



City of Coos Bay
Urban Renewal Agency

Front Street Master Plan

December, 1998



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Planning
and
Development

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Front Street Master Plan

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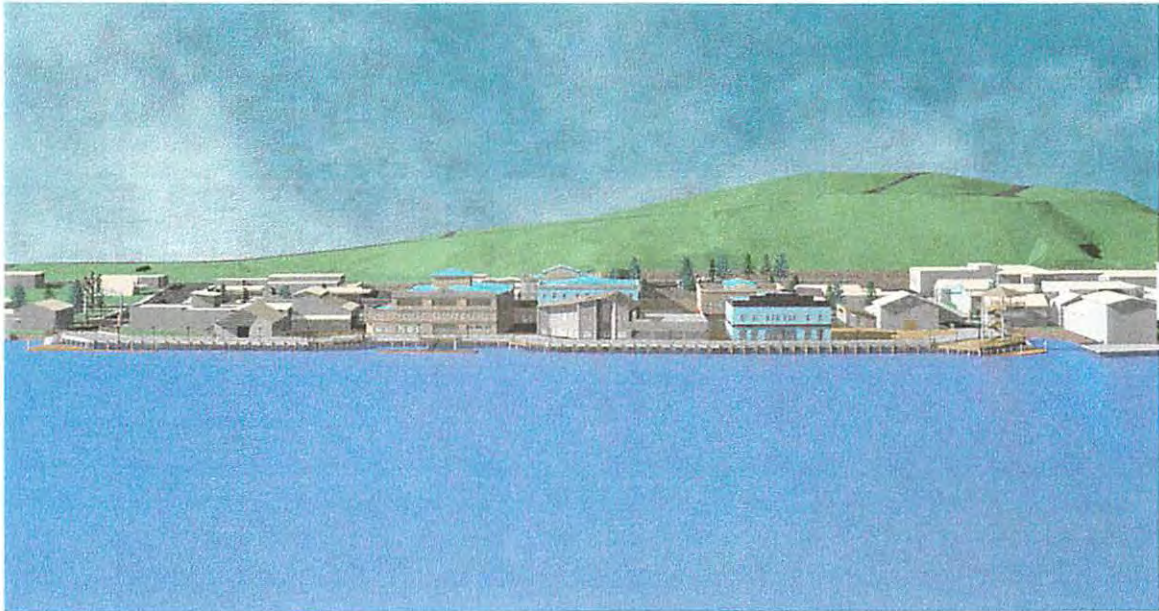
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Front Street Master Plan



Dock Street

Chapter One

Introduction



Dock Street from the Southeast

Introduction

Project Goals

The City of Coos Bay's colorful waterfront heritage is linked to Front Street which was the historic hub of pedestrian waterfront activity while the city that exists today was in its early developmental stages. At that time the city which is now Coos Bay was known as Marshfield.

Coos Bay is a familiar name in the worldwide shipping industry, and the City's identity is often linked synonymously with shipping and port activity. The City would like to reclaim its waterfront heritage and express pride in its past and present by redeveloping Front Street to a vital commercial area which evokes, but does not necessarily duplicate the Front Street of early Marshfield.

The Coos Bay City Council has recognized that a sense of community pride and identity, and a healthy visitor industry are important for the future health and vitality of the city. The City initiated the Front Street Master Plan to facilitate the redevelopment of Front Street for three purposes:

- ◆ To provide access to the waterfront so that local citizens will have an understanding of current waterfront activity, as well as the community's historical and cultural connections to the waterfront.
- ◆ To provide a vision for increased private investment in the Front Street downtown

waterfront area, as some properties on Front Street have fallen into decline, and waterfront uses currently allowed on Front Street properties are limited.

- ◆ To provide an opportunity for the city and its citizens to diversify the economy of the community by developing a mixed use area to include existing waterfront industrial uses, new water oriented, water-related and non water-related service businesses, and amenities and attractions which encourage public access and enjoyment of the waterfront.

With these goals in mind, the Urban Renewal Agency of the City of Coos Bay initiated the development of the Front Street Master Plan.

Project Approach

The City recognized the importance of developing a long range plan which would take the present, the past, and the future into consideration. They obtained a \$25,000 grant from the U.S. Forest Service, matched the grant with \$25,000 of Urban Renewal Money, and after developing a Request For Proposal and soliciting bids, hired a planning team to complete the master plan. The planning team was made up of a partnership of two local firms.

Local architectural and planning firm, McSwain & Woods, AIA was selected to oversee the project, working in conjunction with Shoji Planning and Development who would carry out facilitation and land use planning.

Throughout the project, the planning team met monthly with the project steering committee which included the Honorable Joanne Verger, Mayor of Coos Bay; City Manager Bill Grile and the City's community services director. The steering committee provided coordination and opportunity for ongoing communication among the planning team and City officials.

Key components in developing and implementing the Front Street Master Plan were identified as follows:

- ◆ Property Owner Involvement.
- ◆ Understanding of Site conditions and regulatory requirements.
- ◆ Knowledge of the historic context of Front Street and detailed information about historical buildings.
- ◆ Recognition of impediments to carrying out the Front Street Master Plan, along with and opportunities which could be available as a result of the plan.
- ◆ Land use planning data sufficient to allow the City to amend existing plans and zoning to allow for a variety of uses on Front Street.

- ◆ A traffic circulation and public parking plan to accommodate the needs of new businesses and increased pedestrian activity while serving the needs of existing enterprises.
- ◆ Conceptual drawings and graphic representations which synthesize the design and planning concepts, while providing creative examples of designs for the future.
- ◆ Recommendations for public/private partnerships which could help shape the future of Front Street redevelopment.

The Front Street Master Plan addresses all of the necessary components. It is a long-range 20 year plan which provides information which is pertinent for today and for the City's future.



Courtesy of Andy Nasburg

Chapter Two

Historic Context



Courtesy of Andy Nasburg

Historic Context

Tribal History

Prior to Euro-American settlement, most of what we have now come to know as downtown Coos Bay was inhabited by the Hanis Coos people. The Hanis people lived all around the bay and up the coast to Lakeside. The Milluk Coos lived on South Slough, in the Charleston area, around Cape Arago, and on down to Cut Creek which is just south of Whisky Run beach. For the most part these groups got along with one another and their neighbors.

At the time that the Hanis Coos people lived here, there was less mud and more hardpacked sand along the bay. The best village sites were at places where the water was deep, for quick canoe launching. Tracking the tides, people could easily travel all around the bay, up the sloughs, and up Coos River.

Through the system of waterways, people visited upriver villages and plant gathering sites, and headed inland to go elk or deer hunting. They also headed west to gather plants and to the coast for mussels, crabs, clams, sea urchins, and seaweeds.

Fish weirs, a kind of dam system to help trap and catch fish, were located around the estuary. The hills were covered with old growth forests which were, in many areas, burned annually to get rid of underbrush and maintain open meadows.

There are several village names for the bay, although there are only approximate locations

for these villages at this time. The villages were a home base, where materials and stored foods were kept while people seasonally followed migratory fish and eels upriver, picked berries, gathered roots and shoots, hunted deer and elk, and gathered a wide variety of plant materials for basketry.

Somewhere on the Coos Bay waterfront and among the sloughs which emanate from the estuary adjacent to the city of Coos Bay was *ats'iixis*, the black stone place.

Euro-American Settlement

From the earliest days of Euro-American settlement surrounding the estuary, the mid 1800's through the 1920's, Front Street was the center of activity in the City of Marshfield (now named Coos Bay). The Coos Bay Estuary and other waterways served as the "tidewater highways" of the region, with Front Street growing as the hub of the City. It was Front Street where the daily milk came in from the dairies up the river; where the students were dropped off on a daily basis to attend school, and where they were picked up to again be dispersed to the surrounding settlements and farms. The mail, visitors to the community, and residents who had been out of town also came in by the water and were dispersed at the Front Street location.

The businesses adjacent to the waterfront on Front Street faced both ways, making them accessible from both the water and the street.

From the earliest days of Euro-American settlement surrounding the estuary, the mid 1800's through the 1920's, Front Street was the center of activity in the City of Marshfield (now named Coos Bay).

It is not surprising that Front Street flourished as the center of the community from the mid-1800's to the early 1920's. By this time the rail had arrived, and the highway was established just over a block to the west. Automobiles were becoming a common mode of travel, and the center of the city was shifting slightly to the south and west.

Also in the early 1920's, Front Street experienced a fire which destroyed many of the buildings. Following this fire, Front Street went through a new stage in its history because it was no longer the defined center of town commerce and cultural activity.

1920's - 1970's

In the decades following the fire, the uses on Front Street included a mix of water-dependent industrial and non-industrial, and non water-dependent service, office

professional and retail. The region's identity and economy grew because of its extensive timber resources, and in the mid 1900's the port of Coos Bay flourished as the world's largest lumber shipping port. Front Street was no longer the hub of pedestrian activity that it had been in earlier times because the highway had replaced the water as the main link of commerce within the community and the region. However, Front Street continued to include a mix of uses — heavy industry, warehousing, service businesses and retail establishments.

1970's - 1990's

It was in the late 1970's that the community embarked on the preparation of the Coos Bay Estuary Management Plan. The planning process was instigated as a result of the need to comply with Statewide Planning Goals. As a result of the collaborative Coos Bay Estuary Management Plan process, and the most stringent application of the Statewide Planning Goal #17 factors contributing to suitability for especially suited for water-dependent uses, Front Street gained its current restrictive Urban Water Dependent (UW) management unit designation. It was the belief of local officials who were involved in the planning process that the especially suited for water-dependent designation would help stimulate industry and economic activity, and keep the urban waterfront available so that it could contribute economically to the community. At the time the area's identity and main economic generators were closely linked to shipping and timber.

With the advent of the 1980's, the timber industry was in a state of flux with old growth mills closing and retooling. These changes signaled the end of yet another era and a way of doing business which had formerly centered manufacturing in massive buildings on waterfront properties. Employment in the wood product's industry, the area's major industrial sector declined significantly, and while wood products remains a significant contributor to the economy, employment in the industry is at an all time low today.

Now and In the Future

The Front Street Master Plan is being developed with the intent of facilitating the restoration of Front Street to a vital commercial and industrial area which evokes, but does not necessarily duplicate the Front Street of the earliest days of Euro-American settlement. This historic period has been selected as the focus of design elements of the plan because it is the time in history when Front Street was the center of activity within the community and the entire region.

The selection of the early days of Euro-American settlement as the focal point does not preclude developing areas or sites of interest on Front Street which depict and emphasize tribal history and/or more recent times and activities. In developing Front Street as heritage district of the city, it is hoped that all the history and culture of the region and of the Coos Bay community will be enhanced and better understood by its citizens and visitors. There are a variety of snapshots in history and informational programs which will enhance future community understanding

of the people, the natural resources, and the systems which have been and are the basis of the community's development.

The greater Bay Area community will be invited to contribute to the redevelopment of Front Street in ways that will create Front Street as a source of community pride and understanding.

Community leaders and citizens of the greater Bay Area have recognized that diversification is necessary for the community to survive and thrive. The City of Coos Bay has developed long term tourism strategies, and the community is making investments in infrastructure to build the visitor industry.

The Front Street Master Plan is being developed to provide a vision which will encourage economic diversification while providing an opportunity for local citizens to connect with and enjoy this section of the Coos Bay waterfront which has played such a pivotal role in the region's past.

The Front Street Master Plan is being developed with the intent of facilitating the restoration of Front Street to a vital commercial and industrial area which evokes, but does not necessarily duplicate the Front Street of the earliest days of Euro-American settlement.



Dock Street towards the North

Chapter Three

Waterfront Influences



Coos Bay Towboat and Retail/Condos

Waterfront Influences

Waterfront Research

The task of understanding how the Front Street area might achieve revitalization given its past heritage, present condition and obvious impediments to future growth or change was, at first, a thick, foggy notion – a dream. Through the processes of listening, interviewing, documenting and observing, the opportunities for future growth and change begin to focus and become a vision – the Front Street Master Plan.

The Design Team began its work with the following basic premises:

1. Properties located between Front Street and the Coos Bay Estuary are, for the most part, underutilized, deteriorating or vacant. At no other point in its history has there been a more appropriate time to develop a master plan for the Front Street area with the goal in mind to reckon the district's heritage as well as that of the City of Coos Bay.
2. Front Street has fallen victim recently to changing economic forces which have reduced the need for small lot, water-dependent industrial properties. This fact, combined with zoning conditions which have restricted opportunities to pursue commercial and even residential use alternatives, have deprived the area of new investment.

3. Our community has, over time, expressed a desire to see the Front Street revitalized into a mixed-use, working waterfront district as found in other Pacific Northwest coastal communities, without full knowledge of the area's impediments to change. However, existing property owners who understand the impediments, are concerned that new zoning and design standards might effect their businesses negatively.

4. The key to a successful design (the Front Street Master Plan) will be an effective implementation strategy – a strategy which permits coexistence of existing business functions, together with improved infrastructure support for the new Waterfront Heritage District.

The research phase of the Design Team's work included *discussions* with interested and knowledgeable individuals about the history of the area as well as those of who envisioned its future. *Interviews* were conducted with all the property owners, interested stakeholders and government agencies to ascertain the functioning reality of the area, their desire or reluctance for change, and for the range of opportunities which might be forthcoming as the result of a well-conceived Master Plan. *Documentation* of the area included acquiring ownership reports and property descriptions, surveys, aerial topography and location maps,

historical record photos and articles, and inventories of existing conditions. Through long-term and project specific *observations*, the Design Team acquired understanding of traffic patterns, encumbrances to development within city owned right-of-ways, opportunities for improved public accessibility to the water, and the relative condition of buildings and structures within the Waterfront Heritage District.

Pacific Northwest Waterfronts

During the course of the aforementioned waterfront research, the Design Team identified several coastal, port communities which were in various stages of implementation of their own waterfront master plans.

Field trips were taken to at least ten different waterfront locations where it became apparent that implementation of an effective master plan can easily require twenty to thirty years of commitment by the community undertaking a project.

Many features of waterfront development in the Pacific Northwest are found from one site to the next. Features such as business uses, public docks or boardwalks, lookout towers, historical information and artistic displays are common. What varies among the specific plans are the result of site configurations. Said variations are apparently due to the geography and economics of the waterways and the historical relationships each site has to its own community or downtown. The Planning Team members concurred that the Front Street area is currently in a favorable position for revitalization and redevelopment.

Formulating the Design

Until the Research phase of the project was nearly completed, the Design Team purposely avoided the impulse to begin the Design phase. To be objective, since a bias may logically exist due to the Design Team's intimate familiarity with the Front Street area and its current users (30 years of working experience and occupancy), it was especially important to understand the history of the area, the goals of the existing property owners, and possible influence which the revitalization effort would have on the community.

The design and plan shows incremental improvements to traffic control, vehicular and pedestrian circulation, and access to the waterfront which can be made as investments by the City of Coos Bay. Prioritization of improvements begins with incentives, and proceeds by keeping pace with the private investment of property owners within the District. The Design Team focused on the period between the turn of the century and the 1920's as its primary influence to incorporate the heritage concept into the design.

A tiered concept was formulated for the zoning and planning aspects of the Project in order to emphasize heritage aspects in a central area which fans out to merge with adjacent commercial and industrial development. Taking into consideration the existing ownerships and facilities, the tier's evolved into a core area, and a transition area with adjacent properties included in the "Waterfront Heritage District."

The Design Team expanded the basic design solutions to provide recommendations for a parking district, distinctive Alder Avenue and Date Avenue pier docks, "Ironworks Square" and essential infrastructure improvements which are submitted with this document.

*Properties located between
Front Street and the Coos
Bay Estuary are, for the most
part, underutilized,
deteriorating or vacant.*



Meetings with the Community

Chapter Four

Property Owner Participation



Interview with an Owner

Property Owner Participation

Purpose

Communication between Front Street property owners and the Front Street Master Plan project team has been the foundation of plan development. Communication between City of Coos Bay officials and these same property owners will assure the future success of the plan.

The importance of this communication is underscored by the fact that helping businesses on Front Street grow is a goal of the plan. The participation of the property owners in undertaking redevelopment of the properties on Front Street will ultimately implement the plan.

Project Approach

Conducting property owner interviews was one of the first steps in the planning process. These property owner interviews provided the framework for development of the plan and for future communications in variety of ways:

- ◆ The planning team informed the property owners about the development of the master plan.
- ◆ Property owners expressed their individual expectations and concerns about the development of the plan.

- ◆ Property owners provided historic information and other information about their own properties.
- ◆ Property owners provided information about current traffic patterns, parking, existing public facilities, streets, and zoning.
- ◆ Property owners provided creative ideas about future infrastructure, business development and activities which could occur on Front Street properties.

Information from Interviews

All Front Street property owners were contacted by the planning team at least once, and in many cases, there was give and take among the property owners and planning team throughout the project. Many of the property owners shared their ideas as to how improvements could occur in the future. Some recurring themes came out frequently in the interviews, and these are noted below with the frequency following the theme:

- ◆ Concerns about streets and traffic circulation, the presence of the railroad, and the need for parking were expressed (15).

- ◆ Historic information about Front Street and/or specific properties was provided (7).
- ◆ Property owners would like to see a theme enacted, with tourist amenities and promotion (6).
- ◆ The Planning Team discussed the possible option of relocation of existing businesses over time with four property owners (4).
- ◆ Property owners expressed reservations about turning Front Street into a tourist area and/or enacting design standards due to potential damage to their existing businesses and/or interference with property rights (3).

Other issues which were addressed in the interviews by one or more property owners include the following:

- Zoning needs changed.
- Soils are unstable.
- Tides come underneath the buildings that are on the waterfront.
- The RV dumpsite needs to be moved.
- Ownership of the tidelands is unclear.
- Power lines need to be buried.
- Environmental cleanup will be an issue.
- Individual building or property information was presented.

Future Role of Property Owners

The actions which the individual property owners take towards redeveloping their own properties will

be the key to the success of redeveloping all of Front Street.

During the course of the property interviews, the Planning Team ascertained from the discussions with the property owners that property owners are interested in redevelopment of the district in the future. Most of the property owners expressed approval of the master planning concept in hopes that the plan would provide options for business development in the future.

Of the 20 property owners interviewed, eighteen were local owners, and one was an out-of town Oregon owner, and one was the State of Oregon Division of State Lands. The City of Coos Bay also owns property within the district.

It is interesting to note that none of the property owners represent out of state ownerships or major corporate ownerships with headquarters in other cities and states. This locally based ownership provides a unique opportunity for Front Street to redevelop when the economic conditions make such redevelopment a feasible option.

In addition to regional economic conditions, the feasibility and attractiveness of individual owner investments will be directly tied to the City's progress in approving the necessary land use planning regulations, developing infrastructure, and organizing for parking options, signing and other components which will help make the redevelopment of Front Street viable.

Issues which need to be addressed by the City will be presented within this document in the following sections:

- ◆ Chapter 6 - Design Concepts:
Public/Private Partnerships.
- ◆ Chapter 7 - Opportunities and
Impediments: *Impediments and
Recommendations.*
- ◆ Chapter 8: Land Use Planning Issues.
- ◆ Chapter 9 - Implementation.
- ◆ Appendix A - Recommendations for
Public/Private Partnerships.

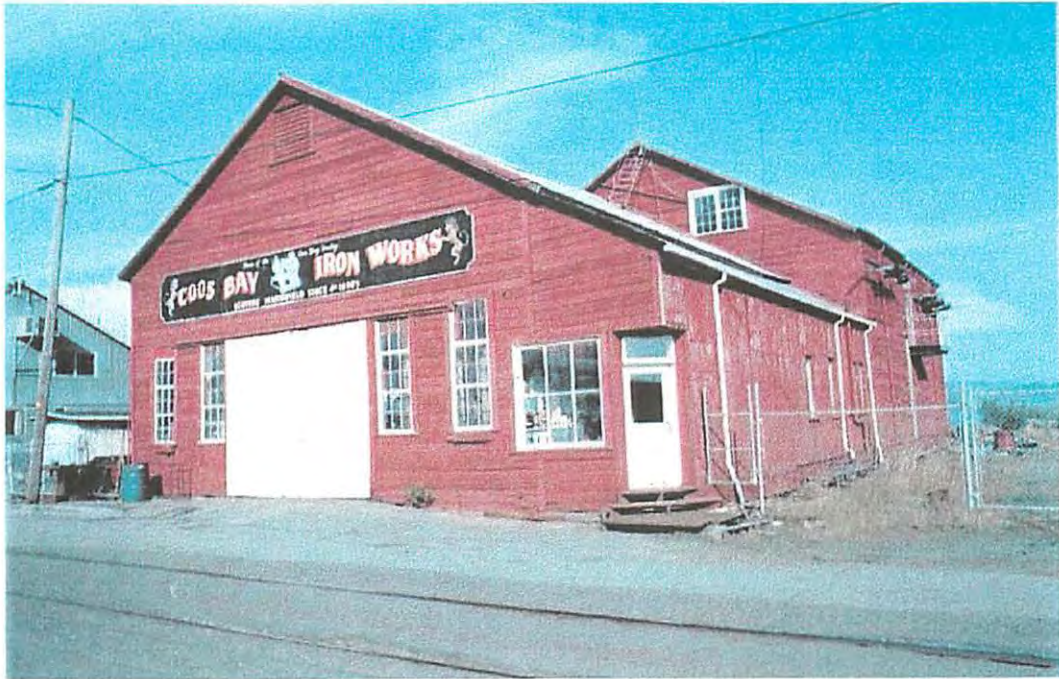
The Importance of Ongoing Dialogue

The City's role in accomplishing public/private partnerships, removing impediments, completing the phased

improvements and clearing up land use planning problems cannot be underestimated. Maintaining property owner confidence, providing the necessary infrastructure, and developing a district which is business-friendly will pave the way the ultimate success of the Waterfront Heritage District.

Continuing dialogue among the City of Coos Bay and the property owners will be key in the future as the City takes specific steps to implement the plan. This continuing dialogue and the opportunity which it provides for shared solutions will be the cornerstone of the public/private partnership which this plan envisions.

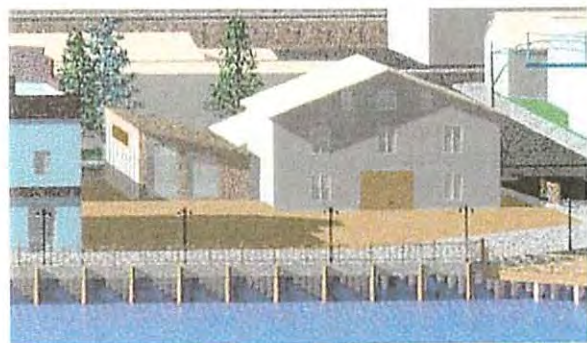
Property owners provided the framework for development of the Plan, and ongoing communications among property owners and the City will assure the future success of the Plan.



Coos Bay Ironworks

Chapter Five

Existing Site Condition



Ironworks Square

Existing Site Conditions

Ownerships

The Waterfront Heritage District is unique for the reason that all property within the District's boundaries is privately owned. Additionally, it was found that all sites, except the Schmidt parcel, are locally owned and, for the most part, operated by the owners, themselves. The City of Coos Bay is limited in ownership to a small pump station site and the public right-of-ways (streets).

It should be noted that the Front Street Master Plan will show a need to open several blocks of unimproved streets which currently are in use by the adjacent private owners, namely:

Alder, Cedar and Date Avenues between Front Street and the Coos Bay waterway; and Cedar Avenue between Broadway Street and Bayshore Drive.

The following ownership list was compiled in December 1997 and has been divided into the proposed zoning areas (i.e., WH-1 Core, WH-2 Transition and WH-3 Central Dock zones).

◆ WH-1, Core Area

- City of Coos Bay
500 Central
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 1500, 2100

- Coos Bay Iron Works
PO Box 236
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 100
- Coos Bay Towboat Co
PO Box 777
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 500, 600
- Murphy Hutchinson VFW Post 318*
PO Box 187
North Bend, OR 97459
Map 25-13-26CA
Tax Lot 2700
- Lee & Jack Corp.*
Marshfield Bargain House (Sold)
PO Box 638
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 3100
- Jenson, Carl & May
650 Market Street
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 2300
- Koontz Machine & Welding, Inc.
600 N. Front Street
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 700, 800

◆ WH-1, Core Area (continued)

- Mid-Coast Marine Oregon, Corp
PO Box 59
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 201
- Schmidt, Virgil & Carol
PO Box 652
Foster, OR 97345
Map 25-13-26CA
Tax Lot 2400, 2500
- Sweet, W. P.
610 Eagle Lane
North Bend, OR 97459
Map 25-13-26CA
Tax Lot 200

◆ WH-2, Transition Area

- Bachman, Everett
1708 McPherson
North Bend, OR 97459
Map 25-13-26CA
Tax Lot 2900, 3200, 3400
- Cahill, Mary Hope Trust
c/o Cahill, James A., Trustee
320 N. Front Street
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 1400
- Central Dock – Ocean Dock
PO Box 148
Coos Bay, OR 97420
Map 25-13-26BD
Tax Lot 200

- Continental Wholesale Florist
c/o Everett, Jason
PO Box 123
Coos Bay, OR 97420
Map 25-13-26BD
Tax Lot 600
- Falkenstein, Mark & Virginia
525 W. Centennial Blvd.
Springfield, OR 97477
Map 25-13-26CA
Tax Lot 1600
- Goergen, R. Todd; ETAL
PO Box 97
Coos Bay, OR 97420
Map 25-13-26BD
Tax Lot 500
- Lee & Jack Corp.*
Marshfield Bargain House
PO Box 638
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 2800
- Knutson, Harold & Jo
PO Box 908
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 900
- Knutson Towboat Co.
PO Box 908
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 1000, 1200
- Nelson, Daryle & Janet
556 N. Bayshore Drive
Coos Bay, OR 97420
Map 25-13-26CA
Tax Lot 1700

♦ WH-2, Transition Area (continued)

- Osten , Wayne & Gloria
1980 N. 14th Street
Coos Bay, OR 97420
Map 25-13-26BD
Tax Lot 700
- Sause Bros Ocean Towing Co.
3556 NW Front Ave., #380
Portland ,OR 97210
Map 25-13-26CA
Tax Lot 1401, 1402
- Southern Oregon Marine, Inc.
3556 NW Front Ave., #380
Portland, OR 97210
Map 25-13-26BD
Tax Lot 300, 301

♦ WH-3, Central Dock Area

- Central Dock – “Hall-Buck”,
“Champion”
PO Box 148
Coos Bay, OR 97420
Map 25-13-26BD
Tax Lot 100, 101, U01

*Ownership of these properties changed during development of this Master Plan

Infrastructure

For purposes of this report, infrastructure shall be referred to as streets, curbs and walks, docks or piers, landscaping, street lighting and other (fixtured) site improvements located in the City or State right-of-ways. It is noted that Dock Street, a future dock designed into the Core Area of the Master Plan, is not currently a dedicated right-of-way but shall be referred to as such in this report.

Currently, Front Street and the various east-west avenues are maintained by the City of Coos Bay and are slated for overlay work in accordance with the City’s “Street Improvement Project or Levy”. Most recently, Front Street was improved with new base and paving between Fir and Hemlock Avenues. The Broadway Street and Bayshore Avenue arterials (US Highway 101 S and N.) fall under Oregon Department of Transportation jurisdiction. All proposed changes within the State’s right-of-way will require ODOT approval and permits, including speed designator, signaling, signage, curbs and walks, access to property, landscaping and street lighting.

Utilities

Utilities inventoried during the documentation part of this project were :

- ♦ Power – privately owned and maintained by Pacific Power and Light Co., 320 N. Front Street, Coos Bay, Oregon
- ♦ Water – publicly owned and maintained by Coos Bay-North Bend Water Board, 2305 Ocean Blvd, Coos Bay, Oregon
- ♦ Sewers – publicly owned and maintained by the City of Coos Bay, 500 Central, Coos Bay, Oregon
- ♦ Telephone – privately owned and maintained by GTE, 276 LaClair, Coos Bay, Oregon

- ◆ **Cable** – privately owned and maintained by Falcon Cable Co., 1400 Newmark, Coos Bay, Oregon

Additionally, within this category we have included the railroad system located along the centerline of Front Street.

- ◆ **Railroad** – privately owned by Union Pacific Railroad, and operated by Central Oregon Pacific Railroad, 115 Hall, Coos Bay, Oregon

A brief description of each of the above utilities will generally conclude that there is a willingness to work with the Front Street Master Plan to accommodate proposed revisions and improvements such as installing new underground services for power and telephone, removing unsightly poles, modifying necessary utility easements etc.

Further, while specific crossings have yet to be discussed with the Union Pacific Railroad managers, it was discussed, and generally understood by the Design Team, that said crossings, if properly signaled or elevated, will be given reasonable and serious consideration for purposes of supporting the Front Street revitalization effort.

- ◆ **Power** – It is understood that the availability of power to support development of the proposed Waterfront Heritage District is not in question. Past and current uses have required substantial power loads and existing services will support short term requirements without substantial investment. However, all services are provided via overhead lines and most transformers are pole-mounted at the current time. The technology of relocating the power lines underground is

available albeit expensive. Interference from the existing underground structures, pilings, sewers, etc., will complicate routing of underground services.

Additionally, several owners commented on the frequency of temporary power loss, spiking and surges. Pacific Power and Light has expressed interest to investigate options available to developers within the proposed District.

- ◆ **Water** – Water mains, hydrants, service lines and meters to various parcels and buildings are documented by the Coos Bay-North bend Water Board. While flows to existing buildings are adequate, it is anticipated that most, if not all, new structures will require fire sprinkling as well as larger service lines to accommodate a higher public usage and dense development within the District. A strategy which recognizes the long term potential of development within the Waterfront Heritage District, which provides for adequate water flows and pressures, must be implemented during the initial infrastructure investment by the City of Coos Bay.
- ◆ **Communications** – Currently, telephone and cable lines are installed on poles and serve existing buildings from overhead drops. Flexibility is inherent with this delivery system, therefore, as technological advances have required changes in the services provided by the communication industries, it has been generally easy to implement. If the goal of the City is to place all communication services underground, a high degree of care must be taken to maintain the current flexibility to each existing site as well as those future projects as yet unforeseen.

- ◆ **Sewers** – The pump station located on the Southwest corner of the Front Street/Birch Avenue intersection will provide a gravity destination for all sanitary sewers necessary within the Waterfront Heritage District. Currently, existing sewer mains are adequate to serve anticipated sewer needs, however, laterals may need to be upgraded in size according to individual or specific project needs. In addition, a pressure line system originating at the treatment plant, routed along Front Street and, turning easterly at Birch Avenue to make a Coos Bay harbor crossing.

Typically, storm water is collected in the catch basins of the streets and discharged via outfalls at each right-of-way providing access to the Coos Bay. Implementation of measures to separate oils and particles by installing manholes and catch basins with grease traps should be a policy of the District.

- ◆ **Railroad** – It is a difficult task to restrict pedestrian crossings to specific intersections while simultaneously providing for flexible vehicular movements (with specific and unique access needs) throughout the entire length of Front Street. Therefore, street improvements along the railroad tracks should pay special attentions to safety and limiting exposure to liability resulting from irregularity in the surfaces, materials and tracks. Focal points of interest at desired intersections will help reduce random pedestrian crossing. While the main line of the railroad extends along Front Street throughout the Waterfront Heritage District, spur lines located along this section are no longer in use (except for Central Dock) and may be eliminated.

Historical Buildings

- ◆ Marshfield Sun Printing Museum, 1010 N. Front Street - The general condition of the structure is good. The building's envelop has been maintained well, including a recent exterior painting. Long term needs to provide accessibility, improve drainage and enhance the site are necessary and desirable. The orientation of the building is unfortunate given the resulting relationship to the US Highway and, the site is rather unachieving. However, the building itself could become an icon of the Waterfront Heritage District.

- ◆ Coos Bay Ironworks, 896 N. Front Street The building is truly representative of the type of construction prevalent during the targeted period of the Waterfront Heritage District. Effort to catch up with necessary maintenance needs by the owner has been adequate to save, but simply postpones extensive repair and upgrading required to preserve this building. The structural integrity has been the focus of attention to date.

It is our opinion that the building and, together with the unique operational equipment housed inside, is in the public interest to preserve and made accessible to the public for tours and observation of a surviving piece of our working waterfront heritage.

Other Structures

- ◆ Marshfield Bargain House Storage, 790 N. Bayshore Drive – Materials, building form, clerestory storage loft.

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">◆ <u>Coos Bay Towboat Shop Building, 686 N. Front Street</u> – Building form, crane loft.◆ <u>Koontz Machine and Welding Building, 600 N. Front Street</u> – Original storefront design | <ul style="list-style-type: none">◆ <u>Cahill Building, 320 N. Front Street</u> – Front Street/waterfront storefront duality.◆ <u>Arctic Ice Company Building, 925 N. Front Street</u> – Warehouse style structure. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Front Street Master Plan



Front Street towards the North

Chapter Six

Design Concepts



Detail of Rendering

Waterfront Heritage District Design Concepts

Discussion of Concepts

The following outline of design concepts taken in whole or in part have been given full consideration during the design process and are important components of the Front Street revitalization effort.

◆ Identify of the Waterfront Heritage District

1. Symbolism and monumental signage at District gateways north and south.
2. Motif and pattern distinctions.
3. Signage and celebrative banners.
4. Lighting and daytime/nighttime ambience.
5. Featured architectural elements.

◆ Efficient Control of Traffic Throughout the District

1. Safety considerations for speed and clarity of direction.
2. Ingress/egress to and from Front Street, both vehicular and pedestrian.
3. Adequate parking capability as the District experiences growth.
4. Compatibility of transportation modes.

5. Impact of traffic upon main arterials

◆ Accessibility to the Coos Bay Waterway

1. Provide availability to customers for water-oriented businesses.
2. Create opportunities for public to experience working waterfront.
3. Offer interaction between people and waterfront activities to stimulate the senses.
4. Maintain a flow-thru pedestrian path throughout the District.
5. Provide connections for outbound and inbound users to downtown Coos Bay and other waterfront destinations.

◆ Connections to Downtown Coos Bay

1. Encourage two-way traffic via pathways, signage, and historical reference.
2. Locate transfer stations for shuttle or trolley traffic.
3. Extend Boardwalk north to Bayshore Drive and Front Street walkway system.

4. Joint marketing strategies in conjunction with the downtown and the region.

5. Activity areas to attract visitors for mutually beneficial community events.

◆ **Interpretation of Front Street and Coos Bay History**

1. Educational and informative displays, artwork, and facilities.

2. Gathering areas for performances and instructional demonstration.

3. Diversified cultural experiences and information nodes.

4. Capability to isolate Core Area for celebrative activities.

5. Architectural Standards to encourage construction of buildings which depict the character and the vitality of Front Street and Coos Bay's heritage.

◆ **Enhancement of the Built Environment**

1. Greater desirability to live and work in the District harmoniously, safely and proudly.

2. Design with intent to create memorable streetscape and viewscape opportunities for owner and occupants, customer and guests.

3. Encourage renovation and creativity for existing buildings during early phases of Master Plan development.

4. Infrastructure to support, accommodate, and facilitate the District's growth and development.

5. Provide a place for the community to seek and enjoy the Front Street ambiance.

◆ **Integration of New and Existing Business**

1. Maintain compatibility, particularly involving service and delivery needs of a diversified zone.

2. Investigate and implement a Waterfront Heritage Parking District.

3. Phases of infrastructural improvement must address the needs of business to carry on near-normal activity during construction phase.

4. Architectural Standards shall offer reasonable flexibility and creativity among adjacent buildings.

5. Encourage private/public partnerships to expedite the process of integration via "Façade Enhancement Loan Program" and "Yard Enhancement Programs."

◆ **Compatibility of Design Plans and Zoning**

1. Establish "Core and Transition" development areas within the Waterfront Heritage Zone.

2. Accommodate boundary flexibility between Core and Transition areas.

3. Core area to embrace the period of late 1800's to 1920's through Architectural Standards and Specifications.
4. Recognition that distinctively different requirements are forthcoming. That is all streetscapes will vary due to uses proposed or existing.
5. Employ reasonableness when plan and zone are found to impact existing operations.

◆ **Functionality of the Front Street Master Plan**

1. Avoid unattainable and unrealistic solutions.
2. Seek consensus during development of the concepts for the Master Plan by stakeholders.
3. Resolve existing traffic concerns and prepare for future congestive impacts.
4. Approach an acceptable solution with the railroad, and state agencies with jurisdiction along the waterway.
5. Recognize the need to phase investments of the Urban Renewal Agency, for infrastructural improvement by outlining achievable tasks.

◆ **Creative Opportunity for Property Owners**

1. Encourage new development of under-utilized, vacant, and deteriorated properties by re-zoning for less restrictive, multiple uses.

2. Develop an approach and tools for informing new developers of the specific requirements within the Waterfront Heritage District and clearly define the planning and approval application process.
3. Recommend incentive programs to encourage existing owners to participate in the revitalization effort.
4. Lessen burden of development by recommending parking districts, and guidelines for infrastructural improvements by the Urban Renewal Agency.
5. Recommend private as well as public partnerships between owners and the City to resolve difficult land use and environmental questions.

Index of Drawings

(See Appendix A)

- Drawing No. 1)
Front Street Master Plan
- Drawing No. 2.)
Zoning/District Plan
- Drawing No. 3.1 – 3.3)
Traffic/Parking/Circulation Pattern
- Drawing No. 4.1 – 4.3)
Utilities Plan
- Drawing No. 5 – 7)
CAD Renderings

Introduction - Waterfront Heritage District

The Front Street Master Plan provides a framework for revitalizing the historic character of Front Street; and encouraging development of uses and structures which evoke the activities and architectural character of Front Street during the Euro-American settlement period. The City of Coos Bay has resolved to work to develop this district's infrastructure and to guide the architectural character of new development and renovation so that Front Street once again becomes an attractive, viable and diverse area. The Waterfront Heritage zone, together with the inclusion of the Front Street area within Coos Bay's Urban Renewal District, are the specific mechanisms that can implement the vision.

District Boundaries (WH)

The Waterfront Heritage District (W-H) is that area identified on the Zoning Map (MP-2). It is bounded on the west by US Highway 101-N (Bayshore Drive), the north by Ivy Avenue, on the east by the Coos Bay waterway and on the south by Commercial Avenue. When a development is proposed for property in the Waterfront Heritage District, the property owners/developers should be subject to review of the project by the W-H Design Review Board. Development is defined as any new building, or an extension or increase in floor area or height of an existing building or structure, or change to the style, color, window size/pattern, siding or detailing on the exterior of any existing buildings.

Review Process

Property owners/developers should contact the Planning Department before proceeding with any design work. A packet can be available that defines and illustrates the design parameters which the Planning Director or the W-H Design Review Board will use to evaluate and consider the project.

The Architectural Review process begins with an application. The property owner/developer should review the packet of information carefully and make sure that all the required information is included in the application. If the submitted application does not contain all of the required materials, the application will be returned. After the application is accepted, it is suggested that the Planning Department mail notices to owners of property within the W-H District and within 200 feet of the subject property line. A 15 day comment period for those receiving notices can be set. After the comment period, the Planning Director can render a decision to approve the application or refer the application to a regularly scheduled meeting of the W-H Design Review Board for determination. Each decision by either the Planning Director or the W-H Design Review Board should be final with due consideration of public comments received during the comment period. After a decision is rendered, notice of the decision can be mailed to the previously notified owners. A 15 day appeal period and public hearing, where the applicant or any notified owner who made written comments during the comment period may appeal the decision to the Urban Renewal Agency, should be set by dates and times.

The goal is to make the process as easy and fair as possible. To facilitate an application, it will be necessary for a developer to pay attention to the intent of the program and use careful consideration during the design of the development to comply with the intent. The Planning Department must be familiar with the intent of the Front Street Master Plan and with approved zoning requirements of the Waterfront Heritage District.

Development Standards

The following development standards are proposed for consideration:

Development standards normally applicable in commercial zoning designations shall not apply for development in the Waterfront Heritage District and shall be replaced by the standards contained in the "Guidelines" found in Architectural Standards and Specifications.

The following requirements must also be met before a development permit may be issued:

1. No drive-through windows are allowed.
2. Manufactured dwellings as defined in the Ordinance are not allowed within the Waterfront Heritage District.
3. All existing signs within the Waterfront Heritage District shall comply with the standards contained in the Architectural Standards and Specifications within seven years of adoption by the Urban Renewal Agency.

4. All buildings over 50 years of age may use the special provision contained in the Uniform Building Code, Section 3403.5.
5. In new construction, all building setbacks shall be consistent with the Architectural Standards and Specifications. Provisions of the Ordinance such as minimum front, rear and side yard setbacks, commercial buffer setbacks from residential zones and other setbacks therein, shall be superceded by the Architectural Standards. Nothing in this chapter will supercede adopted building codes except as outlined in paragraph 4, above.
6. All applicants shall sign a waiver of remonstrance for future street and/or sidewalk improvement districts if said improvement is part of a plan adopted by the Urban Renewal Agency.

General Standards

Purpose – The purpose of this section is to guide development within the Waterfront Heritage District (W-H) to:

- ◆ Preserve the waterfront setting and the orientation of development and public improvements in order to strengthen their relationship to that setting.
- ◆ Enhance new and redeveloping architectural and landscape resources to preserve, strengthen and augment the historic and scenic character and function of the W-H District.

- ◆ Improve vehicular and pedestrian circulation in order to improve safety, accessibility, efficiency, continuity and relationships.
- ◆ Strengthen the W-H District's economic vitality by improving its desirability through improved appearance, function and efficiency.
- ◆ Revitalize the W-H District's built environment to strengthen community knowledge, respect and access the City's waterfront and its waterfront heritage.

Defined – The Waterfront Heritage District, an overall area previously described in the Introduction of this Chapter, shall be made up of three smaller sub-areas or zones; the Core Area (WH-1), the Transition Area (WH-2), and the remaining Central Dock Area (WH-3).

- ◆ WH-1, Core Area: Is that area bounded by Alder Avenue to the south, buildings with frontage (or within 70') along Front Street to the west, Date Avenue to the north and the Coos Bay waterway to the east.
- ◆ WH-2, Transition Area: Is that area bounded by Commercial Avenue to the south, Highway US 101 (N. Bayshore) to the west, Fir Avenue to the north, and the Coos Bay waterway to the east, excepting that area defined as WH-1.
- ◆ WH-3, Central Dock Area: Is that remaining area bounded by Fir Avenue on the south, Highway US 101 N to the west, Ivy Avenue to the north and the Coos Bay waterway to the east or, more commonly referred to as the Hall-Buck Terminal and Champion Wood Chip Terminal sites.

Guidelines – All development shall be consistent with the guidelines set forth in Chapter 6 – Architectural Standards and Specifications established for the Waterfront Heritage District and by reference incorporated herein. For purposes of this section, “development” means any new, building, any additional which increases floor area or height of a building or appurtenances, and any exterior renovation of existing buildings.

The intent of the guidelines as they apply to each of the sub-areas within the Waterfront Heritage District are as follows:

- ◆ WH-1, Core Area: Provide the means through zoning and architectural standards to establish a layering of uses, building density, height and character which closely resembles the historic period of Front Street between the late 1890's and the early 1920's.
- ◆ WH-2, Transition Area: Provide the opportunity for a variety of residential, civic and commercial uses to develop around the Core without minimum standards pertaining to use layering, lot coverage and yards while retaining the architectural standards which will define the Waterfront Heritage District's style and character.
- ◆ WH-3, Central Dock Area: Provide the incentive to redevelop significant parcels of property which will serve to anchor the north end of the Waterfront Heritage District; creating awareness, accessibility and support for the revitalization effort. Guidelines for this area shall encourage architectural compatibility with the

Waterfront Heritage District while conforming with pre-existing ordinances for commercial/industrial zones in Coos Bay.

Example Zoning Standards

Permitted Uses

The following uses are permitted in the Waterfront Heritage zoning district:

1. All Commercial, Industrial and Civic uses which are water-dependent/water-related as allowed by the provisions of the Coos Bay Estuary Management Plan.
2. Uses which are non water-dependent/water-related must be permitted in accordance with the provisions of WH-1 or WH-2 as follows.
3. WH-1 – Core Area: Ground Level: The following uses are permitted in the WH-1 – Core Area: Ground Level if authorized in accordance with the requirements of CHAPTER 4.10. WATER ORIENTED.

3.1 Civic Use Types

- Visitor Information Service
- Community Recreation
- Educational Service
- Library Service and Cultural Exhibit
- Postal Service
- Public Safety Service
- Transportation Service

3.2 Commercial Use Types

- Convenience Sales and Personal Services
- Dining Establishments: Fast Order Food and Site-down
- Drinking Establishments
- Food and Beverage Retail Sales
- Farmer's Market/Fish Market
- Galleries
- Market Place
- Postal Service
- Retail Sales: General
- Spectator Sports & Entertainment: Indoor and Outdoor
- Transportation Service
- Limited manufacturing which provides public viewing of on-site production and retail sales of finished products

4. WH-1 – Core Area: Upper Level (Second and Third Stories)

4.1 Residential Use Types

- Condominium
- Dwelling
- Dwelling Unit
- Dwelling, Multi-Family
- Dormitory accessory to any permitted 3. WH-1 – Core Area: Ground Level use.

4.2 Civic Use Types

- All Civic Use Types permitted in 3. WH-1 – Core Area: Ground Level, 3.1 are permitted.
- Administrative Service
- Business Support Service
- Lodge, Club, Fraternal or Civic Assembly – Small and Large
- Religious Assembly – Small and Large

4.3 Commercial Use Types

- All Commercial Use Types permitted in 3. WH-1 – Core Area: Ground Level, 3.2 are permitted.
- Participant Sport and Recreation: Indoor and Outdoor
- Building/Property Maintenance Service
- Business Support Service
- Child Care Facility (fewer than 13) accessory to a permitted use
- Clinic
- Communication Services
- Condominium
- Financial, Insurance and Real Estate Services
- Medical Services
- Personal Services: General
- Professional and Administrative Services
- Tourist habitation: Bed and Breakfast

5. WH-2 – Transition Area: Ground Levels

- The following uses are permitted in WH-2 – Transition Area: Ground Level if authorized in accordance with the requirements of CHAPTER 4.10 WATER ORIENTED.

5.1 Residential Use Types

- Row Houses
- Condominiums

5.2 Civic Use Types

- All Civic Use Types permitted in 3. WH-1 – Core Area: Ground Level, 3.1 and 4. WH-1 – Core Area: Upper Level, 4.2 are permitted.

5.3 Commercial Use Types

- All Commercial Use Types permitted in 3. WH-1 – Core Area: Ground Level, 3.2 are permitted.
- Participant Sports and Recreation: Indoor and Outdoor
- Spectator Sports and Entertainment
- Tourist Habitation: Bed and Breakfast
- Tourist Habitation: Waterfront Inn

6. WH-2 – Transition Area: Upper Level

6.1 Residential Use Types

- All Residential Use Types permitted in 4. WH-1 – Core Area: Upper Level, 4.1 are permitted.
- All Residential Use Types permitted in 5. WH-2 – Transition Area: Ground Level, 5.1 are permitted.

6.2 Civic Use Types

- All Civic Use Types permitted in 5. WH-2 – Transition Area: Ground Level, 5.2 are permitted.

6.3 Commercial Use Types

- All Commercial Use Types permitted in 4. WH-1 – Core Area: Upper Level, 4.3 are permitted.
- All Commercial Use Types permitted in 5. WH-2 – Transition Area: Ground Level, 5.3 are permitted.

Conditional Uses

- Business Equipment Sales and Service
- Home Occupation
- Horticulture
- Repair Service: Consumer

- Galleria
- Tourist Habitation: Campground
- Tourist Habitation: Lodging

Uses Expressly Prohibited

The following uses are expressly prohibited in the Waterfront Heritage zoning district.

- Automobile, Truck, RV and Boat Sales (Used or New, Parts or Service)\
- Elementary, Secondary, or Higher Education Schools
- Agricultural/Processing

Water Oriented Zoning provisions referred to in this section are included in Appendix D.

Design Review Board

Description: It is recommended that the Urban Renewal Agency appoint a Waterfront Heritage Design Review Board, hereinafter referred to as the WHDR Board. The WHDR Board appointments should include stakeholders such as Waterfront Heritage District property owners and tenants, historians, design professionals, and construction trade members, or the responsibility can be assigned to the Planning Commission. It shall be the WHDR Board's responsibility to review applications referred by the Planning Director for compliance with the intent of this Section, the Architectural Standards and Specifications and the Waterfront Heritage District Master Plan as adopted by the Urban Renewal Agency.

Procedure: Once referred by the Planning Director, the WHDR Board shall exercise due diligence to review the applicant and submitted package and any public comments received during the comment period. A non-mandatory site visit shall be arranged for the WHDR Board if requested by any Board member. Packets should be received by Board members in advance of their regularly scheduled meetings to assure adequate time to review the applications.

The City of Coos Bay's currently adopted ordinances regarding the authority and responsibility of design review boards is applicable to the WHDR Board. However, it is recommended that final decision regarding an applicant's proposed development be limited to 45 days after referred from the Planning Director. The WHDR Board sole concern shall be design. The Board should not have any authority to grant or deny variances, conditional use permits, land divisions, zone changes, any other land use action, or approve or deny proposed uses for a building.

Notice of the WHDR Board's decision, together with their findings and conditions of approval shall be mailed to the ownership list.

Appeals of the WHDR Board's decision may be made to the Urban Renewal Agency as discussed earlier in the Introduction of this Section.

Submittal Requirements: The applicant for a development permit shall submit a completed application and plans showing the following:

1. A site plan, drawn to scale, with:

- a. Project name
- b. Vicinity map
- c. Scale (1":20' or larger)
- d. North arrow
- e. Date
- f. Street names and locations abutting the development
- g. Location of all parking areas and spaces, ingress and egress to the site and on-site circulation
- h. Zoning
- i. Dimensions of lots, structures and other constructed features
- j. Location and general use of all buildings
- k. Location of all free standing signs and light pole standards
- l. Percentage of lot coverage by structures, paving and walls, and landscaping

2. A landscape plan, drawn to scale, with:

- a. Same as a, c, d, e, g, j and k in item 1 above

- b. Location, type and variety, size and pertinent features of the landscape and plantings

3. The elevations and locations of all proposed exterior signs.

4.
 - a. Exterior elevations of each side of all buildings on the site as they will appear after construction. Such plans shall indicate material, texture, shape and other design features of the building(s), including all mechanical and electrical devices.
 - b. Heights of structures above street grade.
 - c. Number of stories
 - d. Datum for elevations used (MSL or MLLW)

5. A color board which illustrates the color selection for specific project materials in accordance with the Waterfront Heritage Districts approved color palette.

Architectural Standards and Specifications

Property Development Requirements

The following property development standards shall apply to all land and structures in the Waterfront Heritage W-H district.

1. Architectural Design Review:

All new structures except those built to accommodate water dependent and/or water-related uses shall be subject to architectural review. The Community Development Director will determine compliance with the requirements for water-oriented uses described in CHAPTER 4.10. WATER ORIENTED. Any structure that does not conform with Chapter 4.10 shall be subject to Architectural Design Review. The Architectural Design Review will be conducted in accordance with the process set forth in Chapter 6.

2. Lot Standards:

- A. Minimum lot width = 25 feet
- B. Minimum lot area = 2,000 square feet

3. Building Coverage

- A. In the WH-1 (Core Area): There shall be a minimum of 80% frontage along Front Street and, if applicable, along the Coos Bay waterway. The minimum building lot coverage shall be 60%.
- B. In the WH-2 (Transition Area): No minimum requirements except those guidelines set forth in Section 5, Paragraphs D and F.

4. Building Height:

- A. In the WH-1 (Core Area): Buildings shall not be less than two stories and not less than 25 feet in height.
- B. In the WH-2 (Transition Area): No minimum requirements except those guidelines set forth in Section 5, Paragraphs D and F.

5. Yards:

- A. In the WH-1 (Core Area): Front Street and waterway yard setbacks shall be limited to two feet except for porches, entrances and other public access points within the façade of the building. Up to 25% of the façade may be inset to a maximum distance of ten feet. There shall be no side yard setback requirements.
- B. In the WH-2 (Transition Area): No minimum requirements for yards or building setbacks.

6. Parking:

- A. In the WH-1 (Core Area): Off-street parking is not required. All off-street parking, if used, shall be enclosed in a parking garage and/or screened in such a manner that they are not visible from adjacent streets or public pedestrian walkways.
- B. In the WH-2 (Transition Area): Off-street parking shall be provided in accordance with this Ordinance except a factor of 66% may be used for Residential Uses and 50% may be used for Civic and Commercial Uses.

7. Fences and Walls:

- A. In the WH-1 (Core Area): The façade of the building shall extend 100% along the frontage of Front Street. A fence or wall may extend along 20% of the frontage at a minimum height approximately matching the height of the second floor. Repeat the use of building façade materials. Side yards which abut a street shall be visually open to the street.
- B. In the WH-2 (Transition Area): The guidelines described in Paragraph C. shall apply.
- C. In the Waterfront Heritage District: Where fences or walls are necessary to reduce noise, provide security, or create privacy, use the following guideline to maintain a pedestrian scale along the street.
 - 1. Provide art (mosaic, mural, decorative masonry pattern, etc.) over a substantial portion of the blank wall surface.
 - 2. Employ small setbacks, indentations, stepped fence heights, or other means of breaking up the fence or wall surface and height.
 - 3. Employ different textures, colors, or materials (including landscape materials) to break up the walls surface.

4. Provide special lighting, a canopy, awing, horizontal trellis or other pedestrian oriented feature that breaks up the size of the blank wall surface.

8. Screening:

A. Requirement: Screen mechanical equipment, outdoor storage areas, utility vaults, trash receptacles and satellite dishes or other mobile communications equipment in such a manner that they are not visible from adjacent streets or public pedestrian walkways. Install all utilities for new construction underground. If onsite parking is part of the development proposal, it shall be adequately located and screened to minimize adverse visual impacts to the District.

B. Guidelines:

1. Early in the design process, select the location and design of the required site services and utility vaults so that they can be screened.
2. Site services should be located on the least visible side of the building and/or site.
3. Screen at grade locations with hedges, fences, planter boxes or a combination of trees or shrubs.
4. All roof top mechanical and communications equipment should be screened on all sides.
5. Screen or paint wall mounted mechanical equipment to match the building.
6. All trash receptacles placed outside the building should be completely screened from view.
7. Satellite dishes and mobile communications cell sites should be ground mounted unless technically infeasible. The dish/antenna should be screened and located to reduce visibility from adjacent roadways and pedestrian ways.
8. Utility lines, including, but not limited to, electricity, communications, street lighting and cable television, shall be required to be placed underground. Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes and meter cabinets may be placed above the ground, and shall be screened by sight obscuring fences and/or landscape buffers. The Design Review Committee may waive the requirements of this section if topographical, soil or other conditions make such underground installations or screening of above ground equipment unreasonable or impractical. The applicant shall make all necessary

arrangements with the serving utility or agency for underground installations provided hereunder; all such installations shall be made in accordance with the tariff provisions of the utility, as prescribed by the State Public Utilities Commissioner.

9. All uses within the Waterfront Heritage District which are served by local streets of Alder, Birch, Cedar, Date and Fir are encouraged to use said streets for vehicular access and egress. Curb openings onto Front Street and North Bayshore Drive are discouraged. Off-street parking lots shall be on the interiors of lots or behind buildings, and should be as unobtrusive as possible. Parking areas should be shared among various uses where a development is planned as a whole.

9. Noise:

The noise level shall not exceed permitted levels measured at the appropriate measuring points established by the Oregon Department of Environmental Quality. If there is doubt that the proposed use will violate these standards, or if a valid complaint has been registered about the level of noise, the owner or agent may be required to show written compliance with state regulations.

10. Byproducts:

All developments shall provide adequately sized trash receptacles, screened from public view. Trash may not be allowed to accumulate outside of the cans or dumpsters used. By products accumulated during the process of water-dependent or water-related uses shall not exceed guidelines set forth by the Department of Environmental Quality and shall be screened from public view. Byproducts accumulated during the process of all other permitted uses shall not be allowed to accumulate outside except in trash enclosures.

11. Decks & Docks:

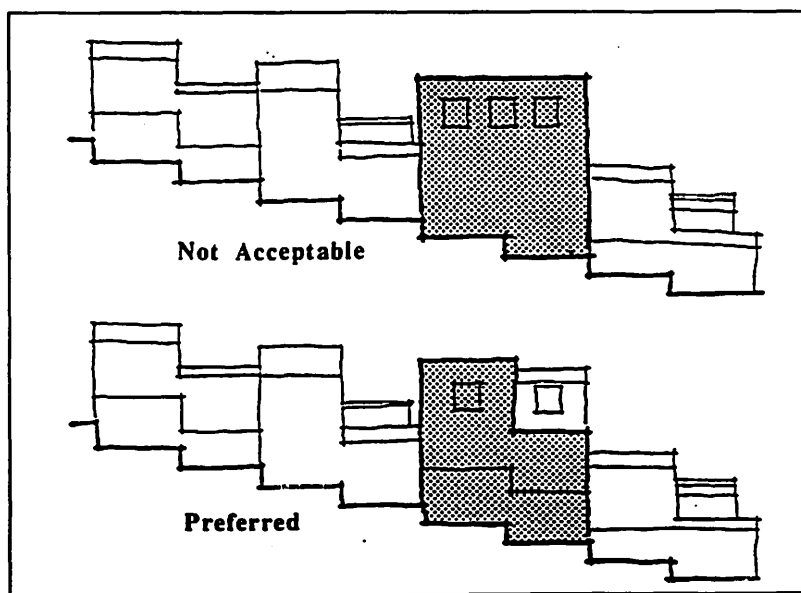
- A. In the WH-1 (Core Area): Frontages along the Coos Bay waterway between Alder Street and Date Street shall be encouraged to participate with the City of Coos Bay and adjacent property owners in the development of a dock street which provides public access to the waterway and water-oriented uses for pedestrians, emergency and service vehicles, and other community oriented uses. The design specifications shall be in accordance with the most currently adopted Front Street Master Plan.
- B. In the WH-2 (Transition Area): Public access to the Coos Bay waterway shall be encouraged.

12. Building Design – Massing:

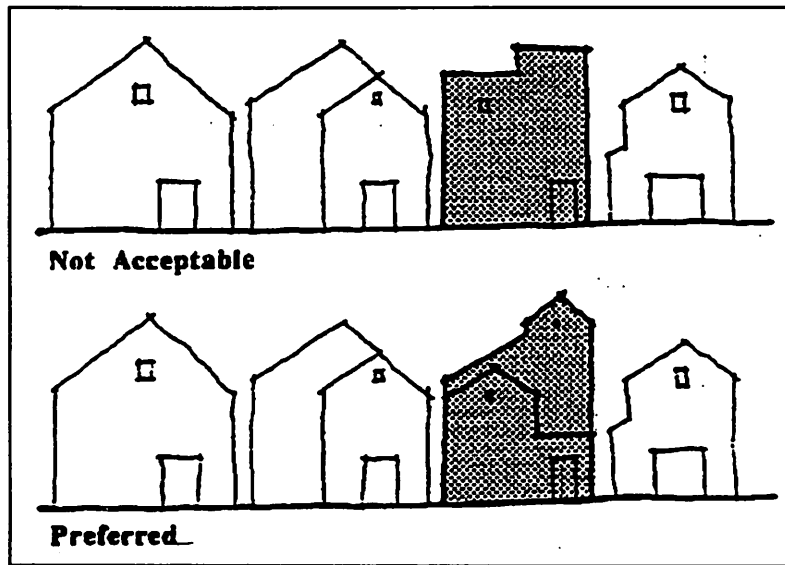
- A. Requirement One: Use design elements that result in buildings with a perceived size that maintains a human scale street that is comfortable for pedestrians and attractive to them.

B. Guidelines:

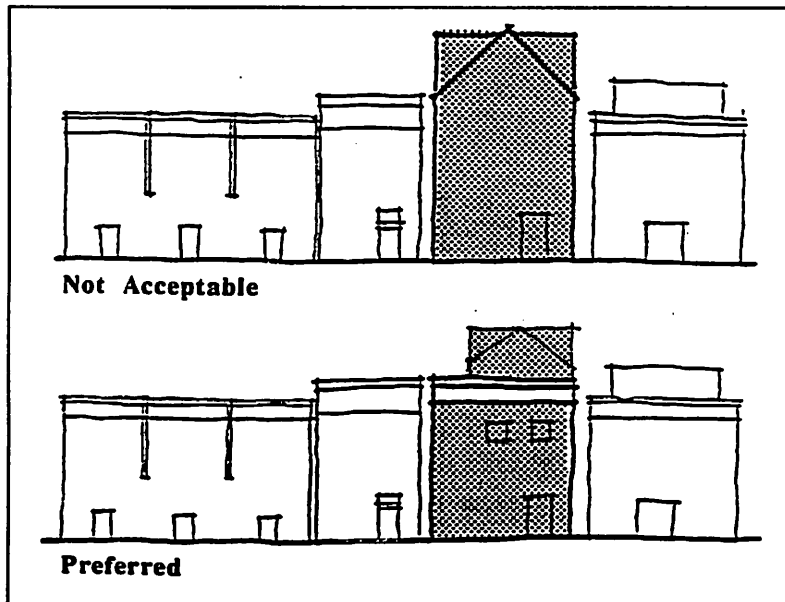
1. Use articulation on either new or existing building facades to reduce the bulk of buildings. Methods include:
 - a) Modulation;
 - b) Broken rooflines; and
 - c) Building elements such as balconies, chimneys, porches or other entry details, and landscaping.
2. Use architectural features such as cornices or other details that lower the apparent height.
3. Place display windows and retail shops at the street level around the exterior of larger commercial buildings.



The pattern and proportion of windows, doors and other glazed areas (fenestration) is important in determining the building's architectural character. Following the proportion and pattern of neighboring buildings will increase the consistency of the overall streetscapes.



Rooflines can reinforce the architectural character of a street

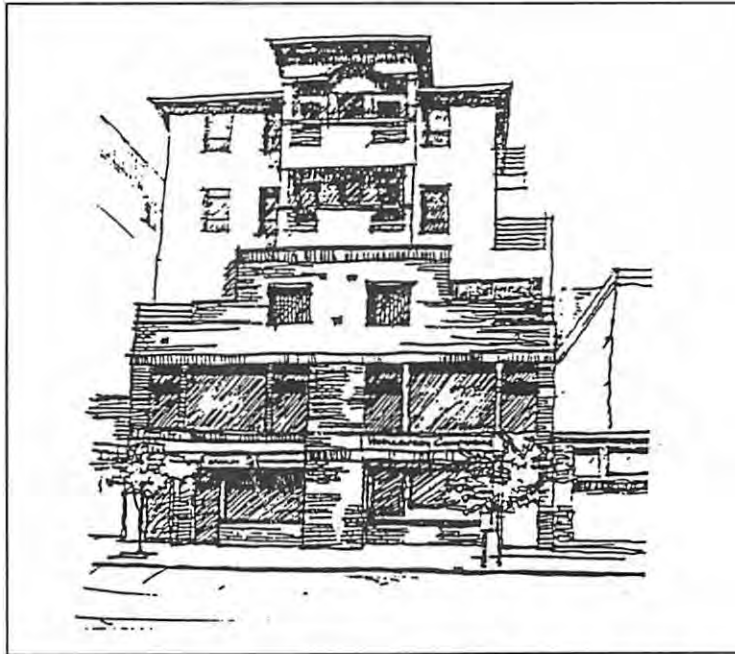


Architectural features like cornices can relate to adjacent buildings, lowering the apparent, conflicting height of the building.

- C. Requirement Two: Ensure a quality street environment that is attractive to pedestrians, and continues to attract development and redevelopment.

D. Guidelines:

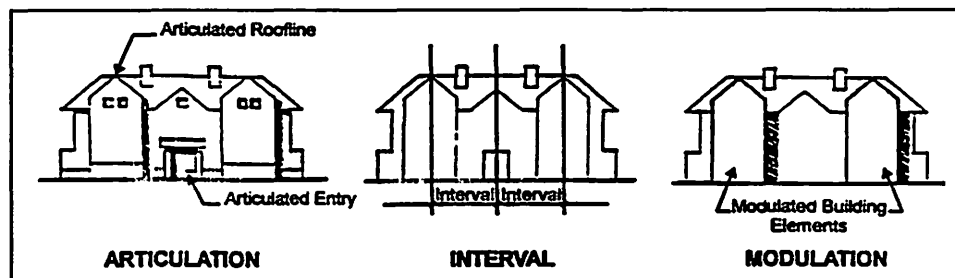
1. Require commercial and public buildings three stories high to have a clearly defined bottom, middle and top.



2. The area of the front elevation of a structure may be up to 150 percent of the average size of the primary structures in the vicinity area. The area of the front elevation of the structure must be at least 50 percent of the average size of the primary structures in the vicinity area that are in the same use category.
3. New primary structures must be no more than 120 percent of the height of the tallest existing primary structure in the nearby area. The nearby area included structures within 150 feet of the average height of the primary structures located in the vicinity area. New primary structures must be at least 70 percent of the average height of the primary buildings located in the vicinity area.
4. The front elevation of the large structures must be divided into smaller areas or planes. When the front elevation of a structure is more than 750 square feet in area, divide the elevation into distinct
 - a) Creating a bay window or other building extensions of at least one foot or more.
 - b) Creating a roof pediment that is the full width of the structure:
 - c) Setting part of the façade back one or more feet from the rest of the façade.

5. The roof pitch of a primary structure must be set within the range created by the primary structures in the vicinity area. The structure's roof pitch may be no flatter than the pitch of the vicinity area structure with the shallowest roof pitch. The structure's roof pitch may be no steeper than the pitches of the vicinity area structure that has the steepest pitch. In any case, a roof pitch of less than 4/12 is not allowed, unless the building is to have a "flat" roof with (minimum 18" high) parapet and/or "façade".
 6. Primary structures must be oriented with their main entrance facing the street of the site front on. If the site is on a corner, it may have its main entrance oriented to either street or to the corner.
 7. The front façade of buildings must have vertical proportions, I.e.; they must be higher than they are wide. Where a building's size requires horizontal proportions, the street-facing elevation must be divided into visually distinct areas that have vertical proportions. This may be columns or multi-story bay windows: changes in materials; or other architectural devices.
- E. Requirement Three: Ensure that new or remodeled structures abutting or directly across from buildings that are historic with respect to Waterfront Heritage District will preserve the historic context and merit of the property.
- F. Guidelines:
1. Use roof forms that emulate the historic property roof form.
 2. Use windows, materials and details similar to the historic property.
 3. Use similar building articulation that breaks up the building mass into modules which reflect proportions similar to the historic building. Methods used to create intervals which reflect and promote compatibility and which respect the scale of the historic building include:
 - a) Façade modulation – stepping back or extending forward a portion of the façade.
 - b) Repeating the window patterns at intervals equal to the articulation interval.
 - c) Providing a porch, patio, deck, or covered entry to the articulation interval.
 - d) Providing a balcony or bay window for each interval.
 - e) Changing the roofline by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.

- f) Changing materials with the change in building plane.
- g) Providing a lighting fixture, trellis, tree or other landscape feature within each interval.
- h) Use paint and material colors that blend with the historic property.
- i) Use landscape materials and plantings that are similar to those used on the historic property.



Definitions: **Articulation** is the giving of emphasis to architectural elements (like windows, balconies, entries, etc.) that create a complementary pattern, rhythm, dividing large buildings into smaller identifiable pieces.

Interval is the measure of articulation – the distance before architectural elements repeat.

Modulation is a measured and proportioned inflexion or setback in a building's face.

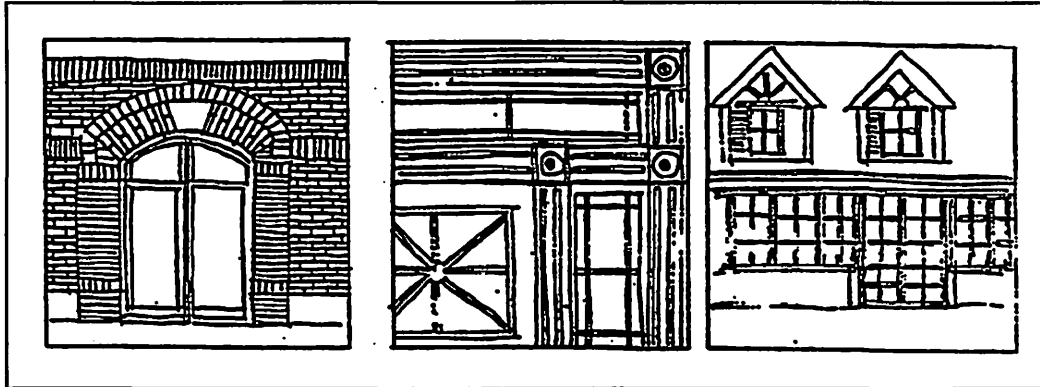
Together, articulation, modulation and their interval create a sense of scale important to residential buildings.

G. Requirement Four: Protect and preserve buildings of special historic significance and merit. (On Front Street, this includes the Coos Bay Ironworks and Marshfield Sun buildings.)

H. Guidelines:

1. Restore or retain as many historic features as possible.
2. Maintain or restore original proportions, dimensions and architectural elements

3. Select paint and material colors which are historically accurate, coordinate the entire façade, and do not conflict with adjacent buildings.
4. Consult available historical resources, Coos Historical Society, private historians or archive photographer.



I. Requirement Five: Ensure buildings have consistent visual identity from all sides visible to the general public.

J. Guidelines:

1. Continue exterior materials, architectural detailing, and color scheme around all sides of the building.
 - a) Buildings should present an equivalent level of quality of materials, detailing and fenestration on all sides visible to the general public.
 - b) Avoid ending the architectural details at the front of the building or “front door only” architectural detailing.
 - c) Avoid having building fronts or backs which do not look related to the remainder of the building where more than one (1) wall plane can be viewed at the same time.

K. Requirement Six: Use appropriate color and materials on new and remodeled buildings on Front Street. Use subdued colors on exterior building walls and large surfaces.

L. Guidelines:

1. Reserve bright colors for trim or accents.

2. Avoid large expanses of highly tinted or mirrored glass (except stained-glass windows). Use of tinted glass as an accent is acceptable.
3. Prohibit use of reflective exterior materials where glare would shine into nearby buildings.

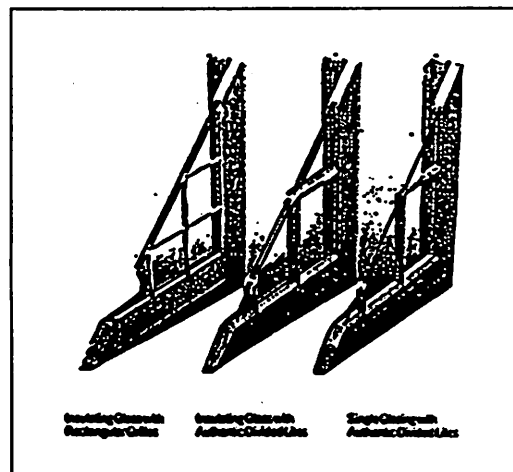
13. Building Design - Articulation

A. Requirement One: Use window/fenestration patterns that are in keeping with the existing historic buildings, and/or evoke the prevailing historic style of the Waterfront Heritage District buildings as they existed between the 1880's and 1920's.

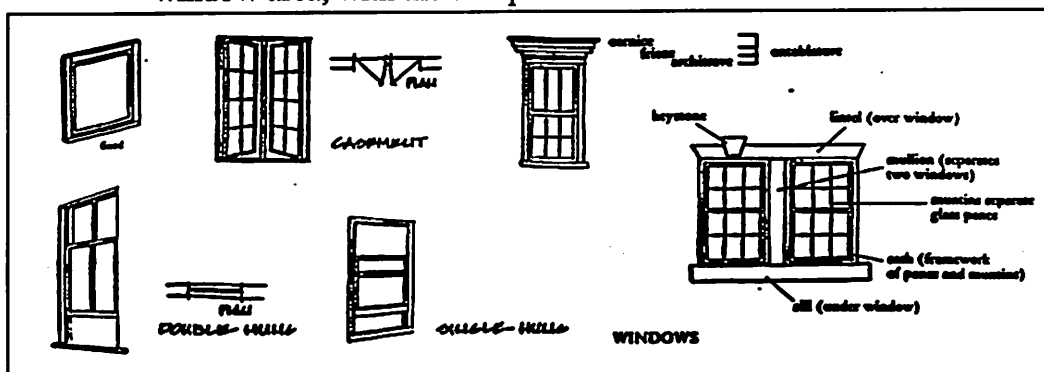
B. Guideline:

1. Window style encouraged for all building types:

- a) True-divided, multiple-light windows.
- b) Single-light windows.
- c) Applied muntins with profile facing window exterior.
- d) Rectangular windows with vertical proportions.
- e) Fixed windows.
- f) Double or single-hung windows.
- g) Casement windows.

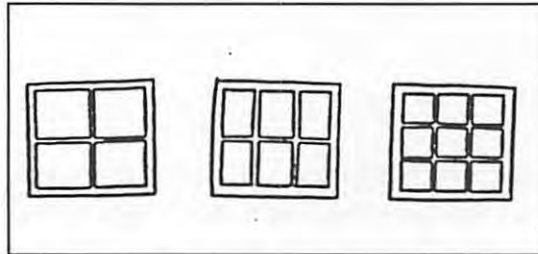


h) Windows should be spaced and sized so that wall area is not exceeded by window area, with the exception of commercial storefronts.



2. Window style encouraged specifically for waterfront industrial buildings:

a) Square or rectangular windows with multiple lights.



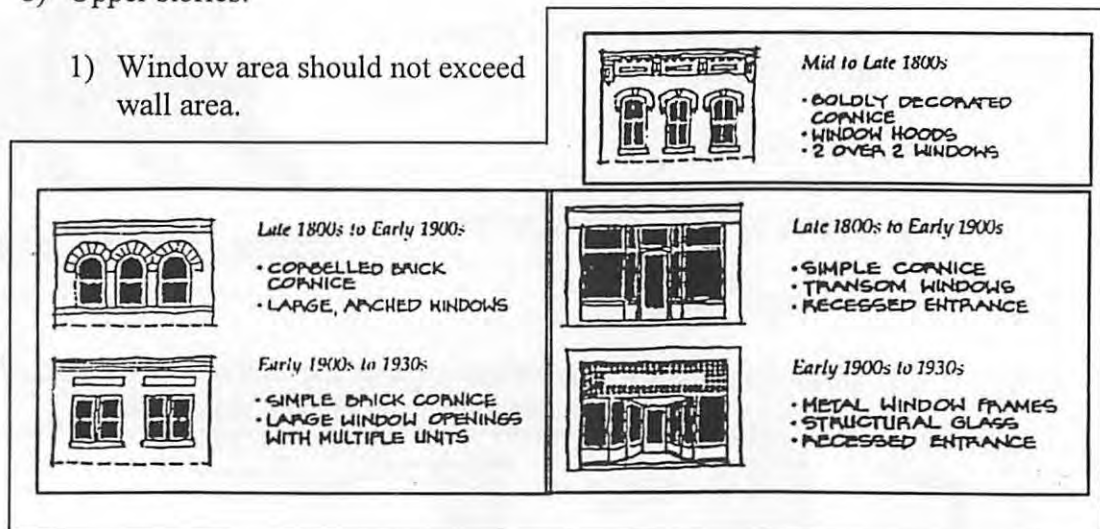
3. Window style encouraged specifically for commercial:

a) Storefronts:

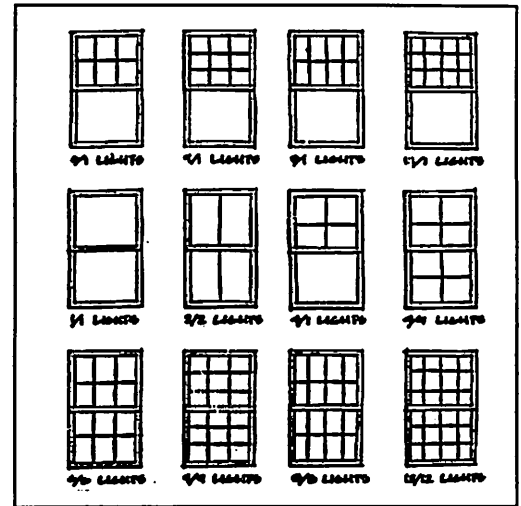
- 1) Plate glass windows with multiple-light transom windows above.
- 2) Recessed entries.
- 3) Window to wall surface proportions may be exceeded.

b) Upper stories:

- 1) Window area should not exceed wall area.



- c) Vertical rectangle or square windows.
- d) Combination of single and multiple-light windows.
- e) Single windows, paired windows, or windows grouped in threes.
- f) Bay windows.
- g) Arched or decorative shaped windows used sparingly.



- h) Windows should use casings and crown moldings.

- C. Requirement Two: Use finish materials, details and colors that are in keeping with the existing historic buildings, and/or evoke the prevailing historic style of the Waterfront Heritage District buildings as they existed between the 1880's and 1920's.
- D. Guidelines: Commercial buildings and commercial portions of mixed use buildings must use wood as their exterior finish material on their street facing elevations.
 - 1. When using wood products for siding, use shingles or painted horizontal siding, not shakes. Horizontal siding used must be clapboard siding composed of 3 to 4 inch wide boards. Plywood and pressboard panels are not allowed exterior finish material but composite boards manufactured from wood or other products, such as hardboard or hardplank, may be used when the board product used is less than 4 inches wide (or is articulated less than 4" wide). Stop the siding material used at window and door trim edges.
 - 2. Plain concrete block, plain concrete, corrugated metal or plywood may not be used as exterior finish materials. However, plain concrete and plain concrete block may be used as foundation materials when the foundation material does not extend more than 3 feet above the finished grade level adjacent to the foundation wall.
 - 3. Use trim to mark all building roof lines, porches, windows and doors that are on a building's street-facing elevation or elevations.
 - 4. Each primary structure must be designed to reflect, on its right-of-way facing elevation, all floor levels in the building, including the attic. Building elevations can reflect the different floor levels through the use of porch roofs, changes in materials or texture of materials, location of pediment and roof lines, overhangs, and setbacks.

5. All glass in ground level street facing windows and doors must be clear or ornamental stained glass. Reflective or opaque glazed surfaces are allowed for restrooms only.
6. Roofing materials or pitched roofs (exposed to view); composition roofing in gray, brown, black, deep red or other subdued color; low profile standing seam metal; and decorative features such as cupolas, cresting, chimneys, barge (rake) and soffit/fascia trim are all encouraged.
7. Decorative lighting integrated with architectural elements is encouraged, especially light fixtures that do not compete with city sidewalk period pole lights. Building lights are to be directed downward to avoid glare problems, and are to be metal halide or incandescent.

14. Signage:

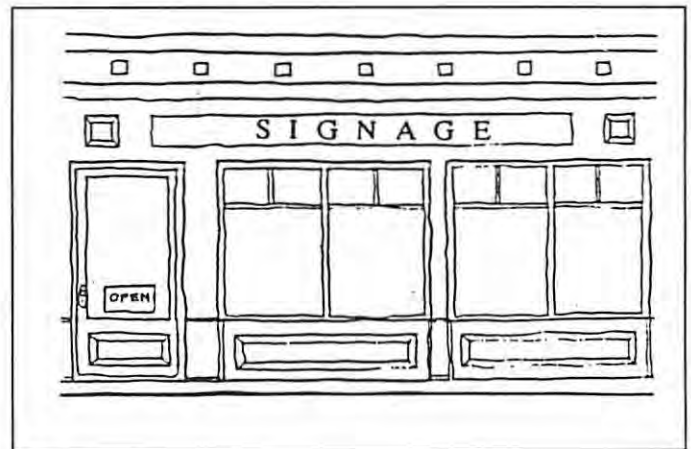
- A. Introduction: The aim of these guidelines is to increase awareness of signs, to encourage good design, and describe the elements that the Front Street Design Review Committee will look for in reviewing your sign.
- B. General Guidelines: If designed well, signs can be an attractive feature and can help to create a distinctive character for the individual business. Conversely, poor signing can distract from the building's character, add clutter and contribute to visual blight. The following points may be helpful in considering signs.
 1. It is important that they are thought of as part of the overall business front design rather than as an afterthought.
 2. They should be consistent with the character of the storefront, the building on which they are situated and the area as a whole. Their character should be determined by such factors as:
 - a) Size
 - b) Shape
 - c) Position
 - d) Materials
 - e) Illumination

3. Too many signs on a business front can be self-defeating. They should usually be limited to a fascia sign with the name of the business indicated not more than once on each elevation. In addition, a projecting, hanging or awning sign can be added depending on location and surrounding development. Signs should be simple, clear, and direct. Painted signs are preferred. Backlit fluorescent signs are not permitted, but neon may be acceptable. One of the many standard lettering styles should be used. Signs should not hide or obscure the architectural elements of the building. Exterior signs should be flat against the building, painted on it, or hung from the underside of marquees, perpendicular to the sidewalk. Signs attached to the edge of marquees should not extend above the marquee's upper edges.

C. Fascia Sign:

1. Definition:

- a) The vertical surface of a lintel (a horizontal beam over a window and/or doorway that is either structural or decorative) over a storefront which is suitable for sign attachment.



2. The fascia sign should:

- a) be designed as part of the building and not treated in as an unrelated addition.
- b) be of an appropriate size and design.
- c) be sited sympathetically on the building.
- d) not obscure or remove detailing on the building.
- e) be recessed to prevent the sides from being visible.
- f) not extend across two store fronts or across separate buildings.
- g) not be internally illuminated

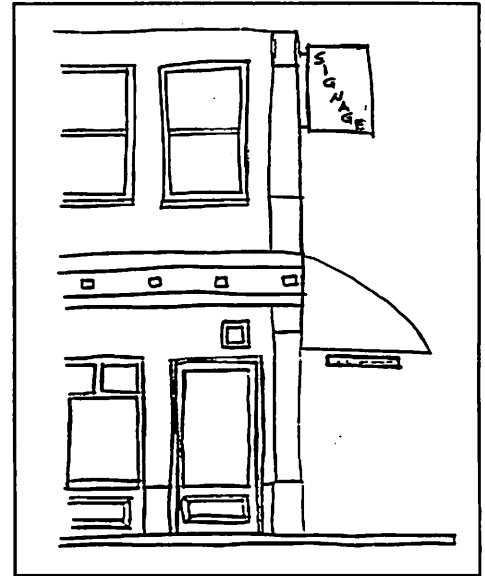
D. Projecting and Hanging Signs:

1. Definition:

- a) A sign where the message area is displayed perpendicular to the building fascia.

2. A projecting or hanging sign should:

- a) be related to the style and character of the building or area.
- b) be at fascia level.
- c) be limited to one for each storefront.
- d) not be larger than the fascia sign.
- e) not be internally illuminated.



E. Pole/Ground Sign:

1. Definition:

- a) Any sign which is supported by structures or supports in or upon the ground and independent of support from any building.

2. A pole/ground sign should:

- a) be related to the style and character of the building or area.
- b) be no taller than five feet in height.
- c) be an integral part of landscaping or other building/site feature.
- d) be made of wood, brick or decorative concrete.
- e) not be internally illuminated.



F. Roof Sign:

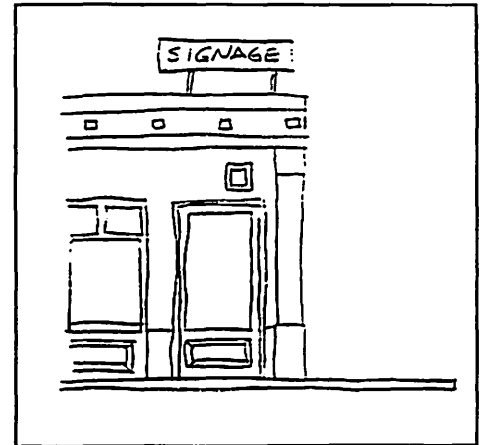
1. Definition:

- a) Any sign that is displayed upon or supported in any way by a roof.

2. Roof signs are discouraged

3. Where the design of a building dictates that a roof sign is necessary, the sign should:

- a) be related to the style and character of the building or area.
- b) not project above the roof ridge line
- c) be internally illuminated



G. Neon Sign:

1. Definition:

- a) Any sign where neon or other gas contained in tubing is illuminated by the application of electric current.

2. A neon sign should:

- a) be related to the style and character of the building or area.
- b) be limited to no more than two square feet.
- c) be limited to non-advertising messages such as "open" and "vacancy".
- d) be turned off between the hours of 10:00 p.m. and 7:00 a.m.

H. Sandwich Boards:

1. Definition:

- a) Portable signs that are not permanently affixed to the ground or a structure.

2. Sandwich boards should:

- a) be related to the style and character of the building or area
- b) be a free-standing, A-frame type sign.
- c) not be illuminated in any way.
- d) not obstruct pedestrian and traffic flow.
- e) not be shorter than two feet or taller than four feet.
- f) be directly in front of the business for which it advertises.
- g) not be on the sidewalk after dark.
- h) not be chained to trees, utility poles, private or public signs, etc.



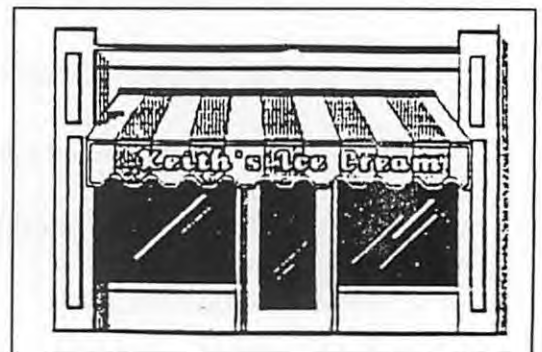
I. Awning Signs:

1. Definition:

- a) An awning is any structure made of cloth, metal, or similar material with a frame attached to a building and projects over a public sidewalk. Advertising material attached to an awning is an awning sign.

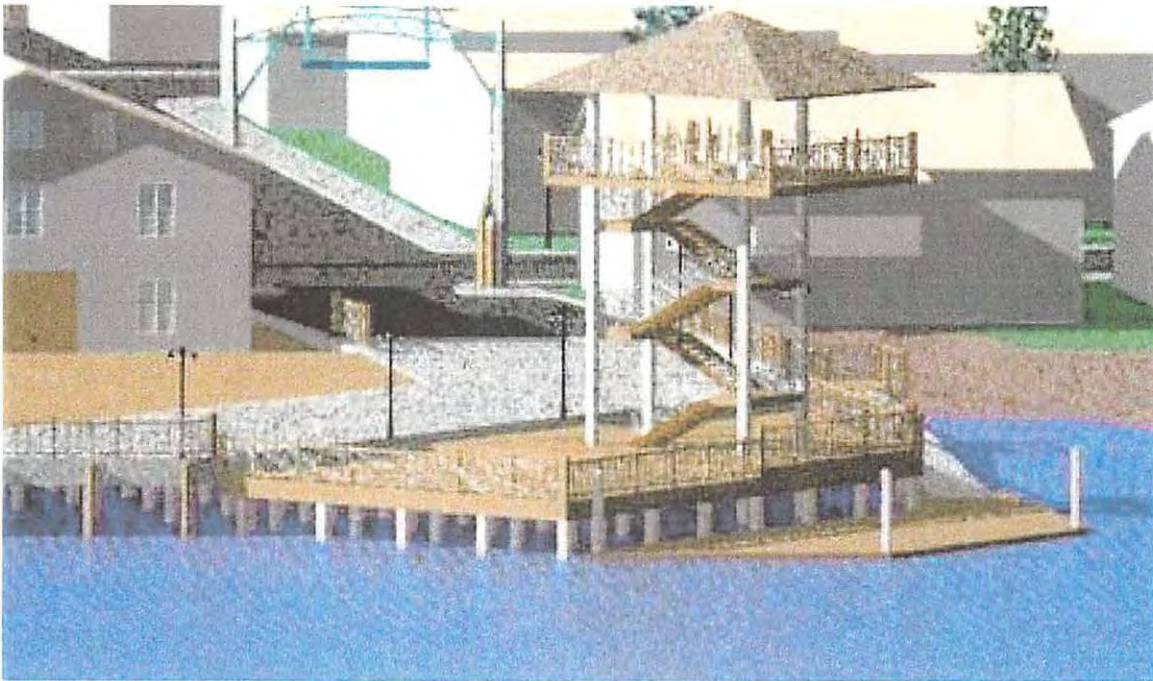
2. Awning signs should:

- a) be related to the style and character of the building on which it is attached.
- b) be used in place of other signs.
- c) not be internally illuminated.



Miscellaneous

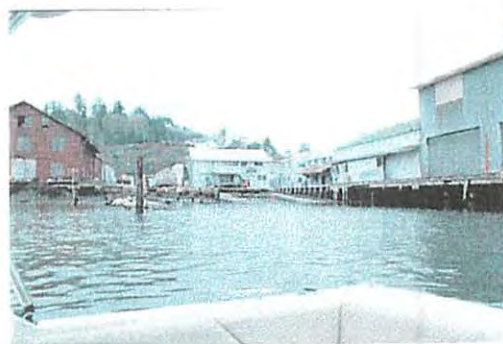
In addition to the above sign types, other types of signing may be appropriate if it is consistent with the overall style and character of the building or area



Date Avenue Pier

Chapter Seven

Opportunities and Impediments



Existing Date Avenue

Opportunities and Impediments

Identifying Opportunities and Impediments

Understanding the site conditions and gaining knowledge of the historic context of Front Street and the existing buildings served as the first step in identifying opportunities and impediments.

Inventories of existing site conditions, meetings with historians, gathering historic photos and researching historical buildings set the stage for organizing a collective vision and a workable plan for the redevelopment of Front Street. The opportunities which were initially identified, provided the framework for the future design. Here are some examples of how the inventory information set the stage for the design:

- ◆ **Streets and Circulation:** Some east/west city streets lying east of Front Street which do not appear to be city streets because they are not surfaced or open to the public, have not been vacated.

Finding out which east/west streets had been vacated in the past and which were designated city streets was crucial to understanding future opportunities for pedestrian and traffic circulation.

- ◆ **History:** Knowledge of the history of Front Street and how it related to the overall development of the region provided the information necessary to develop a context and emphasis for the Front Street redevelopment. The different

periods in history suggested opportunities and themes for emphasis. Examples include tribal, timber, coal and shipping.

- ◆ **Historic Buildings:** Planning team architects identified buildings which are currently listed on the Historic Register, and evaluated other buildings to determine structural integrity and historic value. This provided information about opportunities for historic preservation status of existing buildings.

- ◆ **Regulatory Requirements:** The planning team researched regulations and agency policies pertinent to the properties on Front Street.

Proposed land use plan amendments have been drafted and are included in Appendix D. Other regulatory requirements are identified elsewhere within this chapter.

- ◆ **Property Owner Interviews:** When property owners shared their perceptions about the redevelopment of Front Street, they provided valuable information about street functions. This information was basic to determining how to accommodate existing businesses on Front Street while planning for new business.

Property owner ideas for the future of Front Street were shared with the planning team. Collectively, they conveyed a positive sense of the overall opportunity for Front Street. When future plans for individual properties were revealed, the planning team was able to mesh the future plans into the overall public/private partnership themes which have been made part of this document.

- ◆ **Parking:** Parking is a major feature which can “make or break” any business district. For this reason it was important to know current parking capacity and current needs before attempting to determine future needs. Parking surveys were completed, and future needs were determined.
- ◆ **Sewer and Water Lines, Utility Lines:** It is essential to know the location of existing infrastructure, and infrastructure easements prior to planning for new infrastructure. Inventories were completed for infrastructure, and are shown on Drawing 4.1, 4.2 and 4.3 in Appendix A.
- ◆ **Rail Lines and Rail Policies:** Representatives of the rail line were involved in the information gathering phase. Inventory information about existing site conditions have been essential base information. Plans for the future take all of the existing conditions into consideration, and the location of existing lines and facilities provide both impediments and opportunities.
- ◆ **Cultural Groups Meeting:** Cultural groups were invited to learn about the Front Street Master planning effort, and

to review the preliminary draft conceptual drawing. Those who participated expressed excitement about the planning effort, and suggested opportunities for a waterfront theater on Front Street.

- ◆ **Steering Committee Discussions:** Discussions with the Steering Committee, together with discussions about critical land acquisitions, provided the planning team with information about the Clemson Maritime Collection, the Sause Bros. tug, and other donations which could be available to the City for installation as features of interest on Front Street.
- ◆ **Waterfront Visitations:** Visitations to other Pacific Northwest waterfronts provided valuable insights which are discussed in Chapter 3.

When property owners shared their visions for the future of Front Street with the planning team, a positive sense of the overall opportunity for Front Street emerged.

Opportunities

Ingress/Egress - Access to the Waterfront:

There are dedicated city streets which run east/west and lie east of Front Street which are not currently open to the public. These streets can be opened up to provide public access to the water. These streets including Alder, Birch, Date and Elm can also serve as access points to the Waterfront Heritage District from Highway US 101.

Recommendation: Alder, Birch, Cedar, Date and Elm Streets suggested to be opened and improved for pedestrian access to the waterfront. This pedestrian access can be continued around on the east side of the properties so that new Dock Street for pedestrian access is located over the water. See Chapter 6, Conceptual Layout.

Historic Emphasis:

The historic period referenced as the period of Euro-American settlement in Chapter 2 of this Plan provides opportunities for Front Street redevelopment because it is the period when Front Street was a bustling commercial city center.

Recommendation: Zoning and property development standards along with architectural design standards have been developed and are included within Chapter 6 of this plan. When implemented, the standards and zoning will carry out the historical theme.

Marshfield Sun Printing Museum:

Only one historic building on Front Street, the Marshfield Sun Printing Museum, has been identified on the National Register of Historic Places.

The Marshfield Sun Printing Museum building is proposed to serve as a prototype for the design of future buildings on Front Street.

Recommendation: A prototype of the Marshfield Sun Printing Museum is proposed to be built at the South end of Front Street so that it is visible from Highway US 101 heading north. This building could serve as a coffee shop or restaurant, a retail shop, a trolley depot, or a tourist information center — all would enhance the Waterfront Heritage District. This prototype building can be constructed in conjunction with another existing business provided that the buildings and layout are compatible.

Coos Bay Ironworks Building:

The Coos Bay Ironworks building is another example of the simple construction style which prevailed during the Euro-American settlement period.

***Recommendation:** The Coos Bay Ironworks building is integral to the design of a critical parcel of land shown on the Master Plan as "Ironworks Square". It is recommended that Coos Bay Ironworks building be maintained and, if necessary, be purchased by the City to preserve the essence of Front Street.*

Water Oriented:

The definitions which are included as part of the Statewide Planning Goals include a definition of "water-oriented." This definition was not part of the original Statewide Planning Goals when the City of Coos Bay adopted its portion of the Coos Bay Estuary Management Plan, and for this reason the water-oriented definition is not recognized within the City's planning documents. Commercial enterprises can be enhanced by the water so it is important for the City to include this definition.

***Recommendation:** It is suggested that the City develop standards and criteria for water-oriented businesses which can be enhanced by their location on the water. By doing so, the City can encourage water-oriented commercial businesses as part of their overall strategy for development. Specific recommendations are included in Appendix D, Land Use Plan Amendment, an element of this Front Street Master Plan.*

Connections with the Boardwalk:

The Coos Bay Boardwalk lies directly to the south of Commercial Avenue (the south boundary of the District). It will be important for the Waterfront Heritage District to connect with the Boardwalk so that the two projects are complimentary. In addition, the connection with the Boardwalk links the Front Street redevelopment to the existing Central Downtown core area of the City.

***Recommendation:** A physical connection with the Boardwalk can be achieved by extending and integrating pedestrian pathways, thus enhancing the cultural, educational, and visceral experience of travelers afoot. In addition, a bike path "bypass" route off US Highway 101 from Hemlock Street on the north to the Coalbank Slough bridge on the south could provide a linkage between Front Street's Waterfront Heritage District, the Coos Bay Boardwalk, Downtown Coos Bay and via the dike road, the South End Commercial District (i.e. Farr's True Value, Fred Meyer, etc.) as well.*

An integral component of connection with the Boardwalk will be a cross-coordinated graphic and informational design solution. Location and direction signage, historical references, and identifying markers, banners or symbols should be placed in each development area which directs a persons interest and attention to the amenities of the other unique districts.

Educational/Cultural Center:

Front Street will be an excellent location for public and private facilities which center attention on education, environment and culture to attract visitors and instill pride in local residents. The targeted area is shown on the Master Plan as "Ironworks Square."

Recommendation: Ironworks Square which interprets local history, the physical and/or aquatic landscape or coastal environments such as el Nino, tsunamis, fish populations or other features which are part of the culture of the area should be a goal for the Front Street redevelopment.

The Square can provide information in a technologically oriented format (I-max theater or other) with a family atmosphere which will help residents and visitors understand the local environment and encourage them to participate in opportunities which the community has to offer.

The City is encouraged to explore partnerships with local institutions which focus upon the marine environment including, but not limited to the South Slough National Estuarine Research Reserve and the Oregon Institute of Marine Biology.

The opportunities for private businesses to provide small visitor facilities in conjunction with their business also exist. Such arrangements should be provided so that historical, cultural, landscape and environmental information provided is accurate and in good taste.

Interpretation:

Historic interpretation and/or interpretation of industry and waterfront activities should be encouraged in the Waterfront Heritage District. This suggests the use of small spaces to identify historic waterfront activities, identification of historic buildings, and information about businesses which are currently engaged in manufacturing, waterfront services or other activities which are not readily understood by the general public because they are not of a retail or service oriented nature.

Recommendation:

Interpretation can be coordinated by the City and carried out through public/private partnerships or by civic groups as appropriate. Examples include but are not limited to the following:

Matching brass plaques can be developed to identify waterfront buildings and activities.

- ◆ Tugboat and towboat operations can be identified in conjunction with historic information about the role of pilot ships.
- ◆ Arctic Ice (an ice-making enterprise located on Front Street) can be identified, along with information about their function and their markets.
- ◆ In the interview at Continental Wholesale Floral Greens, production manager Jason Everett noted that their building was built in the 1940's, specifically for the evergreen business. He noted that the business was originally known as Callisons, and that the name still shows up on the building. He believes that this is of historic significance, because it is the oldest evergreen building in Oregon. Identification of the evergreen business, its products and destinations would be of interest to residents and visitors.
- ◆ Scrap iron which is being collected and held for recycling should be identified as recycle material, along with its market destination.

Light fixtures developed from prototypes of those originally used on Front Street will provide an interesting link with history when their origins, their time of initial use, and the source of the light they historically provided is identified. The interview with Jack Jacobson of Coos Bay Ironworks revealed that the original plans for the lights can be obtained.

Manhole Covers produced at Coos Bay Ironworks and its predecessor, Nelson Iron Works have been observed at various locations around the City. All Waterfront Heritage District manhole covers should be those which were produced on Front Street (the names can be observed on the covers). These manhole covers can be gathered from around town and placed on Front Street and in other locations which are visible to the public in and around Front Street. A plaque or map identifying the locations of these manhole covers would provide an important link to the historic Coos Bay Ironworks facility.

Fire Hydrants produced on Front Street can also be viewed at various locations around town. If possible, it would be desirable to have fire hydrants produced by the Coos Bay Ironworks and their predecessor, Nelson Iron Works, operating on Waterfront Heritage District locations. Interpretive information should point out that the fire hydrants were

produced on Front Street. Blueprints for these hydrants are available, and they should be used for any new fire hydrants which are produced to service the Waterfront Heritage District.

A Weather Station where tides are recorded and graphed for people to view along with interpretation would be of interest to the public. Such an interpretive device would be dependent upon electricity, and it would need to be tended on a regular basis.

Navigation charts and information about mid channel markers and other navigation aids would provide interest. The information could be presented in conjunction with historical or current information about dredging, the depth of the Bay, and dredge spoils sites.

Historic Museums/Maritime Collections:

Museums and other facilities which emphasize history and the area's maritime heritage should be encouraged within the Waterfront Heritage District.

Recommendation: The Coos Bay Ironworks building and portions of buildings and properties can be dedicated to this in conjunction with business operations. Attempting to maintain opportunities for viewing collections in conjunction with business enterprises should be considered due to the ongoing expense of maintaining public museums and the importance of regular public viewing hours.

Opportunities for obtaining and maintaining a decommissioned Coast Guard lifeboat should be explored.

Identification of Waterfront Heritage District/Signage:

It will be important to provide a sense of arrival for tourist as well as occupants and customers. Signage along US Highway 101 South and North introducing the area together with distinctive lighting patterns and surfaces will be integrated with the plan and standards.

Recommendation: Develop entrance monuments at each end of the Waterfront Heritage District along US Highway 101 – north of Elm Street on 101S and north of Market Street on 101N. Traffic control devices and speed limitations will be necessary. Also light poles should be fitted with banners together with other Master Plan street improvements.

Rail Line for Trails and Trolleys:

Currently the rail is vital to the area's commerce. If the rail line is abandoned in the future, the City should take steps to acquire the right-of-way as it is essential to Front Street.

Recommendation: The City should acquire first right of refusal in the event that the railroad abandons its line. However, it is possible that the working rail line and a trolley system can co-exist. The City should work to develop a joint use agreement with Union Pacific (owner) and Central Oregon Pacific (lessee) to allow the operation of a trolley-type system between the waterfronts of Coos Bay and North Bend. Acquire rail if necessary.

Community Activities:

Front Street provides an opportunity for a retail commercial street which can be closed to traffic for parades and other pedestrian activities.

Recommendation: The City will want to encourage the use of Front Street for community activities and events. Use of Front Street as a central focus for community activities and events is consistent with historic Front Street activity.

Waterfront Theater:

Waterfront theater within coffee houses and restaurants, on ships which dock at Front Street and/or in other Front Street facilities would be an asset because theater brings action and excitement. Theatrically based historic tours and enactments of historical events could occur where the streets meet the waterfront, or on the docks during the summer months.

Recommendation: Partnerships with high school theater groups and other live theater groups should be encouraged. The reenactments and theatrically based tours would not only provide creative cultural outlet, but they could provide a source of income and accomplishment for students, retired seniors and others.

Historic Homes within the Vicinity of the Waterfront Heritage District:

Some historic homes are currently located within the vicinity of the Waterfront Heritage District.

Recommendation: When the Waterfront Heritage District is established, promotional literature about the district can point out features of adjacent existing homes which were constructed during the period of early Euro-American settlement. This should only occur if the homes

have remained intact as “showplace” examples of historical structures which depict the Euro-American settlement period in history. This recognition can point out the waterfront heritage of the homes and enhance the aura of the Waterfront Heritage District. Architectural design guidelines of the Waterfront Heritage District are not proposed to be implemented outside the district.

Floating Dock, Secured area and Work Table:

A floating dock at water level, along with a work bench (table height) on the shore, and a secured site with lockers for buckets and poles would be an asset for school programs.

***Recommendation:** At the end of Alder Avenue pier, the development of a floating dock is envisioned for the use by the public. Tour boat boardings may be developed in conjunction with this site.*

A Tidepool Aquarium:

A closed system aquarium which does not mix with the Bay could be established along the waterfront.

***Recommendation:** This could be incorporated with educational kiosks for South Slough Sanctuary and Oregon Institute of Marine Biology.*

“The Irene”:

Sause Bros Ocean Towing has offered to donate a tug, “The Irene,” and to help construct a permanent Front Street display for the tug.

***Recommendation:** The tug “Irene” may be displayed on the north entry between US Highway 101S and 101N to compliment the Knutson tug on the Boardwalk.*

Clemson Maritime Collection, Anchors and other Historic Maritime Items:

The City has been offered the opportunity to have a portion of Mr. Clemson’s maritime collection which is pertinent to the growth and development of the Coos Bay region. Other historic maritime items will be available to the City.

***Recommendation:** When available, the Clemson Maritime Collection will be a good resource for the Ironworks Square. Anchors and other historic maritime items should be incorporated throughout the Waterfront Heritage District.*

“The Eagle”:

The City of Coos Bay owns “The Eagle,” which was one of the last vessels to be constructed on Front Street.

Recommendation: “The Eagle” can be used as a feature in landscaping at an appropriate location within the District. This can be on public or private property. Situation of “The Eagle” on private property can be arranged through an agreement between the City and the property owner.

Art Galleries:

Art Galleries, especially those which focus on local artists and marine art should be encouraged on Front Street.

Recommendation: Art galleries should be directed to property owners and not subsidized by the public.

Bridge Tender’s House and Trestle Engine from the railroad bridge which spans the entrance to the upper Coos Bay Harbor:

The Bridge Tender’s House and the Trestle Engine from the railroad bridge were installed in 1914, according to Jim Shaw of Koontz Machine and Welding, Inc., and they are no longer in use. Mr. Shaw has offered to donate space within his facility to restore the house and engine so that it can be featured on Front Street.

Recommendation: Volunteer efforts of the Model Engineering Club and of Mr. Shaw to acquire, restore and display the historic Bridge Tender’s House and Trestle Engine on Front Street should be encouraged.

Impediments

Impediments to the redevelopment of Front Street fall into three categories: 1) those that are related to the physical environment; 2) those that are related to regulations; and 3) those that are economic in nature.

In many cases these categories overlap so that it is difficult to place a particular impediment in just one category. This is because impediments can often be overcome if and when the economic conditions are right; the added cost of doing business which comes as a result of regulations becomes less of a burden when there is a greater economic return to be expected as an end result. For this reason, the impediments will be

presented along with discussion about steps which the planning team took to identify the impediment and to be informed about possible solutions. Recommended solutions and/or alternatives are presented along with the specific impediments.

The planning team held several meetings with state agencies and other identified stakeholders to gather information about impediments and the solutions which could be available to alleviate impediments which do exist.

Working Railroad Runs Through the Center of Front Street:

The Union Pacific Railroad (formerly Southern Pacific Railroad) runs right down the center of Front Street. This is a working railroad operated by Central Oregon and Pacific Railroad, and occasionally it is an impediment to traffic and pedestrian movement on Front Street.

Circulation problems which exist because of the railroad and the occasional train that passes through Front Street will be exacerbated when Front Street properties which are currently vacant or underutilized redevelop to retail and service businesses.

A letter from Oregon Department of Transportation (ODOT) Planner, Michael Baker, dated July 13, 1998 states, "Because of the existing rail lines, care should be taken to provide safe pedestrian crossings and ingress/egress to the area....further enhancement of rail crossing for automobile traffic may also be needed."

A representative of Central Oregon and Pacific Railroad which currently leases the line from Union Pacific notes that the railroad will need signalized grade crossings or overpasses.

There are questions regarding the ownership of the railroad right-of-way on Front Street. Ownership needs to be clarified.

The community wants to maintain rail because rail is necessary for industry, and there is some concern that planning for the rail to be gone in the future will have the effect of showing a community preference for rail to disappear from Front Street.

Because of the movement of the ground when the train goes by, some treatments such as tiles cannot be used on in the construction on Front Street without reconstruction of the rail bed.

Discussion, Alternatives, Recommendations: *Is it in the public interest to reconstruct the rail line between Market Street and Elm Avenue.*

Parking Space within the Waterfront Heritage District will be limited:

Front Street has limited space for parking. At the present time employee parking uses most available space during the week days.

Discussion, Alternatives, Recommendations: *Every effort to achieve parking within and adjacent to the Waterfront Heritage District should be pursued. Presently the north side of Date Street cannot be used for diagonal parking because the entire length of this street between Bayshore and Front Street is a loading dock for a thriving manufacturing business. Creating good parking should be a goal on all other side streets. The City should work to implement a parking district for Front Street.*

Access to Front Street via US Highway 101 Northbound and Southbound requires improvement:

Currently, commercial truck traffic departing Front Street for southbound destinations have difficulty accessing the Highway due to lack of signal control at intersections. Further, all traffic attempting to cross Bayshore to access Front Street experience problems due to the high traffic count and speed of travel limiting the opportunities to cross the intersection safely. Improved access to Front Street is proposed at two intersections with the installation of new traffic signals. The intersections of Bayshore/Alder and Broadway/Alder provide the critical links. The conceptual design plan identifies a new intersection at Broadway/Cedar which will serve to capture southbound traffic for Front Street while taking some of the burden off of the Alder Street intersections. A deceleration/refuge lane will be required by the Oregon Department of Transportation.

Discussion, Alternatives, Recommendations: *Representatives of the Oregon Department of Transportation and the Oregon International Port of Coos Bay have expressed concerns because their goal is to keep traffic and freight moving, while the proposed traffic signals will have the effect of slowing down traffic. Slowing traffic in the new Waterfront Heritage District is an integral component of the Master Plan. An overpass is no longer in consideration. An off-ramp is not necessary if our proposal to lower the grade of Broadway is accepted whereby a simple intersection is created and visibility is improved.*

Front Street Properties may be subject to Environmental Cleanup:

The level of environmental cleanup necessary for specific Front Street properties or for Front Street properties as a unit is not known, as site specific assessments have not been completed. Because industrial uses have been located on Front Street in the past, the Planning Team anticipates that some cleanup may be required. The need for extensive environmental cleanup, however, could greatly reduce the ability of property owners to develop and/or market their properties due to increased costs and time delays.

The Front Street Steering Committee met with representatives of the Department of Environmental Quality (DEQ), Keith Anderson, Kerri Nelson and Ruben Kretzschmar on June 10, 1998. Questions which were raised by the Steering Committee at the meeting centered upon the options and alternatives. Options and alternatives are not clear, however, because the nature of potential environmental problems in the Front Street area, or lack thereof, is not known.

For instance, the following question was raised: "Can a property owner build on top of pilings without cleanup if there is contamination under the pilings?"

DEQ representatives could not definitively answer the question without more information on the nature and extent of the contamination, its source and how building might exacerbate the contamination or make it more difficult to clean up.

There was discussion of how environmental assessments might be funded for the Front Street area, including discussion of EPA Brownfields Site Assessment Grant money. However, DEQ representatives noted that EPA Brownfields money could only be used for publicly owned properties which met certain criteria. DEQ did follow up with EPA on this issue and EPA reaffirmed that only publicly owned property was eligible for funding.

Discussion, Alternatives, Recommendations: DEQ representatives suggested that the City and private property owners may want to pursue Level 2 Environmental Site Assessment for properties in the Front Street area. Level 2 assessments generally include information on the current status of the site, the history of the site, and usually include limited sampling for potential site contaminants. DEQ can work with the City and/or property owners to help design or facilitate such assessments, under a letter agreement which includes provision for the City or property owners to pay DEQ's oversight costs. However, DEQ's involvement in the assessment process is not mandatory.

Following a Level 2 Assessment, the City and property owners will have several options. If no contamination is found, no further cleanup or investigation would be required. If sites are found to be contaminated, further investigation or site cleanup may be necessary. DEQ can also provide oversight services for cleanup projects. DEQ can also facilitate cleanup and redevelopment through the Prospective Purchaser Program, under which parties wishing to purchase contaminated sites can, under certain circumstances, be relieved of environmental liability in return for providing a substantial public benefit associated with the site. This frequently entails some level of cleanup and returning the property to a productive use, particularly one which produces jobs. These Prospective Purchaser Agreements are available to public and private entities.

Ownership of Tidelands is in Question:

A preliminary investigation of property ownership, title and deeds, surveys and interviews revealed some inconsistencies and possible misunderstandings of tideland ownership within the Waterfront Heritage District. Inquiries directed to the Division of State Lands revealed that clarifying the ownerships of the Front Street properties is a “job that could be simple or complex”, as there are questions such as, “Is it to mean high water or mean low water?” The ownerships have changed over the years due to fill within the tidelands. The issue is further complicated by the lack of uniform enforcement of lease payments due to (DSL) for improvements over the State’s tidelands. This issue, while not unique to the Front Street area, will affect the outcome of the Master Plan. A joint effort between the property owners, the City of Coos Bay and the Division of State Lands to negotiate an equitable solution is now vital to the proposed Dock Street component of the Master Plan.

Discussion, Alternatives, Recommendations: *To facilitate the construction of Dock Street and to encourage private investment which will develop the aforementioned tideland zone into a waterfront “streetscape” abutting Dock Street, it will be necessary to create of Public/Private partnership. One scenario, which we believe warrants consideration, recognizes the difficult issues of ownership, financing of public and private development and design:*

- 1. Assuming Dock Street is jointly developed between the waterfront owners and the City of Coos Bay, it ultimately is dedicated as a public right of way.*
- 2. Dock Street becomes subject to lease from the Division of State Lands.*

3. *Tidelands lying westerly of Dock Street and abutting the private waterfront owners is then deeded to said owners in return for their participation.*

While simply stated, we recognize implementation of the above scenario is very complex. However, in absence of a resolution to the tideland ownership and consistent implementation of leases, we find it difficult to foresee success in developing a vital component of the Front Street Master Plan – the waterfront.

Wind and inclement weather can make outside relaxation, dining, picnicking and walking unpleasant:

Coos Bay has a mild marine climate, but wind and rain can be a detriment for activities such as outdoor dining, shopping, walking and viewing activities on the Bay. The challenge for pedestrian oriented businesses which locate on Front Street in the future is to take advantage of the water location and views, but to maintain protected areas where the public can enjoy the outdoors without being exposed to all the elements. To accomplish this, it will be necessary to invite the sunshine into buildings and spaces while sheltering these spaces from the wind and rain.

Discussion, Alternatives, Recommendations: The goal is to locate outdoor spaces to the south of the buildings so that the spaces will take in the sunshine. People will congregate where there is sunshine, while shady spaces remain vacant.

Small courtyard areas which open out to the Bay and to the decks which overlooks the Bay (Dock Street within Tier 1 - See Drawings 2 and 3). Cover the courtyard areas with roofed verandas or porches which are continuous with both the inside of the building and the courtyard area. By assuring that there are plenty openings from the main building into the courtyard area the building will open up and provide a wind protected outdoor area.

Lack of a large regional population is a detriment to tourism development:

Tourism is a major industry in the Coos Bay region. However, Coos Bay is located outside of a major regional population center. Because of this, businesses which depend on tourism alone are very seasonal in nature. The seasonal nature is a detriment to the development of the destination visitor attractions.

Discussion, Alternatives, Recommendations: *Front Street businesses and other attractions should be designed to appeal to the local population and visitors, recognizing that tourism is very seasonal (summer and shoulder seasons) within the South Coast region. Businesses and attractions which appeal to visitors and the local population, including residents of the entire south coast, will be an economic asset to the redevelopment of Front Street.*

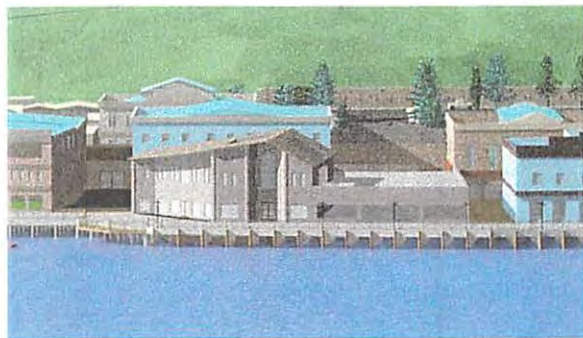
Front Street Master Plan



Mayor and City Manager of Coos Bay

Chapter Eight

Land Use Planning Issues



Lounge/Bar and Retail

Land Use Planning Issues

Identification of Issues

The City of Coos Bay's Front Street waterfront property is not currently available for the redevelopment which is described in this master plan. This is because Front Street waterfront properties are currently managed for Especially Suited for Water Dependent (ESWD) industry which does not allow restaurants, pubs, motels, retail uses and residential uses.

The ESWD management designation is set forth in the Coos Bay Estuary Management Plan, and the City of Coos Bay Comprehensive Plan 2000, and it is implemented by the City's Land Development Ordinance. While these are local documents, the decisions were reached based upon interpretation of Oregon's Statewide Planning Goal #17 which sets forth the factors for "Protection of sites especially suited for water-dependant uses," and the local documents have been acknowledged by the Oregon Land Conservation and Development Commission.

The ESWD management designation is an industrial designation which allows water-dependent recreational uses; it was first applied to Front Street properties in the early 1980's, and it applies today.

In order to redevelop Front Street as a mixed use waterfront district which encourages commercial use and pedestrian activity, the City has recognized the need to remove the ESWD management designation from Front

Street properties. This will require that the City adopt amendments to the Coos Bay Estuary Management Plan and the City of Coos Bay Comprehensive Plan 2000, Volume III.

A regional economic analysis has been completed which recognizes the need for the Front Street waterfront redevelopment. In addition, the economic analysis shows that there is a surplus of property designated for ESWD.

In addition to the amendments which are necessary to remove ESWD, the City's Comprehensive Plan 2000 must be revised to include strategies which recognize that the City's historic preservation, recreation and open space, economic development, and housing goals can be met by the Front Street redevelopment.

New zoning must be implemented to permit the uses and activities which are envisioned.

Recommendations

Recommended language, and analysis to justify the amendment which removes the ESWD designation from all Front Street waterfront properties except for two parcels which are known as the Central Dock properties are included.

Because the Central Dock properties at the North end of Front Street have had water-dependent industrial users operating on the property in recent years, an exception to Statewide Planning Goal #17 is being proposed for the Central Dock properties. The exception sets forth the reasons why the Goal #17 factors should not apply and sets forth the need for the Central Dock properties to have the exception. The exception is proposed to remove the ESWD designation from the northern two parcels of the Central Dock properties.

Specific language, including a special allowance for Coos Bay's Front Street Redevelopment, is proposed for the Coos Bay Estuary Management Plan. The special allowance recognizes the purpose of the Waterfront Heritage District.

A new zone, the Waterfront Heritage zone (W-H) is proposed as an amendment to the City of Coos Bay Land Development Ordinance 93. The zone is designed to be consistent with the intent of the Waterfront Heritage District. In addition to permitted and conditional uses for both the ground level and upper level, architectural design standards are included.

Also proposed is a revision which sets forth water-oriented standards. When applied, the water-oriented standards will provide a standard for approving commercial uses "whose attraction to the public is enhanced by a view of or access to coastal waters."

Appendix D - Land Use Amendment, contains the recommend revisions to prepare Front Street for the redevelopment which is envisioned in this master plan. Appendix D is included as an element of the Front Street Master Plan.

Appendix D - Land Use Amendment includes the following:

Part A

Justification and Findings for Legislative Rezone of Front Street Properties.

Part B

Exception for Central Dock Properties.

Part C

Revisions to the Coos Bay Estuary Management Plan/Coos Bay Comprehensive Plan 2000, Volume III.

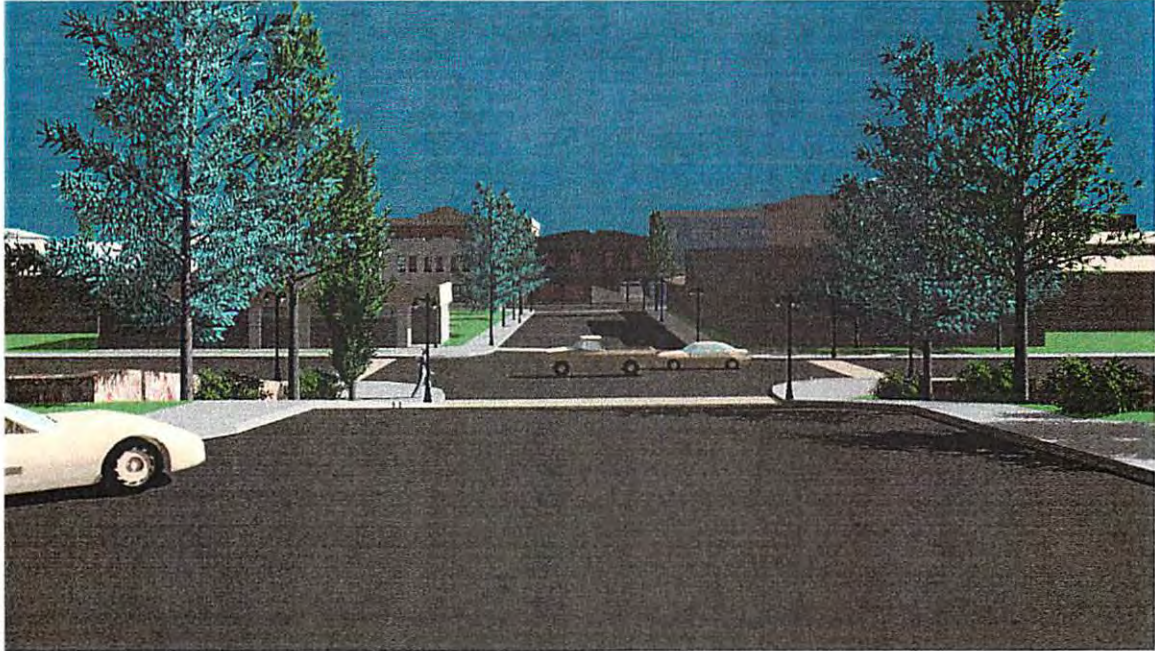
Part D

Revisions to Comprehensive Plan 2000.

Part E

Revisions to City of Coos Bay Land Development Ordinance 93.

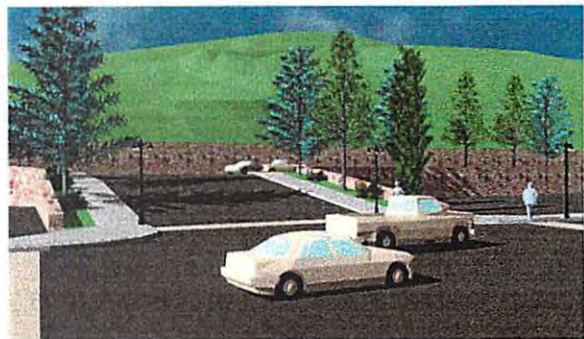
The amendments and revisions which have been discussed in this chapter are an important first step to the redevelopment of Front Street. It will be important for the City of Coos Bay to begin the lengthy processes for the land use amendment as soon as possible so that Front Street is open for new kinds of business.



Highway 101 Southbound Off-Ramp onto Cedar Avenue

Chapter Nine

Implementation



Cedar Avenue Off-Ramp from Northbound Highway 101

Implementation

Discussion of Phasing

It has been the goal of the Design Team to develop a master plan which can be implemented in phases by the Urban Renewal Agency. A strategy which coordinates the tasks of rezoning the Front Street area into the Waterfront Heritage Zone together with phased projects to construct the infrastructure necessary to support the Master Plan is most desirable.

It is the Design Team's opinion and important to note that, investment in staff time and in specific improvement projects by the Urban Renewal Agency must precede "critical site" private investment to assure conformance with and the integrity of the approved Front Street Master Plan. Further, said timely investment by the City is likely to reap dividends by accelerating the pace of private investment in the Waterfront Heritage District.

The Design Team envisions the Front Street Master Plan taking a minimum of twenty years; to reach a level of maturity in growth and density depicted in the Plan. Obviously, unforeseen economic factors affecting investment by the private sector as well as the Urban Renewal Agency's annual budgets may extend this planning period much further. However, if twenty years is accepted as a baseline timetable, then, it should be the goal of the Urban Renewal Agency to complete all phases of public investment within ten years of first implementing the Master Plan.

Recommendations for Phasing

Implementation of Infrastructural Improvement Projects by the Urban Renewal Agency are recommended by task and sequencing as follows:

Recommended Urban Renewal Projects – Front Street Master Plan, Waterfront Heritage District

A. Reports or Studies

1. Broadway Street Design Study and Recommendation to Oregon Department of Transportation.
2. Comprehensive Traffic Study of the Waterfront Heritage zone – based upon approved Front Street Master Plan.
3. Environmental Assessment (Level 2) of Core zone.
4. Target Land Acquisition and Title Report.
5. Underground Utilities Engineering Study.
6. Interpretive Graphic Study – based on approved Front Street Master Plan.

B. Construction Projects

1. Bayshore Drive/Commercial Avenue to Fir Avenue – Street Improvement Project.
2. Alder/Birch/Date Avenue/Bayshore Drive to Coos Bay – Street and Parking Improvement Projects.
3. Front Street (Core Area)/Alder Avenue to Date Avenue – Street Improvement Project.
4. Waterfront Heritage Gateways Projects – North and South.
5. Waterfront Heritage District (Lot One) Parking and Landscaping Project.
6. Date Avenue Pier Dock Construction Project.
7. Front Street (Transition – south)/market Avenue to Alder Avenue – Street Improvement Projects.
8. Front Street (Transition – north)/Date Avenue to Fir Avenue – Street Improvement Projects.
9. Date Avenue Pier/Lookout, Floating Dock, and “Ironworks Square – Phase One” Projects.
10. “Ironworks Square – Phase Two” – Building Project.
11. Broadway Street/Fir Avenue to Alder Avenue – Street Improvement Projects.

12. Cedar Avenue/Broadway Street to Front Street – Street Improvement Projects.

13. Alder Avenue Pier Dock Construction Project.

14. Alder Avenue Pier/Floating Dock Project.

15. Cedar Avenue Enhancement Project/Parking and Skywalk Project.

C. Loan Programs

1. Façade Enhancement Loan Program
2. Common Yard Enhancement Loan
3. Dock Street Acquisition and Construction Loan Program
4. Waterfront Heritage Zone Building Maintenance Loan Program

Please note that many of the above tasks require application and approval by various State agencies which must be factored into an approved timetable of implementation.

Public/Private Partnerships

In order to facilitate the Front Street revitalization effort for success it is understood that several of the above tasks will necessarily require cooperation between the City and affected property owners within the Waterfront Heritage Zone.

The City must take the leadership role in setting up guidelines for said partnerships and implement specific programs to encourage property owners and/or developers to upgrade and maintain their parcels, buildings and signage.

Appendix A – Front Street Master Plan Drawings

◆ Index of Drawings

- Drawing No. 1)

Front Street Master Plan

- Drawing No. 2)

Zoning/District Plan

- Drawing No. 3.1 – 3.3)

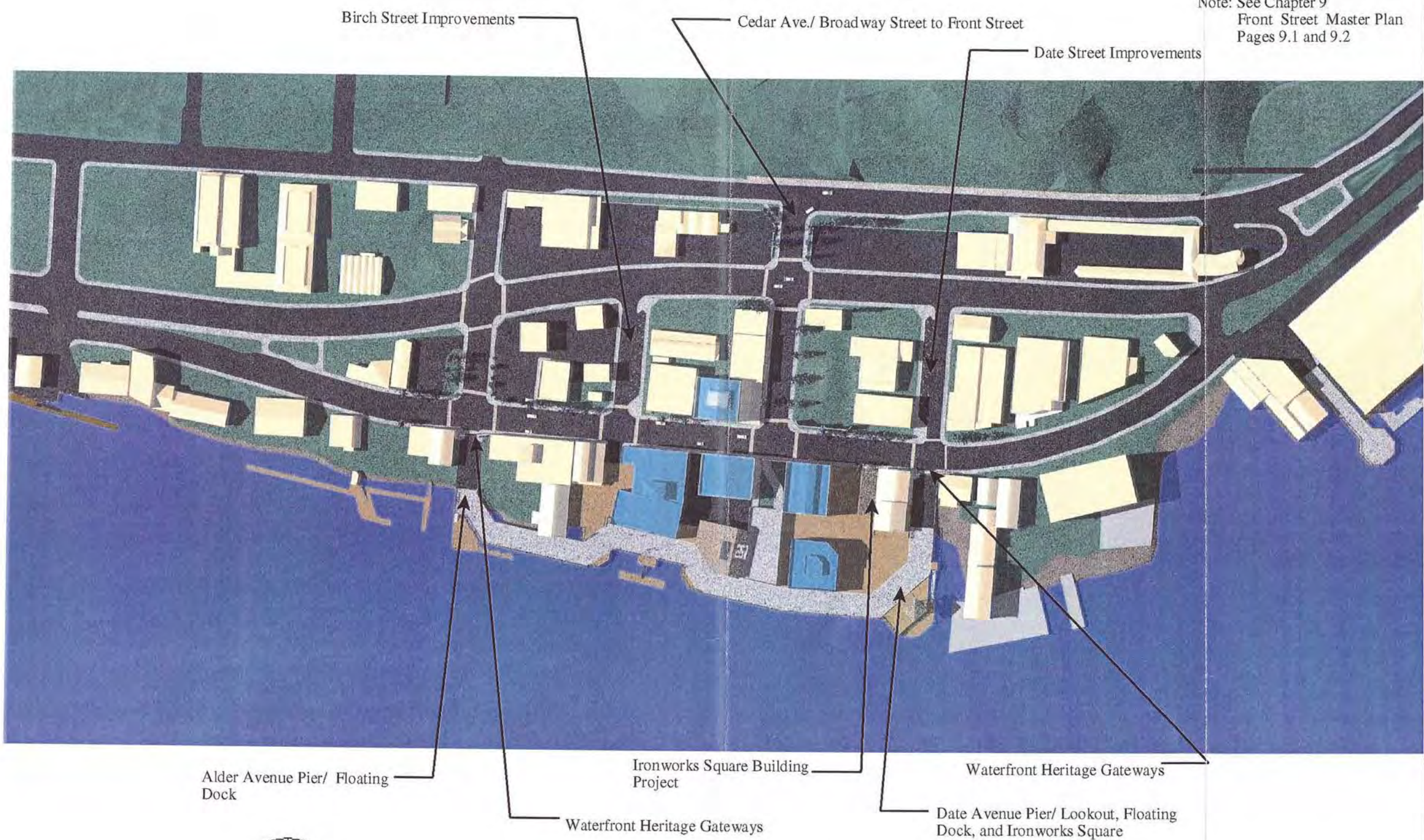
Traffic/Parking/Circulation Patterns

- Drawing No. 4.1 – 4.3)

Utilities Plan

- Drawing No. 5 – 7)

CAD Renderings



Note: See Chapter 9
Front Street Master Plan
Pages 9.1 and 9.2



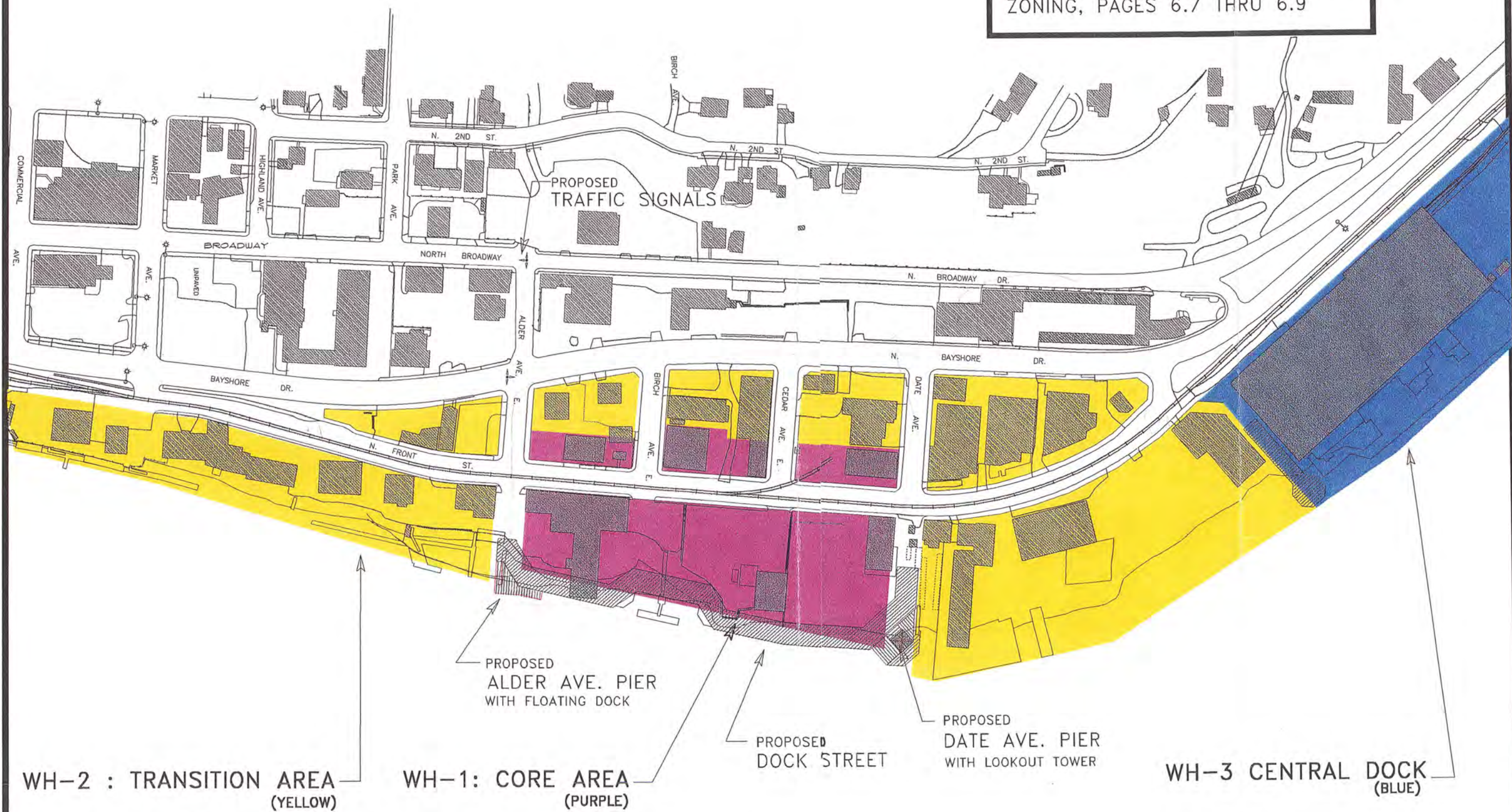
FRONT STREET
MASTER PLAN
COOS BAY, OREGON

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FRONT STREET
MASTER PLAN

FRONT STREET MASTER PLAN

NOTE: SEE CHAPTER SIX
WATERFRONT HERITAGE DISTRICT-
ZONING, PAGES 6.7 THRU 6.9



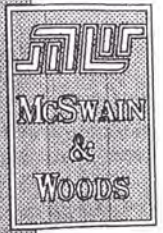
WH-2 : TRANSITION AREA
(YELLOW)

WH-1: CORE AREA
(PURPLE)

WH-3 CENTRAL DOCK
(BLUE)

ZONING / DISTRICT PLAN

SCALE 1"=200'



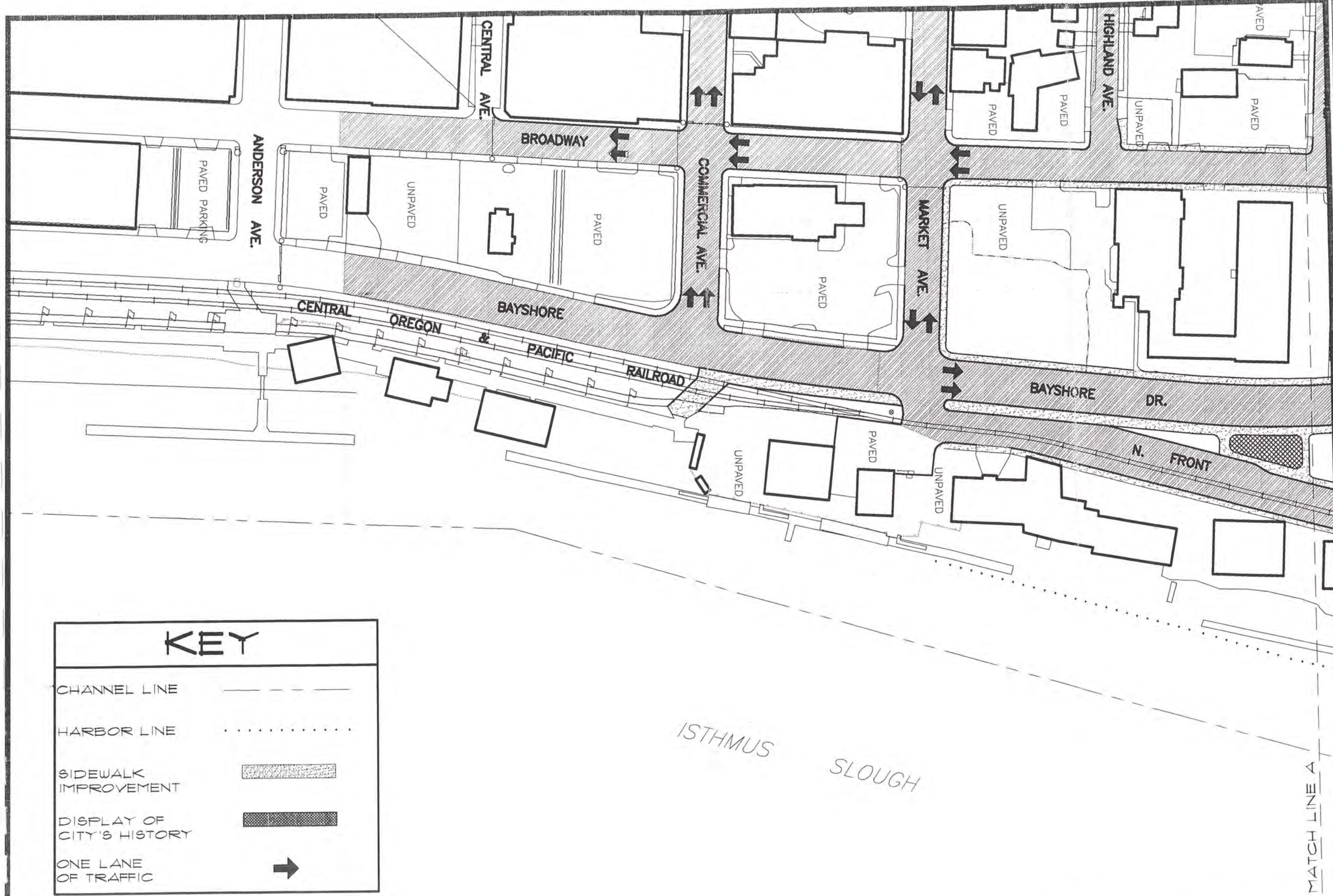
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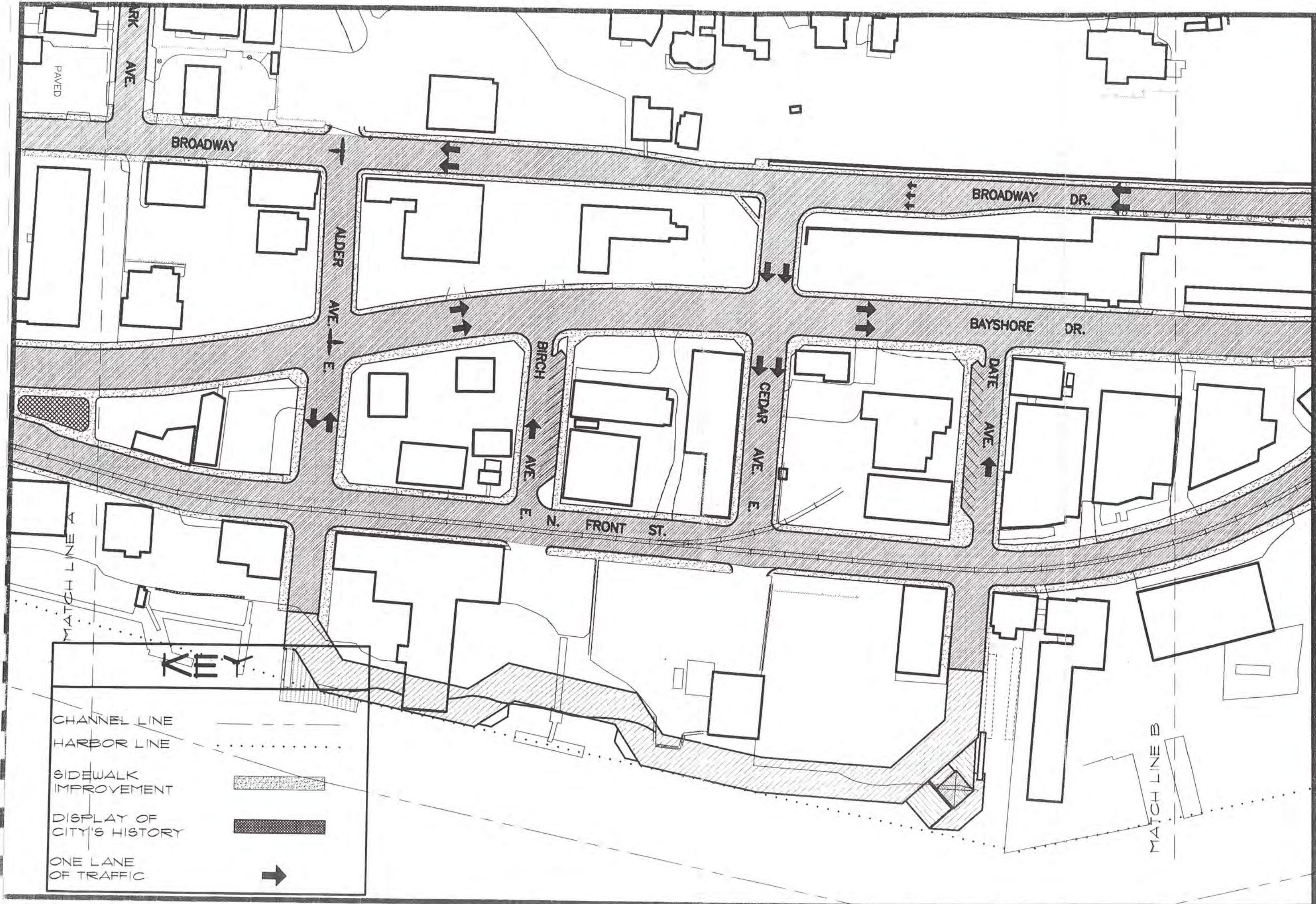
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CIRCULATION PLAN
SHEET 1 OF 3

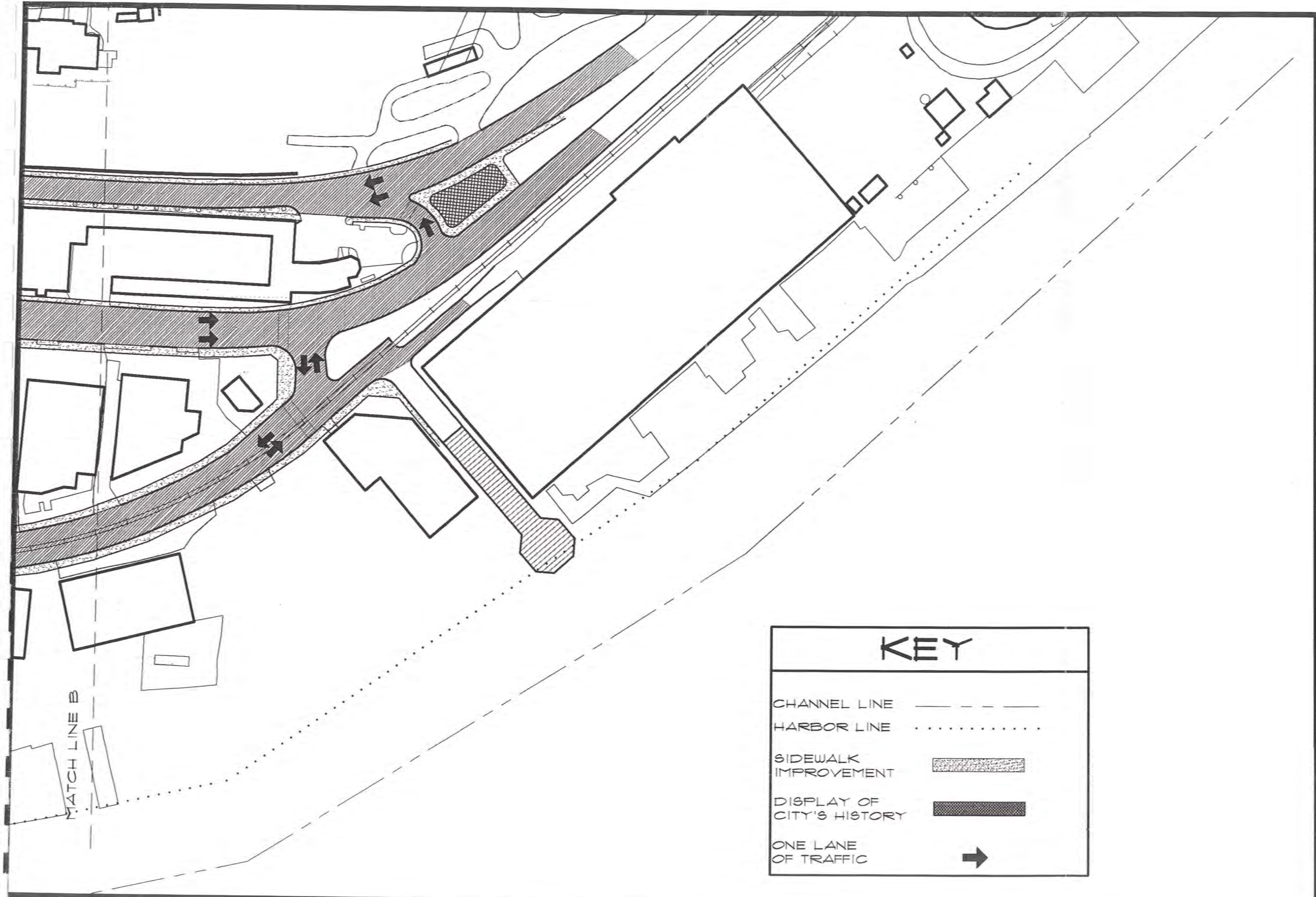
3.1



KEY

- CHANNEL LINE
- HARBOR LINE
- SIDEWALK IMPROVEMENT
- DISPLAY OF CITY'S HISTORY
- ONE LANE OF TRAFFIC





KEY	
CHANNEL LINE	---
HARBOR LINE
SIDEWALK IMPROVEMENT	[Shaded Box]
DISPLAY OF CITY'S HISTORY	[Hatched Box]
ONE LANE OF TRAFFIC	[Arrow]

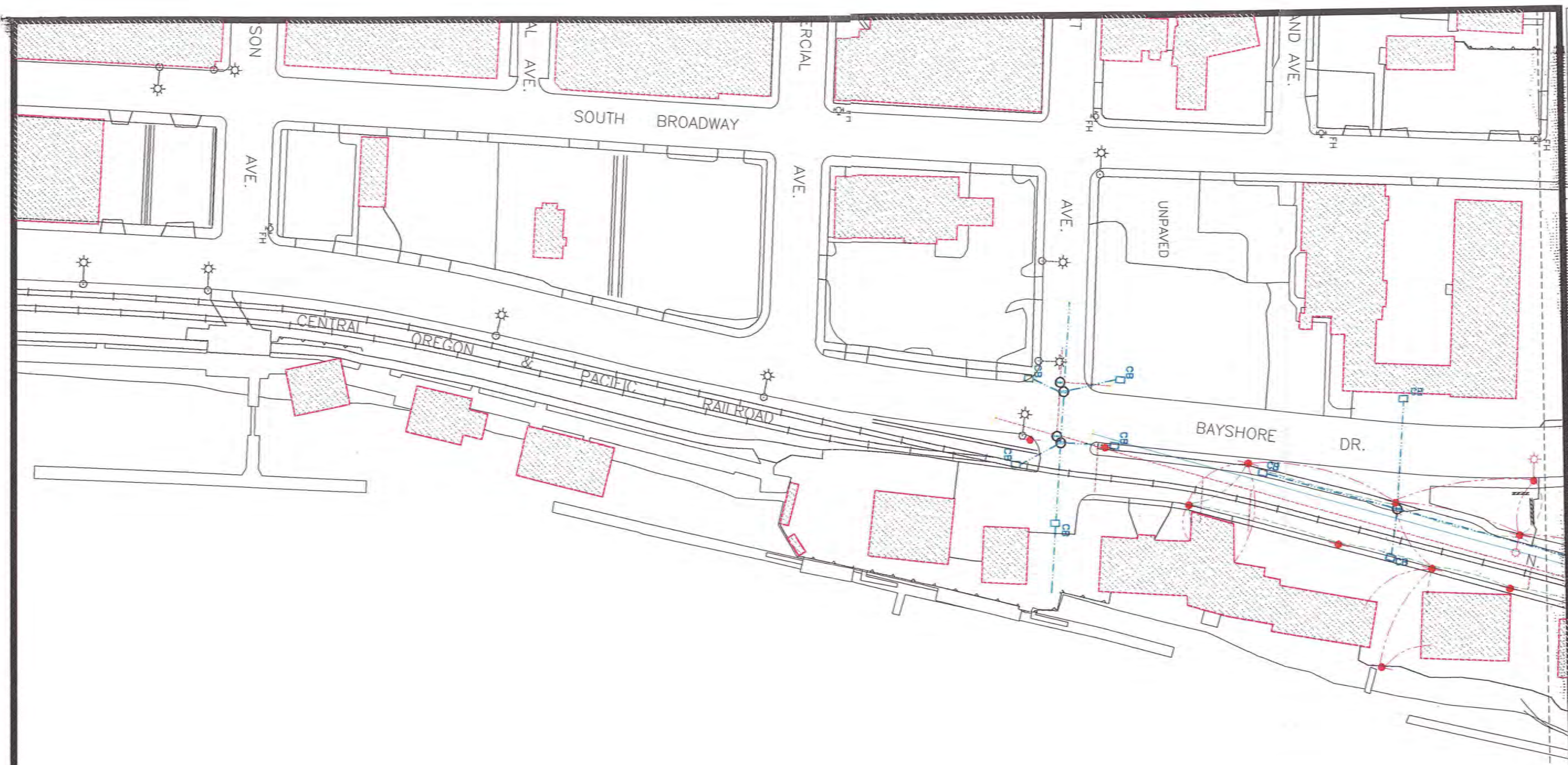


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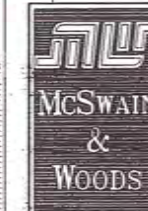
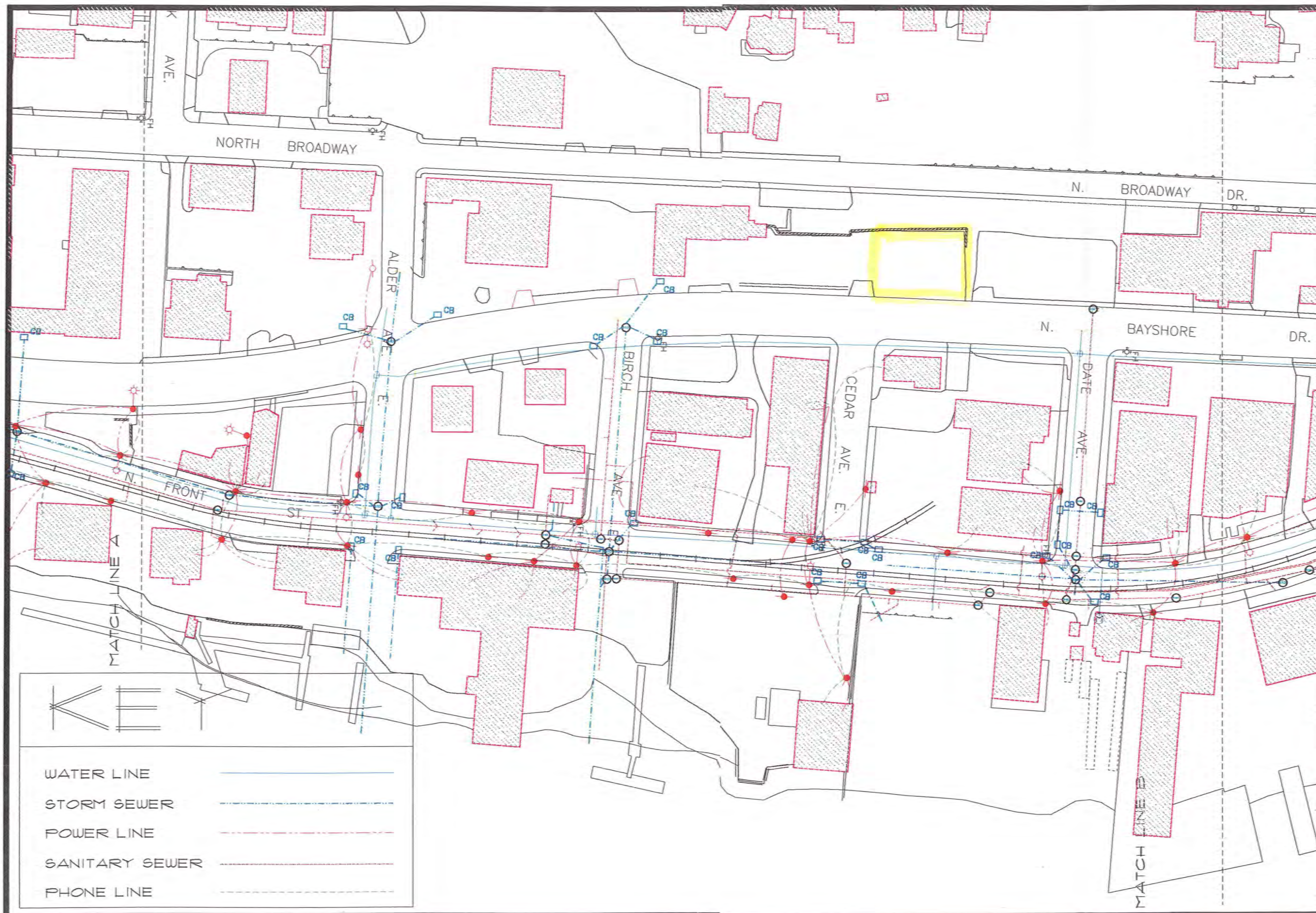
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SHEET TITLE:
UTILITIES PLAN
SHEET 1 OF 3



KEY

- WATER LINE
- STORM SEWER
- POWER LINE
- SANITARY SEWER
- PHONE LINE

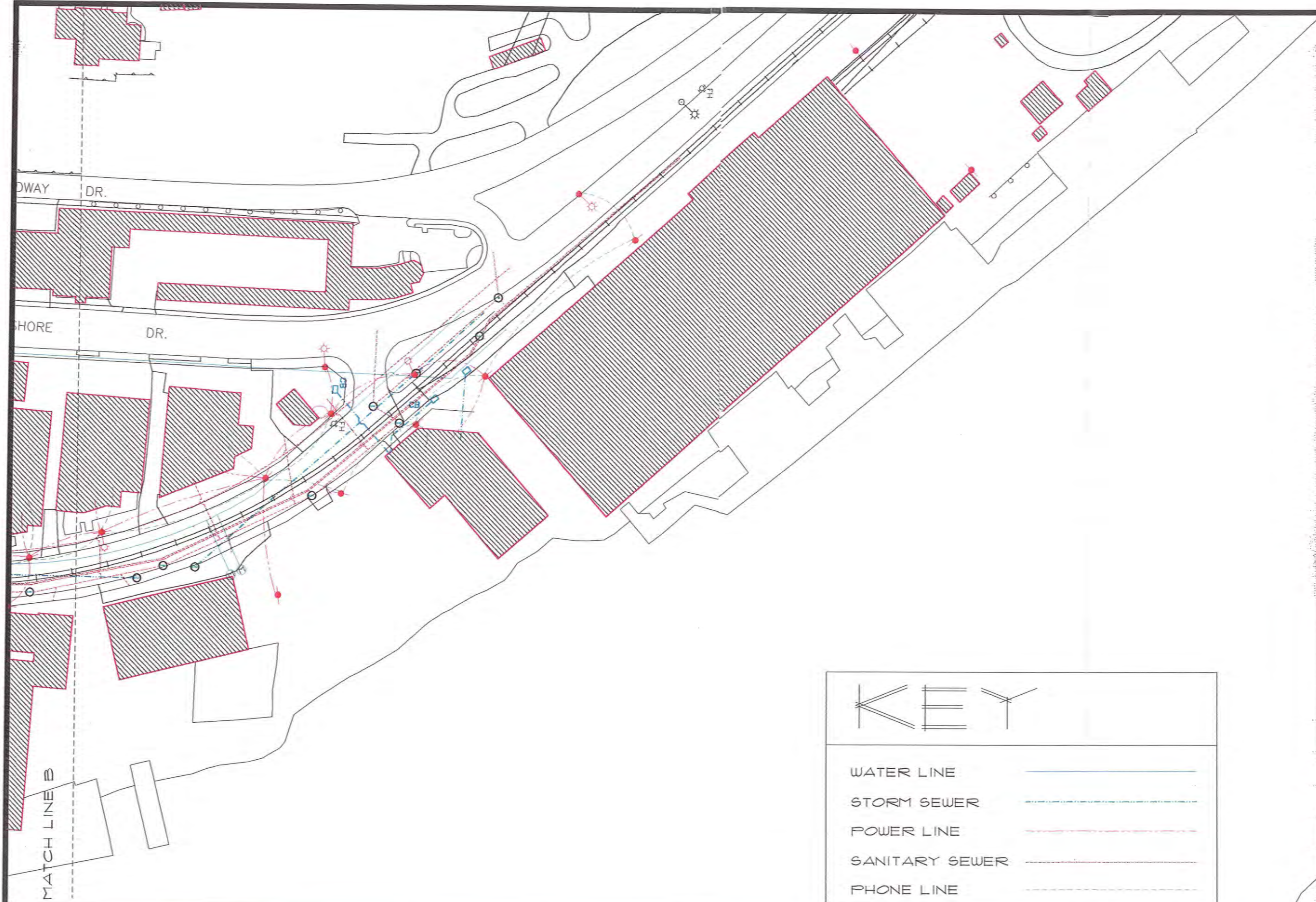


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SHEET TITLE:
UTILITIES PLAN
SHEET 2 OF 3



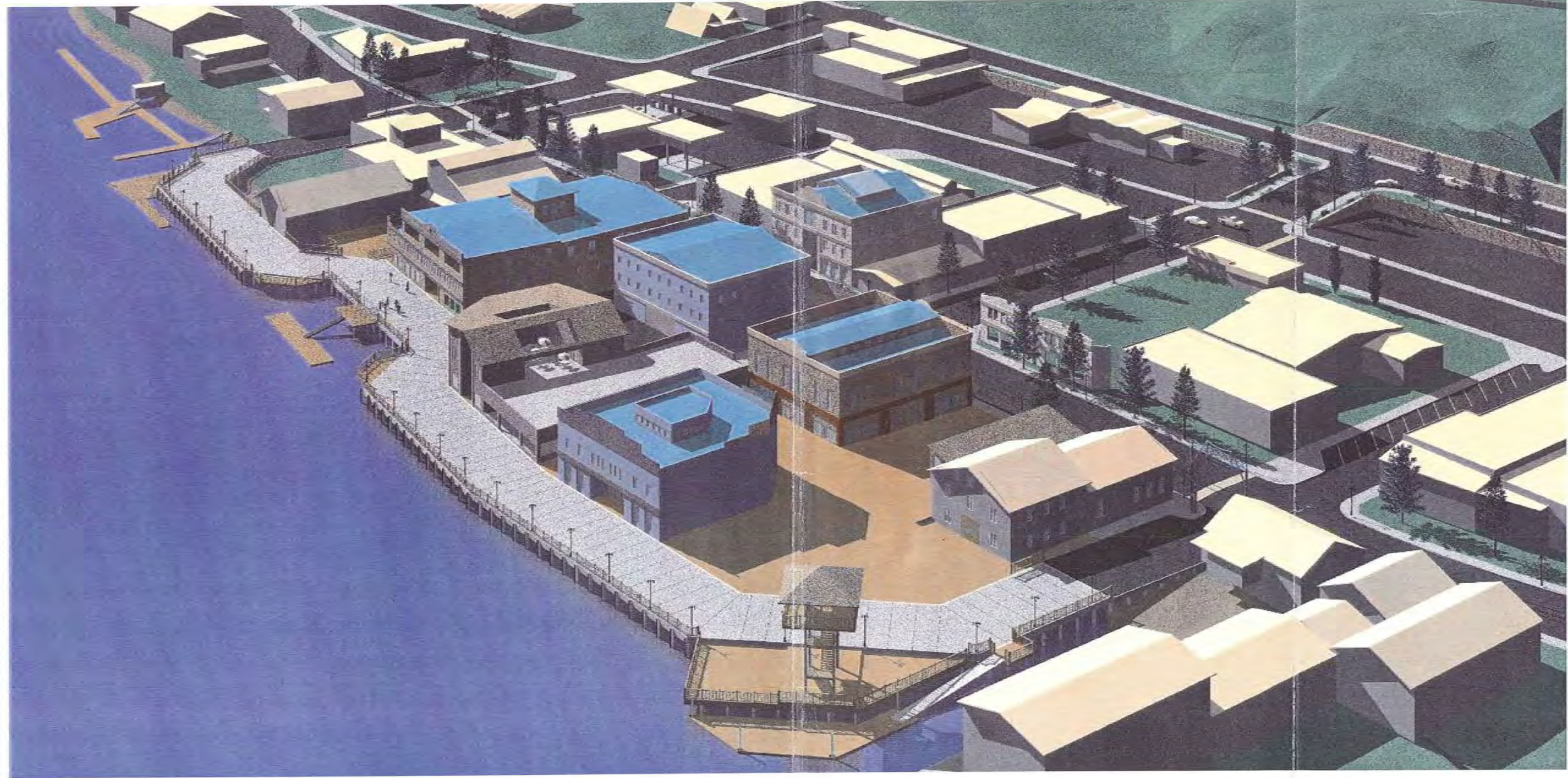
KEY	
WATER LINE	
STORM SEWER	
POWER LINE	
SANITARY SEWER	
PHONE LINE	



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SHEET TITLE:
UTILITIES PLAN
SHEET 3 OF 3



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VIEW FROM
THE NORTHEAST





FRONT STREET
MASTER PLAN
COOS BAY, OREGON



FRONT STREET TOWARDS
THE NORTH

Appendix B - Public Involvement/Agency Involvement

Public Involvement

There have been numerous opportunities for the public to be involved in the development of the Front Street Master Plan. These opportunities include the following.

- ◆ Property owner interviews and individual contacts.
- ◆ Property owner group meetings.
- ◆ Meeting to focus on history.
- ◆ Interviews to focus on history.
- ◆ Open house - town hall meeting.
- ◆ Urban Renewal meetings and public hearings.
- ◆ Bay Area Chamber of Commerce public presentation.
- ◆ Cultural group meeting.
- ◆ Public access television and other media coverage.
- ◆ Planning Commission hearings will be held in the future to gather public input on Appendix D - Land Use Plan Amendment.

Property Owners - Formal Contacts

Front Street property owners were formally interviewed, and with many property owners there were additional informal contacts. Information derived from the interviews is presented in Chapter 4. Confidential information provided by the property owners was taken into consideration in development of the plan. Following is a list of the property owners and the dates that interviews took place:

- ◆ Jack Schneiderman, Marshfield Corp. - 8/26/97, 10/20/97, 3/10/98
- ◆ Jim & Micky Shaw, Koontz Machine & Welding, Inc. - 9/16/97, 10/20/97, 10/21/97
- ◆ Wayne & Gloria Osten, Wayne's Color Centre - 10/22/97
- ◆ John Sweet, Sause Bros. - 10/23/97
- ◆ Jack Jacobson, Coos Bay Ironworks - 10/23/97
- ◆ Mark E. Falkenstein, Taco Time - 10/27/97, 3/16/98, 6/8/98
- ◆ Jim Cahill - 10/97, 11/13/97
- ◆ Everett & Wanda Bachman, The Shake Mill & other property - 11/4/97, 3/11/98
- ◆ Janet & Daryle Nelson, Prudential Seaboard Properties - 11/5/97
- ◆ Todd Goergen, Arctic Ice - 8/27/97, 11/6/97, 6/15/98
- ◆ Carl & May Jenson, Car Wash/Gas Station/Convenience Deli - 11/12/97
- ◆ Steve Woods, Jerry White, Steve Sweet, Coos Bay Pilots - 11/17/97
- ◆ John & Anna Brands, Central Dock - 11/17/97, 2/5/98
- ◆ George Case, Marshfield Sun Printing Museum - 11/21/97
- ◆ John Knutson, Knutson Towboat - 11/26/97
- ◆ Virgil Schmidt (Pacific Produce Building) - 12/1/97
- ◆ Jason Everett, Continental Floral Greens - 2/4/98
- ◆ Lonnie Van Elsberg (VFW) - 2/6/98
- ◆ William P. Sweet, Trucking - Unable to schedule a formal interview, but there were several informal contacts

Property Owner - Group Meetings

Meeting held March 17, 1998 at McSwain & Woods, AIA conference room: Participants included Everett and Wanda Bachman, Jack and Shirley Schneiderman, Jack Jacobson, Jim Shaw, Bill Grile, Stuart Woods and Crystal Shoji. There was a presentation of the preliminary conceptual design, and discussion.

Meeting held March 17, 1998 at McSwain & Woods, AIA conference room: Participants included Wayne and Gloria Osten, John and Anna Brands, Jim Paris, Todd Goergen, John Knutson, Nancy Clarke, Bill Grile, Stuart Woods and Crystal Shoji. There was a presentation of the preliminary conceptual design, and discussion.

Meeting held September 17, 1998 at the Cahill Building, 320 N. Front Street: Participants included May Jensen, Jack Jacobson, Mr. & Mrs. Steve Zimmerman (new owners of the VFW Post 318 building), Jim Shaw, Mayor Joanne Verger, Bill Grile, Bill Finney, Stuart Woods and Crystal Shoji.

Meeting held September 17, 1998 at the Cahill Building, 320 N. Front Street: Participants included John Brands, Mark Falkenstein, James Cahill, Teri Whitty, Bill Grile, Stuart Woods and Crystal Shoji.

Meeting to Focus on History

The planning team gathered historic information through firsthand interviews with individuals who had experienced Front Street at various stages in its history. Following this, the team gathered historic photos and information which has been written about the Front Street during the early Euro-American historical period. This information served as source material throughout the project.

A meeting to discuss the historic context of Front Street was held on October 10, 1997, in the Coos Bay City Hall Conference Room. The meeting, which was videotaped, provided valuable information which has been incorporated into this document. Present at the meeting were Anna and Dow Beckham, Don Matson, Gordon Ross, and Ann Koppy, along with City officials, and representatives of McSwain & Woods, AIA and Shoji Planning and Development. The historians provided rich discussion which came about as a result of their reactions and responses to historic photos of Front Street and to each other.

Open House - Town Hall Meeting

An open house and town hall meeting was held at the Coos Bay Library Auditorium on the evening of Thursday, June 11, 1998. The planning team presented architectural and planning concepts of the Front Street Master Plan and gathered input from approximately 35 individuals who attended the meeting.

Urban Renewal Agency Meetings/Public Hearings

Tuesday, June 16, 1998 - 6:00 p.m., Coos Bay City Council Chambers: Presentation of conceptual design/discussion.

Tuesday, July 8, 1998 - 7:00 p.m., Coos Bay City Council Chambers: Presentation of architectural concepts and land use planning concepts and schedule/discussion.

Thursday, August 20, 1998 - Coos Bay City Council Chambers: Update on Front Street project.

Thursday, October 15, 1998 - Managers Conference Room, City of Coos Bay: Meeting with State Community Solutions Team (State agencies) to discuss State lands/ownership issues, transportation and environmental issues.

Additional Urban Renewal Meetings/Public Hearings will be held in the future to review the draft plan and solicit input.

Cultural/Educational Group Meeting/Cultural Interview

There was an interview and discussion with artist Don McMichael November 19, 1998.

A meeting was held to present the conceptual design and to gather input from educational and cultural group representatives on June 9, 1998 at the Shoji Planning and Development conference room. Representatives of fifteen cultural and educational groups within the greater Bay Area were invited to participate.

As a result of this meeting, Tosca Means and Randall Tosh of the On Broadway Thespians, Carl Siminow and Ann Koppy of the Coos Historical Museum, and George Tinker, Marshfield High School biology instructor provided valuable input which has been incorporated into this document.

Bay Area Chamber of Commerce Public Presentation

A presentation was made to the Bay Area Chamber of Commerce on Wednesday, July 15, 1998. The meeting, which was open to the public, was announced in the local media. The presentation was an overview of design and planning concepts. A question and answer/comment period followed the presentation.

Public Access Television and other Media

Front Street Master Plan information has been available to the public on public access television. Urban renewal meetings and the Bay Area Chamber of Commerce public presentation and discussion broadcast throughout the Bay Area. This has provided an opportunity for the general public to fully understand the process and the proposals.

Media coverage has been excellent. The World newspaper printed the preliminary design concept and detailed information about the plan following the public meeting held at the Coos Bay Public Library in June, 1998. KCBY television and various radio stations also provided excellent coverage before and after the public meeting, and at various intervals throughout the project.

Agency Involvement

Meetings were organized with agencies to gather input and to inform the agencies about the development of the Front Street Master Plan. Information derived from the following meetings is discussed in Chapter 7 – Impediments and Chapter 8 – Land Use Planning Issues. The following formal meetings were held to discuss agency-related issues.

- ◆ Meeting with Department of Land Conservation and Development
- ◆ Meeting with Division of State Lands.

- ◆ Meeting with Department of Environmental Quality
- ◆ Meeting with agencies having jurisdiction within the planning area.

See October 15, 1998 Urban Renewal Agency meeting.

Department of Land Conservation and Development (DLCD)

The planning team and project steering committee met with Dave Perry, DLCD's South Coast Field Representative on November 19, 1998. Dave Perry presented information concerning Statewide Planning Goal 17 requirements for "especially suited for water dependent" (ESWD) shorelands to be protected for water dependent industrial, commercial and recreational use. He then presented information providing alternative routes which could be pursued in removing the ESWD restriction.

The decision to prepare a legislative plan amendment to remove the ESWD from the bulk of Front Street, and to pursue a land use exception for a portion of the property owned by Central Dock was made following this meeting and after additional discussion about the alternatives among City officials and the project team. Dave Perry toured the site with Crystal Shoji early in the project and discussed the project with her in May 1998.

Division of State Lands (DSL)

The project planning team and City Manager Bill Grile met with John Lilly of the Division of State Lands on January 13, 1998 to gather information concerning tidelands ownership.

Department of Environmental Quality (DEQ)

The planning team and project steering committee met with Keith Andersen, Kerri Nelson, and Reuben Kretschmar of DEQ on June 10, 1998 to discuss environmental cleanup related issues.

Agencies having Jurisdiction

A meeting was held on June 9, 1998 to present preliminary design concepts and gather input. The following agencies were invited to take part in the meeting with the planning team, and those who sent a representative are identified with an asterisk.

- ◆ Corps of Engineers*
- ◆ USCG Aids to Navigation Team
- ◆ Confederated Tribes of Coos, Lower Umpqua & Siuslaw Indians
- ◆ Department of Environmental Quality
- ◆ Central Oregon & Pacific Railroad*
- ◆ Union Pacific Railroad
- ◆ Oregon Department of Fish and Wildlife
- ◆ Oregon International Port of Coos Bay*
- ◆ Oregon Department of Transportation*
- ◆ City of North Bend*
- ◆ City of North Bend Fire Department
- ◆ City of Coos Bay*
- ◆ City of Coos Bay Fire Department

Appendix C - Credits

Historic Information

Thanks to the following individuals and organizations who contributed information about the history of Front Street and Marshfield which has been incorporated into Chapter 2 - Historic Context and Appendix D - Land Use Plan Amendment of this document.

Dow and Anna Beckham
Bill Campbell
Ann Koppy, Coos Historical Society Museum
Don Matson
Andy Nasburg
Keith Ott
Gordon Ross, Coos County Commissioner
Jack Schneiderman
Bob Simpson
Patty Whereat, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

City of Coos Bay

The Honorable Mayor Joanne Verger
Bill Grile, City Manager
Bill Finney, Community Service Director
Bruce Meithof, Community Services Director, project startup through March, 1998
Steve Doty, Interim Community Services Director
Kevin Cupples, Planning Administrator, project startup through July, 1998
Joyce Jansen, Assistant to the City Manager
Randall Tosh, City Attorney

City of Coos Bay Planning Commission

Steve Clay, Chair
Bruce Harlan, Vice-Chair
Christine Coles
Jeff Marineau
Philip Marler
Verena Matthews
Susan Spargo
Laura Barron, Coos Bay City Planner

McSwain & Woods, AIA - Staff

Sharon Muck, Office Manager

Chad Dixon, Computer Drafting and Project Graphics

Robert Donahue, Computer Drafting and Project Graphics

Brian McMillen, Director of CAD/Computer services

Department of Land Conservation and Development

David Perry, South Coast Field Representative

United States Forest Service

The United States Forest Service provided funding which made this project possible.

Rita Dyer

Others

Andrea Fontenot, AICP, Port of Olympia

City of Astoria Planning Department

City of Newport Planning Department

Appendix D – Land Use Plan Amendment Element

(Bound in separate cover. Copies are available upon request)