

# Draft Front Street Blueprint

Planning Commission Public Hearing and  
Advisory Committee Meeting #4

City of Coos Bay | ODOT  
31 May 2022



# Agenda



**WELCOME !**

5 minutes

Purpose - Process - Objectives

5 minutes

**FRONT STREET BLUEPRINT**

- Plan - Enhancements - Parking

15 minutes

**DISCUSSION #1**

30 minutes

- Phasing - Funding

10 minutes

**DISCUSSION #2**

30 minutes

**FINAL STEP**

5 minutes

# Advisory Committee + Consultants

*Acknowledgment and thanks to Coos Bay citizens, property owners and business owners who participated*

## City of Coos Bay

Joe Benetti  
Lucinda DiNovo  
Carolyn Johnson  
Jennifer Wirsing

Rodger Craddock  
Jim Hossley

Mayor  
City Councilor  
Comm Dev Administrator  
City Engineer/Assistant Community  
Development-Public Works Director  
City Manager  
Public Works/Community Development  
Director

## Coos Bay City Council

Joe Benetti  
Lucinda DiNovo, Secretary  
Drew Farmer, Vice-Chair  
Stephanie Kilmer, Chair  
Sarah Stephens  
Carmen Matthews  
Rob Miles

## Coos Bay Planning Commission

Jim Berg  
Patrick Terry  
Bill Davis  
Jeff Marineau  
Josh Stevens  
Rex Miller  
Amy Aguirre

## Coos Bay County Area Transportation District

Corey Leckband  
Richard Leshley

CCAT General Manager  
CCAT Board Member

## Oregon Department of Transportation

Jenna Stanke Marmon  
Virginia Elandt  
Robert Melbo

ODOT Region 3 Bike/Ped  
ODOT Region 3 Planner  
ODOT State Rail



## Downtown Association

Holly Boardman Executive Director

## Local Businesses

Eric Clough Front Street Bike Works  
Heidi Sause Front Street Provisioners

## Southwestern Oregon Workforce Investment Board

Kyle Stevens Executive Director

## FSAP Champion

Annie Donnelly

## Port of Coos Bay

Rich Lopez Coos Bay Rail Op. Manager

## Oregon Department of Land Conservation and Development

Hui Rodomsky South Coast Reg. Representative

## Consultant Team

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Emily Picha  
Nicole Underwood

David Evans and Associates, Inc.  
David Evans and Associates, Inc.  
David Evans and Associates, Inc.  
JLA Public Involvement  
JLA Public Involvement  
ECO Northwest  
ECO Northwest

# Purpose

*“...more bustling, vibrant, and inviting district with a mix of waterfront-related industrial employment, commercial, and limited residential uses.”*

**City Council:** began in 1990s

**Priorities:** balance business, tourism, residents



**City of Coos Bay**

Adopted December 19, 2017

Front Street  
Action Plan



Draft Front Street Blueprint

City of Coos Bay

May 24, 2022

# Process



Planning Commission Meeting  
*Open to the public*



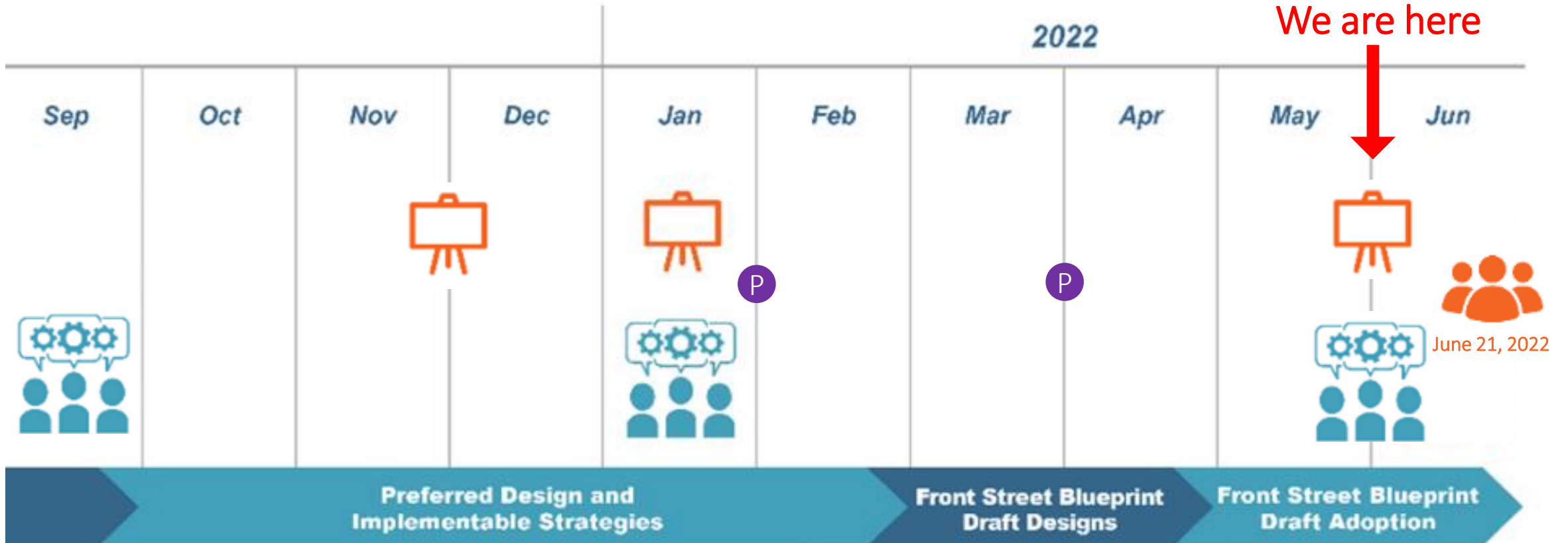
Advisory Committee



Property Owner Meeting



City Council Public Hearing  
*Open to the public*



# Design Objectives



- Bicycle + Pedestrian Safety
- Access + Intersections
- Wayfinding + Public Art
- Pedestrian Pathways + Overlooks
- Circulation + Connectivity
- Parking
- Future Projects

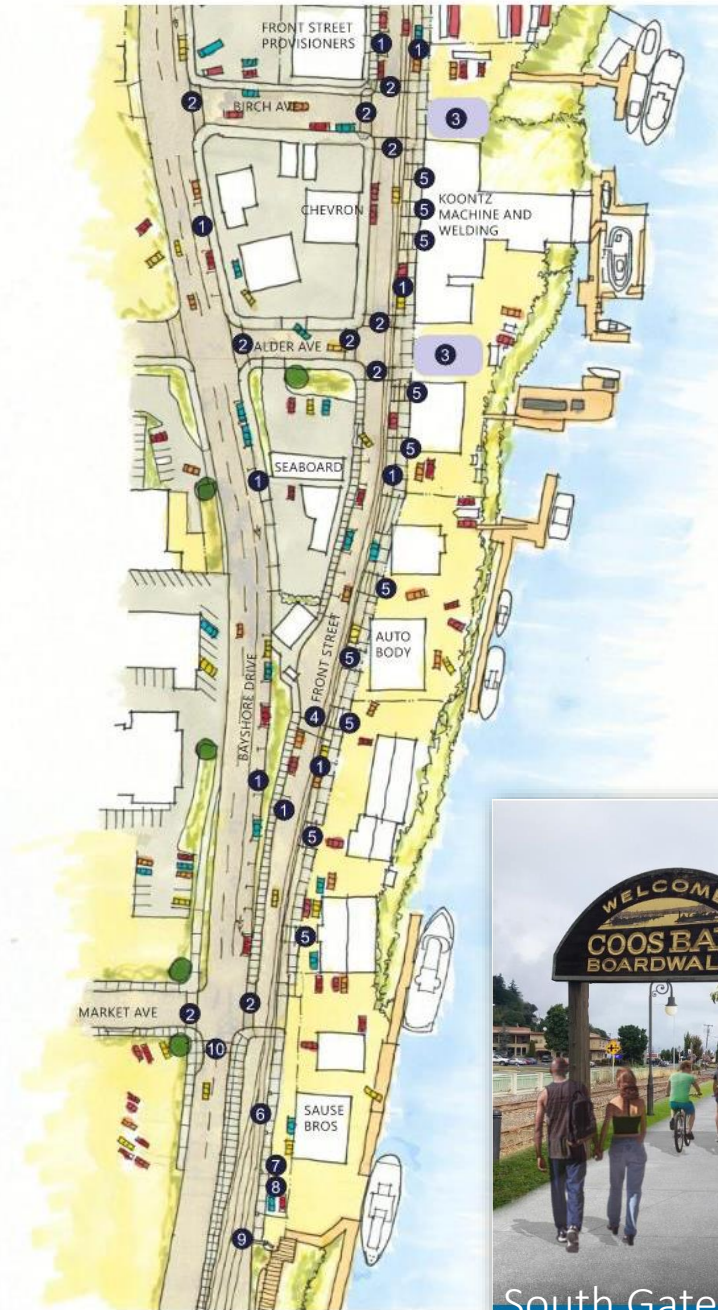
# North Area Schematic Plan



## PLAN KEY

- 1 MUSEUM WALKWAY CONNECTION
- 2 NATIVE PLANTING OR RIPRAP
- 3 DIRECTORY SIGN
- 4 LIGHT WATERCRAFT LAUNCH OPTION
- 5 PEDESTRIAN GATEWAY FEATURE
- 6 PEDESTRIAN CROSSWALK
- 7 NORTH FRONT STREET OVERLOOK
- 8 NORTH BOARDWALK
- 9 ANGLED PARKING
- 10 ON STREET PARALLEL PARKING
- 11 PUBLIC ART LOCATION
- 12 FUTURE PAVEMENT INFILL
- 13 POTENTIAL STRIPED PARKING AND POTENTIAL BIKE LANE
- 14 RAILROAD AND CLEARANCE ZONE
- 15 STUB STREET AND FUTURE OVERLOOK
- 16 CITY PARKING LOT
- 17 DRIVEWAYS MAINTAINED
- 18 POTENTIAL LOCATION FOR SCULPTURE
- 19 POTENTIAL LOCATION FOR INTERPRETIVE SIGNAGE ON FENCE
- 20 NORTH BOUND TURN LANE
- 21 POTENTIAL FUTURE ENHANCED CROSSING
- 22 PLANNED FOOD TRUCK COURT LOCATION

# South Area Schematic Plan



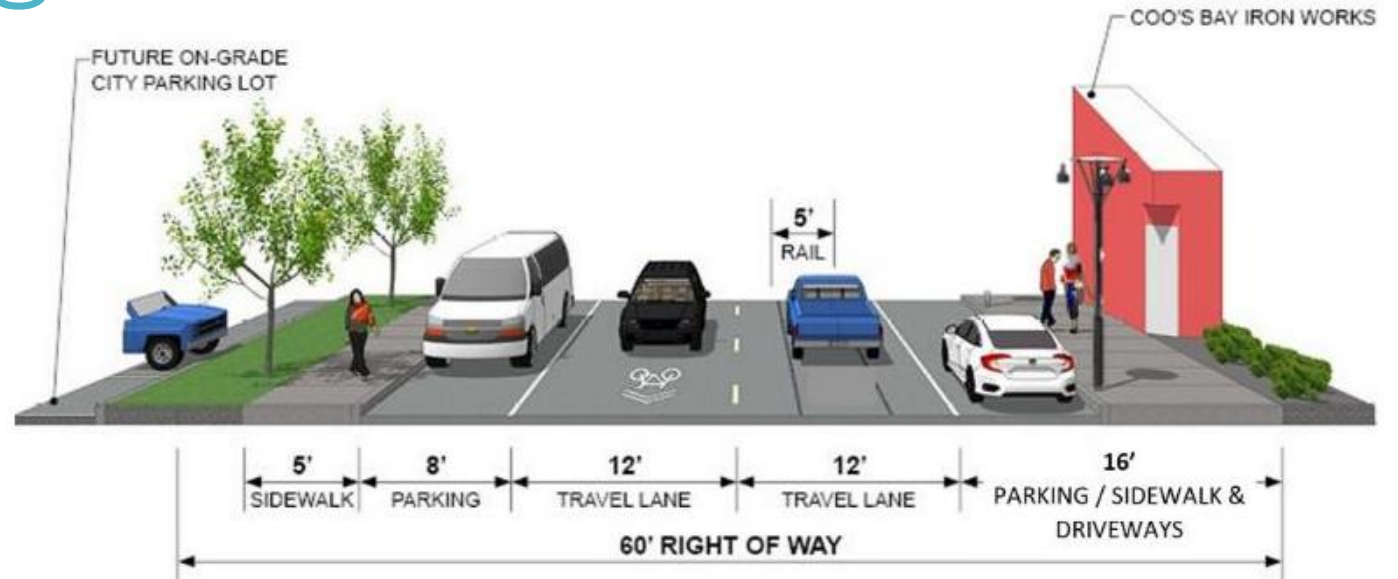
## PLAN KEY

- 1 POTENTIAL STRIPED PARKING AND POTENTIAL BIKE LANES
- 2 PEDESTRIAN CROSSWALK
- 3 POTENTIAL LOCATION FOR PUBLIC OVERLOOK
- 4 MID-BLOCK PEDESTRIAN CROSSING
- 5 DRIVEWAYS PRESERVED / MAINTAINED THROUGHOUT PLAN AREA
- 6 TWO-WAY / ONE LANE YIELD STREET AND PATH
- 7 MAINTAIN DRIVEWAY AND GATE ACCESS
- 8 TWO PARKING SPACES
- 9 SOUTH PEDESTRIAN GATEWAY FEATURE, DIRECTORY SIGN, BIKE RACK, AND ORNAMENTAL LANDSCAPING
- 10 POTENTIAL FUTURE ENHANCED CROSSINGS

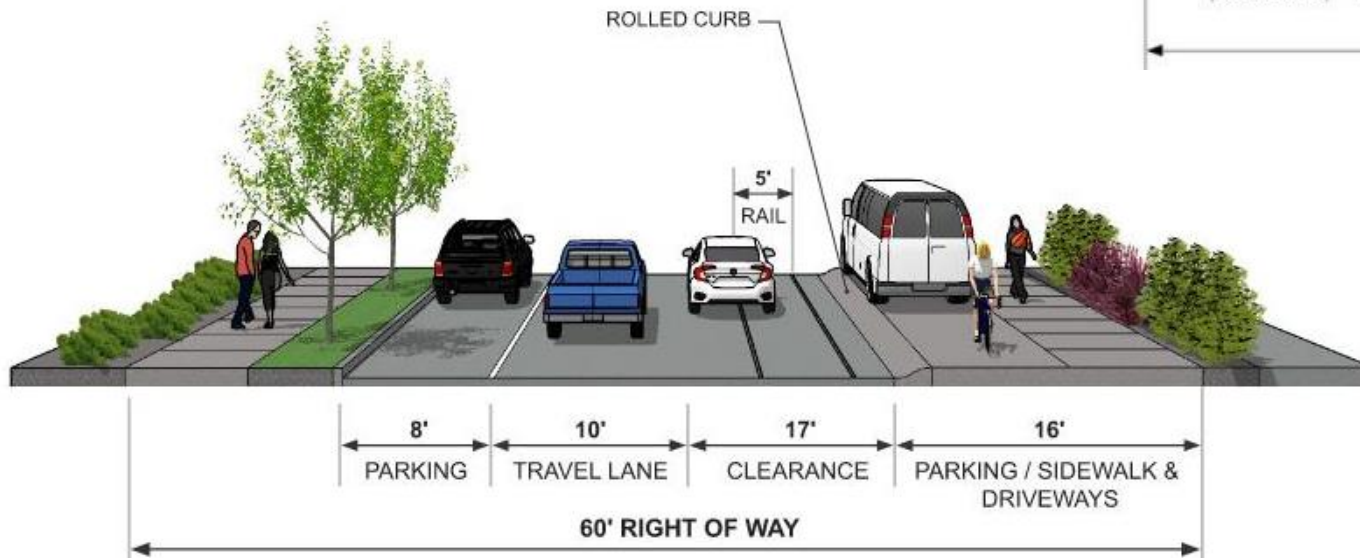


South Gateway

# Front Street Design



**TWO-WAY STREET SECTION**



**ONE-WAY STREET SECTION**

(NB MARKET AVENUE TO ALDER AVENUE)



**Directional Signs:**

Connecting with Directory Sign guidance, intermediate Directional Signs allow users to complete their journey to their destination.



# Potential Enhancements



## **Birch Ave Public Overlook Concept Option:**

Business and pedestrian access need not be mutually exclusive and can be achieved with simple materials, human-scale detailing, and stakeholder partnership. Existing and new infrastructure can be part of public art and wayfinding programs.



## **Fencing:**

Future replacement of existing fencing and gates with wrought iron fence.



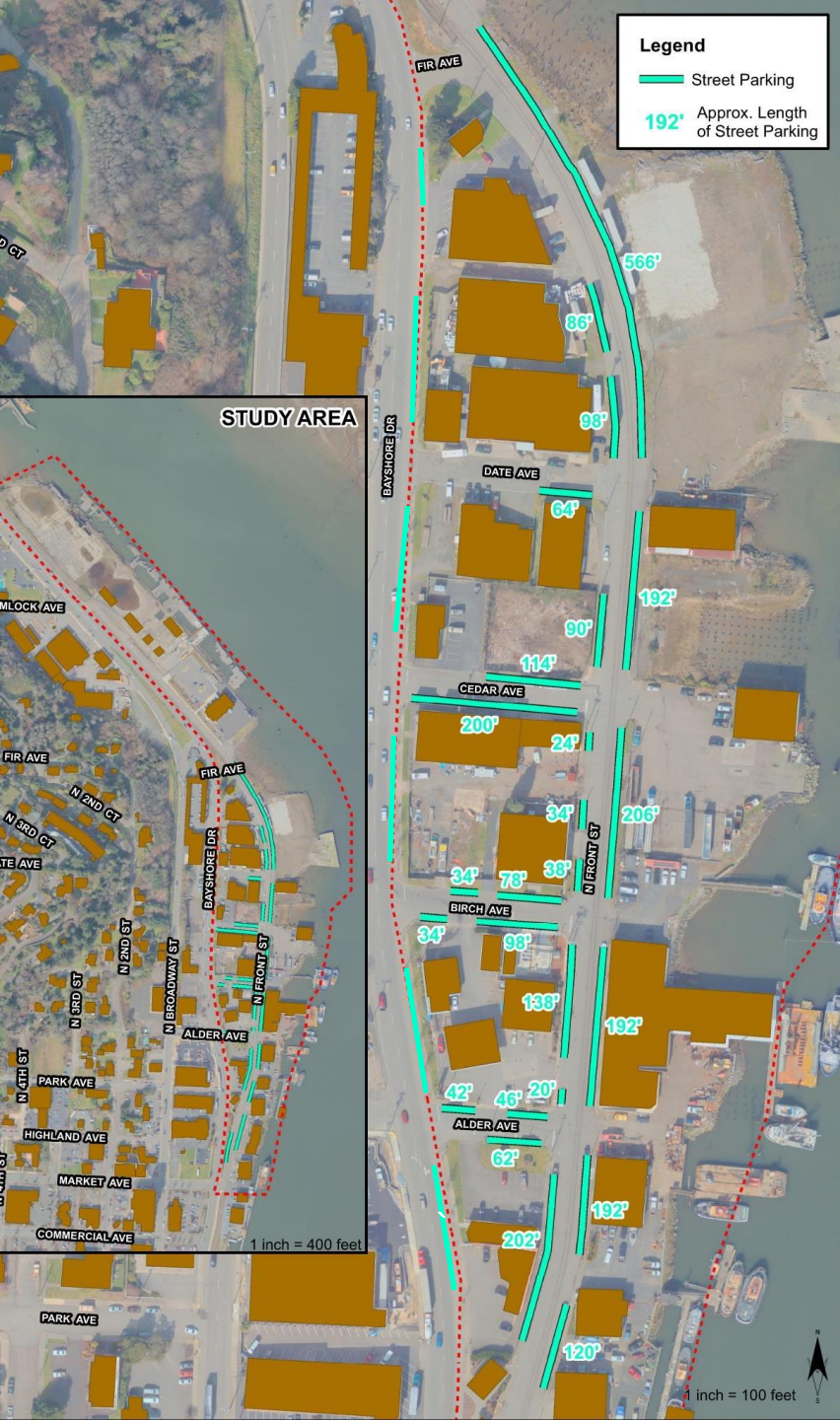
## **Public Art Program:**

Potential teaming with Coos Art Museum.



## **Sculpture:**

New and/or relocated art can reflect local culture and history, such as the preserved windmill proposed to be located adjacent to the new city public parking lot.



# Parking Estimation

## EXISTING ON-STREET (2021)

- Eastside Front Street 56 spaces
- Westside Front Street 30 spaces
- Side Streets 32 spaces
- Eastside Bayshore Drive 36 spaces\*

**TOTAL 154 spaces**

## PREFERRED FACILITY DESIGN

- Eastside Front Street 0 - 56 spaces
- Westside Front Street 30 spaces
- Side Streets 32 spaces
- Eastside Bayshore Drive 36 spaces\*
- City Parking Lot (2022) 40 spaces

**TOTAL 151-171 spaces**



**85% Use Rule**

\*Final US 101-Bayshore designs subject to ODOT review and approval

# Discussion 1

# Phasing

## BUDGET TARGETS

Phase 1            ≤ \$500,000

Phases 2-3        \$4,500,000

**Phase 1: Early Wins and Further Exploration (FY 2022-2023).** Even though funding for large-scale capital investments might not be available, the City can make key investments in “tactical urbanism” projects that can provide public benefit for the low amount of effort and funds to activate public use of the waterfront, enhance economic potential, and ensure safety. Phase I inclusion of the following will address community member calls over the decades to connect the boardwalks and increase public access to the waterfront. Key projects could include:

- **Birch and Alder Overlooks:** Seasonal public access to the water at these key overlooks using a low-cost approach that includes signage, gravel, and paint. City / business owners’ collaboration will serve limit impacts to adjacent businesses.
- **Signage / Maps:** Design of key wayfinding signage to show how to move through the area can be developed. This could include public art and historical interpretation approaches.
- **Public Events:** The Coos Bay Downtown Association (CBDA) could hold public events that show a commitment to activating the area.
- **Façade Improvements:** URA would partnering with businesses on Front Street private building and site improvements. While not public capital projects private development enhancement will continue to be reflective of the Front Street vision.
- **40 space Front Street Parking lot installation.** This is currently grant funded will provide near term parking for the Front Street corridor.

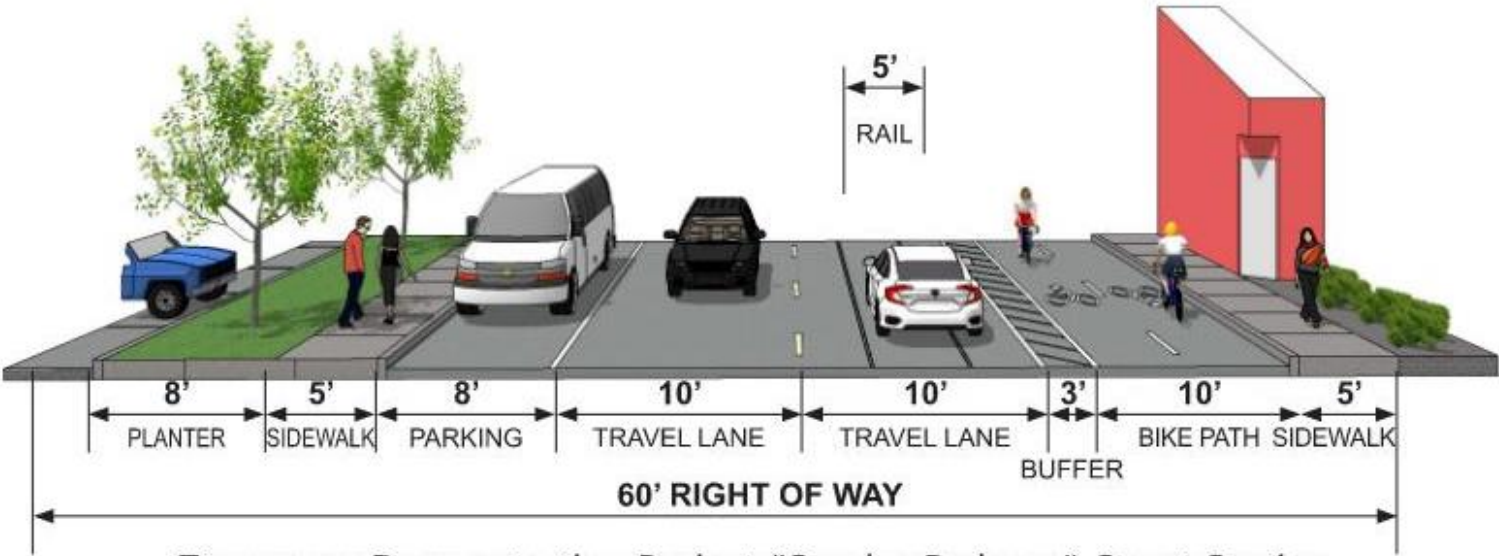
**Phase 2: North / South Pedestrian Connection and Supportive Amenities (FY 2023-2025).**

Achieving a safe, pleasant connection through Front Street is the goal of this phase. In this phase, active identification of local match funds and potential grant opportunities will commence to support the full north/south multi-use connection. Key projects can include:

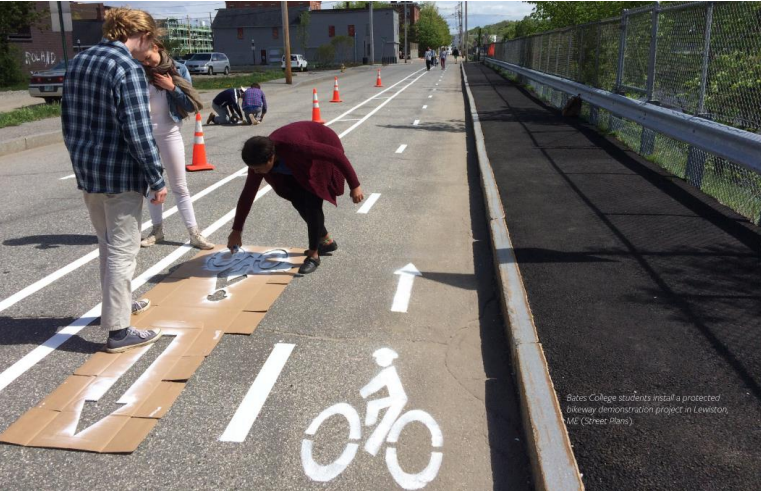
- **North / South Pathway-Boardwalk.** Amenities like lighting, street furniture, and trees can also be included as well.
- **US 101 Crossings at Market, Cedar, and Fir.** Three new bike/ped crossings can be included to link Front Street with rest of the downtown.
- **Public Art and Wayfinding.** Capital investments in the North / South connection will accommodate public art, historic interpretation, and wayfinding.

**Phase 3: Permanent Amenity Investments (FY 2026+).** This phase includes enhanced versions of the tactical investments made in earlier phases, once funding is available. It also includes enhancements to railroad crossings in the area - which may take longer to negotiate and fund, given the partnership needed with the railroad.

# Low-Cost / Low-Risk Ways to Test Ideas



Temporary Demonstration Project ("Sunday Parkway") Street Section



# Funding

	Applicability	N/S Bike & Pedestrian Improvements	Circulation, Connectivity, Intersection Improvements	Public Overlooks and Visitor Amenities	Wayfinding and Public Art	Development Incentives and Programs
<b>Locally Controlled Public Sector Funding Sources</b>						
<b>Urban Renewal Funding (TIF)</b>	YES	■	■	■	□	■
<b>General Fund Allocation</b>	YES	□	□	□	□	■
<b>Other Sources</b>						
<b>Advertising/ Naming Rights</b>	YES	□		■	■	
<b>Crowdfunding</b>	YES	□		■	■	
<b>State or other Grants/Loans</b>	YES	■	■	■	■	■

Most suitable  
 Somewhat Suitable

## Public and Private Partnerships Required for Success!

### Grants

**The Oregon Department of Transportation (ODOT)** can help fund ADA and sidewalk connections if the City works within the department's schedule for road improvements along Highway 101. The Infrastructure and Investment Jobs Act also provides ODOT with additional funding for transportation projects.

**Environmental Protection Agency (EPA)** can provide grant funding for environmental assessment and remedial planning work.<sup>1</sup>

**U.S. Economic Development Administration (EDA)** can provide grant funding for infrastructure and amenities to support economic development. Often these funds are for bigger ticket items and require local match.<sup>2</sup>

**Infrastructure Investment and Jobs Act** – Oregon received more than \$5 billion in funding to improve transportation and other infrastructure. About \$300 million will go to local governments for transportation projects through 2027. Specifically, grants administered by ODOT could provide funding for multimodal and transportation safety improvements.

# Discussion 2

# Final Step – City Council!



Planning Commission Meeting  
*Open to the public*



Advisory Committee



Property Owner Meeting



City Council Public Hearing  
*Open to the public*

