

TGM 2019 Grant Application

Transportation and Growth Management Program grant application for the year 2019.

Be sure to download and review the [2019 application packet](#) before filling out this grant application. Additional resources and examples of successful applications can be found on the [TGM planning grants page](#).

You can save your progress by clicking the "Save" button at the bottom of the form.

Type of grant

Category 2: Integrated Land Use & Transportation Planning

ODOT region (1-5):

3

Primary applicant jurisdiction:

City of Coos Bay

Project title:

Front Street Blueprint Plan

Mailing address:

500 Central Avenue, Coos Bay, Oregon 97420

Contact person name:

Carolyn Johnson

Contact person title:

Community Development Administrator

Contact phone:

(541) 267-1181 x2287

Contact email:

cjohnson@coosbay.org

List other local jurisdictions providing match:

Summary description of project:

The Front Street Blueprint, based on the City's 2017 Front Street Action Plan (Plan), will robustly focus on the Plan's transportation and redevelopment envisioned by the Community along Coos Bay waterfront. The Blueprint will include six transportation related work products: access/intersection and circulation connectivity improvements, bike/pedestrian access and safety, public parking management strategy, historic wayfinding, and public waterfront improvements. These products will lay the foundation for future development of Front Street public improvements. Economic vitality of Front Street is anticipated with more transportation choices for the waterfront commercial area as a key Coos Bay resident and visitor destination.

Project cost table

TGM funds requested

Consultant:

\$ Consultant
175,956

Local reimbursement:

\$ Local Reimbursement

Total TGM funds requested

\$ Total TGM Funds Requested
175,956

Local match

12% minimum (calculated)

\$ 12% Minimum
23,994

Match to be provided

Labor, supplies and services during project:

\$ Labor, supplies and services during project

Payment when Intergovernmental Agreement is signed:

\$ Check at time of IGA signing
23,994

Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.

Consultant name (if applicable):

Untitled

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

Date

6/5/2019

Eligibility requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

1. Clear Transportation Relationship

The Front Street Blueprint will be an adoption-ready implementation program for 2017 Front Street Action Plan. The Plan objective was to: “identify implementable actions in the Front Street area along the City’s waterfront that increase connectivity, foster community access to the waterfront, attract private investment, and diversity Coos Bay’s economy.” The completed Blueprint will provide the implementation tools for these Front St. Action Plan future projects subject to public meetings, stakeholder interviews and Council approval. It will build upon work of the City’s TSP, Comprehensive Plan transportation/economic development policies and the City Council goal to “Evaluate traffic patterns and competing transportation uses of Front Street to develop a traffic/pedestrian safety plan.”

2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

2. Adoption of Products to Meet Project Objectives

The Front Street Blueprint will be an adoption-ready implementation program for 2017 Front Street Action Plan. The Plan objective was to: “identify implementable actions in the Front Street area along the City’s waterfront that increase connectivity, foster community access to the waterfront, attract private investment, and diversity Coos Bay’s economy.” The completed Blueprint will provide the implementation tools for these Front St. Action Plan future projects subject to public meetings, stakeholder interviews and Council approval. It will build upon work of the City’s TSP, Comprehensive Plan transportation/economic development policies and the City Council goal to “Evaluate traffic patterns and competing transportation uses of Front Street to develop a traffic/pedestrian safety plan.”

3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

CITY.SUPPORT.LETTER.pdf

Award criteria

Applications will be scored on the following criteria. Instructions for responding to these criteria can be found in the [application packet](#).

TGM may award up to 10 bonus points for innovation.

1. Proposed project addresses a need and supports TGM objectives (up to 40

points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

1. Proposed project addresses a need and supports TGM objectives (up to 40 points)

This proposal path began with the City's adoption of the 1998 Front Street Master Plan. Lacking direction and vision and a variety of businesses and infrastructure having fallen into a dilapidated condition, the City sought to remedy the situation.

Prepared with extensive public engagement, the Master Plan goals were to:

- 1) provide access to the waterfront for understanding of current waterfront activity and historical and cultural connections to the waterfront;
- 2) create a vision for increased private investment in the Front Street downtown waterfront area and
- 3) facilitate the diversification of the City's economy that would embrace existing waterfront industrial uses but provide opportunities for new service businesses with amenities for public access and enjoyment of the waterfront.

On the heels of the Master Plan was the adoption of a Waterfront Heritage district for the area with specific land uses and amenities identified for future development; this district was memorialized in the City's development code. Likewise, the City's Comprehensive Plan recognizes the value of this area for transportation opportunities and the enhancement of the City's economy.

In 2017, the City developed the Coos Bay Front Street Action Plan as a living directive of the 1998 Front Street Master Plan. The Action Plan purpose is to "identify implementable actions in the Front Street area along the City's waterfront that increase connectivity, foster community access to the waterfront, attract private investment, and diversity Coos Bay's economy." Prepared with extensive public engagement, the Plan identified opportunities and constraints for the Front Street area but prioritized new redevelopment and reinvestment of the area calling out the following specific requirements for future implementation:

1. Improvements to the transportation networks to improve multi-modal safety
2. Pedestrian connectivity and open space
3. Public transit to serve the area's needs
4. Employment uses that require access to the waterfront for success

These priorities also closely mirror TGM priorities to provide transportation choices, create communities, support economic vitality and growth, save public and private costs, and promote environmental stewardship. While the Action Plan includes eighteen projects, the Blueprint will develop the technical acumen required for project implementation for six of these pertinent to Front Street's multi-modal transportation (and by osmosis) and economic needs. The Blueprint's planning efforts will implement these six measures that promote compact, mixed-use, walkable development and support social and economic needs as follows:

1. ACCESS/INTERSECTION IMPROVEMENTS

TGM Goal: Save Public/Private Cost
Environmental Stewardship
Support Economic Vitality

Access and intersection deficiencies along Front Street require the preparation of access management strategies to facilitate improved safety, reduce congestion, and enhance overall traffic flow as redevelopment occurs on Front Street. Front Street includes several local street connections that form a grid system of 250-foot block lengths. There are numerous access points on both sides of the street with

little to no access management or driveway width consistency. Access management will become particularly important as waterfront area projects could increase Front Street traffic trips by as many as 2,500 per day.

Future improvements reflect the City's goal of promoting green and efficient development. The Front Street Plan elements are expected to increase safety, reduce congestion, increase driver expectancy. The blueprint will be consistent with the city's promotion of green and efficient development. The plan will help create a path to address reducing the number of driveways, consolidate multiple driveways for single parcels, and relocate poorly placed driveways.

2. CIRCULATION/CONNECTIVITY IMPROVEMENTS

TGM Goal: Save Public and Private Cost
Support Economic Vitality

Front Street presents a connectivity challenge for all access types with operational railroad tracks through the center of the Front Street and a constrained right-of-way for pedestrians and bicyclists. Future development will include repurposed and proposed new buildings anticipated to attract a wide range of vehicular, pedestrian and bicycle users.

A part of the TGM grant-funded project will include the creation of a well-connected street network plan for public and business ease of access. The evaluation will include the potential for one-way and two-way street sections with factors including potential new types of development, the rate of turnover for the user, the importance of on-street versus off-street parking, and how far people are willing to walk to get their destination. The final circulation and connectivity concept will also be based on the area's traffic volume counts, and other field data.

3. BIKE/PED SAFETY AND ACCESS

TGM Goal: Provide Transportation Choices
Create Communities
Promote Environmental Stewardship

Currently a challenge for bicyclists and pedestrians, travel on Front Street requires safe, continuous, and attractive pedestrian and bicycle access. Support for alternative access is high and a continuous pedestrian pathway has for years been advocated by the community to extend a boardwalk north into the City's downtown for a comprehensive north-south connection.

The Blueprint project will include transportation, planning and design consultants working with the city staff, waterfront users, property owners, the Coos Railway, special interest groups and other stakeholders to complete a north-south pedestrian pathway plan along the eastern side of Front Street and to reclaim and improve any City-owned right-of-way parcels between the new walkway and the water's edge as pedestrian overlooks. The north-south walkway will connect the current terminus of the Coos Bay Boardwalk at the south end of Front Street in the downtown to the Coos Historical and Maritime Museum at the north end of Front Street.

4. GREEN PUBLIC PARKING MANAGEMENT STRATEGY

TGM Goal: Support Economic Vitality
Save Public and Private Cost
Environmental Stewardship

Parking on Front Street is at a premium with limited on-street parking due to many trucks who access the working waterfront. To address this issue, a parking management strategy will be developed outlining specific actions that will result in a more efficient use of parking resources on Front Street. These actions can include options for shared parking, metered parking, increasing the capacity of existing facilities, overflow parking plans, investment by the City in land for parking, and the creation of incentives for a

mixed-use development that can share parking.

The City has purchased and invested City funds on a Front Street vacant lot, formerly a brownfield location, to develop into a green public parking lot.

5. HISTORIC WAYFINDING

TGM Goal: Create Communities
 Promote Environmental Stewardship
 Provide Transportation Choices

Identification and directions to key sections of Front Street, the museum and the downtown are lacking along the Front Street area. Community interest in preservation of specific Front Street buildings and access to the downtown is a Blueprint cornerstone. An enhanced cohesive wayfinding plan will increase community engagement with Front Street. A wayfinding system will be developed to provide directions to major attractions, call out significant historical locations, and engage the user with the environment further with the incorporation of public art opportunity locations. Wayfinding signage may also include information on the cultural and architectural history of the area (including historic building plaques) and the natural history of the area.

6. PUBLIC WATERFRONT IMPROVEMENTS

TGM Goal: Transportation Choices
 Create Communities
 Support Economic Vitality

Currently, there is no non-motorized boat launch or public waterfront viewpoints along Front Street. Public participation with the 1998 Front Street Master Plan and the 2017 Front Street Action Plan, revealed ongoing support for a non-motorized boat launch. As noted in the Action Plan, the Blueprint will provide analysis and planning for the boat launch with a focus on the public right of way to the south of the Coos Bay History Museum. This effort will also include planning for a public waterfront viewpoint with improvements to the Date Avenue right of way between Front Street and the Bay.

2. Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding
- build on, complement, or take a necessary step toward completing or implementing other high-priority community initiatives, including supporting a Governor's Regional Solutions team priority
- resolve transportation or land-use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future.

2. Proposed project is timely and urgent (up to 25 points)

The development of Front St. is Coos Bay's greatest potential for a strong and vibrant waterfront that connects the community and nourishes new businesses. Building on the high priority community mission for Front Street improvements and economic vitality, the Blueprint also supports the South Coast-Umpqua Regional Solution Priority to support "business retention, expansion, and creation."

Within the next two years, a substantial amount of development is either proposed or will be completed. It is critical that the City has a strategy in place to shape public transportation improvements that will permanently change the Front Street area. The Blueprint completion will provide the needed tools to consider future capital improvements along Front Street to facilitate a vibrant and economically successful waterfront area.

TRANSPORTATION HUB

Coos County Area Transit (CCAT) is the local public transportation provider and has two service routes in Coos Bay that help riders access medical services, public schools/community college, veterans' services, and the downtown core. The two service loops have no connecting points and are completely independent of one another. CCAT seeks a transportation hub in the downtown/Front Street vicinity to integrate the two loops and provide better access to the Coos Bay downtown. If CCAT is successful, pedestrians/bus riders and bicyclists will have expanded access to the Front Street area where currently bike/ped amenities are limited.

COOS BAY VILLAGE

The Coos Bay Village is a mixed-use, waterfront village concept with 72,000 feet of leasable space and will be located just north of the Coos Historic Museum on Bayshore Drive/HWY 101. This is the largest commercial development project on the City's waterfront and has the potential to dramatically change the tourism draw along Highway 101. The City has provided approximately \$1,671,500 in infrastructure incentives for this project, including a Front Street traffic signal to accommodate the increased traffic that will be entering HWY 101. The Village will have retail stores, restaurants, and services with spectacular water views and a 14' public boardwalk along the project's waterfront. The Blueprint will ensure the development of Coos Bay Village and Front Street have integrated transportation that allows for pedestrians, bicyclists, and motorists to move safely between these spaces.

COOS HISTORY MUSEUM

Located between Coos Bay Village and the future boat launch area, the Coos History Museum is a tourist destination point, is utilized as a local event/gathering space, and hosts school trips throughout the county. The museum has limited parking for large events but currently lacks safe pedestrian/bike access off of Bayshore Drive/HWY 101 to the south.

GREEN PUBLIC PARKING

The Front Street area currently has limited on-street parking, which limits access to motorists using local services. Front Street has two key local history museums, the Sun Printing Museum and the Coos History Museum, and is within walking distance of Coos Bay's downtown and weekly Farmers' Market. The Blueprint Parking Management Plan will help to reduce congestion, improve safety, foster new business development, and guide future City plans for other parking facilities/on-street parking design. The City is invested in this effort with the property purchase and design of a green parking lot on Front Street.

3. Proposed project approach is reasonable (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

3. Proposed project approach is reasonable (up to 20 points)

The City is confident that the project approach is reasonable. The City will work with transportation and planning/design consultants, ODOT (highway and rail), Port of Rail, and Front Street property owners during the process.

NON-CONTINGENCY TASKS/DELIVERABLES

1. Project initiation and administration

Background documents review & kickoff meeting, including public meeting strategy preparation, interface between consultants to establish collaboration relationships and timeframes.

Coordination between Consultants, ODOT (Highway and Rail), Port Rail and Front street property owners will be ongoing throughout the project duration.

2. ESTABLISHMENT OF EXISTING CONDITIONS

Compilation traffic/circulation field data such as traffic volume counts, crash data, vehicle speeds, available ODOT models, and other roadway characteristics.

Identify current Front Street conditions to determine constraints and opportunities for pedestrian and bicycle access.

Boat launch assessment and strategy development, including determination of costs related to piling removal

Review of launch area for contamination

Determination of necessary permits and costs to implement non-motorized boat launch

Waterfront viewpoint opportunities assessment

Examination of optimal locations for wayfinding opportunities

Identification of parking needs, constraints/opportunities for parking sites and optimal points of access and related programs for parking and public art locations.

Identification of optimal driveway locations, unnecessary driveways and determination of appropriate distances between driveways and intersections for appropriate stacking distances.

Determination of potential locations for public art in parking areas.

3. PUBLIC OUTREACH

Stakeholder interviews

Two public meetings

Work with property owners that may be utilizing City-owned right-of-way to reclaim the land and for improvements to develop paved and landscaped pedestrian corridors.

Engage local artists to explore opportunities for public art along the boardwalk, parking areas and waterfront overlooks.

Consultation with Coos Bay Rail to provide clarity about Rail needs, project needs, and requirements for project design given the proximity to the railroad.

4. PREPARATION OF PROJECT DRAFT PRODUCTS

Conceptual layout for circulation and connectivity improvements

Draft boat launch layout

Draft Wayfinding assessment report and exhibit Transportation Engineering

Report with parking management program alternatives and related estimated costs, and parking design schematic to minimize runoff and maximize sustainability and inviting design.

Identify cross sections for pedestrian walkway alternatives along Front Street and optimal location for access to the downtown.

Identification of two design alternatives for overlooks at the water's edge.

Conceptual design for each overlook at the water's edge.

Development of draft public art options/standards along the Boardwalk, for parking areas and public overlooks.

Draft intergovernmental agreement with Port of Coos Bay Rail, including legal work.

5. REFINEMENT AND COMPLETION OF WORK PRODUCTS

Circulation and connectivity improvements plan and exhibit.
 Boat launch layout
 Waterfront viewpoint design and pedestrian amenities on Front Street
 Wayfinding assessment report and related exhibit
 Parking management program alternatives and related estimated costs with recommendations for implantation of preferred alternative, parking design schematic to minimize runoff and maximize sustainability and inviting design.
 Preferred Front Street cross sections for a pedestrian walkway along Front Street from the Coos History Museum and a cross-section for the preferred crossing to access downtown.
 Public art options/standards and locations along the Boardwalk, at parking areas at the public overlooks to the water.
 Circulation / Connectivity Report

6. ADOPTION

Preparation of meeting materials
 Joint Planning Commission and City Council work session
 Preparation of meeting materials and staff report
 City Council public hearing for resolution to adopt Front Street Action Plan

Project Initiation and Administration	\$10,000.00
Establishment of Existing Conditions	\$51,000.00
Public Outreach	\$61,000.00
Preparation of Project Draft Products	\$37,500.00
Refinement and Completion of Work Products	\$30,450.00
Adoption	\$10,000.00
TOTAL COSTS	\$199,950.00

4. Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

4. Proposed project has community support (up to 5 points)

The Regional Solution team, South Coast-Umpqua region is a strong supporter of the Front Street Blueprint. The development of Front Street aligns with their key priorities to foster “community resilience” and increase “business retention, expansion, and job creation.”

The Port of Coos Bay has provided written support for the project. The Port runs the Coos Bay Rail Line that runs directly through Front Street. The project will require close collaboration and consultation with the Port to ensure a successful project.

Coos Curry Area Transit (CCAT) provides local and regional public transportation and supports the project's goal to increase transportation choices and create community.

The City consulted with key anchors, including the Coos History Museum, Sun Printing Museum, and South Coast Development Council (promoting the development of Coos Bay Village) and reviewed the project scope and received support.

The project aligns with URA objectives and City Council goals.

Upload letters of support from stakeholders here:
FS BIKE.pdf

5. Proposed project sponsor readiness and capacity (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

5. Proposed project sponsor readiness and capacity (up to 10 points)

The City has internal capacity to manage and successfully complete the Front Street Blue Print.

Carolyn Johnson, Community Development Administrator, will manage the daily operations and coordination of the project. Carolyn has worked in municipal government for over 30 years. Management of major projects has included funding for and development of municipal parks and land use master plans on the California Coast.

Jim Hossley, Director of Public Works, has worked for the City of Coos Bay for nearly 15 years and has worked in municipal government for 30 years. Jim has managed the Empire Boulevard Project, which received nearly \$5m in grant funding through ODOT Flex and Connect Oregon.

The City is working with CCAT, Coos County, and other area jurisdictions on completing a comprehensive update to the City's Transportation System Plan which was funded through a TGM grant.

BUILDING UPON PREVIOUS PLANNING EFFORTS

The City is building upon previous planning/ investments on Front Street including the 2017 Front Street Action Plan, 2010 Master Plan, 2010 Comprehensive Plan, 2017 Environmental Site Assessment for Central Dock, inclusion as a City Council key economic development priority, a City-funded \$1,350,000 pump station and storm drainage replacement, \$500,000 design, remediation and build of Front Street Green Parking Lot, and approximately \$1,671,500 in incentives for Coos Bay Village.

COMMUNITY INVOLVEMENT

The City's 2017 Front Street Action Plan, with heavy public engagement, identified implementable actions in the Front Street area that will increase connectivity, foster community access to the waterfront, attract private investment, and diversify Coos Bay's economy. The City is committed to building on the community involvement in the Action Plan with multiple public meetings and with key stakeholders.

Upload supplemental application materials

Project area map (optional):

Title VI: Racial & Ethnic Impact Statement form [Download the Racial & Ethnic Impact Statement here](#)
Racial and Ethnic Impact Statement - City of Coos Bay.pdf

If you encounter any issues with the submittal process, please contact:

Abigail Erickson
Planning Section Web Coordinator
Abigail.ERICKSON@odot.state.or.us



City of Coos Bay

Office of the City Manager

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• www.facebook.com/cityofcoosbay

June 5, 2019

Department of Land Conservation and Development
Oregon Department of Transportation
Salem, OR 97301

RE: City of Coos Bay TGM Type 2 Grant Application

Greetings:

On behalf of the Coos Bay City Council, I extend the City's appreciation for the 2019 Transportation and Growth Management (TGM) Type 2 grant application opportunity. Award of the TGM grant and the City's match would fund the project tasks related to the City's Front Street Action Plan (Action Plan).

In 1998, the community prepared with extensive public engagement, the Council adopted Front Street Master Plan. With long community memory and staying power, the public again called for the preparation and adoption of the 2017 Front Street Action Plan to identify key community priorities gleaned from the older 1998 master plan. The Action Plan's purpose was to identify implementable projects in the Front Street waterfront area to increase pedestrian, boat, bicycle, and vehicular connectivity, foster community access to the waterfront, attract private investment, and to diversify the Coos Bay economy. Completing the projects identified in the Action Plan is a key Council goal.

Six of the seventeen Action Plan projects are complementary to TGM grant objectives to provide transportation choices, create communities, support economic vitality, save public and private costs with well-connected transportation patterns, and promote environmental stewardship. These projects and their related tasks include:

- Project A-1 Public Waterfront Accessway improvements for a non-motorized boat launch and a public viewpoint.
- Project B-1: Historical Wayfinding with the creation of a strategy for the Front Street waterfront area to provide directions to major attractions.
- Project B-5: Public Parking Management Strategy identifying policies and programs that result in more efficient use of parking resources on Front Street.
- Project C-1: Pedestrian North-South Connection - Waterfront Walkway.
- Project C-3: Circulation and Connectivity Improvements for a well-connected street network.
- Project C-4: Access/Intersection improvements to improve safety, reduce congestion, and enhance overall traffic flow as redevelopment occurs on Front Street.

Department of Land Conservation and Development
TGM Type 2 Grant Application
June 5, 2019
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Funding for these projects will facilitate future capital improvements along Front Street to achieve the Front Street Action Plan goals. Timing for TGM grant funding is ripe as there are multiple properties in the Front Street area for sale or being assessed for development opportunities. Well thought out development direction resulting from completed Action Plan projects will be very timely.

Your positive assessment and application funding will be most appreciated by the many citizens of our community who have participated in the Front Street visioning process over the years. The Coos Bay City Council is on board with all grant requirements and strongly supports this 2019 TGM application.

Sincerely,



Rodger Craddock
City Manager

Cc: Coos Bay City Council



REGIONAL SOLUTIONS OFFICE
GOVERNOR KATE BROWN

June 4, 2019

Oregon Department of Transportation
Department of Land Conservation and Development
Salem, Oregon 97301

RE: City of Coos Bay TGM Type 2 Grant application

The Governor's Office South Coast Regional Solutions Advisory Committee (AC) heartily endorses the City of Coos Bay' 2019 Transportation and Growth Management (TGM) Type 2 grant application. The AC recognizes the unique economic needs of our southern Oregon coast region and supports work to solve problems and seize opportunities to get projects done. The projects that could be undertaken with TGM grant funds (historical wayfinding, a public parking management strategy, the Coos waterfront walkway, the technical tools for circulation and connectivity and access intersection improvements) are reflective of the Regional Solutions support for Southern Oregon Coast economic vitality, in general, and the adopted priority of "Building the Recreational Economy," in particular.

If funded the City of Coos Bay TGM Type 2 grant application would be used to implement projects along the City's waterfront area to reflect the City's 2017 Front Street Action Plan (the Plan). The City's Plan objective is to enhance the working Front Street waterfront area to maximize its use for residents and enhance its visibility for visitors. The City's objective is compatible with the adopted South Coast Umpqua Regional Solutions priorities for business retention and expansion and creation and building on a recreation economy. The AC endorses the purpose to "identify implementable actions in the Front Street area along the City's waterfront that increase connectivity, foster community access to the waterfront, attract private investment, and diversity Coos Bay's economy."

Sincerely,

Alex Campbell

Regional Solutions Coordinator



June 5, 2019

Elizabeth Ledet
TGM Program Coordinator
Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Dear Elizabeth,

The Oregon International Port of Coos Bay (OIPCB or Port) owns the Coos Bay Rail Line (CBRL) and is a strong supporter of the City of Coos Bay's "Front Street Blueprint Plan" application to ODOT's TGM grant program.

Beginning in the late-1800s, logging trains worked in remote forested areas bringing logs to rivers and the Coos Bay, Oregon, harbor. Coal moved by rail from mines in the region to sailing ships and later steam ships for export to San Francisco. Coos Bay's maritime commerce has been an anchor for employment and stability for generations of families in the region for more than 100 years. The railroad was the heart of the city and commercial industry and as such it runs along the waterfront and through historic Front Street in Coos Bay, tying the ocean and the timber together.

Today, the Coos Bay Rail Line (CBRL) transports approximately \$220 million worth of freight in and out of our region every year – and has kept over 100,000 trucks off the road since the Port of Coos Bay reopened the line in 2011. This 134-mile rail line has supported Oregon's economic vitality, providing businesses with direct, efficient and cost-effective access to regional, national and global markets for generations.

Coos Bay's Front Street redevelopment efforts align with our mission to promote sustainable development that enhances the economy of southwest Oregon and the State. The CBLR runs directly down Front Street and will require careful planning to ensure the public remains safe and the rail line moves efficiently, if the area is further developed.

We stand ready to participate as needed in the planning process to help foster greater economic vitality to our area.

Sincerely,



John Burns, CEO
Oregon International Port of Coos Bay



*Coos County Area Transit
Service District
93781 Newport Lane
Coos Bay, OR 97420
(541) 267-7111
FAX (541) 267-0393*

May 30, 2019

Elizabeth Ledet
TGM Program Coordinator
Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Dear Ms. Ledet,

Coos Curry Area Transit (CCAT) Service District is the local/regional public transportation provider for Coos County with service also extending into Douglas County. We provide four primary lines of service in our community; fixed route, demand response, paratransit and inter-city connections. Our priority is to link our riders' neighborhoods with health care services, grocery stores, public schools and the community college, major employment centers, and our downtown retail areas. Many of our riders rely on CCAT as their primary means of transportation to access these vital life services. Our emphasis on providing service that collects riders in their neighborhoods focuses our efforts on our most vulnerable population, our elderly, disabled, and low income communities.

We are an ardent supporter of the City of Coos Bay's efforts to revitalize Front Street and urge you to support the "Front Street Blueprint Plan." The revitalization of Front Street aligns with the needs of our riders who often are seeking better economic opportunity and greater job employment opportunities. A stronger and more vibrant community core that ties Coos Bay back to its historic waterfront has the potential to be transformative.

At CCAT, we understand that the transportation infrastructure requires careful planning and execution and we would welcome the opportunity to be a leader in the City of Coos Bay's plan for Front Street. We strongly support this project and urge you to support the City of Coos Bay's application.

Respectfully,

Sergio Gamino
General Manager

June 6, 2019

Elizabeth Ledet
TGM Program Coordinator
Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Dear Elizabeth,

On behalf of the Coos County Historical Society, dba Coos History Museum, I am writing to strongly encourage your assistance to the City of Coos Bay for more detailed planning of transportation and public use enhancements in the historic Front Street district.

Our organization has been especially aware of the need for Front Street planning as the community has rediscovered this once-derelict area and its enormous economic development potential. With appreciable technical support from the City, we helped spearhead that rediscovery by constructing our new, multi-million dollar museum at the north end of the street, and have been operating our facility here since 2015.

The area was still fairly derelict and forgotten when we started our project in 2004, but even then its potential was clear. The street retains many structures of historic significance, including two of the oldest buildings in the city, and offers extraordinary views and opportunities to observe tugboats on a real working waterfront. Coos Bay is the largest estuary within the state of Oregon, and Front Street is the only segment of its miles-long metropolitan waterfront that is both buffered from Highway 101 by intervening buildings, and situated a short, flat stroll away from the downtown core.

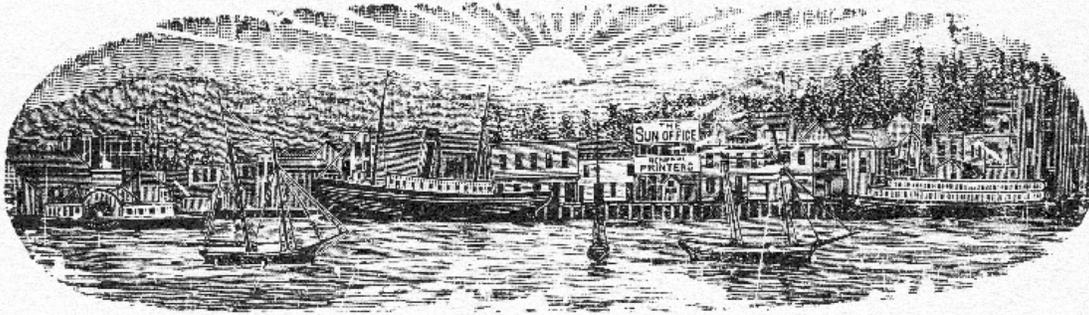
We are thrilled that more private investors are now expressing interest in investing in the area. However, we are also keenly aware that Front Street presents multiple challenges that City planners must address before significant private investment will proceed. We have been part of City-convened advisory groups working on these issues for the past few years, and are confident that with your assistance, they will be able to complete this extremely promising planning effort.

For example, the area is so appealing, but the waterfront so otherwise inaccessible, that people pull into the museum property even when the museum is not open, simply to safely enjoy the view of the bay and passing boats; there is no other off-street public waterfront access anywhere else along Front Street. Visitors to the museum, school groups, and pedestrians are reluctant to walk or drive down Front Street, even though they are intrigued by the area, because the narrow roadway has no sidewalks, and railroad tracks run down the center of the street. Other community partners such as the Marshfield Sun Museum, Front Street Provisioners, bike shop, glass shop, etc. would all benefit from a safer, more welcoming atmosphere.

Sincerely,



David Eastis
Executive Director
Coos History Museum



**Marshfield Sun Association
Marshfield Sun Printing Museum**

**1049 N. Front Street
P. O. Box 783
Coos Bay, OR 97420**

May 30, 2019

Elizabeth Ledet
TGM Program Coordinator
Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Dear Elizabeth,

The Marshfield Sun Printing Museum is a historic newspaper and job printing shop on the National Register of Historic Places. It features the original equipment of The *Marshfield Sun* newspaper (1891-1944) and exhibits on printing and local history. The museum sits at the north end of Front Street and is the remaining vestige of the bygone days of Front Street as the bustling waterfront hub of Coos Bay. The building is a time capsule, in working condition, and little has changed since 1944 when the last paper was laid out by Jesse Luce.

As preservationists, it is inspiring to see renewal beginning along Front Street. Front Street had historically been the bustling hub of the community with the waterfront acting as an open door into the world of commerce and travel.

Today, our community is embracing our waterfront heritage and investing the energy and money needed to bring Front Street to its glory once again. We are strong supporters of the proposed "Front Street Blueprint Plan" and urge you to provide ODOT TGM funding to this project. Careful and thoughtful planning will help our community revitalize our waterfront.

Most Sincerely,

George Tinker, President
Marshfield Sun Printing Museum Association

The South Coast Development Council, Inc.

2110 Newmark Avenue, Suite 201 | Coos Bay, OR 97420 | 541-888-7003 | www.scdcinc.org

The South Coast Development Council's mission is to promote and support businesses that provide quality jobs through responsible development on Oregon's South Coast.



Department of Land Conservation and Development

Oregon Department of Transportation
Salem, OR 97301

RE: City of Coos Bay TGM Type 2 Grant application

On behalf of the South Coast Development Council (SCDC) I submit this letter of support for the Coos Bay 2019 Transportation and Growth Management (TGM) Type 2 grant application. The South Coast Development Council's business is growing healthy communities through responsible business development. We work with the community to facilitate thriving businesses and support livability for residents and recreational/tourism opportunities for visitors that in turn supports the economic development of the City. We believe the proposed grant application is a great opportunity to advance the City's economic vitality and address our mission.

The City has worked hard to include SCDC and the community in plans for improvements to the Front Street waterfront area. New retail and service businesses providing community jobs and opportunities in this area successfully co-exist with long time working industrial businesses. All have participated in City efforts to spur revitalization of the front street area through the master planning process over 20 years ago, and more recently with the 2017 Front Street Action Plan.

We understand the City is seeking a TGM grant for the completion of seven of the projects needed for the Action Plan implementation. SCDC strongly supports the City's efforts. The transportation improvements in the Front Street area will be of great benefit to the area. The tourism and job opportunities the proposed transportation improvements will provide cannot be understated.

We recommend and urge the funding of the City of Coos Bay's TGM grant application. Please feel free to contact me if you have any questions.

Sincerely,

Samuel Baugh
Executive Director
South Coast Development Council
[#growsouthcoast](https://twitter.com/growsouthcoast)
Phone: 541-888-7003
Cell: 541-808-7774
Email: Sam@scdcinc.org



May 30, 2019

Elizabeth Ledet
TGM Program Coordinator
Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301



Front Street Community Bike Works

Dear Elizabeth,

Front Street Community Bike Works offers low cost rebuilt bicycles and do-it-yourself work space. Our mission is to encourage and support use of bicycles for transportation, recreation, art and community unity. We particularly want to serve those most in need in our community and those that cannot afford traditional bike shop services.

Since opening just over a year ago, the community support for the bike shop has been terrific. We see people of all ages wanting to fix their bikes, donate and buy bikes as well as ride in safe places within our community. Front Street is of particular interest to older folks and people with young children. There is a growing number of people walking and riding Front Street right down to the boardwalk pathway.

We chose our location on Front Street because of its access to bicyclists travelling on Hwy 101, its near downtown location and the unique warehouse space that accommodates the needs of our business. Access to Front Street is severely limited by uncontrolled intersections of highway 101 in both directions. Currently, there is no safe crossing of 101 to get to Front Street. Bikes leaving the state highway and entering Front Street do not have bike lanes and the sidewalks are intermittent at best. Our customers and the public need safe access to Front Street.

We strongly urge you to support the City of Coos Bay's "Front Street Blueprint Plan." We believe that through community centered planning the Front Street district can be a place that is safe and welcoming for all.

Sincerely,

Eric Clough and Cheryl Davies
Front Street Community Bike Works



320 Central Ave, Suite 410 • Coos Bay, OR 97420
Phone: (541) 266-9706 • Website: www.coosbaydowntown.org

May 30, 2019

Elizabeth Ledet
TGM Program Coordinator
Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Dear Elizabeth,

I am writing on behalf of the Coos Bay Downtown Association (CBDA) in support of Coos Bay's "Front Street Blueprint Plan" for an ODOT Transportation Growth Management grant. The mission of the Coos Bay Downtown Association (CBDA) is to foster the development of downtown Coos Bay by strengthening local business, encouraging new business, and connecting the community through partnerships. The Coos Bay Downtown Association is committed to promoting Coos Bay as an attractive place to live, work, and visit by continually enhancing the quality life of the downtown area.

The CBDA has a weekly farmer's market, two annual festivals drawing over 10,000 people, and 79 active members. The Front Street area is walkable from our current downtown and Coos Bay Visitor's Center. The improved Front Street area would be a natural area for CBDA to expand services to and provide business support because of its proximity to our existing downtown perimeter.

The "Front Street Blueprint" will create the planning framework necessary to help transform this commercial/industrial area into an area of economic revitalization. We see a future Front Street that enlarges the downtown footprint, capitalizes on the waterfront property, and gives motorists on Hwy 101 another reason to stop and enjoy our area.

Our waterfront is our most unique resource and an important key to economic vitality. We urge you to support the planning necessary to transform Front Street and our community.

Please feel free to contact me if you would like more information at director@coosbaydowntown.org or 541-266-9706.

Holly Boardman
Executive Director
Coos Bay Downtown Association

May 30, 2019

Elizabeth Ledet
TGM Program Coordinator
Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

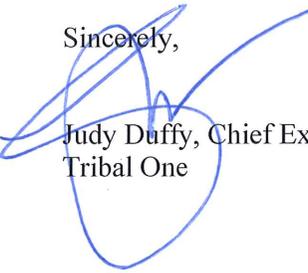
Dear Elizabeth,

The Mill Casino Hotel & RV Park is owned by The Coquille Indian Tribe and is located on Highway 101 in North Bend, Oregon. Our resort overlooks the beautiful Coos Bay and has over 200 waterfront rooms, over 100 RV Sites, bay view dining, over 700 Vegas-style slot machines and table games. We offer entertainment as well as special events such as concerts and community functions. For over 20 years, The Mill has been the preeminent waterfront destination along Oregon's Highway 101 and a stabilizing partner within the community.

We understand the transformative nature that can happen with waterfront development and urge you to support the City of Coos Bay's Front Street Blueprint Plan for ODOT TGM grant funding. We believe that through careful planning and community building that Front Street could be another compliment to the waterfront development in Coos Bay and North Bend as well as contribute to the continued economic progress in our rural community.

Strong partners working together and supporting each other's efforts helps improve the economic viability and livability of all our communities.

Sincerely,



Judy Duffy, Chief Executive Officer
Tribal One



 Front Street Project Area

Coos Bay Village

Coos History Museum

Sun Printing Museum

Green Parking Lot Rehabilitation Site

Future Plum Bistro Restaurant

Bicycle Liberation Front

Front Street Provisioners Restaurant

101

IVY AVE

HEMLOCK AVE

GREENWOOD AVE

N 4TH ST

N 5TH ST

FIR AVE

ELM AVE

N 2ND CT

N 3RD CT

DATE AVE

TELEGRAPH DR

N BROADWAY ST

BAYSHORE DR

DATE AVE

N FRONT ST

CEDAR AVE

BIRCH AVE

N 2ND ST

N 3RD ST

ALDER AVE

ALDER AVE

PARK AVE

N 4TH ST

N 4TH ST

N 3RD ST

MARKET AVE

HIGHLAND AVE

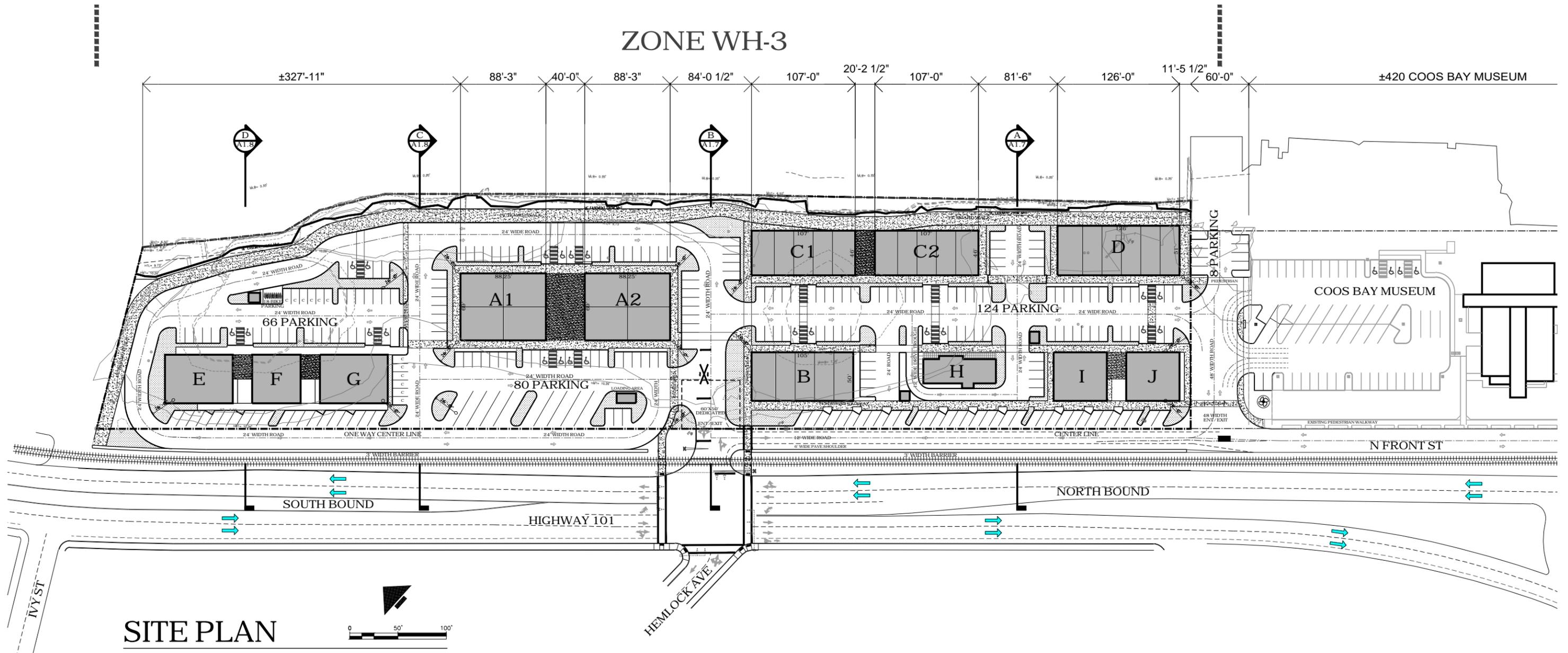


0 250 500 Feet



COOS BAY VILLAGE MASTER PLAN

ZONE WH-3



SITE PLAN

PROJECT TEAM

ARCHITECT:
WILSON ASSOCIATES
ARCHITECTS AND PLANNERS
ATTN: LARRY WILSON
404 E 15th ST. #7
VANCOUVER, WA. 98663
PHONE: (360) 696-4722
FAX: (360) 696-0392
EMAIL: larry@wilsonarchitects.us

CIVIL:
SHN CONSULTING ENGINEERS & GEOLOGISTS, INC.
SENIOR PROJECT MANAGER
ATTN: JUSTIN WILSON, PE
275 MARKET AVENUE
COOS BAY, OREGON 97420
PHONE: (541) 266-9899
FAX: (541) 266-9496
EMAIL: info@shn-coosbay.com

OWNER:
FACE ROCK CREAMERY
PRESIDENT
ATTN: GREGORY DROBOT
P.O. BOX 1162
BANDON, OREGON 94711
PHONE: (425) 922-7105
FAX:
EMAIL: gdrobot@facrockcreamery.com



wilson architects, pllc
404 e 15th St. #7 Vancouver, Wa. 98663
(360) 696-4722

BUILDING FOOTPRINT

BUILDING - A1	6,089 SF
BUILDING - A2	6,089 SF
BUILDING - B	5,250 SF
BUILDING - C1	4,922 SF
BUILDING - C2	4,922 SF
BUILDING - D	6,426 SF
BUILDING - E	3,500 SF
BUILDING - F	2,500 SF
BUILDING - G	3,500 SF
BUILDING - H	2,017 SF
BUILDING - I	2,750 SF
BUILDING - J	2,750 SF
BUILDING TOTAL FOOTPRINT	50,715 SF 15.10 %

FLOOR AREA CALCULATION

BUILDING - A1	12,178 SF
BUILDING - A2	12,178 SF
BUILDING - B	5,250 SF
BUILDING - C1	9,844 SF
BUILDING - C2	9,844 SF
BUILDING - D	6,426 SF
BUILDING - E	3,500 SF
BUILDING - F	2,500 SF
BUILDING - G	3,500 SF
BUILDING - H	2,017 SF
BUILDING - I	2,750 SF
BUILDING - J	2,750 SF
BUILDING TOTAL AREA	72,737 SF

PROPOSED PARKING

STANDARD PARKING 9'X18'	258 SPACES
COMPACT PARKING 9'X16'	20 SPACES
TOTAL PARKING	278 SPACES
RV PARKING 12'X39' PARKING	10 SPACES

MUSEUM PARKING

MUSEUM PARKING 9'X18' (E)	34 SPACES
MUSEUM PARKING 12'X20' (E)	16 SPACES
MUSEUM PARKING 9'X18' (N)	2 SPACES
MUSEUM PARKING 12'X20' (N)	3 SPACES
TOTAL MUSEUM PARKING	55 SPACES

BOARDWALK

TOTAL AREA	17,643.53 SF
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LANDSCAPE

LANDSCAPE AREA (PARCEL 400)	20,239.06 SF
LANDSCAPE AREA (PARCEL 100)	8,062.72 SF
LANDSCAPE AREA	28,301.78 SF
ABANDON RD PUBLIC EASEMENT	474.11 SF
BOARDWALK	17,643.53 SF
LANDSCAPE ALONG THE BANK	17,208.26 SF
TOTAL AREA	63,627.68 SF

63,627.68 SF / 335,816.8 SF = 18.94 %
STORMWATER AREA 20,932.30 SF 6.2 %

PROPERTY INFORMATION

MAP NO	25S13W26BB
PARCEL NO	400
ACCOUNT NO	6418200
ACRES	4.84 AC
PCLCD:	INDUSTRIAL LAND
PLAN ZONE:	WH-3
TAXDC	6962
TLID	25S13W26BTL0040000

MAP NO	25S13W26BD
PARCEL NO	100
ACCOUNT NO	6418800
ACRES	2.54 AC
PCLCD:	INDUSTRIAL LAND
PLAN ZONE:	WH-3
TAXDC	6962
TLID	25S13W26BDTL0010000

LOT AREA - 25S13W26BB	4.84 AC
LOT AREA - 25S13W26BD	2.54 AC
TOTAL LOT AREA	7.38 AC (321,472.8 SF)

ABANDON ROAD (APPROX)	14,344 SF
OVERALL AREA	335,816.8 SF

CODE SUMMARY

17.340.030 PARKING DESIGN STANDARDS.
STANDARD 8X18
COMPACT 8X16 UP TO 25 PERCENT OF ALL REQUIRED
TABLE 17.340.030 - BICYCLE PARKING

TABLE 17.340.030 - BICYCLE PARKING
COMMERCIAL - ONE SPACE PER USE PLUS ONE SPACE PER 50 VEHICLE PARKING SPACES

17.362.060 LANDSCAPING.
AT A MINIMUM, 15 PERCENT OF EACH NEW COMMERCIAL OR INDUSTRIAL ZONED LOT OR DEVELOPMENT MUST BE LANDSCAPED TO THE STANDARDS WITHIN THIS CHAPTER.
A MINIMUM FIVE-FOOT-WIDE LANDSCAPED STRIP SHALL BE PROVIDED WHERE VEHICLE PARKING OR LOADING ADJOINS A PUBLIC ROAD RIGHT-OF-WAY.
17.362.020 HEIGHT OF FENCES AND HEDGES.
[ORD. 473 § 3 (EXH. A), 2016].
17.362.030 SOLID WASTE.
[ORD. 473 § 3 (EXH. A), 2016].
17.362.040 LIGHTING. [ORD. 473 § 3 (EXH. A), 2016]
17.362.050 NOISE. [ORD. 473 § 3 (EXH. A), 2016].

SHEET NO

A1.1

DATE: 11.26.18

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

Chapter 600 of the 2013 Oregon Laws require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- | | |
|--|--|
| <input type="checkbox"/> Women | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans | <input type="checkbox"/> Alaskan Natives |
| <input type="checkbox"/> Hispanics | |

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

- | | |
|--|--|
| <input type="checkbox"/> Women | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans | <input type="checkbox"/> Alaskan Natives |
| <input type="checkbox"/> Hispanics | |

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated: June 4, 2019

Printed Name: Rodger Craddock

Title: City Manager

Agency Name: City of Coos Bay



¹ "Minority person" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.