor attraction (i.e. draw on Umpqua Discovery Center example) |
| Years 6-10 | 8 | Levee Loop Trail and Waterfront Promenade | City | City to seek funding; including private assistance in design and construction through the development review process | Private support, including easements and boardwalk funding are required | Oregon Parks and Recreation Development Grant; private funds |
| Years 6-10 | 9 | Waterfront Commercial | Private | City to implement plan | Private investments are required | Private funds; public partnerships including grants and loans as appropriate |
| Years 6-10 | 10 | Light Industrial | Private | City to implement plan | Private investments are required | Private funds; public partnerships including grants and loans as appropriate |
| Years 11-20 | 11 | Multifamily & Cottage Housing | Private | City to implement plan | Private investments are required | Private funds; public partnerships including grants and loans as appropriate |
| Years 11-20 | 12 | Hotel | Private | City to implement plan | Private investments are required | Private funds; public partnerships including grants and loans as appropriate |

IMPLEMENTATION | REEDSPORT WATERFRONT AND DOWNTOWN PLAN

| Time Frame | Action Item | Description | Lead | Public Role | Private Role | Possible Funding Sources |
|-------------|-------------|-------------------|---------|------------------------|----------------------------------|--|
| Years 11-20 | 13 | Commercial Infill | Private | City to implement plan | Private investments are required | Private funds; public partnerships including grants and loans as appropriate |

Years 1-5

Redevelopment will require patience and decades of focused effort, and can only occur if the community gathers support for funding critical infrastructure improvements, as market forces gain momentum for new housing and commercial development. Initial efforts should include improved crossing safety for OR 38 at 3rd Street; funding for a façade improvement program; and wayfinding signage to direct visitors to the waterfront. These efforts should initially focus on the immediate area of OR 38 and 3rd Street as a demonstration project, but will be expandable in the downtown core. Other critical and concurrent public investment is needed to recertify the levee (\$3.7M) and improve storm drainage (\$2M). These improvements will control flooding and keep flood insurance rates reasonable – they are required to help retain existing businesses, homeowners, and assessed valuation levels. Levee recertification and storm drainage improvements could be funded using a mix of the recommended funding sources identified above. Without these critical infrastructure projects, the potential for private investment and other public investments are expected to be minimal.

Immediate Action

The City of Reedsport should immediately (years 1-2) undertake the following significant efforts to kick-off the vision embodied in the Waterfront and Downtown Plan:

1. Initiate a Goal 17 analysis for the Knife River site and prepare a future Comprehensive Plan amendment to re-designate the property from Water-dependent Industrial to Commercial and Public/Semi-Public, including plan policies to direct Waterfront Commercial uses and propose C-3 zoning for the commercial portion of the property. Continue to work closely with Knife River in support of the plan map change and future re-zoning needed for site redevelopment
2. Review and refine zoning concepts presented with the Waterfront and Downtown Plan, and prepare zone changes and zoning code text updates.
3. Work with ODOT on funding design and construction of a new crossing for OR 38 at 3rd Street.
4. Work with the Merchant’s Association, the Chamber and organizations such as Oregon Main Street to develop a Downtown Façade Improvement Plan. Focus

on donated labor and materials to initiate a “show me” project with public and private funding to improve facades on a block along OR 38 adjoining the improved 3rd Street crossing.

5. Develop a wayfinding sign program to include design and placement of signs to direct the public to the Reedsport Waterfront. Work with the Downtown Merchants and local suppliers to ensure buy-in and participation.
6. Continue efforts to fund the Levee Recertification and Stormwater Improvement projects.

Years 5-10

Lessons learned from the implementation of the Umpqua Discovery Center indicate that it can take many years to organize and assemble adequate partnerships and funding resources to construct a major museum facility. The momentum already established by the local community for hosting the annual Reedsport Chainsaw Carving Festival has gained state, national and even international attention. A non-profit (501c-3) in partnership with the City could work together to leverage limited local resources to acquire a viable site for a new visitor attraction, which could also function as a workspace and community meeting facility for events, presentations, and workshops on this unique and culturally significant art. This new facility, in combination with the Umpqua Discovery Center, commercial waterfront, and a new RV park and/or hotel, could establish a critical mass of visitation attractions.

A combination of Urban Renewal funding and private and corporate donations and sponsorships would be required to undertake the construction of a visitor attraction; and private equity would be needed to complete the RV Park, along with zoning code amendments. Reedsport’s comprehensive plan and zoning regulations will need to be amended in order to allow the development program envisioned in the preferred alternative.

Years 10+

The near-term public, private and non-profit investments that occur during the first 10 years would set the stage for ongoing private development activities during the following 10+ years. The need for additional public investment in streets, streetscapes, parks and other infrastructure would have to be well timed with private development projects. As market conditions improve, the community may also be more inclined to support a special General Obligation bond focusing on specific “large” legacy project elements, such as the Riverfront boardwalk and/or gateway improvements.

Local improvement districts in combination with urban renewal funds may be used to construct streetscape improvements and other public infrastructure in specific locations.

8. FUNDING OPTIONS

This section summarizes the potential funding options that are available to the City of Reedsport for RWDP implementation. The planned infrastructure improvements require significant financial expenditures. Improvements are expected to result in enhanced flood protection, storm drainage, pedestrian, bicycle and vehicular access, and an improved market image for the area that helps attract additional direct private investment. The planned enhancements will also provide a direct benefit to downtown visitors, residents, businesses and workers. A combination of funding techniques is therefore appropriate to help spread out the cost of the improvements to those who benefit.

A summary of *local funding* techniques used in Oregon for downtown and waterfront improvements is provided in Appendix C. The primary funding options include:

- User Fees (e.g., boat launch fees)
- System Development Charges (SDC)
- Parking District Charges
- Urban Renewal Program, Tax Increment Financing
- Local Improvement Districts (LID)
- Zone of Benefit District (ZBD)
- Economic Improvement District (EID)
- Utility Rates and Charges
- General Obligation and General Revenue Bonds
- State and Federal Financing Programs and Grants (e.g., Oregon Marine Board grants, and ODOT/TGM grant and federal funding programs)
- Potential grant funding opportunities are listed below.

EVALUATION OF FUNDING OPTIONS

Public investment in transportation, flood protection, storm drainage and parks/trail facilities is expected to result in direct local and citywide benefits in terms of enhanced safety, access, visitation, and business income. As business income and sales increase, there will be citywide benefits in the form of enhanced downtown employment, private real estate investment and enhanced local assessed value creation and property tax revenue collections. To help evaluate the relative benefits of potential funding options, preliminary evaluation criteria were identified and compared to one another in **Table 10**.

The funding options listed in Table 10 have legal precedence in Oregon. Initial funding evaluation criteria included:

- ❖ **Voter Approval** – Might the funding technique require voter approval under Oregon law or per the voter-approved Reedsport City Charter Amendment? (Note: At the time of publication of the RWDP, the charter amendment was pending a court decision.)

- ❖ **Funding or Financing Potential** – Will the funding stream result in a stable and reliable source of revenues? Will the revenues be deemed credit worthy by potential lenders, and become a source of near term funding for the planned improvements?
- ❖ **Direct Cost Burden on Downtown Development** – Will the funding technique be considered as an extraordinary development cost, and dissuade potential investment in downtown?
- ❖ **Equity** – Will those who pay deem the funding technique and its implementation process equitable?

Based on the above criteria, the funding options that received the highest rating for the RWDP are summarized as follows. These measures merit additional analysis and consideration by the City and downtown businesses. Appendix C contains additional background on funding options.

User Fees

The current boat launch fee of \$3.00 may be increased slightly to generate additional short-term revenue for ongoing maintenance cost requirements. Annual passes could be provided to local residents at a discounted price. If additional public parks, trails or boat dock facilities are provided over time by private developers and dedicated to the City (as conditions of approval), the City could charge user fees for transient boat dock usage, or use of picnic shelters for private events. Since this revenue source is not likely to be significant in comparison to the others and now would require voter approval, it is not recommended at this time.

Local Improvement District

The City should expect downtown property owners that benefit from the planned transportation facility investments to help pay for a portion of the cost of the improvements through a local improvement district (LID). An engineering study would be needed to create an equitable approach for assessing downtown property owners for specific project elements, such as storm drainage, levee or streetscape improvements. The LID could include zones with varying assessment levels to account for benefits that are perceived to vary by location or land use characteristics (e.g., LIDs may exempt upper-floor redevelopment or single family dwellings from the assessments). An LID derives revenue from selected properties and requires at least 51% property owner approval.

Utility Fees

The City of Reedsport could increase its local storm drainage utility fee or restructure it so that the properties within the RWDP area pay a slightly higher rate in comparison to other parts of the city, which is proportional to the benefit they receive by the additional cost of storm drainage. The City may also explore establishing a new Parks Utility that includes low monthly or bi-monthly charges to residents and non-residential properties (now requires voter approval). The revenue generated by the Parks Utility may be used for operations, maintenance or construction of specific improvements, such as the Waterfront trail network.

Urban Renewal District

While the City of Reedsport’s existing Urban Renewal District has little available funding to invest in planned facility improvements at this time, it could eventually become a source of long-term funding to help match non-local loans or grants, especially after additional private investment occurs in the district.

Bonds

The City of Reedsport could pursue a citywide “waterfront accessibility” General Obligation bond measure that generates adequate funding for all or a portion of the planned waterfront trail and related parking or park improvements, including land acquisition. These types of bond measures are more successful when they result in “heritage improvements” that benefit residents with strategic parks and pedestrian safety improvements (such as enhanced access to schools and parks).

Donations or Corporate Sponsorships

The City of Reedsport could work closely with existing local non-profit foundations or a newly established non-profit organization to establish tax deductible programs for specific improvements, such as street trees, street furnishings, lighting, and artwork. This type of investment would be appropriate for Rainbow Plaza and the Visitor Attraction, in a manner similar to that used for building and operating the Umpqua Discovery Center. In some instances, donors may be eligible for federal and/or state income tax credits.

Grants

The City of Reedsport should consider pursuing the following state and federal grants to match local funding sources and leverage private investment:

- U.S. Economic Development Administration, Community Development Block Grants
- U.S. Department of Agriculture Rural Community Enhancement Grants (provided for rural infrastructure and community enhancement projects).
- ODOT Transportation Enhancement program could be targeted to raise upfront capital facilities proceeds for specific improvements.
- ODOT Pedestrian and Bicycle Improvement grant program.
- Oregon Marine Board grants (available for public boat launch and parking facilities). An OMB grant has been awarded for improvements to the City Boat Launch and parking area, but has been placed on hold pending a design and parking need assessment.
- Oregon Community Development Block Grant program (locally administered through Douglas County).
- Oregon Special Public Works Grants or ODOT Immediate Opportunity Funds (grants tied to job creation).

Special state or U.S. Congressional program funding may also be available through specific funding requests. The City of Reedsport should check with its local state legislative representative and congressional representatives for current funding program application deadlines.

APPENDIX A: LAND USE ALTERNATIVES

(Refer to separate Appendix volume.)

**APPENDIX B: PREFERRED TRANSPORTATION
ALTERNATIVES ANALYSIS**

(Refer to separate Appendix volume.)

APPENDIX C: DESCRIPTION OF FUNDING OPTIONS

(Refer to separate Appendix volume.)