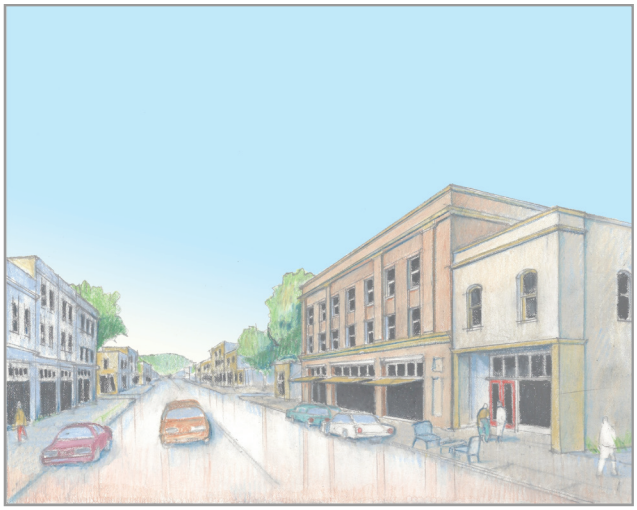
ADOPTION DRAFT REPORT

MAIN STREET REFINEMENT PLAN

CITY OF COTTAGE GROVE - MAIN STREET/DOWNTOWN HISTORIC DISTRICT

APPENDICES



DECEMBER 2014

DAVID EVANS AND ASSOCIATES INC.

QAMAR AND ASSOCIATES
ARCHITECTURE & TOWN PLANNING

LELAND CONSULTING GROUP

APPENDIX A.
Existing Conditions

Main Street Refinement Plan

DATE:	October 4, 2013
TO:	Amanda Ferguson, City of Cottage Grove David Helton, ODOT
FROM:	Alex Dupey
SUBJECT:	**Final Existing Conditions**
PROJECT:	ODOT0000-0806 – **City of Cottage Grove Main Street Refinement Plan**
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Introduction

This memo documents the existing conditions along Main Street and adjacent streets to identify the key issues that the City of Cottage Grove Main Street Refinement Plan (the project) will need to consider as concepts and alternatives are developed in the coming months. The existing conditions information was gathered from various sources, including:

- Existing engineering and planning documents;
- Plan Advisory Committee input;
- Meetings with businesses, historic resources organizations, and other stakeholders;
- City of Cottage Grove planning and public works staff; and
- Field observations.

Documenting existing conditions is important in order to identify potential issues that the project may need to address as it moves forward in developing streetscape alternatives and implementation strategies. Understanding the existing conditions at the beginning of the project ensures that the project is compatible with applicable requirements and meets the needs of the City and the local residents. The existing conditions are broken into four topic areas that are also summarized on the attached illustrations:

- **Overarching Issues across the Study Area:** This illustration summarizes the key issues along Main Street and in adjacent areas.
- **Public Realm:** This illustration identifies the “look and feel” of Main Street. The public realm is focused on how visitors to Main Street interact with the built environment and what some of the key issues surrounding that interaction are.
- **Circulation Issues:** This illustration describes how people get around, both in a car and on foot or on a bicycle, where they can park, and the conflicts between the modes of travel.
- **Public Utilities:** This illustration identifies the public utilities in the area and how they relate to the streetscape.

Overarching Issues across the Study Area

Although Cottage Grove's Main Street is a street, it is also the focal point of the community and one that is rich with character and history. As a street, it needs to provide for safe and effective movement of autos, pedestrians, and bicycles. As a focal point of the community, it needs to provide an engaging and inviting pedestrian space that facilitates social interaction. Main Street is currently inhibited by its existing cross-section, which fails to maximize the use of right-of-way to facilitate safe multimodal travel; the presence of facilities that are in disrepair; and by a lack of consistent urban design, which results in the failure to leverage Main Street's existing appeal. The following sections summarize the existing issues for Main Street and the surrounding streets, as applicable.

Public Realm

Main Street has many positive attributes that begin to create a consistent "sense of place" as a public realm that will contribute to developing a consistent streetscape. These attributes include historic buildings that have consistent building frontages and spot areas of active pedestrian space. However, in general, the "sense of place" of the street gets lost due to the following issues:

- Ineffective wayfinding to and from Main Street to other key civic places.
- Inconsistent urban design (sidewalks, crosswalks, landscaping, awnings, lightning street furnishings, signage, etc.).
- Lack of acknowledgement of Cottage Grove's historic significance or uniqueness.
- Too many signs along Main Street that clutter views of the street and businesses.
- Inconsistent street furnishings (seating, awnings, light poles, signage, etc.).
- Street tree wells that are not appropriately sized and that are damaging the sidewalk.
- Pedestrian zone (sidewalk) that is not wide enough for furnishings, seating, and clear walking space.
- Sidewalks and curbs in poor condition.

Besides the historical uniqueness of Main Street, there are several components of the street that are underutilized and present opportunities for ultimately creating a vibrant public realm with a consistent sense of place. These include:

- The opportunity to enhance 7th Street for special events; the 7th Street intersection with Main Street is currently an active pedestrian intersection.
- The potential to link greenspaces at each end of Main Street with consistent street improvements and appropriate landscaping, and eventually with the Row River Trailhead and Willamette River.
- The potential to further utilize America Park for flexible outdoor celebrations and gatherings.
- The potential to frame a view of Sera Gordo.

Circulation Issues

The existing street cross-section is not optimizing the right-of-way for the use of autos, pedestrians, and bicycles. Modification of the existing street cross-section with respect to sidewalks, bike lane widths, and travel lanes could improve circulation for all modes of travel. Other issues related to multimodal circulation include:

- **Auto**: While there is a desire to draw drivers from I-5 and Highway 99 to visit Main Street, trucks use Main Street, which can detract from the charm of the street and interrupt traffic flow. Driveway accesses and parking also can interfere with roadway functions for all modes.

- **Pedestrian**: Sidewalk width does not currently allow for pedestrian flow and the use of sidewalks as social areas. Pedestrian routes and sidewalks don't comply with Americans with Disabilities Act (ADA) standards and are in poor repair in some areas. Curb ramps on Main Street are inadequate, and they are missing on side streets.

- **Bikes**: Bicyclists often ride on sidewalks, which can create conflicts with pedestrians. Limited wayfinding and signage exists to appropriately direct bike travel and promote bike use.

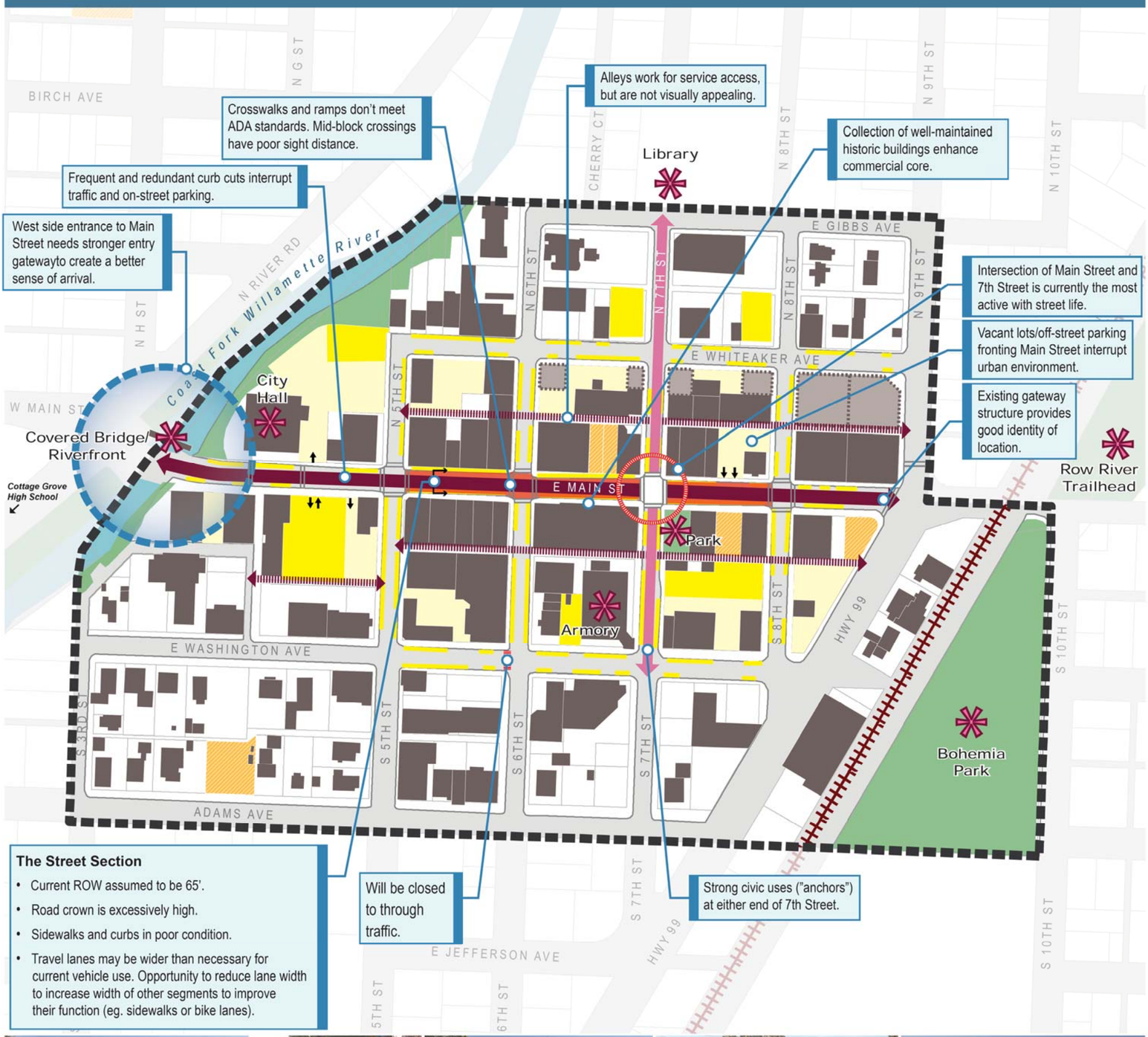
- **Parking**: Both on-street and off-street parking is provided on Main Street, but it is not well organized to effectively manage space and interface with multimodal operations

Public Utilities

For potential reconstruction of the street and the impacts of construction, utility locations and future utility needs should be considered. Currently, most utilities are located along alleys or on side streets; few utilities are located beneath Main Street, which could make reconstruction of Main Street easier. Existing stormwater runoff drains directly into the river and could benefit from treatment to improve water quality in the area. As alternatives are developed, providing utilities, such as water and electricity, will be important.

Main Street Cottage Grove

◆ *Overarching Issues Across Study Area*



The Street Section

- Current ROW assumed to be 65'.
- Road crown is excessively high.
- Sidewalks and curbs in poor condition.
- Travel lanes may be wider than necessary for current vehicle use. Opportunity to reduce lane width to increase width of other segments to improve their function (eg. sidewalks or bike lanes).


West Gateway at Willamette River. Covered Bridge is good, but does not demarcate entrance to downtown.


Typical sidewalk conditions; on-street parking is tight. Limited space restricts pedestrian movement and business uses.


Parking lot entry on Main Street. Limited pedestrian interest.


Clustered commercial uses in attractive historic buildings draw visitors and activate the streetscape.


East gateway to Main Street at Hwy 99.

Legend

- Project Area
- Existing Building
- Infill Opportunities
- Parks
- Public Parking
- Private Parking
- Vacant Land
- Parcels
- Railroad
- Commercial Core
- Public/Civic Landmark
- Curb Cuts
- Main Street: Corridor with Strong Anchors
- 7th Street: Corridor with Strong Anchors
- Alley

CITY OF COTTAGE GROVE OREGON

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Main Street Cottage Grove

◆ *Public Realm*

The Streetscape

- Too many signs along Main Street. It clutters views of street and businesses.
- Inconsistent street furnishings (seating, awnings, light poles, signage, etc.).
- Pedestrian zone (sidewalk) not wide enough for furnishings, seating and clear walking space.
- Sidewalk and curb in poor condition.
- Street tree wells were not appropriately sized and are damaging sidewalk.

Civic Center

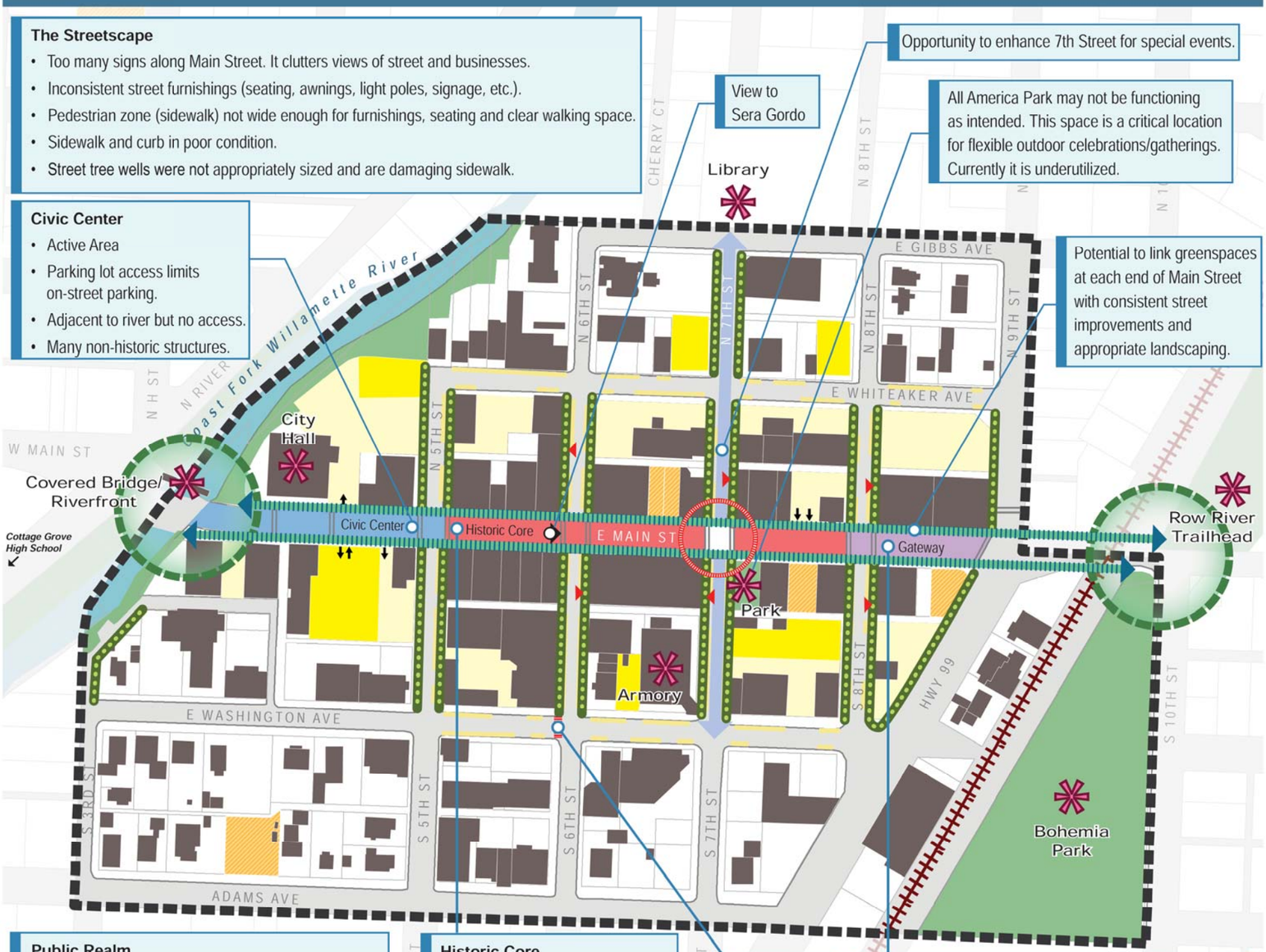
- Active Area
- Parking lot access limits on-street parking.
- Adjacent to river but no access.
- Many non-historic structures.

Opportunity to enhance 7th Street for special events.

View to Sera Gordo

All America Park may not be functioning as intended. This space is a critical location for flexible outdoor celebrations/gatherings. Currently it is underutilized.

Potential to link greenspaces at each end of Main Street with consistent street improvements and appropriate landscaping.



Public Realm

- Address ADA issues throughout.
- Ineffective wayfinding to and from Main Street to other key civic places. Provide consistent wayfinding signage that celebrates Cottage Grove's unique history and context.
- Inconsistent urban design (sidewalks, crosswalks, landscaping, street furnishing, signage, etc.).
- Lack of acknowledgement of Cottage Grove's historic significance or uniqueness.
- Main Street is currently lacking a strong 'core' gathering space for festivals, markets, etc.

Historic Core

- Consistent building frontages
- Side businesses off main building
- Active pedestrian zone
- Nice buildings

Will be closed to through traffic.

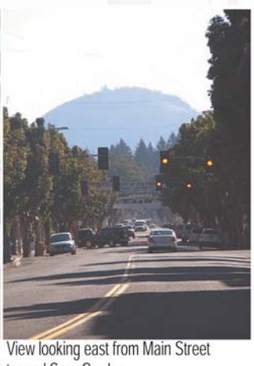
Gateway

- Active pedestrian realm, but noisy. Missing some pieces.
- Existing gateway


A large mural and park space on Main Street.


Street life is activated by sidewalk sales.

Wayfinding signage on Main Street.


View looking east from Main Street toward Sera Gordo.

Legend

- Project Area
- Existing Building
- Parks/Greenspace
- Public Parking
- Private Parking
- Vacant Land
- Parcels
- Railroad
- Public/Civic Landmark
- Active Corner
- Side Street Store Fronts
- Links to Major Greenspaces
- Supporting Pedestrian Corridors
- Opportunity to Enhance 7th Street

Main Street Segments

- Civic Center
- Historic Core
- Gateway

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Main Street Cottage Grove

◆ *Circulation Issues*

Street Hierarchy

- **A Street** - Main Street: The commercial, historic and civic heart of Cottage Grove.
- **B Street** - 5th, 6th, 7th and 8th Streets: Streets that intersect with Main Street and support its sucess.
- **C Street** - Whiteaker and Washington Streets: Parallel to Main Street and most appropriate for service access and extra parking.

Parking

- **Public Parking Lots** - 144 Spaces
- **On-Street Parking** - 231 Spaces

Circulation Issues

- Pedestrian routes/sidewalks don't comply with ADA standards.
- Curb ramps on Main Street inadequate. Missing ramps on side streets.
- Truck traffic is using Main Street.
- Parking on Main Street is provided both on & off-street, but is not well organized.
- Need to maintain visible parking for businesses on street.
- Need to draw drivers from I-5 and Hwy 99 to visit Main Street.
- Provide clear signage and facilities to promote bike tourism.
- Sidewalks, bike lane widths and travel lanes may need to be modified to create optimal circulation space for all modes of travel.

The road crown on Main Street is excessively high.

Sidewalks on Main Street are narrow.

Non-compliant ADA ramp and crosswalk on Main Street.

Legend

- Project Area
- Existing Building
- Parks/Greenspace
- Public Parking
- Private Parking
- Vacant Land
- Parcels
- Railroad
- Public/Civic Landmark
- Bus/Transit Stop
- Bike Parking
- Bike Routes
- Potential ADA Access Issues
- Non-Compliant ADA Ramps
- A Street
- B Street
- C Street

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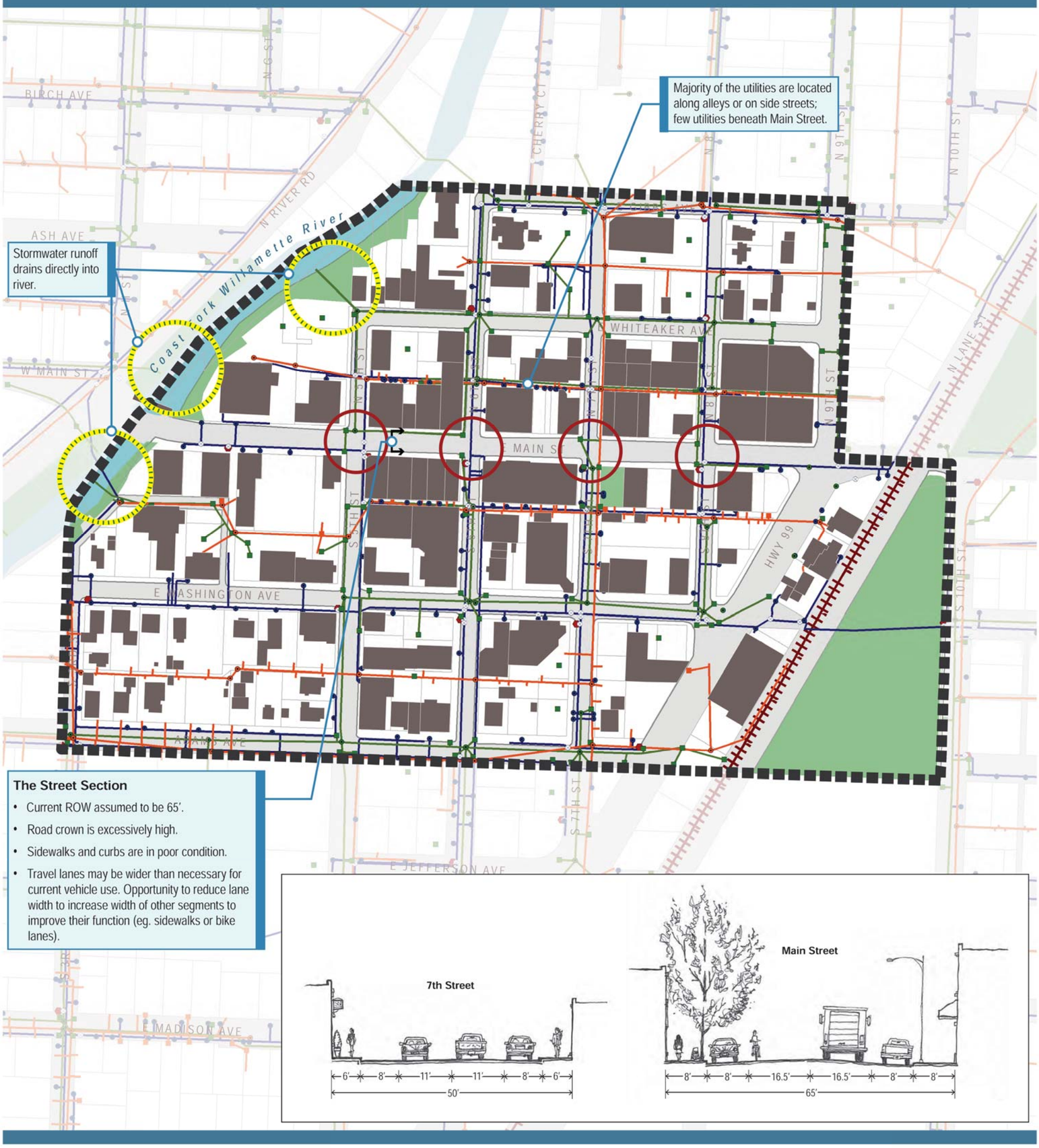
Main Street Cottage Grove

◆ *Public Utilities*



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- Travel lanes may be wider than necessary for current vehicle use. Opportunity to reduce lane width to increase width of other segments to improve their function (eg. sidewalks or bike lanes).

Legend

- Project Area
- Building
- Parks
- Parcels
- Railroad
- Stormwater Drains into River
- Intersections with ADA Issues

Sanitary Utilities

- Sanitary Lines
- Manhole
- Sanitary Sewer Clean Out

Stormwater Utilities

- Stormwater Lines
- Catch Basin
- Manhole

Water Utilities

- Water Lines
- Hydrant
- Valve Control
- Water Meter
- Water Valve

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APPENDIX B.
Plan and Policy Review

Main Street Refinement Plan

DATE:	November 25, 2013
TO:	Amanda Ferguson, City of Cottage Grove David Helton, ODOT
FROM:	Alex Dupey
SUBJECT:	**Revised Memorandum #1: Plans and Policy Review**
PROJECT:	ODOT0000-0806 – **City of Cottage Grove Main Street Refinement Plan**
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Introduction

This memo documents the consultant review of the relevant adopted plan policies, codes, and regulations to inform the development of alternatives for the City of Cottage Grove Main Street Refinement Plan (project). The Main Street Refinement Plan will examine the roadway and sidewalk cross-section within the right-of-way to determine how multimodal circulation can be improved and how the streetscape can be enhanced in respect to its historic character and to provide for an engaging pedestrian environment. The project will identify the services and facilities that should be provided within the right-of-way and preferred designs for streetscape elements to enhance the character of the area. The Main Street Refinement Plan will ensure that the preferred alternative is consistent with the future cross-section and related projected level of service requirements for the street. Besides identifying applicable policy considerations to inform the design process, this document provides an initial assessment of the capability of the adopted policies and guidelines to provide a policy framework for implementation of the preferred design.

The plan policies, codes, and regulations reviewed include the following City of Cottage Grove documents:

- City of Cottage Grove Downtown Revitalization and Refinement Plan
- City of Cottage Grove Comprehensive Plan
- City of Cottage Grove 2008 Transportation System Plan
- City of Cottage Grove Development Code
- City of Cottage Grove Downtown Historic District Design Guidelines

Project Study Area

The project area is primarily Main Street within City of Cottage Grove between the Coast Fork of the Willamette River and Highway 99 (Hwy 99). However, to provide for a coherent and connected downtown, streetscape elements identified for Main Street may also be applied to intersecting streets one block north and south of Main Street.

Analysis

All the plans and policies reviewed are interrelated adopted City of Cottage Grove documents. Generally, the Downtown Revitalization and Refinement Plan is implemented in the adopted TSP and Development Code. Ultimately, the project must meet the standards in Chapter 2.6.300 -- Historic Preservation (HP) Overlay District of the development code and reflect the Downtown Historic District Design Guidelines to reflect the historical character of the downtown and maintain the historical designation. The development code provides design standards for design elements such as awnings, but may not provide the level of detail necessary such as material type, color palette etc. to provide for a coherent urban form in the project area. Additionally, detailed design elements are referenced in several chapters of the code (the base zone chapter, the historical zone chapter, and design chapter) and comingled with design considerations for other areas in the City with a different urban form (e.g. more auto-orientated). Depending on the preferred alternative, modifications to the development code may be necessary to seamlessly implement the plan.

Applicable Plans and Policies

City of Cottage Grove Downtown Revitalization and Refinement Plan (2005)

The plan addresses key transportation issues in downtown Cottage Grove with the purpose of improving the functionality, safety, and appearance of two intersections (Main Street/Hwy 99 and Main Street/10th Street), and providing a streetscape plan for the Cottage Grove Downtown Commercial Historic District. The plan was adopted in 2005 as a part of the Cottage Grove Transportation System Plan. Since its adoption, most of the design elements of the plan have been implemented: the Gateway Arch, the All-America Square, new street furniture, and reconstruction of the Main Street/Hwy 99 and Main Street/10th Street intersections. All of the elements that have not yet been completed are related to the need to reconstruct Main Street.

Relevance: The recommended streetscape components for Main Street identified in the plan are identified below. These elements will be considered in the development and design of the streetscape and refinement for Main Street and adjacent streets, as applicable.

Design Elements for Roadway:

Add Curb Extensions (bulb-outs). Curb extensions, which provide better sight distance for pedestrians, shorten the crossing distance, and also provide more space for street amenities, were recommended at intersections along Main Street between 5th Street and 8th Street (see Figure 1).

Add Marked Crosswalks. Besides the typical “zebra” marking crosswalks, it was noted that crosswalks could be better demarcated through the use of additional paint, patterns, and stamped or dyed asphalt.

Consider Removing Parking Space. Removing set parking space could increase the total parking capacity downtown by increasing efficient use of space.

Shared Bike Facility Downtown and Add Bike Lanes East of Main Street. Downtown could have a shared lane that would include facilities for bikes. From Main Street east to 10th Street, bike lanes should be added to continue the existing bike lanes to the east of 10th Street.

Pedestrian Esplanade Parallel to Main Street. A new pedestrian walkway could be provided in one of the alleyways parallel to Main Street.

Design Elements for Sidewalks:

Replace "Cobra-Head" Lighting with Ornamental Street Lighting. Currently, street lighting is a mix of ornamental lighting and Cobra lighting, which can cause unnecessary light pollution. Consistent, well-designed ornamental lighting would complement the existing ornamental light fixtures along Main Street and also reduce glare and light pollution (see Figure 2).

Expand Tree Wells and Add Tree Well Grates. Existing tree wells along Main Street are as small as 2 feet by 2 feet, a size that could endanger the health of the trees. Tree wells could be enlarged to 4 feet by 4 feet. Additionally, ornamental tree well grates could be installed so as not to interfere with usable sidewalk space.

Figure 1. Bicycle, Pedestrian, and Streetscape Improvements

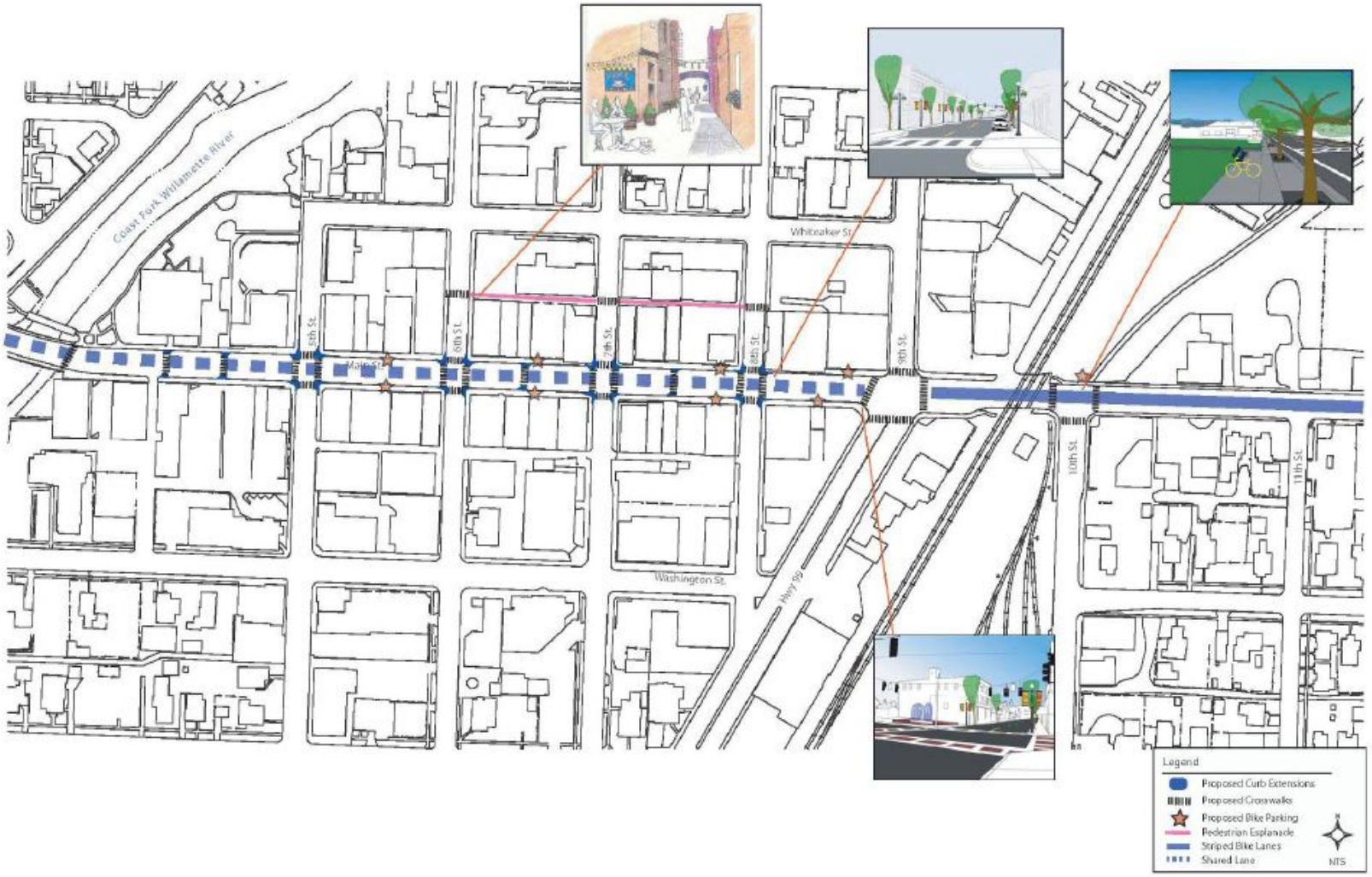


Figure 2. Main Street Streetscape (Downtown)

Cottage Grove Comprehensive Plan Land Use Plan (Adopted 1980, Revised July 2012)

The Comprehensive Plan of the City of Cottage Grove is the official policy guide for the city to direct future growth and development. Its policies provide for orderly economic and physical growth of the community while protecting and restoring natural amenities and preserving the city's heritage. The plan includes policies relating to all functional and natural systems and activities, including sewer and water systems, transportation systems, educational systems, recreational facilities, and natural resources. The Comprehensive Plan also includes a coordinated land use map.

Relevance: The Comprehensive Plan includes goals generally related to the development of a refined streetscape for Main Street. These include Urban Design goals to create a visually attractive environment reflective of the character and identity of Cottage Grove (page 10 of the plan). These goals also identify objectives and practices such as landscaping and the use of buffer strips to minimize the adverse effects of vehicular traffic (page 34 of the plan), and the development of sidewalks and curb cuts for pedestrian and bicycle uses (page 32 of the plan).

Commercial policies for the Central Business District (CBD) are directed toward maintaining the CBD as the core area of the city, and are directed toward revitalizing and upgrading the existing downtown core area in a cooperative process that involves the city, stakeholders, and the general public. Another objective is the rehabilitation of historic sites and structures to preserve the historic character of Cottage Grove.

City of Cottage Grove Transportation System Plan (2008)

This Cottage Grove Transportation System Plan (TSP) identifies projects and programs needed to support the city's goals and policies and to serve planned growth through the TSP horizon year (2025). The TSP includes recommended investments and priorities for all modes of travel: pedestrian, bicycle, transit, and motor vehicle.

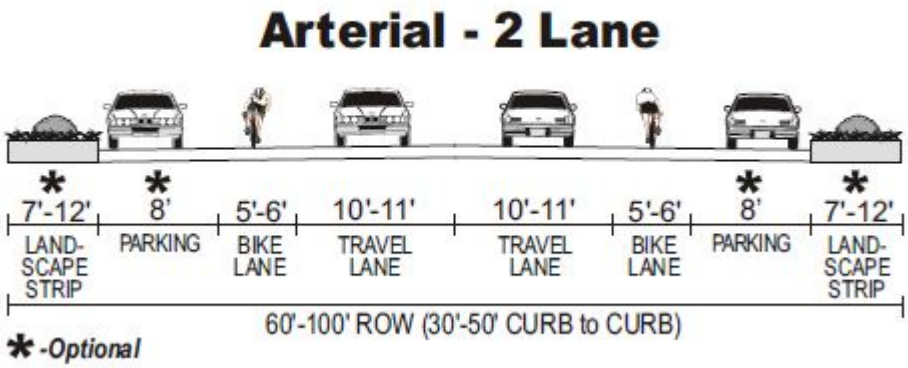
Relevance: The TSP endorses the projects identified in the city's Downtown Revitalization and Refinement Plan. All of the projects except those particular to Main Street streetscaping have been implemented and are therefore not referenced in this memo. In addition to endorsing the Downtown Revitalization and Refinement Plan, Policy 28 of the TSP states: *Develop a downtown streetscape enhancement program to install curb extensions, crosswalk pavers, benches, pedestrian-scaled lighting, and bicycle parking racks.* This project is working towards fulfilling that policy. The TSP identifies the following projects, conditions, and standards that are applicable to the project:

Motor Vehicle:

- Table 1-2 Cottage Grove Action Plan Projects (2007 Dollars): Realign OR 99 at Main Street Realignment of OR 99 and Main Street Intersection as recommended in Downtown Revitalization and Refinement Plan. Cost $800,000 (2007 dollars).
- Figure 3-5 designates Main Street in the project area as a minor arterial.
- Figure 3-8 states the approximate road width as 44 feet with two travel lanes.

- Figure 3-9 states that the pavement is in fair condition from OR 99 to 6th Street, and good condition from 6th Street to River Road.
- Figure 3-10 shows that there is on-street parking on Main Street, and on most of the adjacent streets north to south and east to west, south of Main Street in the project area.
- Table 8-5: Street Standards provide the following cross-section for an arterial (see Figure 3):
  - Street Type: Arterial
  - Right-of-Way Width: 60'–100'
  - Curb-to-curb paved width: 32'–50'
  - Motor vehicle lanes: 11'
  - Median/center turn lanes: none
  - Bike lanes: 2 at 5–6 feet
  - On-street parking: 8' bays
  - Planting strips or tree wells: 7'–12'
  - Sidewalks: 6'–12'

Figure 3. Arterial Cross-section



Pedestrian:

- The Pedestrian Plan component of the TSP states that "[s]idewalks should be built to current design standards of ODOT and the City of Cottage Grove and in compliance with the Americans with Disabilities Act (at least four feet of unobstructed sidewalk)."
- Table 5-2 identifies the pedestrian crossing enhancements that are recommended in the Downtown Revitalization and Refinement Plan but defers the cost, because those enhancements are included in the related motor vehicle project.

Bicycles:

- The Bike Plan component of the TSP identifies Main Street as a location where bike lanes are not continuous. It also notes that there are few east-west bike lanes exist, resulting in poor overall east-west connectivity.
- Table 6-1: Bicycle Master Plan Project List identifies a project to add bike lanes along Main Street from OR 99 to River Road, with a cost of $450,000 (2007 dollars).

City of Cottage Grove Development Code

The development code implements the Comprehensive Plan and regulates the land within the incorporated limits of the City of Cottage Grove. Land use districts contain associated design standards to implement the purpose of that district. Overlay zones address specific elements subjects (e.g. historical resources) in addition to the standards of the base zone. The standards and the review process provided by the development code ensure compliance with city standards for use of land and for such elements as access and circulation, landscaping, parking, public facilities, surface water management, housing densities, and sensitive lands.

Relevance: The following code sections provide the context for development of alternatives.

Base Zone (Section 2.3.100 C2 - Central Business Land Use District)

The project area is within the C2 - Central Business Land Use District. The Central Business District is focused on the historic commercial and civic core of Cottage Grove and discourages automobile-oriented uses. On the following page is an excerpt of Table 2.3.110 -- Commercial District Land Uses, which shows whether a use is permitted (p), is not permitted (n), or is a conditional use (CU) in the district for the uses most applicable to development of the project. In the C2 zone, there are no landscaping requirements, there are no setbacks and buildings can be built to the property line, and the maximum height of buildings is 40 feet with a possible bonus for residential uses.

Section 2.3.150 Commercial Districts – Building Orientation and Commercial Block Layout includes parking orientations standards. Off-street parking is not allowed in front of buildings.

Section 2.3.170 Commercial Districts – Architectural Design Standards provide standards to encourage human-scale design, pedestrian-orientation, and compatibility with surrounding buildings and structures to provide a coherent identity reflective of existing buildings. This includes standards regarding building orientation, ground floor windows, orientation of building entrances and building entrance features such as weather protection (e.g. awnings, canopies, overhangs; relationship of buildings to public spaces; consistency with existing buildings; and compatibility "with the overall character of the landmark in use of exterior materials, such as roofing and siding; exterior features, such as roof pitch, eaves, window shapes, types and arrangements, doorways, porches, landscaping, etc.; and size, height, bulk, mass, scale, placement, arrangement of spaces and overall proportions").

Excerpt of Table 2.3.110 -- Commercial District Land Uses (Excerpt)

USE Categories (Examples of uses are in Chapter 1.4; definitions are in Chapter 1.3)	Central Business (C-2)
Commercial Categories	
Office	P
Outdoor recreation, Commercial	N
Parking Lot (when not an accessory use)	N
Downtown Retail Sales and Service - **fully enclosed, limited to 20,000 square feet** - **fully enclosed, equal to or greater than 20,000 square feet** - **not enclosed**	 P CU N
Community Service - **no drive-up uses** - **with drive-up uses**	 P N
Pedestrian Amenities **Parks and Open Space** **Parks and Open Space, when designated on an adopted Specific Area Plan, or when part of a Master Plan**	P CU P
Nurseries and similar commercial horticulture (indoor or outdoor)	N
Buildings and Structures exceeding the Height Limits in Table 2.3.120	CU
- **Special Events**	P
Community Garden	CU

Overlay Zone (Chapter 2.6.300 -- Historic Preservation (HP) Overlay District)

The project area has a historical preservation overlay that is applicable to all historic landmarks and properties directly adjacent to historic landmarks. The district is intended to protect and encourage the continued use of historic resources. Base development standards, such as setbacks, lot coverage, building height, off-street parking requirements, etc., apply within the Historic Preservation Overlay District. However, the base zone standards do not apply to any repair, replacement, reconstruction or restoration of historically significant features of the any historic building. The chapter follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties.* Essentially, any development including new additions or exterior alternations cannot destroy or alter historic materials.

Chapter 3.0 - Design Standards Administration

Chapter 3 includes standards that address: Access and Circulation (Chapter 3.1); Landscaping, Street Trees, Fences and Walls (Chapter 3.2); Parking and Loading (Chapter 3.3); Public Facilities (Chapter 3.4); Surface

Water Management (Chapter 3.5. There are standards to address walkways, crosswalks, and street trees. The standards provide some design direction such as for crosswalks "crosswalks shall be clearly marked with striping or contrasting paving materials (e.g., light-color concrete inlay between asphalt)". However, they do not provide a required treatment types or the level of detail necessary to provide a singular and coherent appearance.

City of Cottage Grove Downtown Historic District Design Guidelines (2007)

The City of Cottage Grove Downtown Historic District Design Guidelines are recommendations to maintain, rehabilitate, and utilize the historic resources within downtown. The Downtown Historic Guidelines are based on the Secretary of the Interior's *Standards for Rehabilitation*. These standards can be applied to many different resources types, including buildings, sites, structures, objects, and districts. Guidelines are presented for preservation, rehabilitation, restoration, and reconstruction. The design guidelines focus on repair rather than replacement, especially for significant façades features including doors, transoms, windows, sashes, signs, and decorative features. The guidelines stipulate that if repair is not possible, the feature should be as accurately reproduced as possible, based on historic research and/or physical evidence.

Relevance: The streetscape alternatives should be developed to reflect the historical context of the area. Guidelines to consider in developing the alternatives are identified below. The guidelines provide some parameters for design, but similar to the development code, do not provide the level of detail necessary to ultimately direct the style and therefore look and feel of the buildings, structures and improvement.

Streetscapes and Setbacks:

1. A uniform setback should be carefully maintained within the district.

2. Walls of the front facades and sidewalls should not be stepped back, but should preserve the vertical plane.

3. Bicycle racks, benches, café tables, and flowerpots are appropriate in recessed awnings as long as 5 feet of the sidewalk remains clear.

Exterior Materials and Decorative Details:

1. When repairing existing or constructing new brick walls, joint width and surface form should match the existing forms. Mortar mixture, mortar color, brick color, and brick size and shape should all be matched to the original brick wall.

2. Brick that was not painted historically should remain unpainted.

3. Do not sandblast masonry to remove dirt or paint from the wall surfaces. The least damaging method for brick cleaning for each building should be used.

4. Preserve existing historic wood siding and details. If portions need to be replaced match the siding and details to the existing woodwork.

5. All wood should be painted to prevent damage. Clear finishes or the use of wood that is unfinished is inappropriate for the historic district.

6. Materials such as stucco, metal, terra cotta, ceramic tiles, colored or ornamental glass, enameled metal, or concrete should be preserved and/or restored to reflect the historic periods in which it was used.

7. Do not stucco a brick building that has not been previously stuccoed.

8. Shutters are not generally appropriate for use on commercial buildings within the district.

9. The use of plastic, bright-unfinished metal, and unpainted wood are inappropriate within the district and should not be used.
10. Vinyl siding is not appropriate for the historic district.

Awnings:

1. Awnings are only appropriate on the north side of Main Street since this is where they were historically used. Awnings will be permitted on the south side of Main Street only if evidence of an awning on that storefront can be historically proven.

2. Awnings generally extended across the full width of an individual storefront, but in some cases, awnings covered individual windows. Restoration should aim to use what was on the building historically.

3. Awnings should be made out of canvas and be designed to roll or fold up when not in use. They should be hung above the transom, unless historic evidence indicates otherwise.

4. Permanent canopies should not be constructed unless there is a clear evidence of their existence historically. Brightly colored and flamboyant patterns on the awnings are not appropriate.

5. Contemporary materials, such as vinyl and plaster, shall not be used for awnings.

Signage:

1. Commercial signs should be flush mounted on the sign band above the transom, painted on a window, hanging on the front of the building, or on the awning.

2. Signs cannot obscure building features, such as windows, cornices, or decorative details.

3. Sign material, style and color should complement the building's architectural style and materials. Vinyl or plastic signs and flat plywood rectangular signs are especially not appropriate within the district.

4. When there are a variety of shops in one building, signs for each shop should relate to one another in design, size, color, and placement.

5. Signs should have easy-to-read lettering and should not be overly complex. Too many signs only confuse observers; the number of signs should be kept to a minimum.

6. Historical signs should be preserved to maintain authenticity in the district.

7. Signs can have exterior illumination with a light quality close to that of incandescent light.

8. Floodlights should be kept to an absolute minimum and when used should be shielded so as to not be seen from the public right of way.

9. Neon signs are appropriate if historically documented.

10. Franchise and chain store signs should adapt their standardized signs to meet guidelines.

11. Projection signs are appropriate, but the bottom of the sign must be at least 8 feet from the ground. Internally lit signs are not appropriate for the downtown district.

12. Signage on a historic building should meet all of our current development.

Alleys:

1. Garbage shall be enclosed in site obscuring locked receptacles.

2. The city encourages alley entrances to become a source of entry for the public.

3. These entries should be user friendly and historically appropriate.

4. Painting alleys to brighten the atmosphere and "clean-up" the appearance is highly recommended.

5. Adding historically appropriate lighting in the alleys is encouraged.

APPENDIX C.
Streetscape Elements Memorandum

Main Street Refinement Plan

DATE:	December 18, 2013
TO:	Amanda Ferguson, City of Cottage Grove David Helton, ODOT
FROM:	Alex Dupey, Anneke Van der Mast, Brynn Reimann, and Adrian Esteban
SUBJECT:	**Revised Streetscape Elements**
PROJECT:	ODOT0000-0806 – **City of Cottage Grove Main Street Refinement Plan**
COPIES:	File

Introduction

This memo identifies and evaluates possible streetscape elements and concepts that may be incorporated into the Main Street Refinement Plan. These elements and concepts were chosen with the intent to improve multimodal mobility, increase the amount of space available for public interaction, and establish a framework of context-appropriate streetscape options within Downtown Cottage Grove. Preference was given to elements that evoke the historic character of Main Street and identify opportunities to highlight the unique identity of the area. The elements were selected only if they could be accommodated within existing right-of-way. The streetscape elements are shown on the attached figures.

Successful, active streetscapes can be defined in a variety of ways. For the purposes of this project, the guiding definition of a successful streetscape is that it must be safe, convenient, and visually interesting and appealing. These considerations can be applied to all users, including drivers, cyclists, pedestrians, as well to as both visitors and residents. They must also be able to be applied when considering design elements such as intersection paving and landscaping, light fixtures and historic interpretive features.

ADA Design Features

Americans with Disabilities Act (ADA) design and facilities are not specifically identified in this memo because all design alternatives will be developed to be in conformance with the 2010 ADA Standards for Accessible Design. The alternatives will consider ADA issues such as:

- Minimum sidewalk width and minimum clearances to furnishings such as trees, benches, tables, bike racks, etc.;
- Upgrades to pedestrian ramps at crosswalks to meet ADA standards and specifically to provide convenient access using bus lifts;
- Upgrades of bus stops to allow for ADA access by allowing the use of a bus lift;

- Grades on crosswalks; and
- Audible crosswalk signals.

Historical Features

The Downtown National Historic District primary period of significance is 1880-1918 with a secondary period between 1919-1941. Design elements being considered to evoke those periods include awnings (which were primarily historically used on the north side of Main Street), cable traffic lights, ornamental street lights, water fountains, and benches as well as other elements that evoke a similar period of time and that also respond to modern street design standards. The examples of these elements shown in the attached graphics are not meant to represent the exact design of the original feature unless representative elements exist on Main Street. As alternatives are developed, design details, such as exact ornamental type and material will be selected for the design elements so that it accentuates the unique historic character of downtown Cottage Grove. Specifically, design themes may explore the covered bridges and historic cinema, and the Armory details, among others. In general, the design elements will consider the Downtown Historic District Design Guidelines, and be consistent with the State Historic Preservation program.

Utilities

Utilities are generally located in the alleys behind and parallel to Main Street. However, some proposed design elements may require the expansion of certain utilities such as water and electrical facilities to support festival and seasonal displays. These needs will be fully determined and reviewed in the alternatives development phase of the project, after the specific design elements of the project have been identified. Additionally, some options for stormwater improvements are identified in **Landscaping and Stormwater Treatment**, described below.

Main Street Cross-Section

The right-of-way cross section is assumed to include one vehicle travel lane in each direction, on-street parking with 8-foot-wide stalls, and accommodation for bikes in either designated bike lanes (5-6 feet wide) or in shared lanes with autos. The on-street cross section will be refined further in the alternatives development phase. Sidewalk width could vary, with illustrated options on the attached figures (see **Amenity Options: Sidewalk Width**), all of which provide for a more comfortable and convenient experience for the pedestrian movement area:

- **10-foot-wide sidewalk:** Allows for accessories such as light posts and awnings, which take up little ground area. If trees are included, they would be placed in tree wells. A more compact sidewalk retains more right-of-way for vehicles, thus providing for wider travel lanes and potentially for striped bike lanes.
- **12-foot-wide sidewalk:** Allows for landscaping such as street trees and/or some smaller-scale street furnishings. Street trees would provide shade and traffic calming, and could be accommodated within tree wells or landscape strips. While this option narrows the amount of roadway used for auto and bike traffic, bike lanes are still possible.

- **14-foot-wide sidewalk:** Allows for a large pedestrian environment with both active pedestrian through movement and passive pedestrian space, areas such as areas for pedestrian seating/socialization (e.g. benches or outdoor seating at businesses). A 14-foot-wide sidewalk would not provide enough roadway space for designated bike lanes; bikes would share space with vehicles.

Multimodal Circulation

Streetscape elements related to multimodal circulation are shown on the figure **Multimodal Circulation** (attached)**.** The elements were chosen to create safer multimodal circulation for people of all ages and physical abilities, while promoting principles of place-making such as differentiating paving treatments at intersections and crosswalks. The elements range from safety improvements, such as demarcated crossings and improved bike parking to using alley spaces as pedestrian ways. Multimodal circulation options are described in **Table 1.**

Table 1. Multimodal Circulation Options

Element	Description	Pros	Cons	$[1]
Alleys as Pedestrian Way	Alleys are mostly closed off to cars, and aesthetic improvements are made to make them appealing to pedestrians.	Creates a public amenity in an otherwise under-utilized space.	Requires ongoing maintenance and visibility can be a challenge.	$$
Specialty Paving along the Sidewalk	Demarcated paving between travel lanes and the sidewalk curb.	Creates a visual buffer between pedestrians and moving cars. Visually identifies the place as special. Ties well into a historic theme.	More expensive to install and maintain than traditional paving.	$$
Specialty Paving at Intersections and Crosswalks	Paving that is more ornamental in order to demarcate pedestrian crossings.	Creates visual hierarchy along the street; identifies special places.	More expensive to design and install than standard asphalt-pavement.	$$

[1] This amount, shown as a number of dollar signs, is based on installation costs and is intended to provide a general overview of relative costs for comparative purposes.

Element	Description	Pros	Cons	$[1]
Curb Extensions	Narrows the street by widening the sidewalk or the landscaped parking strip.	Reduces crossing distance for pedestrians; makes pedestrians who are crossing more visible to drivers.	Removes a larger portion of the right-of-way from use as a moving travel lane, including for bikes. Not a historic design treatment.	$
Bike Parking Using an On-Street Parking Stall	Bike racks provided in a parking stall demarcated for bike use.	Provides ample space for many bikes. On-street bike parking is highly visible and easily accessed from the bike lane. Keep bikes off of sidewalk.	Removes one parking stall for autos.	$
Bike Parking on the Sidewalk	Bike racks provided along the edge of curb of the sidewalk.	Provides flexible options for placement; can fit in tighter spaces. Takes up space on the sidewalk	Not as conveniently accessed by cyclists from the road. Takes up sidewalk space and increases conflicts with pedestrians	$
Drinking Water	Drinking water facilities installed on the sidewalk.	Unique to sidewalks. Promotes a bike-and pedestrian friendly environment.	Takes up sidewalk space and may interrupt flow of sidewalk space when in use. Must be maintained.	$
Bus Stops	A bus stop includes an area clear of obstructions to facilitate boarding and alight-ing for all users. The bus stop could include a bus shelter, seating, lightning and timetables and signage and wayfinding.	Encourages transit use.	Takes up sidewalk space and may interrupt flow of sidewalk space when in use. Must be maintained.	$

Building Identity: The Pedestrian Experience

A variety of pedestrian features will create an attractive pedestrian environment, with design considerations to accommodate a blend of uses—from people sitting and walking to using bikes, transit, and vehicles. Creating an attractive pedestrian environment entices people to spend more time in an area and to use public space for

recreating and socializing, thereby stimulating economic and community development. The potential elements identified to create an interesting pedestrian environment range from large-scale elements, such as repurposing and redesigning right-of-way along 7th Street for public festival gathering space for celebrations, to medium-scale elements, such as redeveloping sidewalk space with a more unique finish, to small-scale details, such as incorporating decorative clocks that provide aesthetic appeal. Coordinated way finding for all modes to direct people through the area and to key features, and to direct the public to public parking is also a key design element. Way finding signage should provide a consistent, ornamental aesthetic that is unique to the project area.

All street features will have an overarching, uniform aesthetic that creates a distinct sense of place and draws out the historic character of downtown Cottage Grove. Table 2, **Pedestrian Experience** lists potential elements also shown on figures Building Identity: The Pedestrian Experience and Street Furnishings and Signage.

Table 2. Pedestrian Experience Options

Element	Description	Pros	Cons	$
Festival Streets	Curbless streets that can be closed for events to create an event space.	Creates a multi-purpose public gathering space within existing ROW	Streets will be closed to vehicles at times. Can create ADA issues if not designed correctly.	$$-$$$
Paved Sidewalks	Paved sidewalks are regular concrete sidewalks that can be colored or texturized.	Familiar and cost-effective installation with easy, low-cost maintenance. There are also a variety of decorative surface treatment options.	Very common; lacks uniqueness unless specific design elements are incorporated.	$-$$
Wood Boardwalk Sidewalks	A boardwalk replaces a concrete sidewalk with wood planks.	The wood is historically appropriate material that is highly unique and memorable; promotes creation of a special place.	Costly structure and materials can be challenging to maintain.	$$$

Element	Description	Pros	Cons	$
Interpretative Signs				
Etchings in Pavement	Etchings are inscriptions in pavements, bricks or pavers that can personalize a pedestrian area with inscription of names, provide history or tell a story.	Incorporates unique identity into existing infrastructure.	Etchings, because they are on the ground, are more subtle and easier to overlook compared to vertical elements. There is also limited space for text.	$
Monuments	Plaques in sidewalk that could detail a feature such as a historic building or event.	Can be linked together to create a "trail" for visitors to follow. Incorporates unique identity of individual features and places within the community into existing infrastructure.	Because they are on the ground, they are more subtle and easier to overlook.	$
Historical Interpretative Markers	Historical interpretative markers are signs that feature historical information about major events and can present "the story" of a place.	Can create a focal point or place for a gathering or celebration.	Require appropriate and adequate space. More costly to create and install than etchings. Higher potential for vandalism.	$$
Community/Business District Informational Kiosk	Provides community/ history based map for key features, restrooms, public spaces, bike and pedestrian facilities including trails, transit stops, and other community-focused interest points. Also includes maps that show businesses in the area.	Can provide revenue stream for business district because businesses can choose to pay to be on the map. Provides a focal point and can direct bike and pedestrian travelers to facilities they may need.	Larger structure that requires more sidewalk space than other way finding facilities. Higher potential for vandalism.	$
Sidewalk Accessories				
Benches	Benches would be decorative and reflect the style of the streetscape.	Provide places for social interaction and using sidewalk as public space.	Takes up sidewalk space.	$

Element	Description	Pros	Cons	$
Street Lights	Similar to the benches, the street light would be decorative and reflect the historical style of the streetscape.	Provide illumination and can fit into historical theme.	Needs utility connections.	$
Water Fountains	Decorative water fountain to serve both cyclists and pedestrians.	Are fairly uncommon on sidewalks.	Needs water connection and takes up sidewalk space.	$
Clocks	Adds a focal point to a particular area and can be a meeting area.	Historic feature that can provide character and focal point.	Takes up sidewalk space and needs to be maintained. Higher potential for vandalism.	$
Awnings	Decorative awnings for storefronts made out of the complimentary materials.	These are historic features that establish consistency along the streetscape. They would be maintained by business owners.	Doesn't provide shade for parked cars or stormwater benefits. Installation and Maintenance costs borne by landowner.	$
Way Finding				
Coordinated Way Finding Signage	Identifies key features in the area and directs pedestrians and bicyclists to those features by signs that have the same look and feel.	Points out key civic, cultural and/or retail destinations within the district.	Should be coordinated with other elements like light poles and traffic lights for best effect.	$
Coordinated Decorative Traffic Elements	Decorative traffic and street signs direct traffic according to recognized standards, but have a more distinctive ornamentation.	More pedestrian-oriented and attractive than standard utilitarian poles. Helps reinforce and demarcate the street/area as being a historic, special place.	More expensive to purchase than non-decorative street signs.	$$

Landscaping and Stormwater Treatment

Landscaping and stormwater treatment contribute to the quality of the streetscape environment by softening the appearance of the urban environment and improving water and air quality. This improves community appeal and creates an attractive setting for commercial businesses. Trees decrease energy consumption by providing shade, intercepting falling rainwater that would flow into storm drains, and acting as windbreaks. Proactively incorporating landscaping and stormwater treatment into street design ultimately benefit aesthetic and ecological functions. Table 3 lists landscaping and stormwater treatment elements that are also shown on the **Landscaping and Stormwater Treatment** figure (attached).

Table 3. Landscaping and Stormwater Treatment Options

Element	Description	Pros	Cons	$
Landscaping				
Trees	Trees planted on streetside edge of sidewalk.	Can provide shade, traffic calming, more attractive pedestrian environment, absorb precipitation, and reduce harm from tail pipe emissions.	Care and maintenance of trees in urban places can be costly. It can be hard for trees to thrive in an urban environment. Not historically accurate.	$$
Tree Grates	Provides space for the tree while allowing pedestrian traffic over the tree planting area. Helps integrate trees into the urban hardscape.	Maximizes the sidewalk through zone. Requires little, inexpensive maintenance once installed.	Special care must be given to root zones to ensure long-term health of street trees.	$$
Planter Strips	Vegetated planters along the edge of the sidewalk.	Provides a continuous buffer between pedestrians and vehicles.	Reduces the clear width of sidewalks. Frequent maintenance is required to keep them looking their best. Can be expensive to maintain.	$
Decorative Planters (hanging and on the sidewalk)	Flowers or other decorative plants, either in hanging baskets from buildings or light poles or in pots on the sidewalk.	Easy to install and remove. Can be maintained as year-round or seasonal plantings.	Reduces the clear width of sidewalks. Frequent maintenance is required. Pots on Sidewalk are easy to vandalize.	$

Stormwater Treatment				
Vegetated Swales	Open-channel drainage-ways used to convey stormwater runoff.	Provides visual and functional connection between green spaces. Provides water quality while enhancing the public realm with plantings.	Ongoing maintenance is required to maintain the functional treatment. These are not historically accurate.	$$
Catch Basin Inserts	A catch basin is a type of storm drainage system used to collect rainwater and other debris.	Inexpensive; can be used with existing infrastructure.	No added landscape benefits.	$

Next Steps

The project team, stakeholders, and the public will consider the identified design elements to decide which elements should be carried forward into the alternatives. From there, the elements will be refined and organized so they are complementary, such as placing a bench near a clock in order to form the alternatives for the streetscape.

Initials: WAD

File Name: P:\O\ODOT00000806\0600INFO\0670Reports\4.D Revised Streetscape Elements\Revised Main Street Streetscape Plan Streetscape Elements 12.16.13.docx

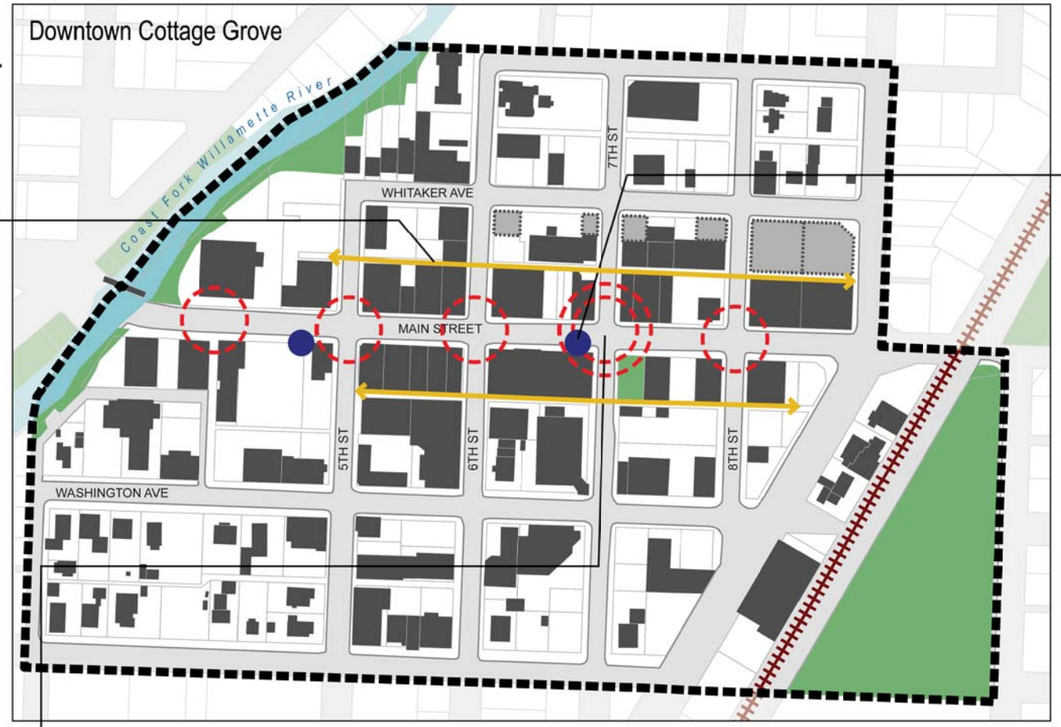
MC1. Alleys

Alley as Pedestrian Way
Pros:
• Creates public amenity in otherwise under-utilized space

Cons:
• Require on-going maintenance

Installation cost: $$

Downtown Cottage Grove



Map shows potential future locations for streetscape elements

MC2. Bike Parking

Bike Parking in On-Street Parking Stall
Pros:
• Provides ample space for lots of bikes
• High visibility and easily accessed from the bike lane

Cons:
• Removes one parking stall

Installation cost: $

Bike Parking on the Sidewalk
Pros:
• Provides flexible options for placement; can fit in tighter spaces

Cons:
• Can be a challenge to spot for use
•Takes up space on the side-walk
• Nct as conveniently accessed by cyclists from the road

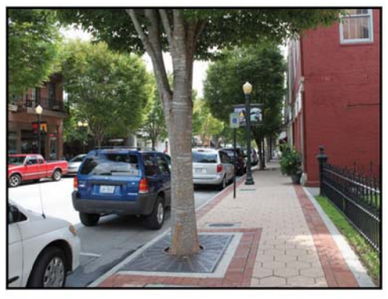
Installation cost: $

MC3. Paving and Intersections

Specialty Paving
Pros:
• Visually identifies the place as special
• Ties well into an historic theme

Cons:
• More expensive to install and maintain

Installation cost: $$



Specialty Paving at Intersections and Crosswalks
Pros:
• Creates visual hierarchy along the street; identifies special places

Cons:
• More expensive to design and install than traditional asphalt intersection

Installation cost: $$

Curb Extensions
Pros:
• Reduces crossing distance for pedestrians
• Makes crossing pedestrians more visible to drives

Cons:
• No historc affiliation; gives a contemporary appearance
• May reduce space available for parking stalls

Installation cost: $$

Street Amenities
Main Street Cottage Grove

Multimodal Circulation

City of Cottage Grove Oregon
David Evans and Associates Inc.

PE1. Historic Interpretation

Etchings in Pavement
Pros:
- Can be a fund-raising initiative
- Incorporates unique identity into existing infrastructure

Cons:
- More subtle and easily over-looked than vertical elements
- Limited space for text

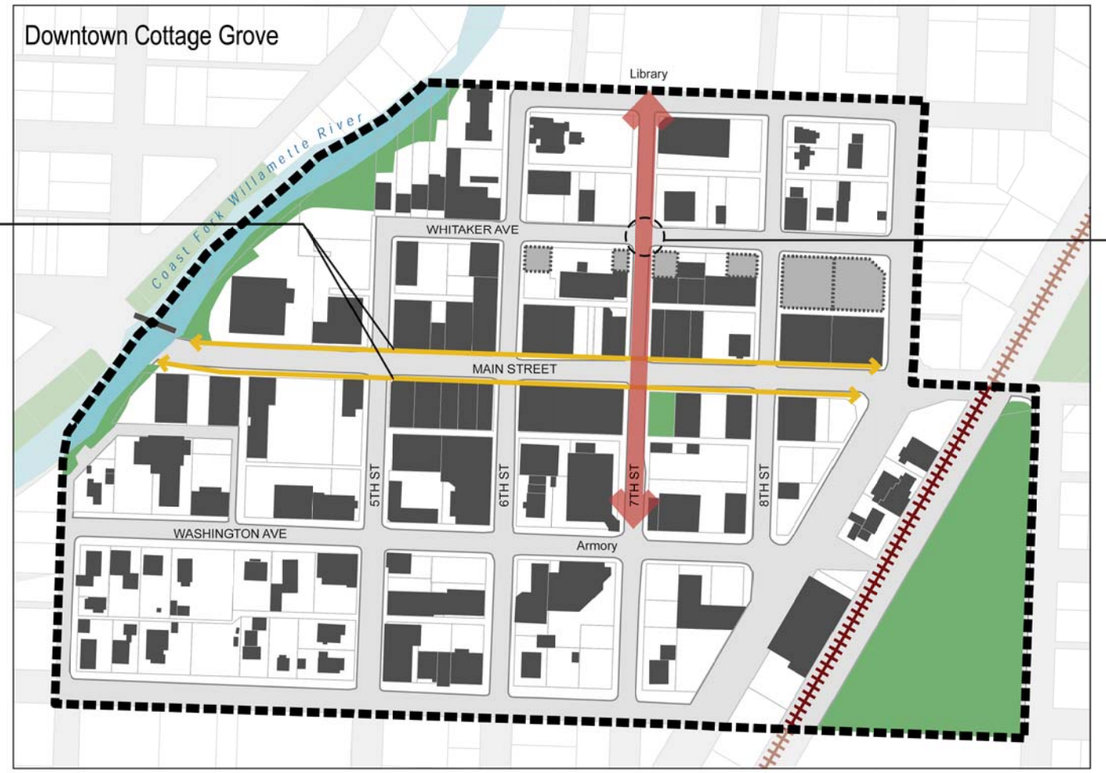
Installation cost: $

Historical Interpretive Markers
Pros:
- Defines unique story of place
- Can catalyze a place of gathering or celebration

Cons:
- More costly to create and install
- Require appropriate and adequate space

Installation cost: $$

Downtown Cottage Grove



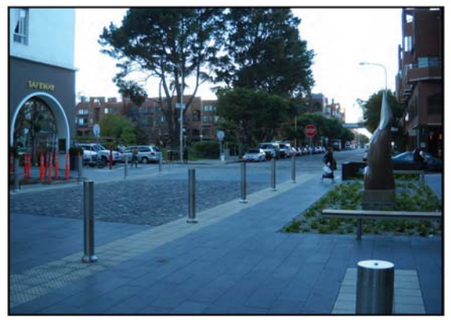
Map shows potential future locations for streetscape elements

PE2. Celebrations and Festival Streets

Curbless Street
Pros:
- Creates a multi-purpose public gathering space within existing ROW

Cons:
- Streets will be closed to vehicles during events
- Requires special barriers to define use zones

Installation cost: $$ - $$$

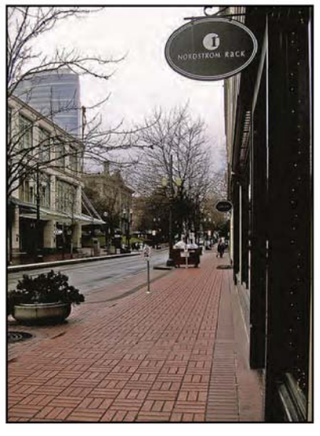


PE3. Pedestrian Zone Materials

Paved Sidewalks
Pros:
- Familiar and cost-effective installation
- Easy, low-cost maintenance
- Variety of decorative surface treatment options

Cons:
- Very common; lacks uniqueness

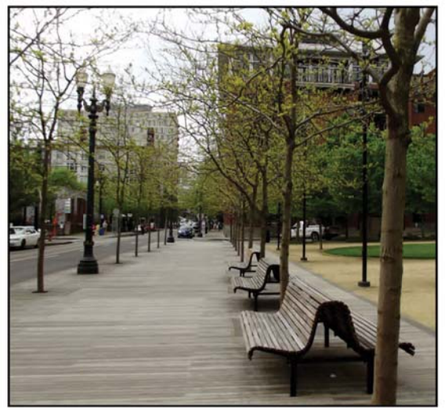
Installation cost: $ - $$



Wood Boardwalk Sidewalks
Pros:
- Historically appropriate material
- Highly unique and memorable; promotes creation of a 'special place'

Cons:
- Costly structure and materials
- Can be challenging to maintain

Installation cost: $$$



Street Amenities

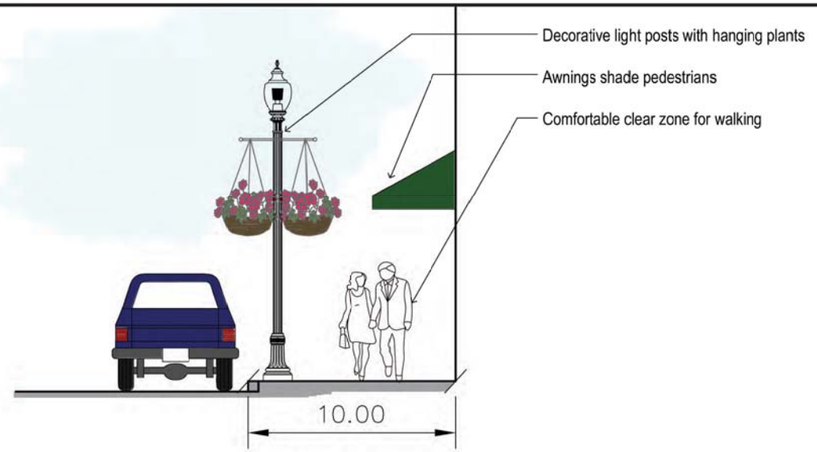
Main Street Cottage Grove

Building Identity: The Pedestrian Experience

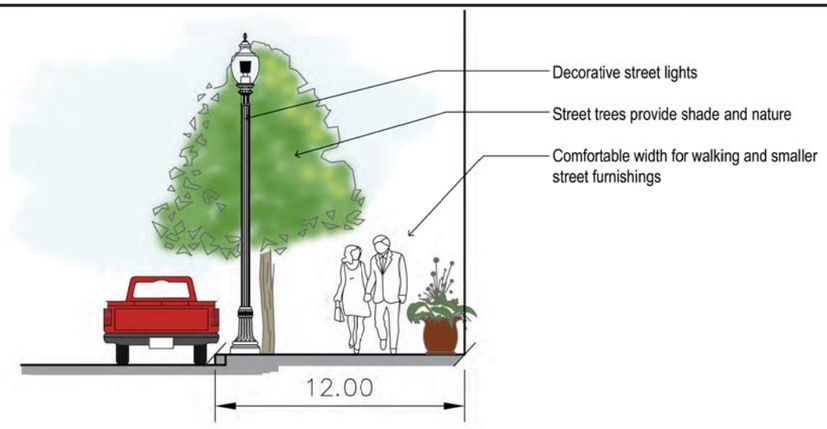
City of Cottage Grove Oregon

David Evans and Associates Inc.

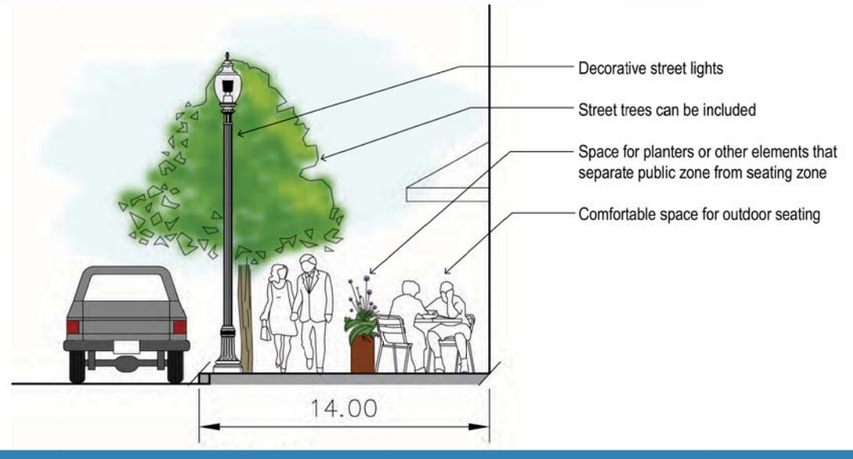
10-Foot Sidewalk



12-Foot Sidewalk



14-Foot Sidewalk



Increasing Width

Increasing Variety

Street Amenities
Main Street Cottage Grove

Amenity Options: Sidewalk Width

City of Cottage Grove Oregon
David Evans and Associates Inc.

LS1. Street Trees

Tree Grates
Pros:
- Maximizes sidewalk through-zone
- Little and inexpensive maintenance once installed

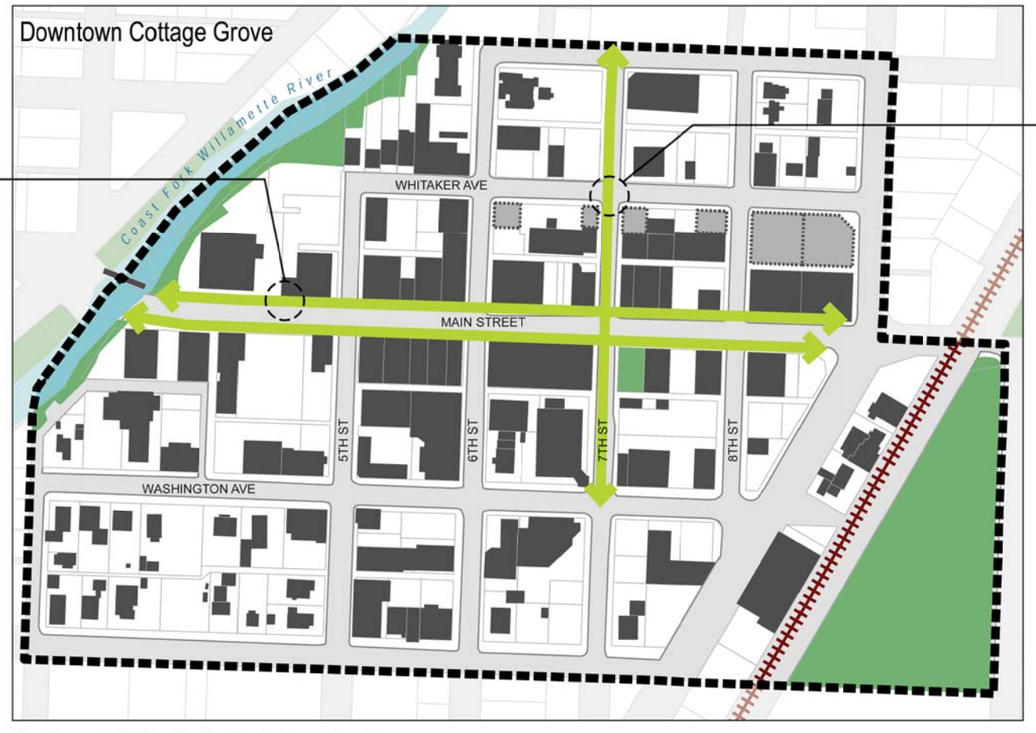
Cons:
- Special care must be given to root zones to ensure long-term health of street trees

Installation cost: $$

Planter Strips
Pros:
- Provides continuous buffer between pedestrians and vehicles

Cons:
- Reduces clear width of side-walks
- Frequent maintenance to keep it looking its best
- Can be expensive to maintain

Installation cost: $



Map shows potential future locations for streetscape elements

LS2. Stormwater Treatment

Vegetated Swales
Pros:
- Provides visual and functional connection between green spaces
- Provides water quality while enhancing public realm with plantings

Cons:
- On-going maintenance required to maintain functional treatment

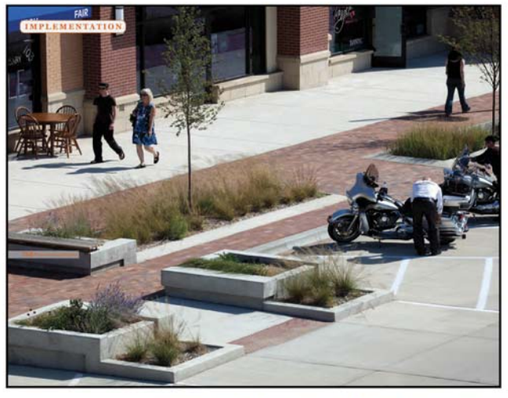
Installation cost: $$

Catch Basin Inserts
Pros:
- Inexpensive
- Can be used with existing infrastructure

Cons:
- No added landscape benefits

Installation cost: $

LS3. Landscaping Designs



Street Amenities

Main Street Cottage Grove

Landscaping and Stormwater Treatment

City of Cottage Grove Oregon

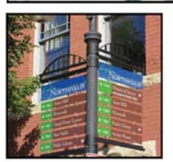
David Evans and Associates Inc.

SF1. Signage and Wayfinding

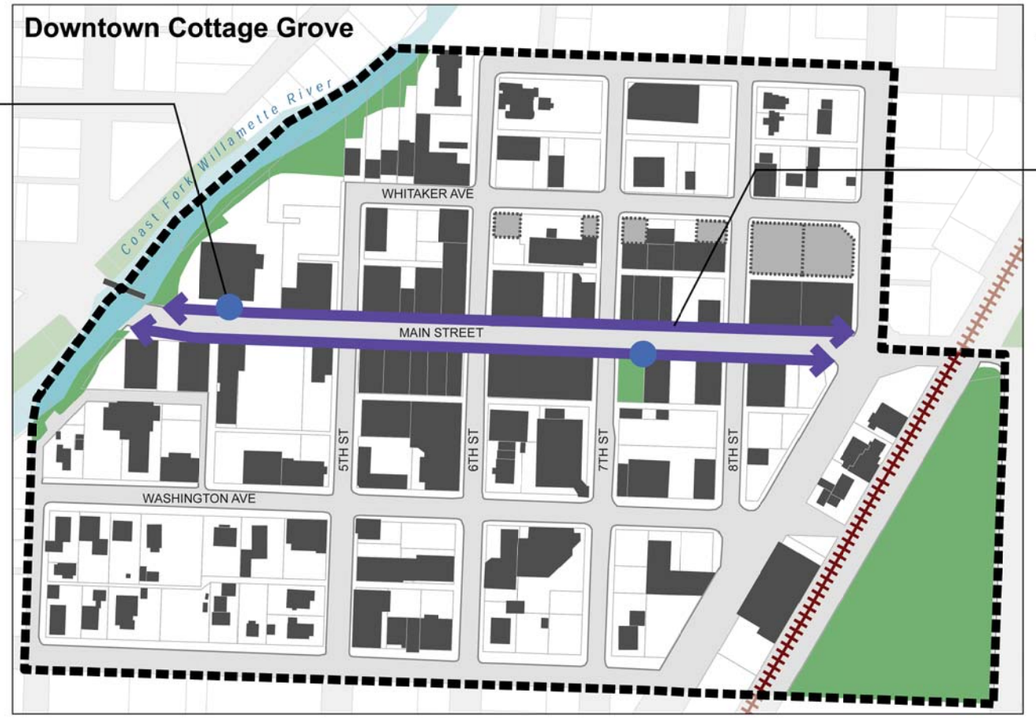
Coordinated Traffic and Pedestrian Signage
Pros:
- More pedestrian-oriented and attractive than more utilitarian signage

Cons:
- Expense
- Most effective when coordinated and integrated with overall design theme

Installation cost: $



Downtown Cottage Grove



Map shows potential future locations for streetscape elements

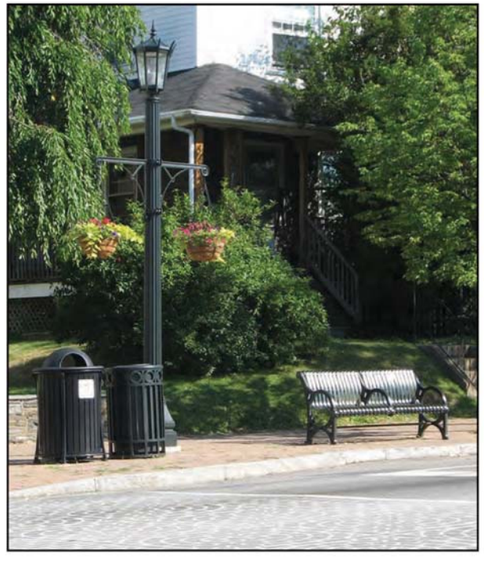
SF2. Awnings

Buildings with Awnings
Pros:
- Directly historic feature
- Establishes consistency along streetscape
- Maintained by business owners

Cons:
- Doesn't provide shade for parked cars or stormwater benefits

Installation cost: $

SF3. Sidewalk Furnishings



Street Amenities

Main Street Cottage Grove

Street Furnishings and Signage

City of Cottage Grove Oregon

David Evans and Associates Inc.

APPENDIX D.
Public Engagement Summaries

Public Open House and Online Survey Combined Response Table

Alternative	Description	Public Meeting #1	Online Survey	Total
Multimodal Circulation				
MC1 - A	Alley with brick and gateway feature	17	7	**24**
MC1 - B	Alley concrete with trees	4	7	**11**
MC2 - A	Bike parking on-street	16	6	**22**
MC2 - B	Bike parking on the sidewalk	6	9	**13**
MC3 - A	Octagon pavers with brick edging	2	11	**13**
MC3 - B	Square block crossings	4	2	**6**
MC3 - C	Circular intersection pattern	0	2	**2**
MC3 - D	Mid-block vegetated curb extension	0	0	**0**
MC3 - E	Brick edges on sidewalk	3	1	**4**
MC3 - F	Pavers and brick	0	1	**1**
MC3 - G	Concrete squares in parking spaces	0	0	**0**
MC3 - H	Brick intersection features	8	5	**13**
MC3 - I	Circular intersection pattern	0	2	**2**
MC3 - J	Rounded intersection curb extension with vegetation	0	3	**3**
MC3 - K	Crosswalk curb out clean	3	3	**6**
Amenity Options Sidewalk Width				
	10-Foot Sidewalk	25	8	**33**
	12-Foot Sidewalk	13	11	**24**
	14-Foot Sidewalk	27	7	**34**
Pedestrian Experience - Historic Interpretation				
PE1-A	Etching in concrete paver	4	4	**8**
PE1-B	Etching in brick	0	4	**4**
PE1-C	Mural on building face	8	1	**9**
PE1-D	Covered Bridge	1	5	**6**
PE1-E	Interpretative Sign	4	5	**9**
Pedestrian Experience – Celebrations and Festival Streets				
PE2-A	Curbless Street – Open Street	6	4	**10**
PE2-B	Curbless Street – Demarcated pedestrian walk area	5	3	**8**

Public Open House and Online Survey Combined Response Table

Pedestrian Experience – Pedestrian Zone Materials				
PE3-A	Paved Sidewalks – Large Concrete Squares can be painted.	4	3	**7**
PE3-B	Multicolor Bricks with Geometric Design	0	2	**2**
PE3-C	Brick pavers	7	4	**11**
PE3-D	Pavers with concrete edges and/or walkways	0	0	**0**
PE3-E	Wood Boardwalk	3	9	**12**
Street Furnishings and Signage				
SF1-A	Decorative Stop Sign	1	4	**5**
SF1-B	Art Deco Informational Sign	3	3	**6**
SF1-C	Decorative Street Light Sign	2	4	**6**
SF1-D	Simple Map Sign	0	4	**4**
SF1-E	Key Features Wayfinding Sign	2	5	**7**
SF1-F	Key Features Wayfinding Sign Color Coded	6	4	**10**
SF2-A	Awnings with Trees	7	5	**12**
SF2-B	Shallow Awnings	11	4	**15**
SF2-C	Deep Awnings	6	4	**10**
SF3-A	Café Seating	2	3	**5**
SF3-B	Wood Bench	3	4	**7**
SF3-C	Black Iron Bench	3	7	**11**
SF3-D	Café Seating Close to Building	5	2	**9**
SF3-E	Bus Shelter	2	4	**6**
SF3-F	Acorn Street Light with Hanging Baskets	5	7	**12**
SF3-G	Decorative Overhanging Street Light	2	4	**6**
SF3-H	Old Fashioned Overhead Light	5	1	**6**
SF3-I	Planting Area	0	2	**2**
SF3-J	Clock	7	11	**18**
SF3-K	Bubbler	11	7	**18**
SF3-H	Simple Overhead Light	2	0	**2**
Landscaping and Stormwater Treatment				
LS1-A	Tree Grates	8	7	15

Public Open House and Online Survey Combined Response Table

LS1-B	Plant area with trees	2	4	**6**
LS2-A	Vegetated Swales	11	7	**18**
LS2-B	Catch Basin Inlets	0	4	**4**
LS3-A	Square planter bulb outs	1	1	**2**
LS3-B	Planter Strips	0	0	**0**
LS3-C	Raised Planters	1	6	**7**
LS3-D	Trees Alone	8	5	**13**
LS3-E	Hanging Baskets	8	9	**17**
LS3-F	Planter Bulb Outs	1	3	**4**
LS3-G	Vegetation on Edge of Sidewalk	1	1	**2**
LS3-H	Barrel Shaped Planters	11	2	**13**
LS3-I	Round Planters	6	6	**12**

Cottage Grove Mainstreet Refinement Plan

Plan Advisory Committee and Open House Meeting Notes

Draft Streetscape Concepts – March 5, 2014

Two Concepts and associated elements were presented. The following is a summary of the responses from the community that were communicated via sticky notes on displays.

East End:

- There were approximately 5 responses regarding connecting and integrating the river with Main Street, utilizing the riverfront more and drawing attention to it, and making it a more useable public amenity.
- More development in this area (by City Hall) to connecting one use to another and provide continuity. Some ideas were: move city hall to the armory, development at parking lot across from City Hall fronting Main Street edge.
- A roundabout across the bridge is not in keeping w historic nature of Cottage Grove and Slabtown.
- Demarcating this end was identified as a need. Most respondents were in favor of a duplicated arch, but one said it looked like an amusement park. Trees in this area were seen as an identifying feature.

Parking:

- Parking spaces – No reduction, need parking for larger trucks, truck loading zones, extra space for parking spots.
- Improve parking lots make them more inviting - make then eco friendly such as with bioswales or eco pavers. Make them park like. They are city owned blight. Improving the parking area across from City Hall was well received.
- Need better access and signage to parking.
- On-Street Parking issues – get rid of street trees
- Consider parking management plan for controlling use if parking resources during peak conflicting use times.

Trees & Vegetation:

- There was more response against street trees than for them in both concepts. Some of the reasons given were that having no street trees is more historically true, they can interfere with truck loading, they block buildings and care and maintenance responsibility. But, there were also a couple of responses in favor of trees and that no trees seemed sparse and that less and more appropriate placement and types of trees might work.
- There were a couple of responses in favor of vegetation in general.
- Preserve poles for hanging basket and lights
- There was no positive response for sidewalk planters. The comments were they are too busy interfere with sidewalk movement and need to be maintained.

Street Lights

- Old fashioned street lights and acorn lights were preferred.
- Consider placement of street lights. Downtown can be dark because of location of lights and trees.
- Like a combo of hanging lights and poles

Alleys

- Improving alleys was popular. Including features such as hanging lights and arches on entryways and undergrounding utilities.
- Alleys as bike lanes (a couple of responses). Use detour signs to alley and no bike access on Main.
- Alleys are currently used by delivery vans.
- How will spending money on alleys attract foot traffic?

Bikes

- There were conflicting responses as to where bikes should be directed, Main Street with sharrows, alleys or sidestreets.
- Bike parking was preferred off of Main Street.
- All positive response for design of bike shelter

Historical Detail

- A couple of comments regarding what is truly historical to the street and not.
- Historical district not a mall. Benches, water fountain. Existing gateway looks like an amusement park.
- Awnings not an original building historical feature

All America Square

- All America Concept was popular because of seamless flow, it could fit big groups, and there was more access. The location of the tower wasn't a problem for respondents.
- More tables and chairs or areas to sit.
- Some hesitation regarding putting doors in the midst of the mural.
- Keep the lizard statue.
- Extend plaza further south, relocate restrooms was an idea.

Festival Street

- The festival street got all positive responses.
- There was concern about bollards along the curb limits for loading options - removable ones may work.

Design Detail

- The armory ornamentation was extremely well received.
- Everyone like Benson bubbler
- Acorn lights
- Like differentiating parking texture from street texture.
- Don't let detail get too busy
- Crosswalks – like red, how to maintain if other concrete, long term wear
- Street frames hill, maximize view

Stormwater

- Swales were mostly not well received because of maintenance and capacity concerns, that they are not appropriate in historical district, and take up multimodal movement area.
- However, there were several responses in favor of signed and creative eco friendly storm water treatment specifically porous pavers.

Sidewalks:

- Wider sidewalks were preferred.
- Some concerns regarding slippery surfaces such as bricks and maintenance of bricks.
- Seating on sidewalks got positive responses.
- Conflicting views on treatment some like stamped some said stamped looked fake some liked brick stamped concrete.
- Other positive: Like writing on sidewalks, Sidewalk treatment for rain design.

Circulation

- Link Main Street and the library, or more the library Gibbs and Whitaker are forgotten and not inviting at all.
- Connect Washington and Whitaker to Main Street and river - circulation
- Put crosswalk in front of City Hall

- Where should bikes be directed?

Operations

- Many concern about operations and street functionality:
- What was design vehicle? Log truck school bus, delivery van that drove reduction in travel lane width from 14 feet to 11 or 12 feet? Concern regarding trucks turning onto side streets.
- Intersections. Mixed feelings regarding control stopped all stops and 4 way consistent treatment stops signs or lights.
- Business accessibility and freight loading needs to be accommodated.
- Replacing trees with plants could improve sight distance. Tree placement truck loading zone conflict? Identify conflict areas. Can align trees with property lines to minimize interferences with doors and entryways.
- Concern loss of width along already narrow 6th street if stormwater facilities are added.
- Like the graded stop table approach at festival street.
- Main Street not a thrufare – dissuade heavy thru traffic
- Crosswalks/street paving/signage- need clarification to promote safety

Wayfinding

- Wayfinding was identified as an important need to both draw people into the area from as far as I-5 and direct them to parking and resources once they arrive.

Western end

- Empty lot – ugly entrance to downtown
- Dynamite this building – corner of OR 99 and main
- Need to demarcate entry somehow – west end.
- Street signs block arch
- Draw people, missing signage

Other

- Make armory a mall
- Move city hall to the armory
- What is going to happen to this vacant lot? 6th and main
- Underground the utilities and irrigation

Cottage Grove Mainstreet Refinement Plan

Plan Advisory Committee and Open House Meeting Notes

Preferred Streetscape – May 13, 2014

Flip chart notes:

- Flag poles in street
- Square/festival street
    - Possible to have some "break" in texture to provide respite from concrete, heat, etc.
    - "Pocket greenspace"
- Bike parking…visibility important to cyclists
    - Move some of the bike parking to Main Street OR to the plaza.
    - Future: higher tech means of watching your bike.
    - "Bike Steward" for bike parking/corrals with special events
- Bubblers need spigots for filling water bottles
- All America Square – potential line building or pergola.
    - Potential storage for chairs/tables.
- Need lights on side streets and by alley access
- Trees – can help provide differentiation along building "wall"
    - need to avoid "stark" feel
    - **IF** trees – use "right" trees
        - Plant more judiciously (spacing/location)
        - Infrastructure for watering
- Potential for pervious pavement in places?
- Informational/Directional /Interpretive wayfinding should be included in budget.
- Awnings are maintenance issues
- When people come around the corner… POW!
- What's that look like?
- Have businesses ask their customers.
- Urban Forestry Committee wants more input as plan moves forward
- Concern over "no trees" on Main Street
- Wider sidewalks felt to impact safety and narrow turning radius
    - Keep sidewalk width "as is"
- Q: on side streets with trees… will it impact ability for passengers to exit curb side?
- Sidewalk materials – use pavers, bricks, etc… not just concrete
- Q: can existing trees on Main Street be salvaged?

- Q: where will bike racks be placed? Ask side street businesses where to place.

Notes from Cross Sections

- Funding of awnings is important, and should be factored into the "tree or no tree" decision
- Keep public meetings open discussions with all voices heard rather than breaking into groups
- Look at potential or mixing the right type of deciduous trees and evergreen trees
- We the business and property owners walked Main Street with the experts from the state (SHPO) when the downtown association was going. They agreed, no trees on Main Street
- Leave trees on Main St. Prune trees, place grates at base of trees and in some cases, remove damaged/diseased trees
- Stuff looks good. Just keep some trees on Main Street. Especially awnings aren't funded
- I understand the issues but how about cutting half the trees, replace them with containerized smaller trees and when they grow some replace the rest, or save the corner trees. I would bet most citizen want the trees and would enjoy shopping and being downtown more with them. Sure they're messy and take maintenance, block signage etc. but the beauty and ambiance is irreplaceable
- Language like "preferred alternative" is off-putting—and "trees can be put in place" is laughable—TREES ARE IN PLACE
- Need trees on Main Street!!! Same option with between parking spots as on numbered streets possible?
- Please include street trees on Main Street and please do not cut them all down! Or replace with columnar conifers
- Tree liabilities:
    - Roof maintenance
    - Carpet in businesses
    - Blocking addresses for fire department
    - Paint of customers cars
    - Ladybugs dying inside businesses
    - Branches being broken off by delivery vehicles
- Curb bulb/radius works for bus access (turning from Main Street onto side street). Safer, less vehicle conflict
- Let's not make a farce out of our "tree city" designation
- Leave the curbs on 7th Street for safety and install 4-way stop signals on Main at 7th and 8th Streets

Cottage Grove Mainstreet Refinement Plan

- Today parking spots worth xx $500 potentially no one has done a study on them in years
- Maintenance and liability issues of trees and property we the business owners and stakeholders DO NOT want any street trees
- This plan is like putting lipstick on the pig. Larger land use and structural changes need to be made for downtown to work
- Our customers in general are emotional about aesthetics and environmental mitigating effects of the trees on Main Street I hope you consider seriously the outcry which will occur if attempts are not made to save selective trees on Main Street
- How about bike lanes on Main Street?
- Parking has been studied 20+ years ago by parking commission at that time they were worth $250 per spot a day from potential customers
- Patterned concrete NO brick pavers been tried in past—dismal failure
- Tree Liabilities
    - Trimming maintenance
    - Concrete breakage
    - Customers filing lawsuits
    - Concrete expense in replacing
    - Parking and turning restrictions
- DO NOT raise 7th Street. Not needed if you put in a 4-way stop sign
- Fix the crown, remove the trees, fix the sidewalks
- Quit doing study after study costing the taxpayers $300,000 & $150,000 put towards recruiting and retention of diversified businesses that our community is missing
- I work at the chamber of commerce and give tourists and locals directions. The town square (Opal Whitely is the main place I send people to start out for shopping and parks, bridges, and ??? events. Please consider that sunny
- Parking for cars is most important over bike racks customers come from vehicles first and foremost not from bicyclists
- Likes the streetscape plan…right stuff
- Leave the 15.5' Main Street and side lanes streets exactly the way they were engineered 10' sidewalks, 7' parking spaces
- Opportunity for more (summer) outside café style seating on sidewalks. Imparts fun and vitality at downtown restaurants, bookstores, etc.
- Add a label on top of bike parking areas
- Install signage off the freeways historic downtown; ex. Florence

Cottage Grove Mainstreet Refinement Plan

- Urban Forestry committee walked Main Street on May 5th to look at mitigation to existing trees. Approximately 30-80% of the trees can likely be mitigated such as taking up concrete and putting grate (see maple trees outside city hall)
- Business owner on Main Street—likes trees. Bikes can be tied. Shade. Pretty. Find low maintenance trees
- I live downtown—I own property on Main Street and business…trees on Main Street are aesthetic, environmental mitigations very important issue
- Place a few more trees at plaza for shade and aesthetics
- Why wasn't Urban Forestry Committee not consulted or included in the process?
- Tree removal on Main Street would be a huge impact upon business climate and quality of life for all users of downtown contentions
- LEAVE HEALTHY TREES ON MAIN STREET. Replace them over time with more appropriate species
- Betty Kaiser's "chatterbox" article in the March 26th edition of the Sentinel sums up my views. Please read it and keep the trees.
- It looks like a mall without the trees. Too sterile!!
- Trees provide aesthetics, clean the air, provide areas for birds and increase real estate values. Plant more trees.
- Atmosphere is too sterile! Plan takes away from the homey feeling of downtown. People live here as well as have businesses.
- Try Acer Compresth on Main Street. Cute little tree!
- Analyze existing trees on Main Street to keep some. Do not take out "ALL" trees
- Keep as many trees as possible—look at each "problem" and solve it—a cookie cutter (pun intended) approach does not make our town stand out—
- Keep the trees!
- Find ways to save selected trees on Main Street. Having no trees creates an uninviting Main Street.
- Needs to be some contingency to not cut (or protect) existing trees until a complete evaluation is completed as to whether or not any can be saved!
- Streetscape looks sterile without any trees on Main Street—uninviting.
- Like awnings concept—how best to implement consistency of style and maintenance?
- Look for ways to style some of the existing trees on Main Street. Find the best to keep. They're attractive.
- Root pruning of selected trees has been suggested by arborists as a way to save sidewalk issues; these maples have deep roots

- Who pays the water bill for fountains? City!
- I live here because of the environmental quality of life. Keep it, don't make it a mall.
- Residents on Main Street could use consideration for overnight bike parking safety
- Put tables and chairs into All American Square without ripping it up and changing it drastically
- No Main Street trees create a sterile, ugly shopping environment. Planters and flower baskets are nice in summer but results in baren scape in winter. Therefore not an acceptable replacement to our trees.
- Honor Tree City USA by keeping trees on our beloved Main Street. The benefits outweigh the problems
- Send plan out to all residents and businesses of CG for input and acceptance. Do not assume all who care about this community have attended these 3 meetings
- This plan is too extreme. Sterile. This is a small town. Not a mall.
- Leave the opal mural please, at the plaza
- Are you willing to guarantee that funding will not be sourced by raising city taxes? All grant dollars?
- Stormwater by swales should be reconsidered. Ditto. [second commenter]
- Bike parking on Main Street for safety
- Keep the city ambiance of the existing city trees. Keep the All American Park add tables.
- Put all wires, cables underground please (Dave: Yes utilities are underground)
- Awnings are worrisome. They tend to mold and deteriorate quickly over time. This is Oregon (wet)
- What about the residences on Main? How is the atmosphere of "home" maintained? I.e., bike racks
- Leave Opal Whitely mural on 7th and Main and make sure you keep trees on Main!
- Remember the people that attracted to Cottage Grove because of the environmental interests!
- Use "Green" alternatives for the changes all the way through so CG can be considered a "Green City". ENVIRONMENT
- Without funding for the awnings, it would be better to have trees on Main Street. Businesses will not be able to afford the awnings and it will look bad.
- Reintroducing awnings is appropriate and a homage to the past
- NO TREES
- Keep the trees!
- Keep the mural (and show it) in All American Square

- The emphasis on 7th Street at the cost of cutting the trees on Main Street is not a feasible keep Main Street trees
- Food carts in All America Square. Store in proposed building next to tower. Vendors put away carts and chairs at night.
- What about the environmental impact of removing trees from Main Street?
    - CO2 mitigation
    - Heat management in summer
- Reopen Washington Street. It is unfair for it to be clocked for one business!
- I like the trees now!
- This is a public parking area (with arrow)
- People don't sit in current All American park 1) In summer due to heat from hardscape materials and 2) in winter – too wet/cold
- How is plan prioritized? If the total cost isn't raised through grants, what will get cut? Would rather not expand sidewalks and City Square and side streets could rather keep trees.
- Need some Street trees on Main Street
- I like everything
- The choice should be one of "Trees" or "More trees"!
- Q: Leave one access open? Q: Longer term linen building?

APPENDIX E.
Streetscape Concepts

Main Street Refinement Plan

DATE:	February 25, 2014
TO:	Amanda Ferguson, City of Cottage Grove David Helton, ODOT
FROM:	Anneke Van der Mast, Alex Dupey
SUBJECT:	**Memorandum #4: Detailed Roadway Design and Streetscape Concepts**
PROJECT:	ODOT0000-0806 – **City of Cottage Grove Main Street Refinement Plan**
COPIES:	File

Introduction

This memorandum summarizes the alternatives development process and the draft roadway design and streetscape concepts for the City of Cottage Grove Main Street Refinement Plan. Based on citizen input, the project team has developed two streetscape concepts for Main Street and connecting side streets that improve multimodal functionality and safety. Both concepts build off the existing character of the project area and integrate urban design and multimodal transportation planning to provide a pedestrian-focused, attractive environment while still maintaining traffic flow on Main Street. The streetscape concepts propose changes to the configuration of Main Street, including widths of travel lanes within the existing right-of-way, new design elements and associated aesthetic details, and locations where the elements would be applied in the project area.

After additional public input is gathered, the next step will be to determine which elements are most important and from a technical perspective, which concept elements work well together to include in a preferred alternative. It is likely that elements from each concept described below will be included.

This memo is broken up into four sections:

- Introduction
- Concept Development Process
- Roadway Design and Streetscape Concepts
- Summary and Next Steps

Figures illustrating the concepts and aesthetic details are provided in Attachment A.

Concept Development Process

Designing the Concepts

The two roadway design and streetscape concepts were designed to support Cottage Grove's already active historic commercial district. In addition, consideration was given to the results of the public involvement process, potential costs of each element and maintenance, Americans with Disabilities Act (ADA) requirements, and engineering requirements. The concepts are based on the range of potential streetscape design elements that were presented in a previous task and at an open house. The input received focused on several elements, which have been organized in each of the concepts to complement one another (see the next section, "Roadway Design and Streetscape Concepts" for a description of each concept).

The design elements that are incorporated into each concept support the primary objectives of the project:

- Makes the right-of-way accessible to all users, regardless of age, ability or mode of transportation.
- Supports the economic vitality of Main Street for businesses and residences.
- Incorporates the use of green approaches to design and construction that improve the long-term environmental performance of the street and the uses along it.
- Promotes understanding of historic preservation and restoration.
- Treats the planning of Main Street as a coordinated community design strategy.
- Enhances the attractiveness of the business district through design improvements that result in a reinvestment of public and private dollars in the downtown.
- Creates a consistent and memorable image for the street that reflects its history and character.
- Makes the street a safe, attractive, and comfortable place to bike or walk as part of the Covered Bridge Scenic Bikeway.

Public Input

Approximately 70 people attended an open house on December 4, 2013, to discuss the potential streetscape design elements and provide input on the most important features to carry forward into the alternatives design process. After a presentation of the streetscape design elements, participants were asked to take part in two interactive exercises. The first was a street cross section configuration exercise, which involved placing pieces such as sidewalks, travel lanes, and landscape planters on sections of a street to construct a roadway within 65 feet of right-of-way, the same width as Main Street. The second exercise used boards showing images of streetscape elements next to which participants could put dots to identify their preferences. An online survey was also conducted using the same images of streetscape elements where participants could vote on the elements they found appealing. Input was tallied to provide an assessment of public support for project features (see Attachment B for tallied table). As a result, the potential number of elements was reduced considerably. Multimodal circulation features that were popular included wider sidewalks and modifying alleys into a public amenity to increase use by pedestrians and bicycles. Some of the popular aesthetic elements were varied brick and concrete element, wrought iron benches, old-fashioned streetlights, and hanging baskets.

Concept Assumptions

ADA Standards

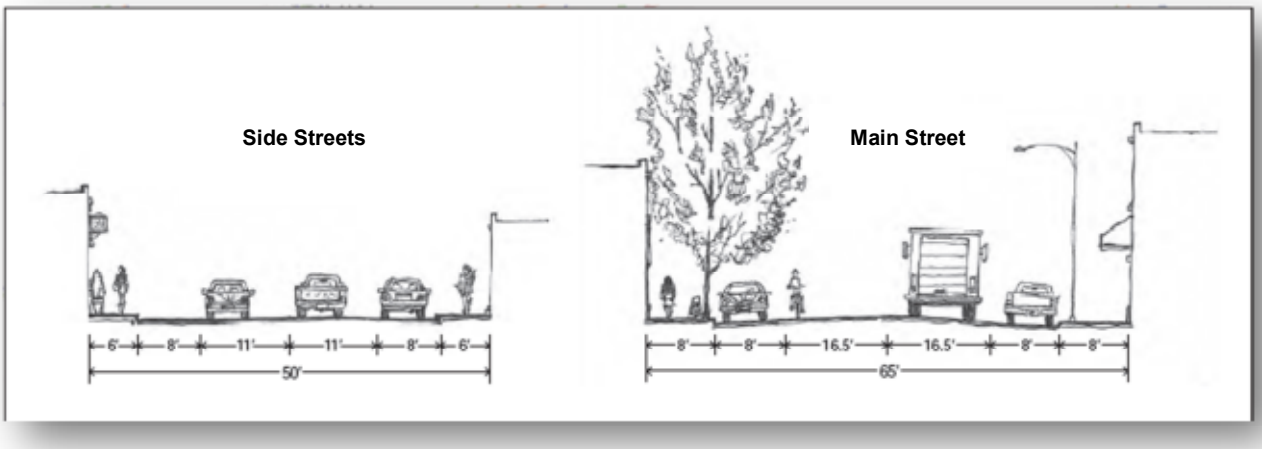
Both concepts were developed to be ADA compliant, with similar ADA features on both options. Although some of these features are not shown on the figures, ADA features will include:

- Sidewalks: On Main Street, sidewalks will be designed with a maximum slope of 2 percent and will be widened in accordance with the required clearance from furnishings, such as trees, benches, tables, bike racks, etc., of 36 inches. On side streets, sidewalks will be improved to meet ADA standards in order to provide safe connectivity to Main Street.
- Crosswalks: All crosswalks in the project area will feature pedestrian ramps, grade improvements, and audible signals where signals are warranted.
- Transit stops: Improvements will be made to allow for ADA access through use of a bus lift. Transit stop locations will not change.

Roadway Cross Section

The existing road crown is excessively high, which can cause motorists to drive closer to the center of the road and can make the roadway travel lanes feel narrower than they actually are. Sidewalks and curbs are in poor condition. Both design concepts would reconstruct the right-of-way to make the necessary safety improvements and remove the crown in the road. The question is how to best distribute the 65-foot cross-sectional width to maximize safety for a wide variety of roadway users. Figure 1 illustrates the current cross section on Main Street and the side streets. The AASHTO-adopted range for travel lane width for an arterial in an urban, low-speed environment (Main Street has a 25 mile per hour speed limit) is 10 to 12 feet, lane widths that provide adequate flexibility to achieve a desirable multimodal urban cross section. Lane widths that are narrower than the existing travel lanes have been chosen for the design concepts in order to manage speed, shorten crossing distances for pedestrians, and allow for increased sidewalk width while not negatively affecting vehicle traffic, including truck traffic.

Figure 1. Existing Cross Sections



Parking and Signage

Both concepts were designed to have minimal, if any, impacts to the number of on- and off-street parking spaces in the project area. Both concepts will use improved signage to identify and direct travelers to parking areas off of Main Street that are currently underutilized, but that are close to popular destinations. ADA improvements will provide better access from these parking areas to Main Street.

Utilities

Significant impacts to existing utilities are not anticipated for either concept. Utilities to support public uses, such as water and electricity for events and activities, are included in the concepts. New utilities would connect to existing utilities in 7th Street.

Roadway Design and Streetscape Concepts

Concept One

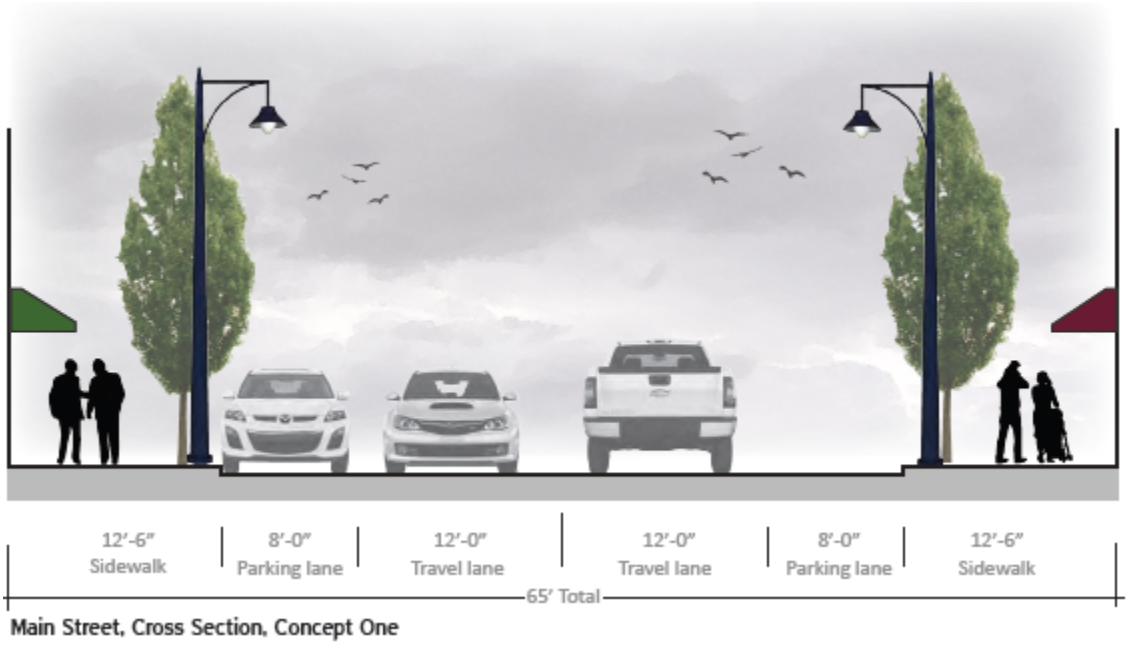
Main Street Multimodal Cross Section and Features

Concept One would provide two 12-foot vehicle travel lanes (See Figure 2 Concept One Main Street Cross Section below). Attachment A illustrates this concept in more detail. Given the slow vehicle speeds, bicyclists and vehicles would share the travel lane. Sidewalks would be widened from the current 8 feet to 12.5 feet, creating space for benches and seating, and providing a more comfortable pedestrian environment. Concept One would maintain an 8-foot-wide parking lane for parallel parking along Main Street. Sheltered bike parking is organized and enhanced with its prominent placement within one on-street parking spot on each side of the street. Colored concrete pavers define pedestrian crossings at intersections and add visual and tactile interest. On-street parking on Main Street is demarcated by a 12-inch concrete band.

Key Features of Concept One

- **Street Trees** – Street trees, which currently exist on Main Street, would be spaced widely enough to allow open views of businesses. There would be approximately 30 percent fewer trees than are currently. In addition, the existing trees would be replaced with a columnar variety in order to maintain open views of businesses. The species of columnar street trees would be chosen that thrive in an urban environment and will be placed in planting pits with decorative tree grates. Decorative tree grates provide space for the tree while allowing pedestrian traffic over the tree planting area, and thus help to integrate trees into the urban hardscape.
- **Gateway Arch** – A second gateway arch, matching the one near Highway 99, would be added at the west end of Main Street to signal to visitors that they are entering a distinct area.
- **Festival Street and All-America Square** – 7th Street south of Main Street would be constructed as a curbless festival street that can be closed for events to create an event space. All-America Square would be integrated into the festival street design using the same decorative pavement material. The conjoined areas could be utilized for a variety of functions and gatherings. Even when 7th Street is not closed, proposed changes to All-America Square could make it more appealing as a daily public space.

Figure 2. Concept One Main Street Cross Section



- **Alleys** – Alleys would be re-purposed as "people places" and secondary bikeways. Improvements to alleys would include new pavement, decorative gateways at each block, and suspended lighting.
- **Public Parking Across from City Hall** – The public lot across from City Hall would be reconfigured to remove vehicle access from Main Street, with access maintained on the side street. Decorative landscaping along Main Street would be provided to act as a visual buffer between the parking and the pedestrian corridor.
- **Storm Drainage** – Storm water runoff would flow to catch basins, similar to today, although the inlets would each have a cartridge to filter contaminants and debris to meet current storm water standards.

Aesthetic Detail

Overall, this design concept (Concept One) was developed to be timeless and cohesive within the existing historical context. There would be decorative scoring along the sidewalk "furnishing zone." Black steel with Art Deco detailing would provide a consistent look and feel for elements such as signposts and light poles, tree grates, benches, trash receptacles, and gateway arches. Aesthetic details drawn from the armory would be integrated into the bus and bike shelters.

Concept Two

Main Street Multimodal Cross Section and Features

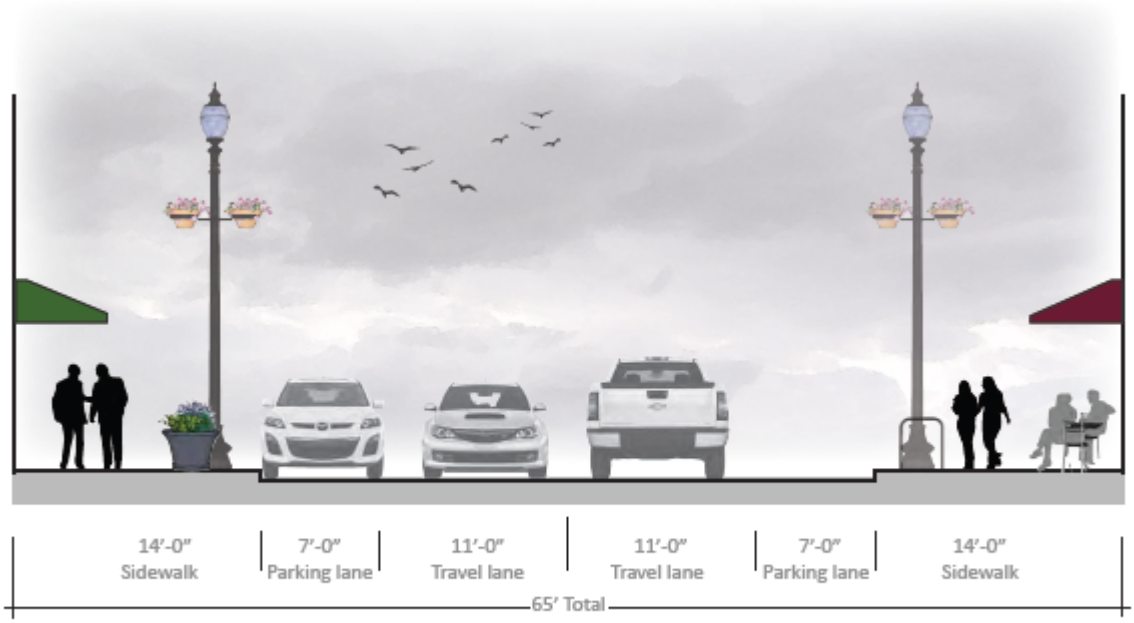
Concept Two provides 11-foot travel lanes as shown in Figure 3, below. Attachment A illustrates this concept in more detail. Like Concept One, Concept Two would have bicyclists and vehicles sharing the travel lane. Sidewalks would be widened from 8 feet to 14 feet, allowing for more varied use of the sidewalk space, such as for cafe seating. Concept Two would decrease the parallel parking lane width on Main Street from 8 feet to 7

feet. Bike parking would be on the sidewalk, thus taking advantage of the extra sidewalk space. All of the intersections would be treated with the same decorative paving of concrete, and a brick band would delineate the pedestrian crossing areas. A 4-foot-wide band of brick would be inlaid in the sidewalk along Main Street, creating a cohesive pedestrian corridor and setting a historical tone for the streetscape. Concrete sidewalk areas could include a silica sand mixture, which gives the pavement a subtle sparkle, especially visible at night.

Key Features of Concept Two

- **Street trees** would not be planted on Main Street, but they would be added to numbered streets that intersect Main. Street trees that are added to side streets would be planted so that their impact to on-street parking is minimized.
- **Hanging flower baskets and container plantings** would be included on light poles to soften the streetscape.
- **Storm water planters** would be included on side streets to soften the urban edges and provide on-site storm water treatment.
- **A gateway arch,** matching the one near OR 99, would be added at the west end of Main Street.
- **Awnings** would provide shade and recall the historic character of Main Street. While not part of the cost of the design for the street, the Development code would be amended to include awning standards for the project area.
- **Alleys** would be re-purposed as "people places" and secondary bikeways. Improvements to alleys will include new pavement, decorative gateways at each block, and suspended lighting.

Figure 3. Option 2 Main Street Cross Section



Main Street, Cross Section, Concept Two

Aesthetic Detail

Concept Two would use a classic street furnishings theme that would include benches, receptacles, and large container plantings. Traditional acorn-style light poles would be used on Main Street. The light poles would include arms for hanging decorative flower baskets and/or banners for special events.

Special Plan Areas

Several areas are key locations that require further study, including the two gateway areas to Main Street and All-America Square in the central area of Main Street (See Figure 5, Attachment A). These areas, due to their location, have the potential to be catalyst sites for Main Street. Although some improvements are presented for these areas in both concepts, further planning and collaboration could identify additional improvements that would leverage these areas to the benefit of the community:

- Western Gateway Area: This area is along the river. Both of the concepts propose a gateway arch treatment that matches the one near Highway 99. However, this western gateway area presents an opportunity to provide improved connectivity and access, and public spaces along the river. Additionally, some reconfiguring of publicly owned property could allow urban spaces to accommodate uses, such as food carts, in this area. Also, future buildings located along side streets could increase pedestrian activity in the area
- Eastern Gateway Area: The are few visual cues at the intersection of Main Street and OR 99 currently that tells motorists that they are entering a unique area. The eastern side on OR 99 is an important component of the gateway to Main Street, and treating it as such, with special attention to building placement or identifiable features, would bring a more deliberate urban environment that would draw attention to Main Street.
- All America Square Area: The Square is currently an underutilized public space. Redesigning the space to remove some of the barriers and open it up, and allowing for uses such as a coffee cart and café area could invigorate the square.

Summary and Next Steps

Both concepts generally build upon the existing features and the historical feel of the project area with a unifying pattern of streetscape elements and improvements to provide a more dynamic pedestrian environment without hindering vehicular travel. The next step for the project is to evaluate these concepts and identify elements and aesthetics from each concept that best suit the project area and that are most likely to be successful both in the short and long term. Ultimately, a preferred alternative will be selected that may be one of the two proposed concepts, but that more likely will include elements of both.

A second gateway arch is proposed at the west end of Main Street, matching the one near Highway 99.

Re-configure public parking lot to remove vehicle access from Main St. Provide access from 5th St.

Bus stop and shelter

On street parking is maintained along Main St. A 12-in concrete band divides the parking from travel lanes

Columnar street trees, in planting pits with tree grates, are spaced wide enough to allow open views of businesses

Bike parking is enhanced by prominent placement within the on-street parking lane, and includes a shelter

7th Street is re-imagined as a curbless 'Festival Street'

All-America Square is integrated into the Festival Street and could be utilized for a variety of gatherings and special events

Colored concrete pavers define pedestrian crossings at intersections and help to add visual and tactile interest

Alleys would be improved for pedestrian use and as secondary bikeways

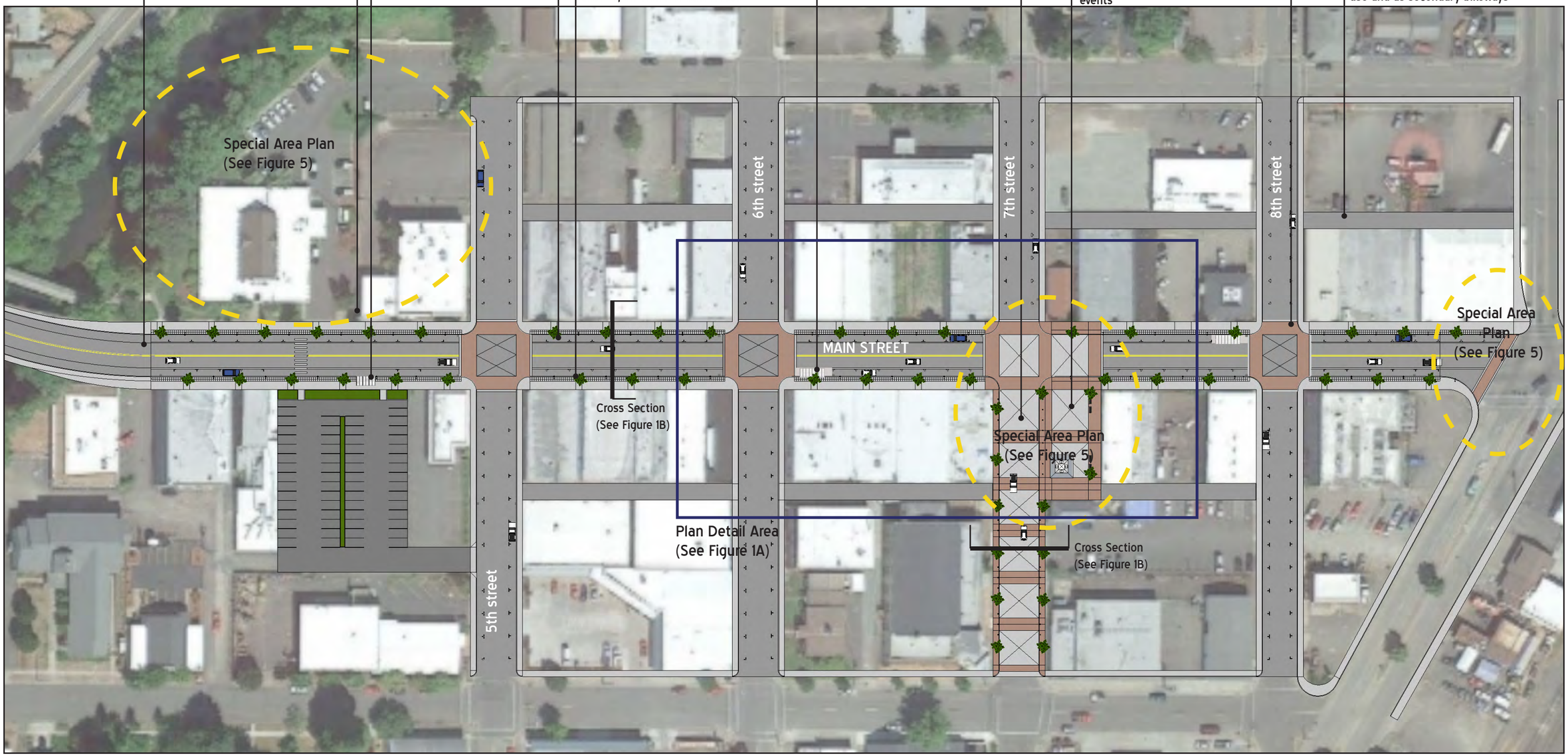


FIGURE 1

CONCEPT ONE

Decorative scoring along the sidewalk 'furnishing zone'

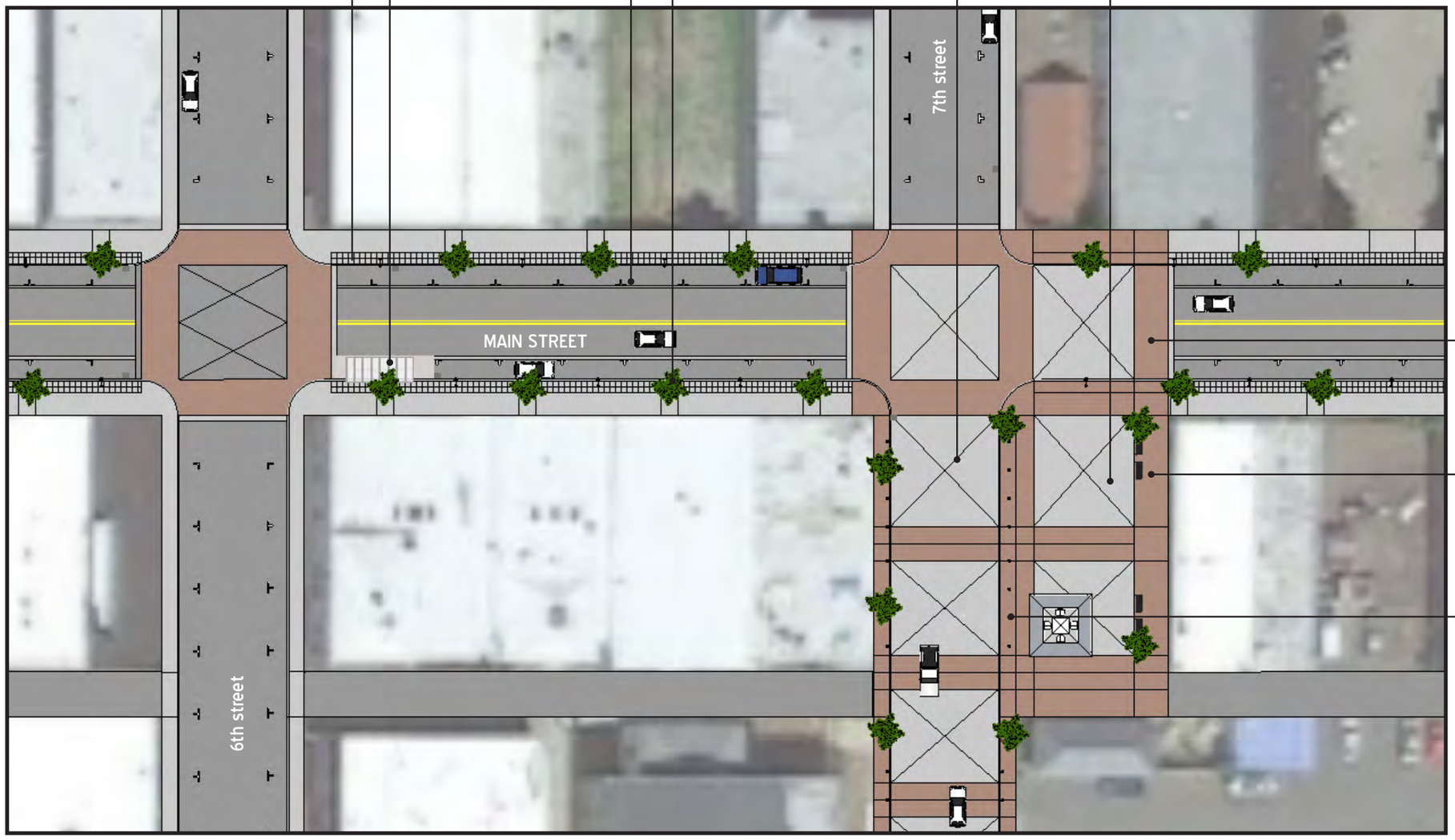
Bike parking is enhanced by prominent placement within the on-street parking lane, and includes a shelter

On street parking is maintained along Main St. A 12-in concrete band divides the parking from travel lanes

Columnar street trees, in planting pits with tree grates, are spaced widely enough to allow open views of businesses

7th Avenue is re-imagined as a curbless 'Festival Street'

All-America Square is integrated into the Festival Street and could be utilized for a variety of gatherings, from holidays to the farmer's market



Conceptual illustration of Main Street at 7th Street, showing how All America Square could be incorporated intoa festival street design

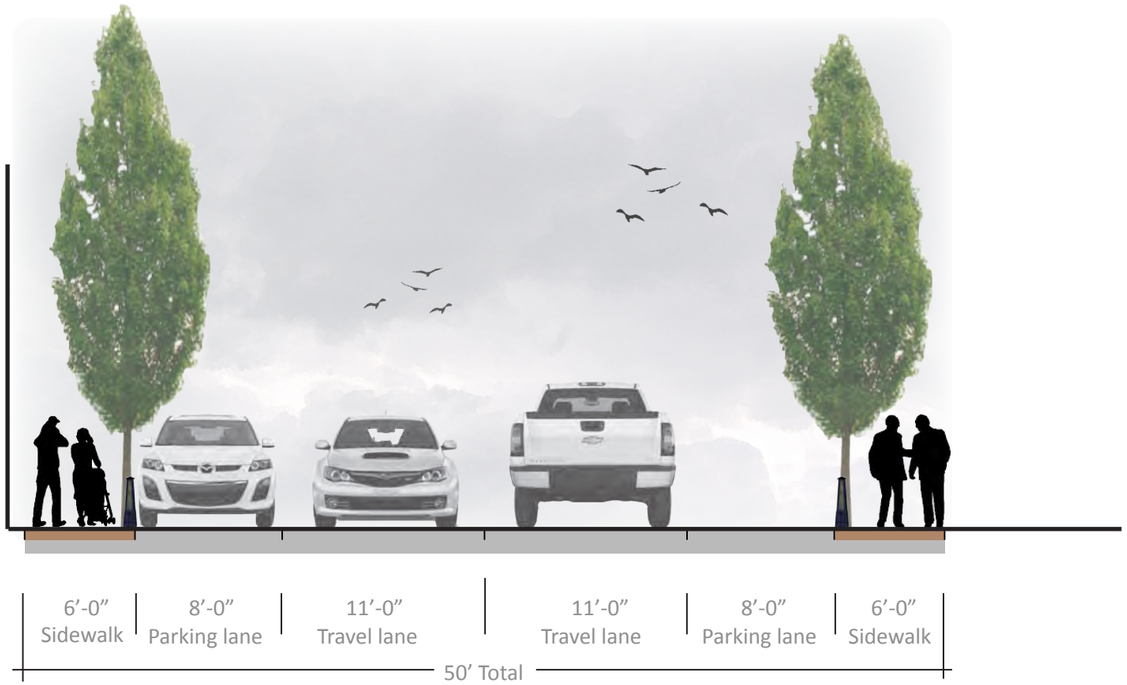
Colored concrete pavers demarcate the pedestrian zone of the festival street and enhance Main St.'s overall sense of place

Street furnishings, including benches, receptacles and bike parking, would follow a classic aesthetic of matte black steel

The festival street would not have curbs - instead, special pavement and bollards would be placed to separate vehicle and pedestrian zones. During events, the street would function and feel like one large plaza

Main Street, Cross Section, Concept One

Conceptual illustration of Main Street, showing how bike parking could be incorporated into the on-street parking lane



7th Street, Cross Section, Concept One

FIGURE 1B

Lighted bollard would be used along 7th St.

Historic district signage

'Starburst' style tree grate

Bubbler fountains, like those found in downtown Portland, offer an attractive historic element

Bike rack, color to be matte black

DuMor Steel Bench no. 94-60

DuMor Steel receptacle no. 17

An example of the type of gateway that is proposed at access points to the alleys parallel to Main St. Should be similar in style to existing Main St gateway arch.

Utilitarian signage can also receive decorative detailing

Suspended lighting could be enhanced for the seasons

Hanging lights are a historic element of Main St.

Suspended lighting, similar to shown here, is proposed over the intersections along Main St. in Concept 1.

Proposed luminaire

ACCESSORIES AND FURNISHINGS

STREET LIGHTING

An example photo of how brick and concrete can be used together on the ground plane

Concrete unit pavers in a simple offset pattern and a warm reddish brown color are proposed for crosswalks and the festival street on 7th. Fields of pavers would be bordered by concrete for ease of maintenance.

PAVING TREATMENTS

Franz Fontaine Columnar Hornbeam

Crimson Spire Columnar Oak

STREET TREES OPTIONS

Main Street, Cottage Grove

Concept One: All America Square

A second gateway arch is proposed at the west end of Main Street, matching the one near Highway 99.

Re-configure public parking lot to remove vehicle access from Main St. Provide access from 5th St.

Custom-design bus shelter inspired by details from the historic armory

On-street parking on Main St. is defined by a decorative concrete pattern

Hanging flower baskets, containered plantings will soften streetscape

Alleys are re-purposed as people places and secondary bikeways - improvement elements include new pavement, decorative gateways at each block, and suspended lighting

Street trees are added to side streets, while minimizing impact to on-street parking

Stormwater planters are included on side streets to soften the urban edges and promote more green infrastructure

A 4-ft wide band of brick is in-laid into the sidewalk along Main St., creating a cohesive pedestrian corridor and setting a historic tone for the streetscape

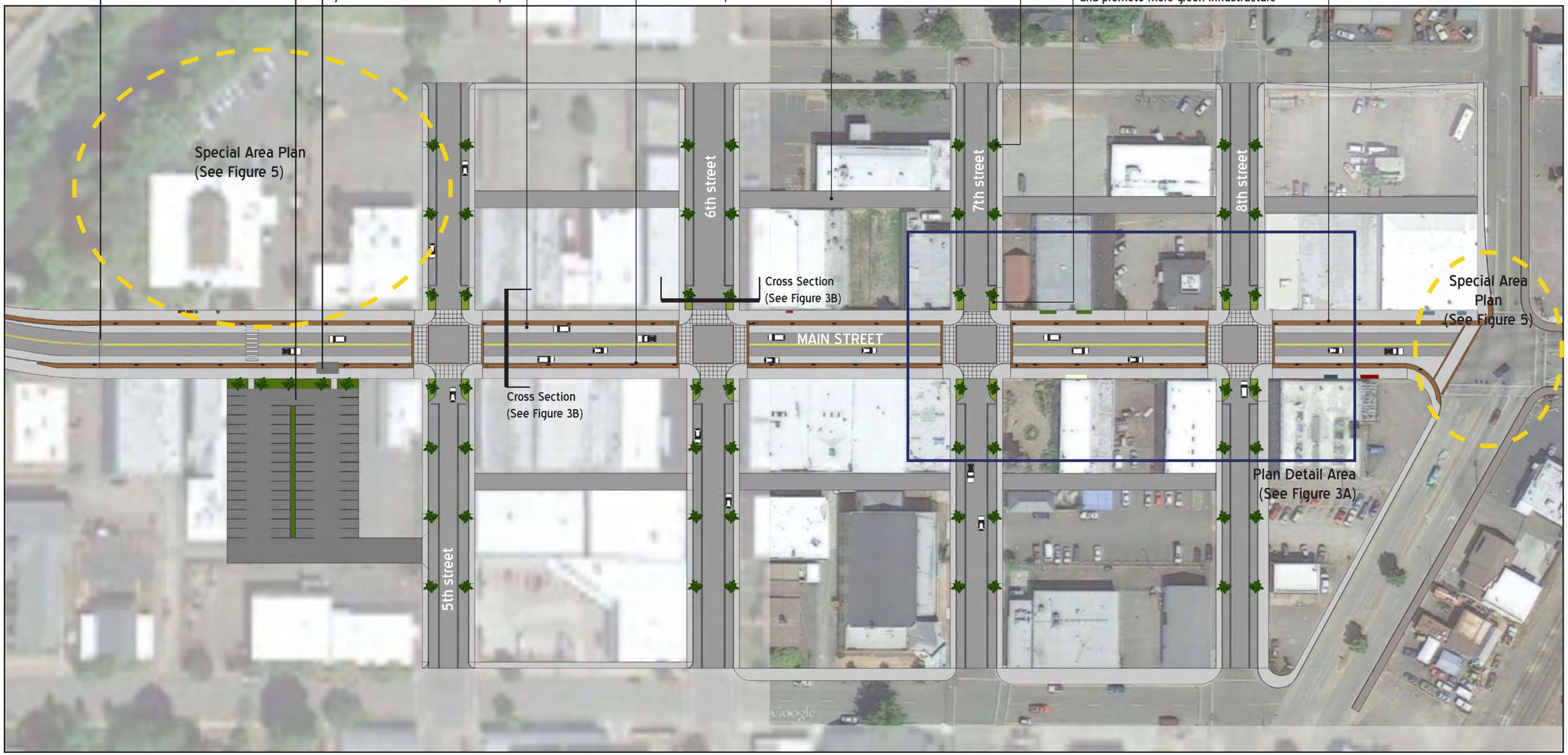


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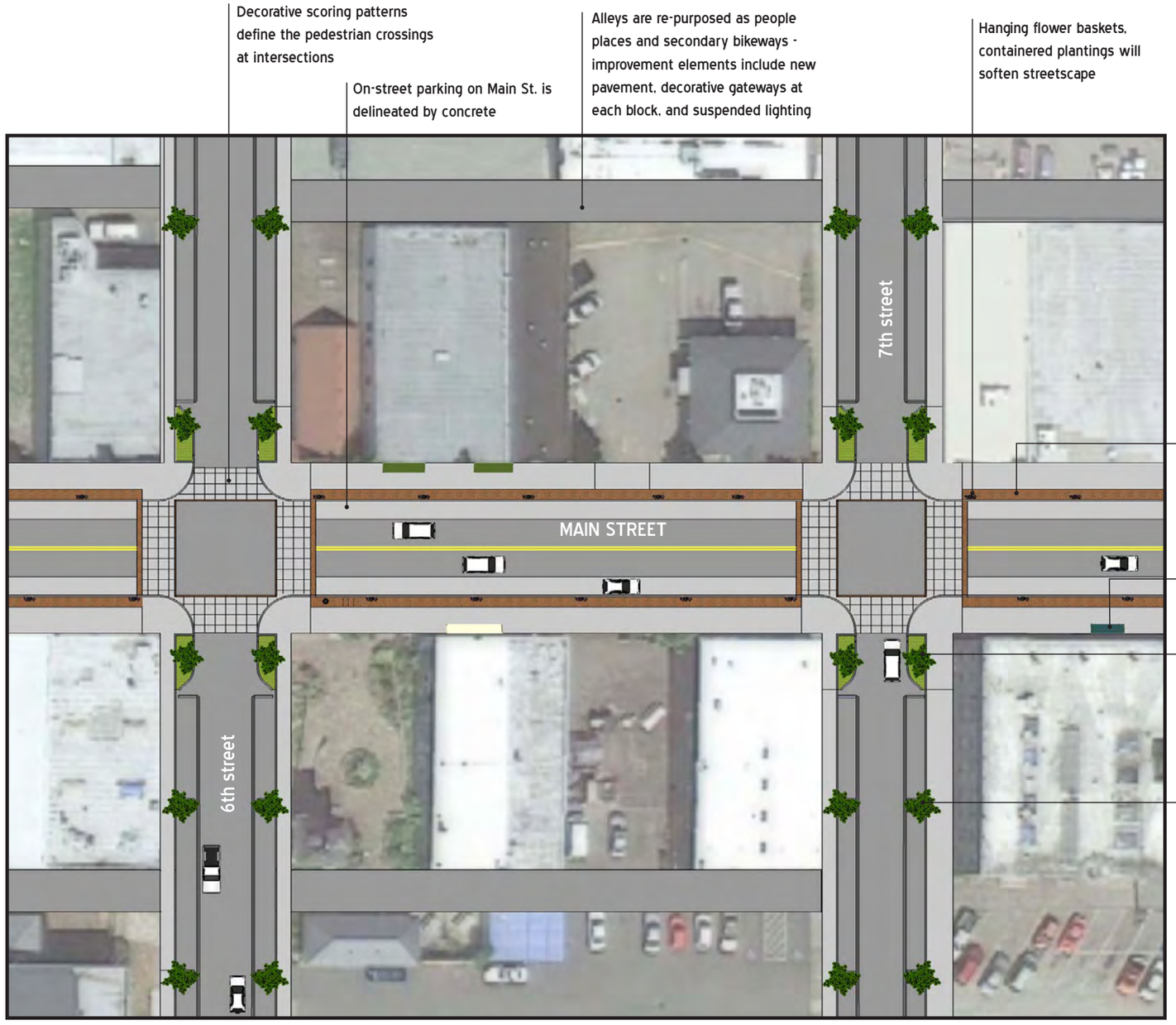
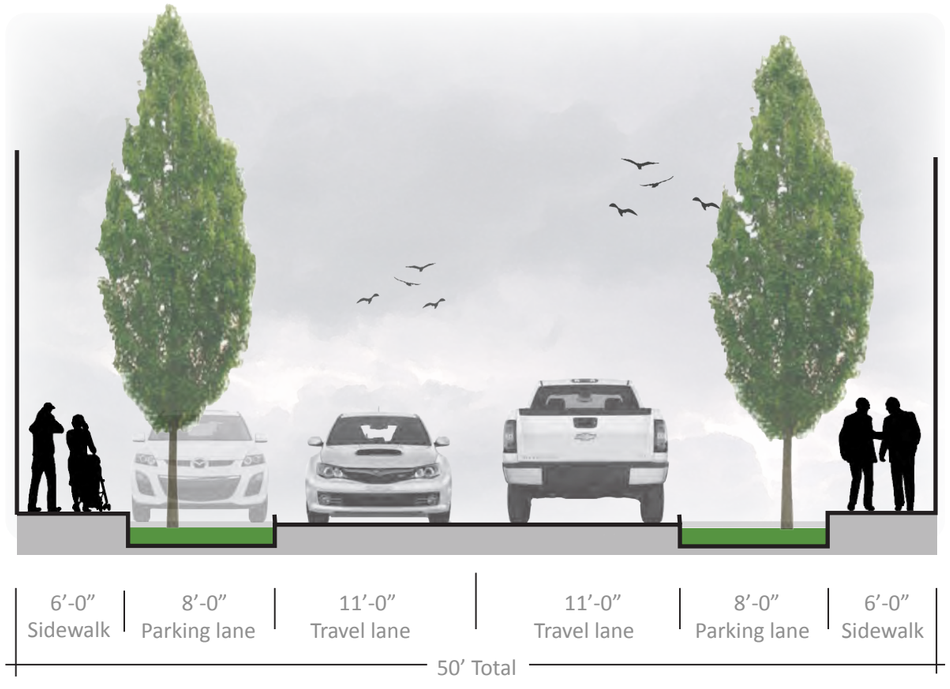
FIGURE 3

CONCEPT TWO



Conceptual illustration of Main Street, Concept 2

Main Street, Cross Section, Concept Two



7th Street, Cross Section, Concept Two

ACCESSORIES AND FURNISHINGS

An historically-themed clock is proposed on Main St, near 7th Street

Furnishings proposed, made by Landscape Forms for Option 2 include a classically-themed wood and steel bench and complementary receptacle

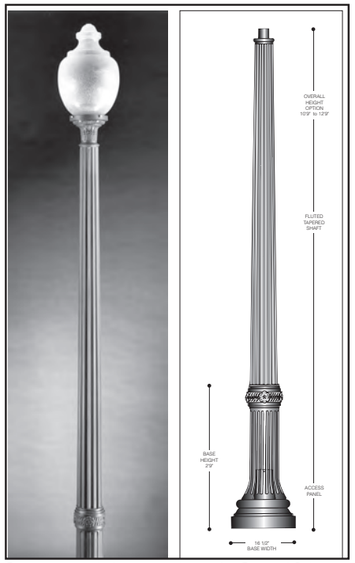
Bubbler fountains, like those found in downtown Portland, offer an attractive historic element

Bike racks in Concept 2 would be a vintage-inspired take on the classic single-staple style

Large concrete planters would be placed at intersections throughout the Main St. corridor

Decorative wayfinding signage

STREET LIGHTING

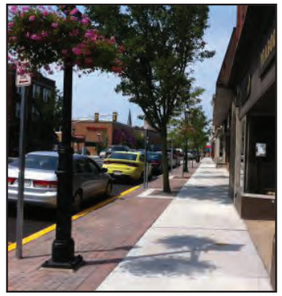


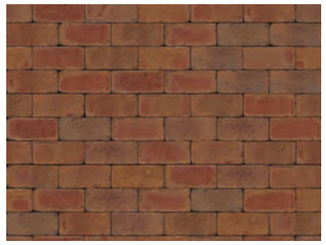
Corresponding to the classic theme for Concept 2, the proposed luminaire is an acorn style, with timeless post details

Street trees are not proposed on Main St. under Concept 2, so to add color and texture to the pedestrian area, hanging flower baskets would be included on the light poles

PAVING TREATMENTS

The 14-ft sidewalks proposed for Concept 2 allow for a more varied sidewalk palette. A 4-ft wide brick band is proposed behind the curb, for the length of Main St. This consistent element will help to visually unify the corridor and signify Main St's historic sense of place





Type and color of brick proposed for Main St.

Select concrete paving along Main St. could include a silica sand mixture, which gives the pavement a subtle sparkle, especially visible at night.

STREET TREES AND LANDSCAPING

Bloom detail

Spring Snow Crabapple is a medium-sized landscape tree with year-round interest

An inspiration image for incorporating street trees and landscaping into the street environment

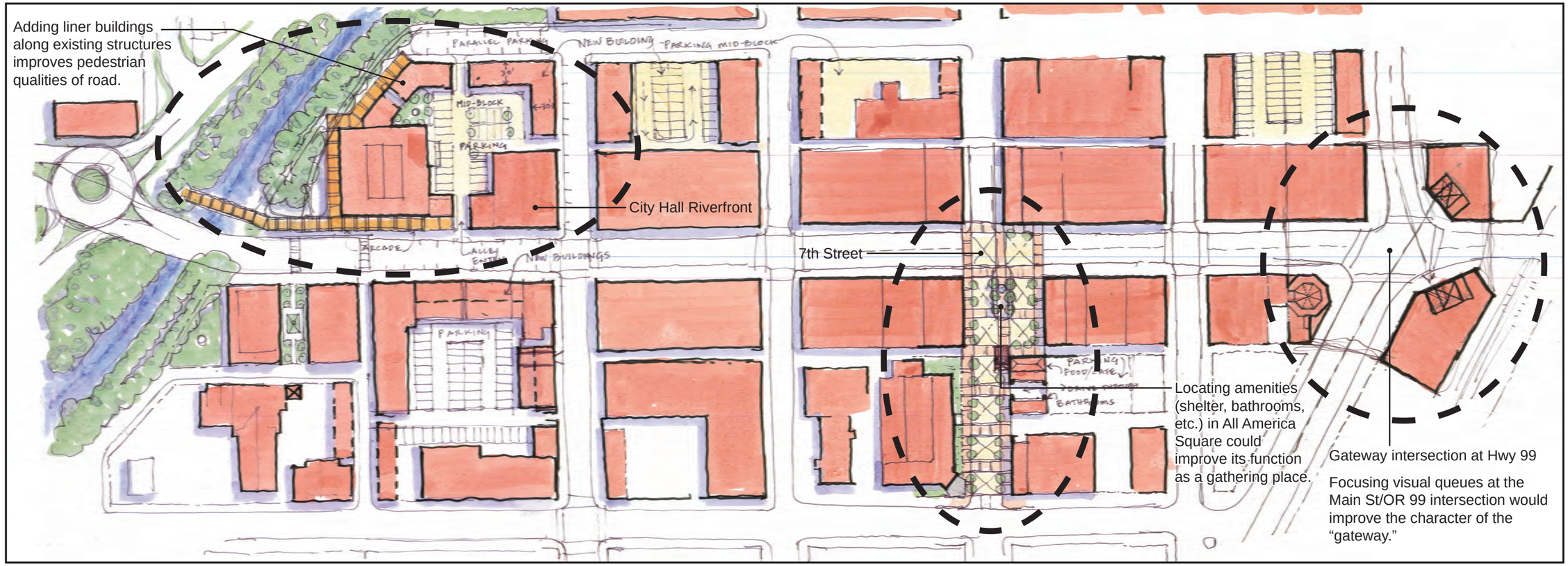
An example photo of the type of stormwater planter that is proposed for the numbered side streets, just off Main St.

Main Street, Cottage Grove

Concept Two: Main Street at 6th Street

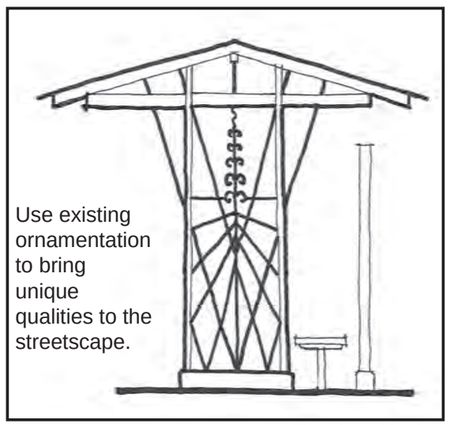
Main Street, Cottage Grove

Concept Two: Looking West

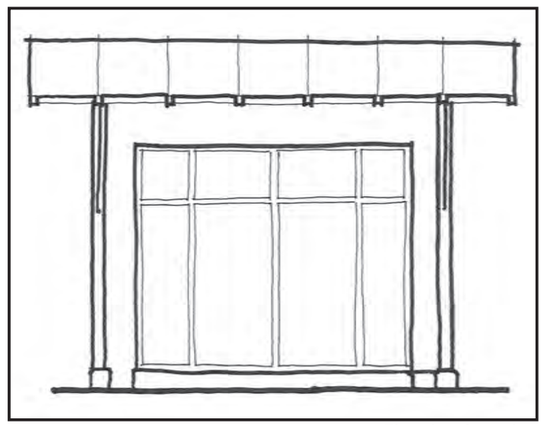


SPECIAL AREA CONCEPTS

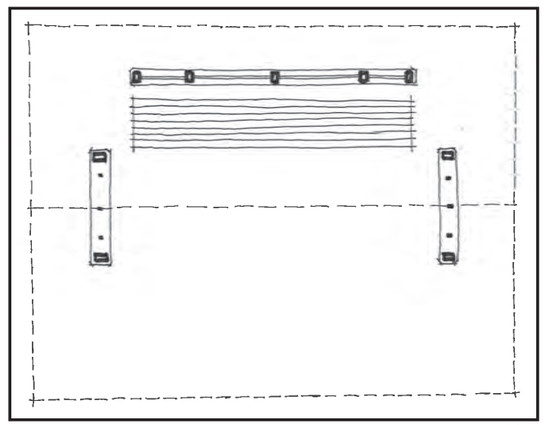
Cottage Grove historic armory



Elevation, side view



Elevation, front view



Plan

CUSTOM BUS AND BIKE SHELTER

APPENDIX F.
Planning Process

DATE:	June 6, 2014
TO:	Amanda Ferguson, City of Cottage Grove David Helton, ODOT
FROM:	Anneke Van der Mast, Alex Dupey
SUBJECT:	**Memorandum #5: Preferred Roadway and Streetscape Design**
PROJECT:	ODOT0000-0806 – **City of Cottage Grove Main Street Refinement Plan**
COPIES:	File

Introduction

This memorandum summarizes the preferred roadway and streetscape design concept (Preferred Concept) for the City of Cottage Grove Main Street Refinement Plan. Based on citizen input, the project team has developed a Preferred Concept that creates a more engaging pedestrian environment that protects, enhances, and capitalizes on the heritage of Main Street and promotes a sustainable and long-term vision for the Main Street Refinement Plan study area. The Preferred Concept not only makes improvements to Main Street, but also improves the side streets and alleys for better pedestrian and bicycle circulation, providing a coherent and connected downtown area with a distinct sense of place.

The Preferred Concept builds off the existing character of the study area and integrates urban design and multimodal transportation planning to provide a pedestrian-focused, attractive environment while still accommodating existing and anticipated traffic flow on Main Street. The Preferred Concept proposes changes to the configuration of Main Street, including widths of travel lanes within the existing right-of-way, new design elements and associated aesthetic details, and locations where they would be applied in the study area.

Figures illustrating the Preferred Concept and the related aesthetic details are provided in Attachment A. This memo is broken up into four sections:

- Introduction
- Preferred Concept Development Process
- Preferred Concept
- Cost Estimate
- Special Plan Areas
- Summary and Next Steps

The Preferred Concept reflects public input gathered during two public meetings and will be further vetted at a third public meeting. After the third public meeting, the Draft Main Street Refinement Plan, including a refined Preferred Concept based on public comments, will be prepared for adoption by City Council.

Preferred Concept Development Process

Project Objectives and Considerations

The Main Street Refinement Plan project is being developed to support Cottage Grove's already active historic commercial district and meet the identified needs to further leverage Main Street as a public amenity and space. Therefore, the project was framed in consideration of the following primary objectives:

- Makes the right-of-way accessible to all users, regardless of age, ability or mode of transportation.
- Supports the economic vitality of Main Street for businesses and residents.
- Incorporates the use of green approaches to design and construction that improve the long-term environmental performance of the street and the uses along it.
- Promotes understanding of historic preservation and restoration.
- Treats the planning of Main Street as a coordinated community design strategy.
- Enhances the attractiveness of the business district through design improvements that result in a reinvestment of public and private dollars in the downtown.
- Creates a consistent and memorable image for the street that reflects its history and character.
- Makes the street a safe, attractive, and comfortable place to bike or walk as part of the Covered Bridge Scenic Bikeway.

Successful, active streetscapes can be defined in a variety of ways. For the purpose of this project, the guiding definition of a successful streetscape is that it must be safe, convenient, and visually interesting and appealing. These considerations can be applied to all users, including drivers, cyclists, pedestrians, as well to as both visitors and residents. They must also be able to be applied when considering design elements such as intersection paving and landscaping, light fixtures and historic interpretive features. In addition to the above objectives, the results of the public involvement process, potential costs of each element and maintenance, Americans with Disabilities Act (ADA) requirements, and engineering requirements as referenced throughout this memorandum were considered during the design process.

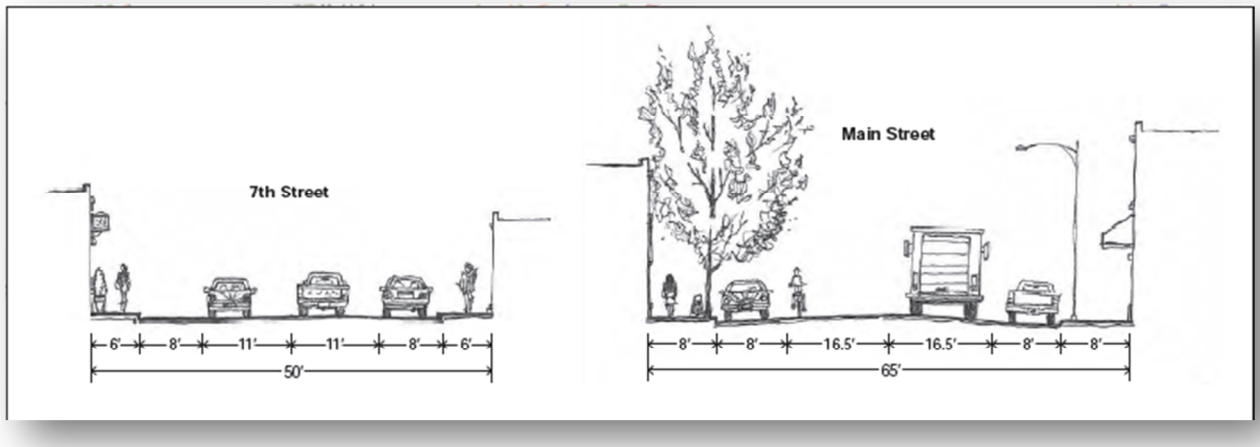
Design Guidelines and Parameters

Roadway Cross Section and Operations

The existing road crown is excessively high, which can cause motorists to drive closer to the center of the road and can make the roadway travel lanes feel narrower than they actually are. The existing travel lanes on Main Street are 16.5 feet wide. The City of Cottage Grove Arterial lane width standard is 11 feet. The AASHTO-adopted range for travel lane width for an arterial in an urban, low-speed environment (Main Street has a 25 mile per hour speed limit) is 10 to 12 feet, lane widths that provide adequate flexibility to achieve a desirable multimodal urban cross section. Sidewalks and curbs are in poor condition which can create trip and fall hazards for pedestrians. Sidewalks are also only 8 feet wide which limits the available sidewalk space that can be used for accessory pedestrian uses such as areas for resting, benches, sidewalk cafes and displays. Stormwater is discharged into the Coast Fork of the Willamette River without being treated.

The design assumes that the Preferred Concept would reconstruct the right-of-way to make the necessary safety improvements, remove the crown in the road, provide a more diverse pedestrian sidewalk experience and meet current stormwater treatment regulations. Additionally, it is assumed the project will be completed within the 65-foot right-of-way and within the right-of-ways of the adjacent side streets. Figure 1 illustrates the current cross section and right-of-way width on Main Street and the side streets.

Figure 1. Existing Cross Sections



Although the Preferred Concept may provide traffic calming with corner vegetated planters and other design elements, the Preferred Concept will not modify traffic operations on Main Street or the side streets. Changes to traffic operations in relation to placement of stop signs and signals were brought up at the March 5, 2014 PAC meeting and to some extent at the open house. Traffic operations will be reviewed under the Transportation System Plan (TSP) update that the City is conducting. Operational changes, such as converting traffic signals to stop signs, could easily be integrated into the Proposed Concept.

ADA Compliance and Standards

The Preferred Concept was developed to be ADA-compliant. Although some of these ADA compliance features are not shown on the figures, they will include:

- Sidewalks: On Main Street, sidewalks will be designed with a maximum slope of 2 percent and will be widened in accordance with the required clearance of 36 inches from furnishings, such as trees, benches, tables, bike racks, etc., as part of an unobstructed pedestrian travel zone. On side streets, sidewalks will be improved to meet ADA standards in order to provide safe connectivity to Main Street.
- Crosswalks: All crosswalks in the study area will feature pedestrian ramps, grade improvements, and audible signals where signals are warranted.
- Transit stops: Improvements will be made to allow for ADA access through use of a bus lift. The locations of transit stops will not change.

Preferred Concept Development & Public Engagement Process

Design elements were chosen for the project to reflect the design guidelines and parameters discussed above. These elements were then presented to the public and Project Advisory Committee (PAC). The more popular elements were arranged as two potential streetscape design alternatives and again presented to the PAC and public. The Preferred Concept incorporates the results of the public engagement process.

Approximately 70 people attended an open house on December 4, 2013, to discuss the potential streetscape design elements and provide input on the most important features to carry forward into the alternatives design process. After a presentation of the streetscape design elements, participants were asked to take part in two interactive exercises. The first was a street cross section configuration exercise, which involved placing pieces such as sidewalks, travel lanes, and landscape planters on sections of a street to construct a roadway within 65 feet of right-of-way, the same width as Main Street. The second exercise used boards showing images of streetscape elements next to which participants could put dots to identify their preferences. An online survey was also conducted that used the same images of streetscape elements and allowed participants to vote on the elements they found appealing. Input was tallied to provide an assessment of public support for project features (see Attachment B for the tallied table). As a result, the number of potential elements was reduced considerably. Multimodal circulation features that were popular included creating wider sidewalks and modifying alleys to create a public amenity that will increase use by pedestrians and bicyclists. Some of the popular aesthetic elements were varied brick and concrete elements, wrought iron benches, old-fashioned streetlights, and hanging baskets.

Two potential streetscape design alternatives were presented at an open house on March 5, 2014. Approximately 30 people attended the open house to discuss the two alternatives and provide input on the most important features from each to carry forward into the Preferred Concept. After a presentation of both alternatives, participants were asked to comment on the alternatives via sticky notes on displays and comment sheets. These responses were incorporated into the Preferred Concept, which integrates elements from the two streetscape design alternatives presented. The preferred features from this March open house were similar to those from the previous open house. Some of the most popular features were: improving the alleys, the frontage of the parking area across from City Hall, and the Festival Street. Attachment B describes the specific comments that were provided on sticky notes on each of the draft concepts.

Preferred Roadway Design and Streetscape Concepts

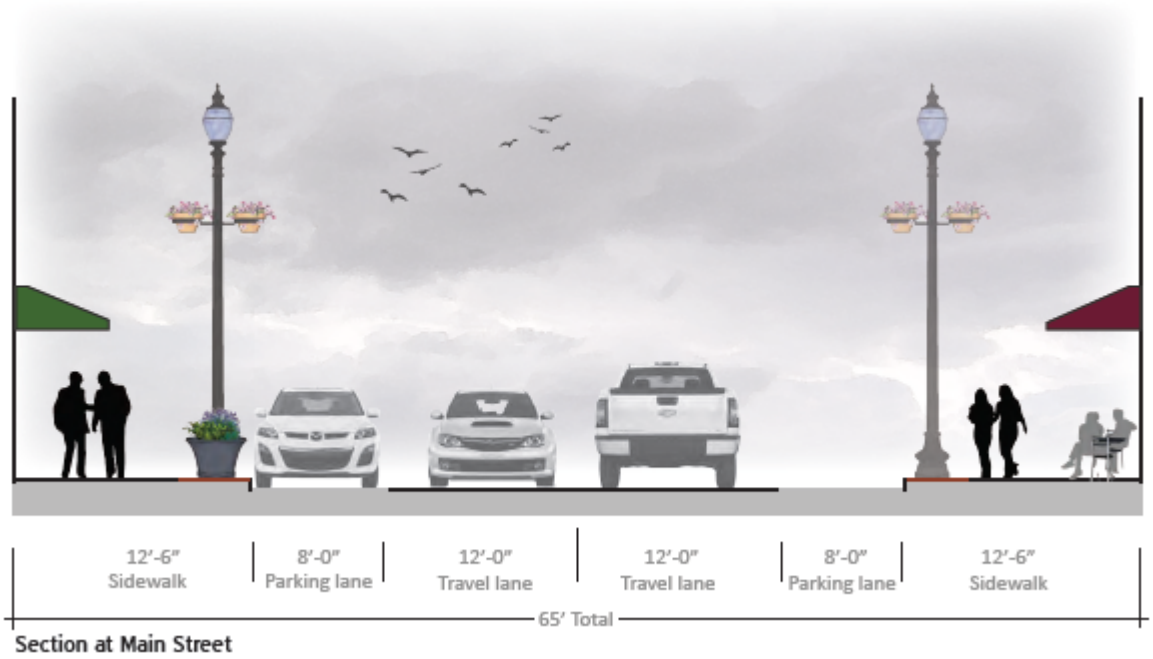
Multimodal Network, Cross Section, and Features

To fulfill the project objectives, the multimodal cross section of Main Street for the Preferred Concept consists of (also shown in Attachment A, Figure 1):

- **12-foot-wide travel lane.** A lane width that is narrower than the existing travel lanes (16.5 feet) has been chosen for the Preferred Concept in order to manage speed, shorten crossing distances for pedestrians, and allow for increased sidewalk width while not negatively affecting vehicle traffic, including truck traffic. (See Figure 2, Preferred Main Street Cross Section, below). Attachment A illustrates the concept in more detail. Given the slow vehicle speeds and low traffic levels, bicyclists and vehicles would share the travel lane.

- **8-foot-wide parking lane.** The eight-foot-wide parking lane for parallel parking along Main Street will be maintained along Main Street. The spaces will be marked to provide a more efficient use of available on-street parking spaces and further demarcated with concrete in a grid scoring pattern.
- **12-foot 6-inch sidewalks.** Sidewalks would be widened from the current eight to 10 feet to 12 1/2 feet, creating space for benches and seating, and providing a more comfortable pedestrian environment. There would be a 6-inch curb zone, a four-foot-wide landscaping/furnishings zone, a five-foot wide pedestrian through zone, and a three-foot wide building frontage/furnishings zone.

Figure 2. Preferred Concept Cross Section



Additional multimodal improvements that will provide for a more integrated network in the study area consist of (as shown on Attachment A, Figure 2):

- **Intersections and crosswalks.** All of the intersections would be treated with the same concrete decorative paving, and a brick band would delineate the pedestrian crossing areas.
- **Sheltered bike parking and bus stop**. Bike parking would be organized and enhanced. Bike parking, would be located in one on-street parking spot adjacent to Main Street, located north of Main Street on the east side of 7th Street and one south of Main Street on the west side of 5th Street. The bike parking would be designed to reflect the aesthetic detail from the Cottage Grove Armory, as shown in Attachment A, Figures 6 and 7. The Cottage Grove Armory building and its unique Art Deco style was identified as a primary contributor to the designation of the Cottage Grove Downtown Commercial National Historic District.
- **Sheltered bus stop.** A sheltered bus stop would be provided in the same location as the existing bus stop and also would include the armory design detail.

- **Alleys.** Alleys would be repurposed as "people places" and secondary bikeways. Improvements to alleys would include new pavement, decorative gateways at each block, and suspended lighting.
- **Side streets.** Improvements on the side streets would include adding street trees and improving sidewalks to ADA standards in order to increase connectivity with Main Street.

Festival Street and All-America Square

South of Main Street, 7th Street would be constructed as a curbless festival street that can be closed for events to create an event space (see Attachment A, Figure 3 and Figure 4). All-America Square would be integrated into the festival street design using the same decorative pavement material. Even when 7th Street is not closed, proposed changes to All-America Square could make it more appealing as a daily public space. The Festival Street and the square could be utilized for a variety of functions and gatherings. During events, the street would function and feel like one large plaza. Attachment A, Figure 4 also shows a concept where a small structure is constructed between the building and the gazebo. Linking these two buildings was suggested to provide a location for small businesses, such as a wine or coffee shop, or other temporary uses during festivals or even summer afternoons.

All-America Square and the Festival Street would be raised 6 inches above Main Street to be flush with curbs. Ramps in the vehicle lane at the intersection of Main Street and 7th Street would signify that vehicles are entering a pedestrian area. The curbless festival street would have special pavement and bollards to separate vehicle and pedestrian zones (see Attachment A, Figure 7). Street furnishings, including benches, receptacles, and bike parking, would be matte black steel (see Attachment A, Figure 5 and Figure 6). Bistro style seating would be added to the plaza in a contrasting color, and ideally, would be moveable. The gazebo would be lowered to ground level for ADA access. Within the 7th Street/All-America Square plaza, double-lamp poles would be used with overhead suspended lighting. Overhead suspended lighting was used historically on Main Street at some intersections and has been used in several locations where focused area lighting is appropriate. Trees would also be provided in All-America Square to provide shade, albeit a different species than other side streets.

Aesthetic Features

Overall, the Preferred Concept was developed to be timeless and cohesive within the existing historical context. A 4-foot-wide band of brick would be inlaid in a herringbone pattern in the sidewalk along the curb of Main Street, creating a cohesive pedestrian corridor and setting a historical tone for the streetscape. The herringbone brick pattern would be carried through onto the Festival Street and All-America Square. Black steel with Art Deco detailing would provide a consistent look and feel for elements such as signposts and light poles, tree grates, benches, and trash receptacles. Aesthetic details drawn from the armory would be integrated into the bus and bike shelters to provide a unique touch that complements the overall look and feel of the area. Additional aesthetic features include:

- **Historical-themed drinking fountain "bubblers"** would be included on Main Street, near the bike shelters.
- **Gateway Arch** – A second gateway arch, matching the one near Highway 99, would be added at the west end of Main Street to signal to visitors that they are entering a distinct area.
- **Awnings** would provide shade and recall the historic character of Main Street; they are recommended for the north and where appropriate, south sides of the street, as outlined in the City of Cottage Grove

Downtown Historic District Design Guidelines. However, the Development Code may be amended to include additional awning standards for the project study area and grant sources for funding façade improvements will be included in the funding and implementation plan for the project (See Attachment A, Figure 16).

Street Trees and Landscaping

Landscaping contributes to the quality of the streetscape environment by softening the appearance of the urban environment and improving water and air quality. This, in turn, improves community appeal and creates an attractive setting for commercial businesses. There are currently street trees on Main Street that are not the appropriate species for the urban environment of the study area. The trees are uprooting the sidewalk and interfering with business operations. These trees will be removed as part of the Preferred Concept. The landscaping amenities and plant palettes listed below, which were chosen specifically for the conditions of the study area and in consideration of care and maintenance, are included in the Preferred Concept and are shown on Attachment A, Figures 12-15.

- **Street trees** would not be planted on Main Street, but they would be added to numbered streets that intersect Main Street. Street trees that are added to the side streets would be planted so that the reduction of on-street parking is minimized. The trees would be in traffic-calming landscaped planters at the intersections of the side streets and Main Street. The street trees fronting Main Street would be in vegetated planters. Chanticleer pear trees are proposed for the side streets because they have a tight, vertical canopy shape and offer interest throughout the year. White flowers appear in spring, and shiny green summer leaves turn bright orange and yellow in the fall.
- **Trees in All-America Square.** Six red maple trees would be planted in All-America Square to provide shade and a visual calming of the hardscape in all seasons. The red maples peak in the fall with vibrant red foliage.
- **Hanging flower baskets** would be included on light poles to soften the streetscape.
- **Container plantings on sidewalks.** Container planting will provide seasonal interest and foliage along the street. Planted containers will be included at intersections and near city hall. The plants selected would be attractive to birds and insects. Plant materials would be drought tolerant and require little maintenance once established.
- **Landscaping along parking lot frontage and planting strips**. These plants will be chosen to be drought tolerant and to require little maintenance once established.

Parking

The public parking lot across from City Hall would be reconfigured to remove vehicle access from Main Street, with access maintained on the side street. Decorative landscaping along Main Street would be provided to act as a visual buffer between the parking and the pedestrian corridor. The Preferred Concept was designed to generally maintain the number of on- and off-street parking spaces in the study area. On-street parking will be striped to allow for more efficient use of space. Improved signage will identify parking areas and direct travelers to parking areas off of Main Street that are currently underutilized, but that are close to popular destinations. ADA improvements will provide better access from these parking areas to Main Street.

Signage

A signage plan (see Attachment A, Figure 8) is included in the Preferred Concept to improve multimodal circulation and access and make signage more consistent with the historical aesthetic feel of the study area. The signage plan includes:

- Bikeway route signs at the east and west Main Street entrances to the study area and sharrows on the pavement to signify that bikes are in the roadway.
- "Watch for pedestrians" signs to alert drivers in areas where there is high pedestrian traffic, such as near city hall and 7th Street.
- Parking signs to direct people from Main Street to parking lots off of Main Street and clearly denote public parking areas.
- Wayfinding and interpretative signage to direct pedestrians to local attractions and resources and provide information on Cottage Grove's historic district.

Additional signage should be consolidated on light poles to the extent possible for small instructional signage. Where additional signage may be needed, a decorative, black, fluted pole should be used within the historic district to maintain a consistent aesthetic.

Utilities and Stormwater

Utilities to support public uses, such as water and electricity for events and activities, will be included in the reconstruction of the streets (See Attachment A, Figure 9). New utilities would connect to existing utilities in 7th Street. Points of connection should be established as streetscape improvements are planned. Water should be provided for drinking and efficient automatic irrigation, including to water hanging flower baskets on light poles. Electric should include all street lights and alley lighting. Stormwater runoff would flow to catch basins, similar to today, although the inlets would each have a cartridge to filter contaminants and debris in order to meet current stormwater standards.

Cost Estimates

Detailed cost estimates for all projects are included as Attachment C, both as a single project and if the project is phased. Total costs are also shown in Table 1, below. The cost estimates include construction, design engineering, construction engineering, and contingencies.

Table 1 Preferred Concept Cost Estimates by Phase

	Location	Cost, if constructed at one time	Phased Construction
Phase 1	Main Street Improvements	$3,773,000	$4,500,000
Phase 2	7th Street/All America Square	$1,533,000	$1,762,000
Phase 3	Side Streets	$2,782,000	$3,200,000
	Total	**$8,088,000**	**$9,462,000**

Special Plan Areas

Several key locations have been identified as needing further study, including the two gateway areas to Main Street and All-America Square in the central area of Main Street (see Figure 5, Attachment A). These areas, due to their locations, have the potential to be catalyst sites for Main Street. Although some improvements are presented for these areas in the Preferred Concept, further planning and collaboration could identify additional improvements that would leverage these areas to the benefit of the community:

- Western Gateway Area: This area is along the river. The Proposed Concept includes a gateway arch treatment that matches the existing one near Highway 99. However, this western gateway area presents an opportunity to provide improved connectivity and access, and public spaces along the river. Additionally, some reconfiguring of publicly owned property could allow urban spaces in this area to accommodate new uses, such as food carts, and future buildings located along side streets could increase pedestrian activity.
- Eastern Gateway Area: There are currently few visual cues at the intersection of Main Street and Highway 99 that tell motorists they are entering a unique area. The eastern side of Highway 99 is an important component of the gateway to Main Street, and treating it as such, with special attention to building placement or identifiable features would create a more deliberate urban environment that would draw attention to Main Street. Improvements in this area would provide a more cohesive connection between the Row River Trail and Covered Bridges Scenic Bikeway and the area east of Highway 99.
- All-America Square Area: The Proposed Concept redesigns the space to remove some of the barriers and open it up to provide a more fluid public space with Main Street. Additional improvements, for example those that would allow for uses such as a coffee cart and café area, and providing access from the buildings to the east, could further invigorate the square (see Attachment A, Figure 4).

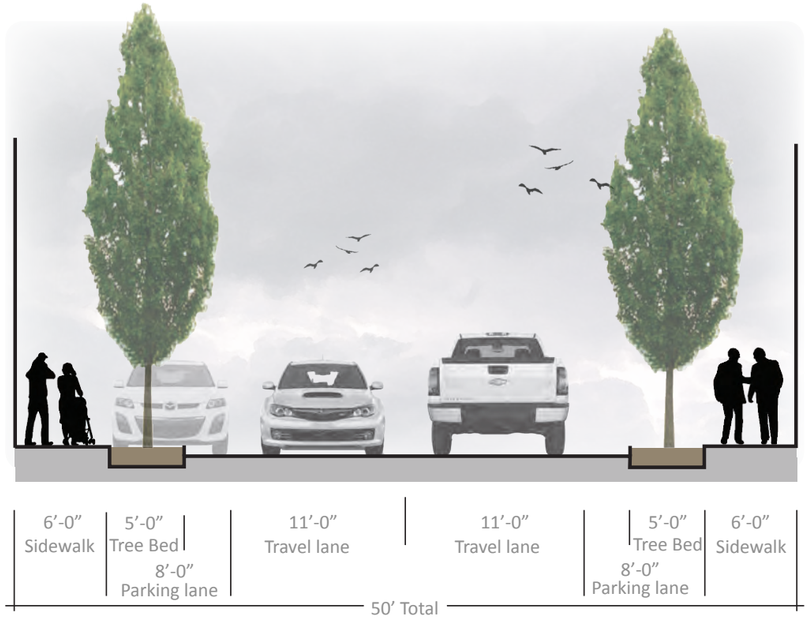
Summary and Next Steps

The Preferred Concept integrates improvements to the historical feel of the project study area with a unifying pattern of streetscape elements that provide a more dynamic pedestrian environment without hindering vehicular travel. The Preferred Concept was chosen to create a unique and successful pedestrian and public facility both in the short and long term. After the Preferred Concept has been vetted with the community, it will be further refined for inclusion into the DRAFT Main Street Refinement Plan.

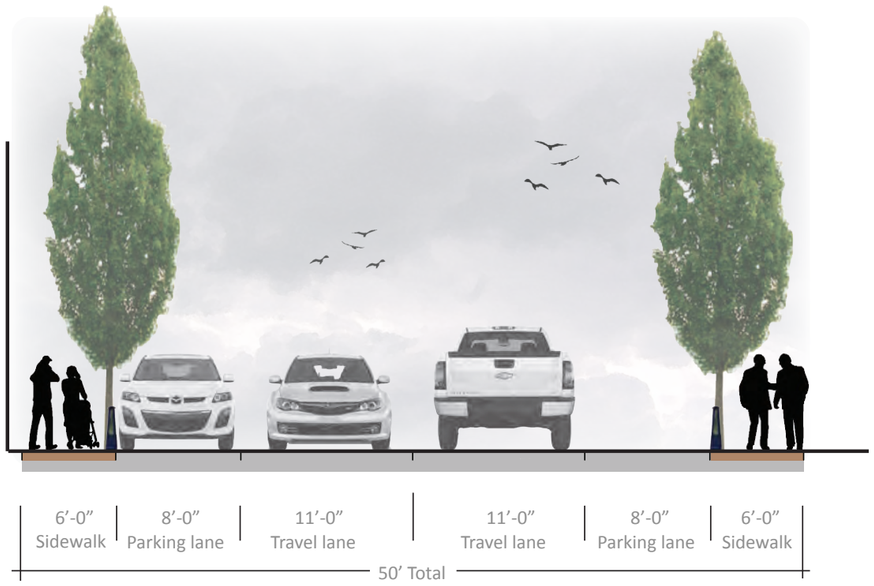
Initials: AMV, WAD

File Name: P:\O\ODOT00000806\0600INFO\0670Reports\7A_Draft_Memo5_PreferredRoadway&Streetscape\Memorandum #5 DRAFT Preferred Roadway and Streetscape Design_05_03_2014.docx

Section at Main Street



Section, typical for side streets



Section at 7th Street Festival Street, south of Main Street

FIGURE 1

STREETSCAPE PREFERRED ALTERNATIVE

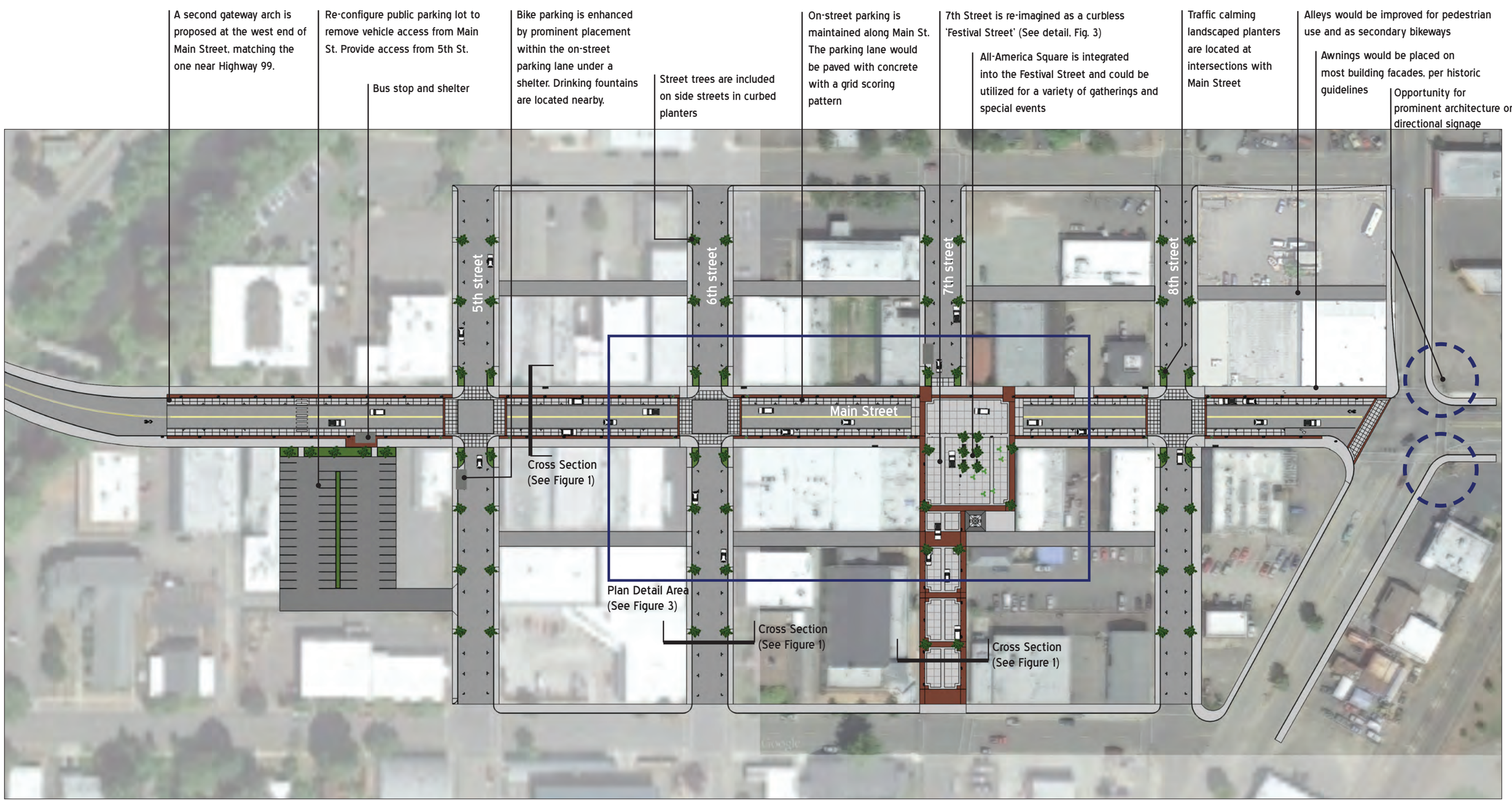


FIGURE 2

STREETSCAPE PREFERRED ALTERNATIVE

Brick inlay in a herringbone pattern along the sidewalk 'furnishing zone'

Columnar street trees in planting islands are located at intersections. Simple, low maintenance landscaping softens the streetscape

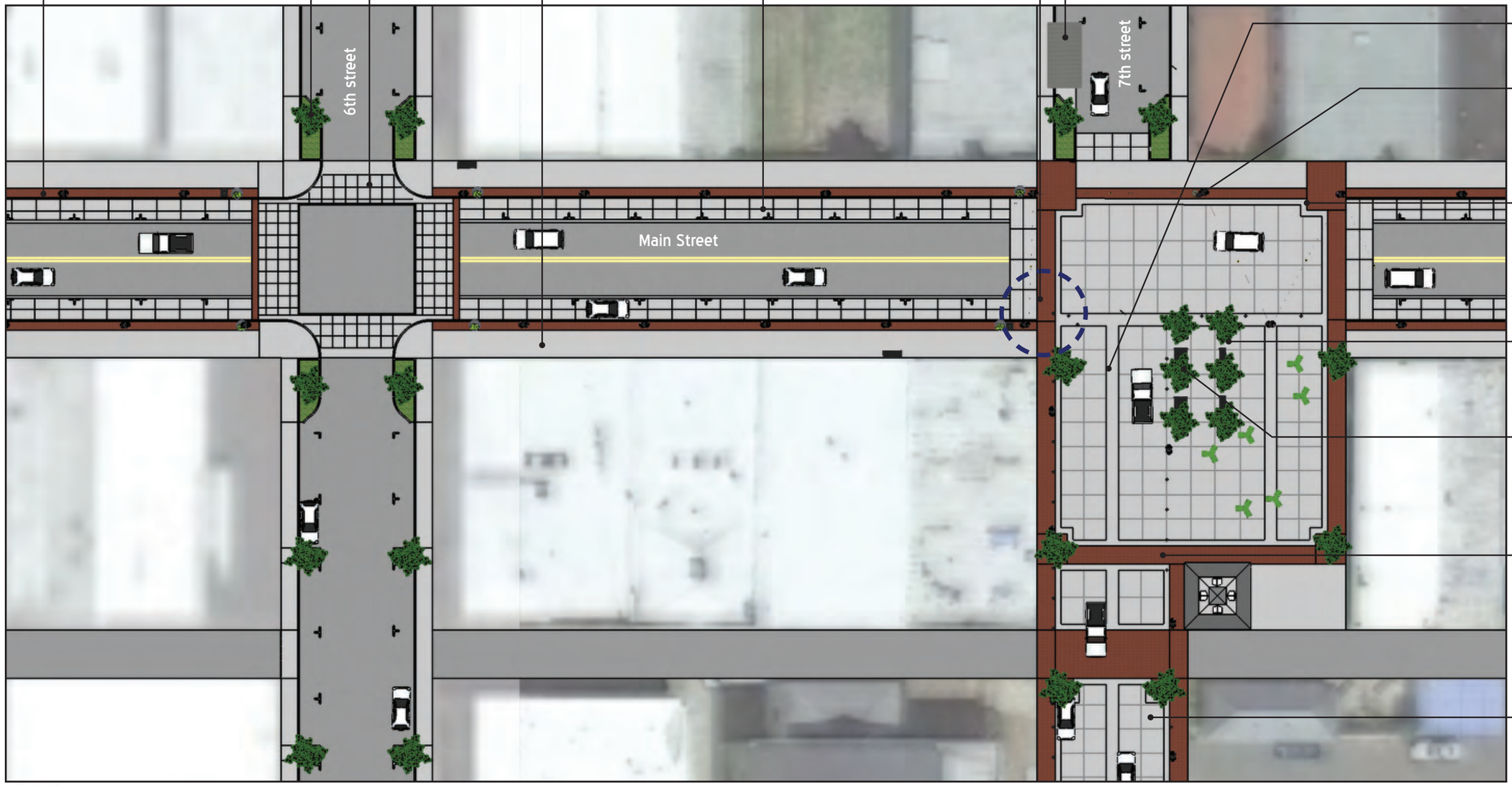
Decorative scoring in concrete demarcates crosswalks and provides an urban feel

Widening sidewalks to 12.5' provides space for outdoor dining, furnishings, and strolling

On street parking is maintained along Main St. A 12-in concrete band divides the parking from travel lanes

Where the plaza intersects with 7th Street creates a good 'opportunity location' for public art or special amenities

Bike parking is enhanced by prominent placement within the on-street parking lane under a shelter. Drinking fountains are placed nearby.



7th Street is re-imagined as a curbless 'Festival Street'

Historic themed drinking fountain 'bubblers' would be included on Main Street, near the bike shelters.

A brick herringbone pattern, consistent with the treatment on Main Street, demarcates the pedestrian zone of the festival street and enhances Main St.'s overall sense of place.

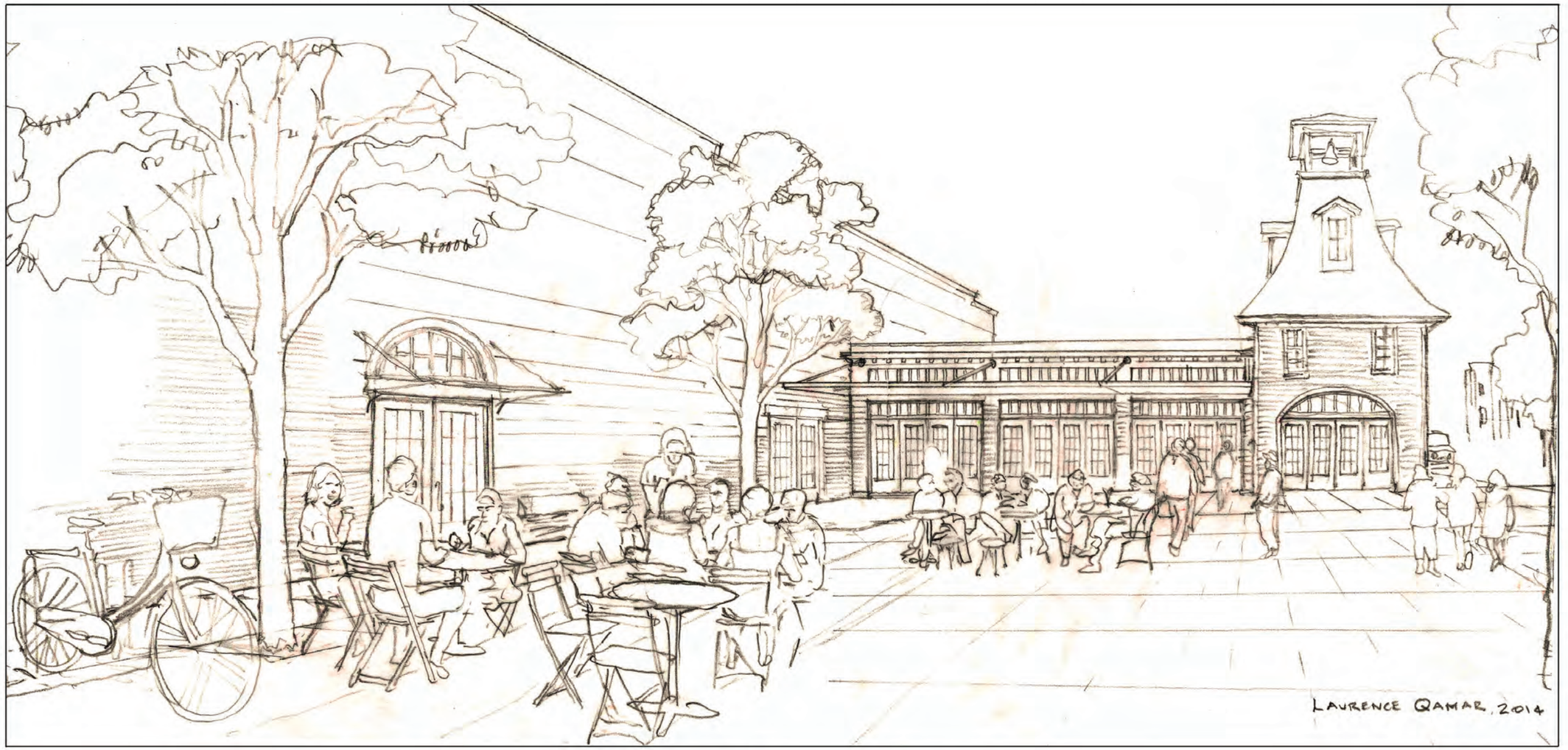
All-America Square is integrated into the Festival Street and could be utilized for a variety of gatherings, from holidays to the farmer's market.

Street furnishings, including benches, receptacles, drinking fountains and bike parking, would follow a classic aesthetic of matte black steel. Bistro-style seating would be added for the plaza.

The festival street would not have curbs. Special pavement and bollards would be placed to separate vehicle and pedestrian zones. During events, the street would function and feel like one large plaza.

On-street parallel parking would be maintained on 7th Street south of the alley.

FIGURE 3



THE PLAZA TOWER CAFE
COTTAGE GROVE, OREGON
APRIL 9, 2014

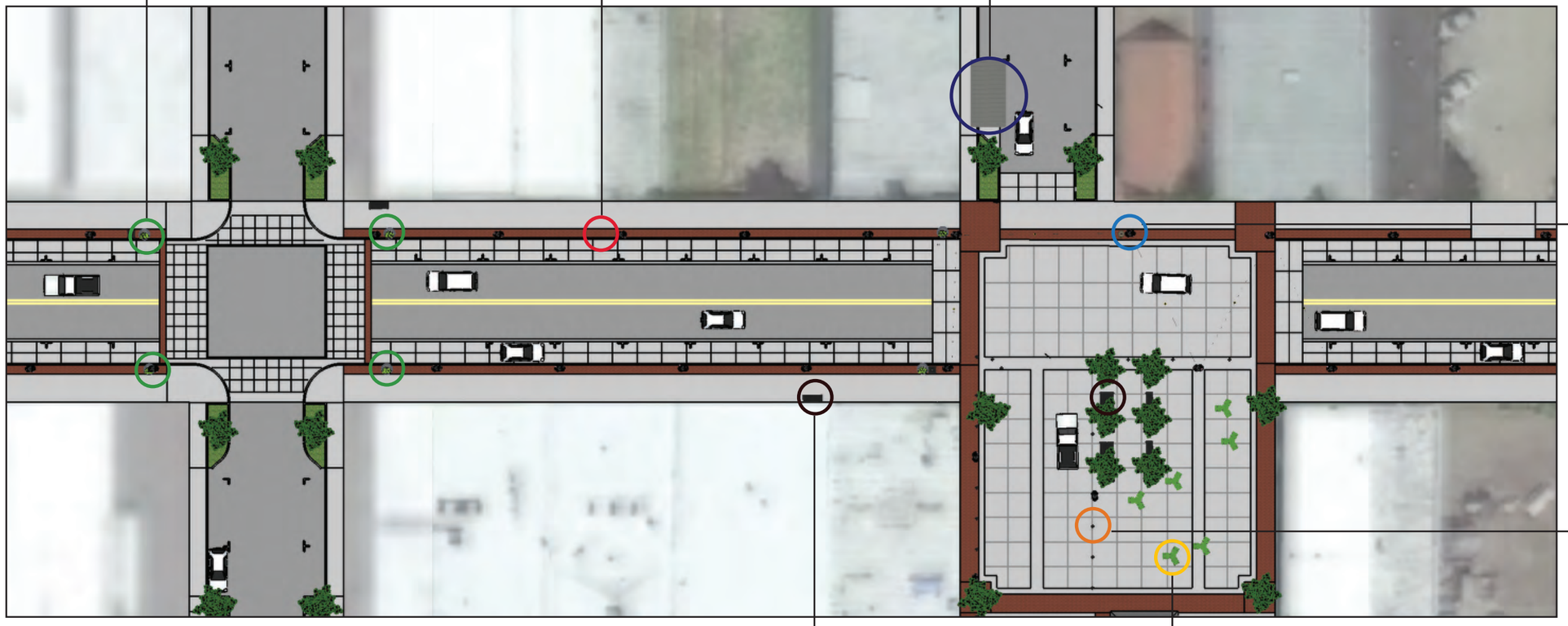
Note: The existing oval mural will be integrated into streetscape improvements under the preferred alternative.

Signage and Furnishings
Emphasizing a timeless, historic aesthetic, the selected signage and furnishings are consistent in color and finish. Materials are durable and require low maintenance.

Planting Containers

Brick Paving

Bike Parking Shelter



Drinking Fountains

Bollards

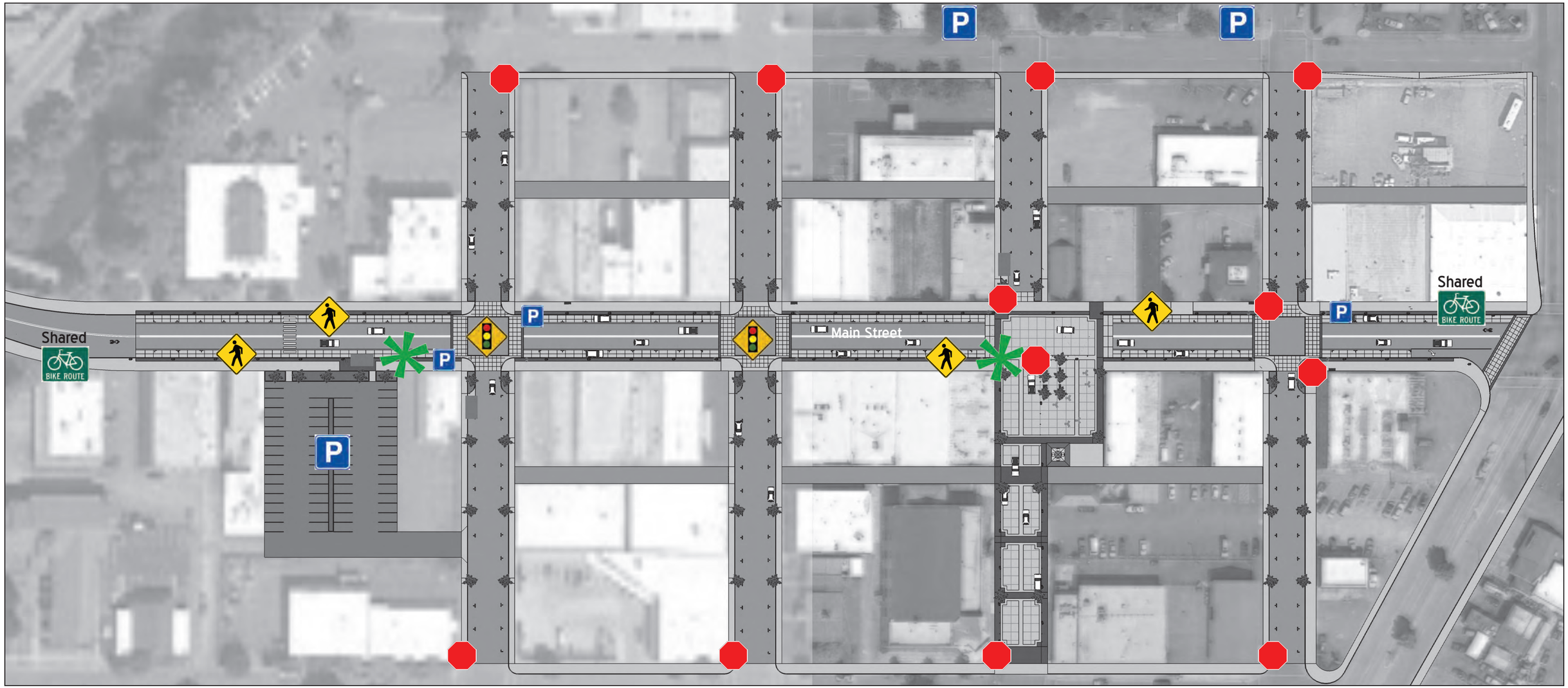
Seating and Receptacles

Al Fresco Seating

FIGURE 6

From 7th Street, looking south toward festival street, note custom bike shelter at right

From Main Street, looking west toward the river



LEGEND

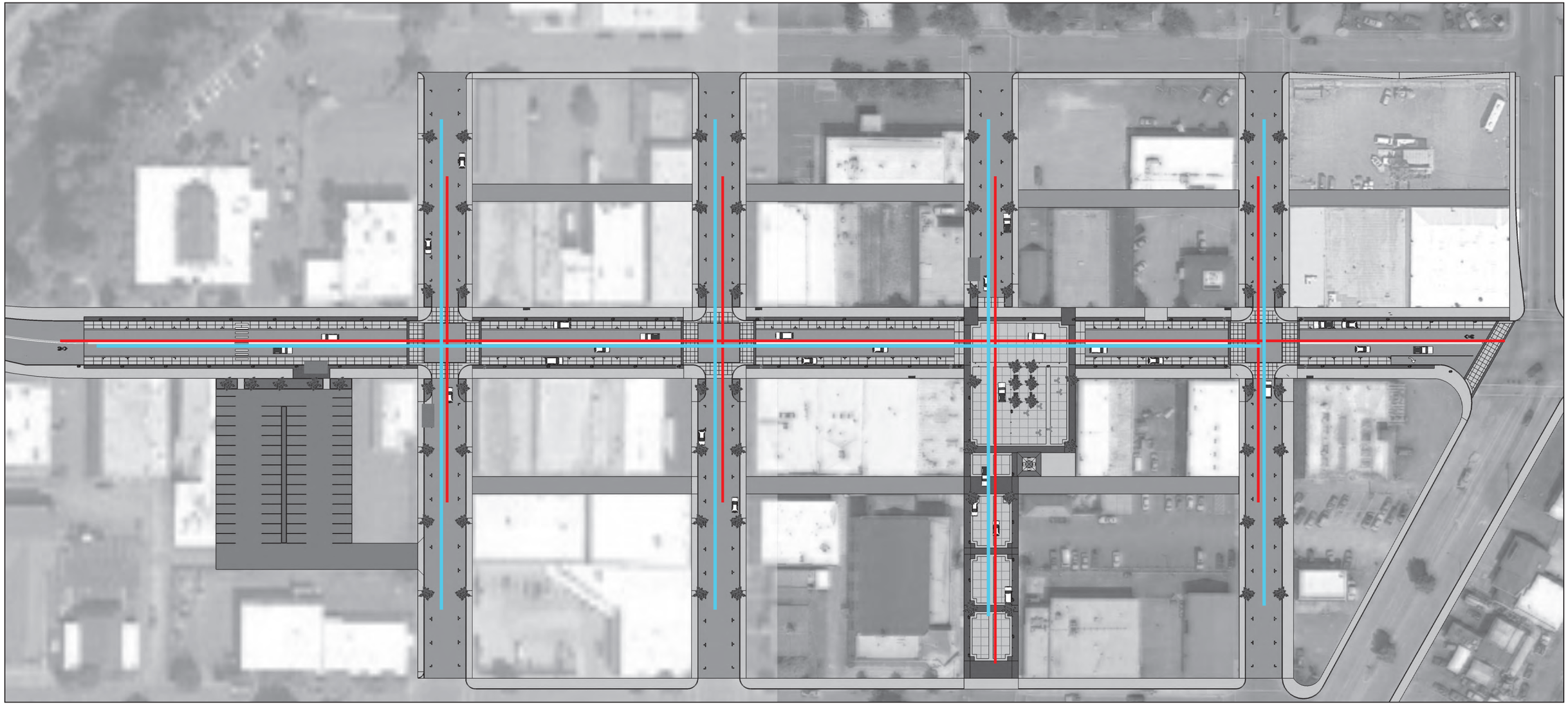
- Stop sign on decorative pole
- Public parking lot
- Public parking directional signage
- Watch for pedestrians sign
- Bike way sign
- Wayfinding and interpretive signage location
- Traffic light (existing)

Consolidated Signage
Light poles should be used to the extent possible to carry small instructional signage. Where additional signage may be needed, a decorative black fluted pole should be used within the historic district to maintain the consistent aesthetic.

FIGURE 8

SIGNAGE PLAN

CITY OF COTTAGE GROVE OREGON
DAVID EVANS AND ASSOCIATES INC.



LEGEND

Electrical

Water lines (for irrigation and drinking fountains)

Connecting Utilities

Points of connection should be established as streetscape improvements are planned. Water should be provided for drinking and efficient automatic irrgation, including to water hanging flower baskets on light poles. Electric should include all street lights and alley lighting.

FIGURE 9

NEW UTILITIES PLAN

Main Street

Bistro-style lighting, typical along alleys

LEGEND

- Single lamp post
- Double lamp post
- Suspended luminaires
- Alley 'bistro-style' lighting

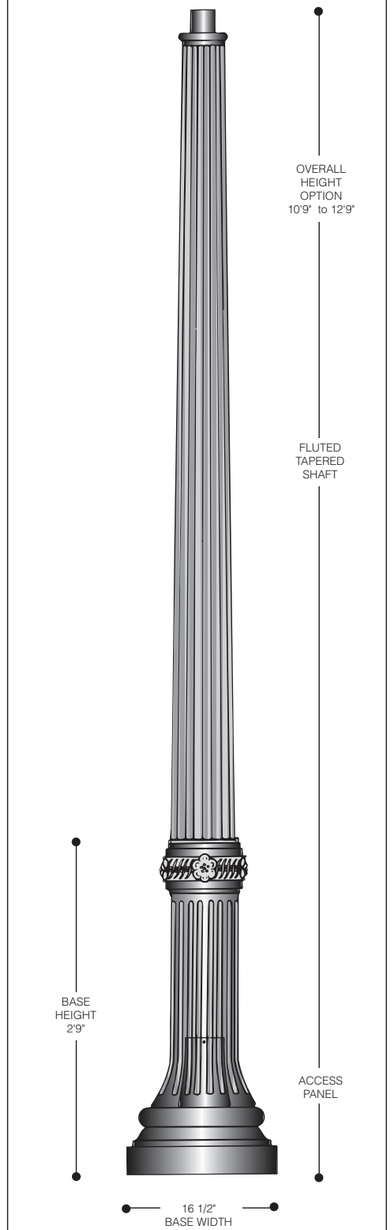
City of Cottage Grove Oregon

David Evans and Associates Inc.

FIGURE 10

LIGHT FIXTURES PLAN

Examples of single and double lamp posts



Selected light post: 'Harrisburg'

Acorn Street Lights and Suspended Luminaires

Following a timeless style, acorn lamps will be included on a fluted aluminum or steel pole. Double-lamp poles (an example shown at bottom left) could be used within the 7th Street plaza for use with overhead suspended lighting, similar to the photo below, right. Lights like these were used historically on Main Street, as the photo at right illustrates.

FIGURE 11

STREET TREE

Spring

Fall

Chanticleer Pear
Chanticleer pear trees have a tight, vertical canopy shape and offer interest through four seasons. White flowers appear in spring, and shiny green summer leaves turn bright orange and yellows in the fall. Mature height: 25’-30’

Summer

PLAZA TREE

Summer

Red Maple
Red maples provide interest in all seasons, peaking in the fall with vibrant red foliage. Mature height: 35’

Fall

FIGURE 12

PLANT LIST FOR INTERSECTION LANDSCAPED BEDS

	PLANT NAME COMMON NAME/BOTANICAL	SIZE	NOTABLE FEATURES
	Dense spreading yew / *Taxus x media 'Densiformis'*	3'H x 4'W	• Evergreen foliage • Female plants produce bright red fruits in summer • Spreading form stays dense
	Kinnickinnick / *Arctostaphylos uva-ursi*	6"H x 3' W	• Native plant • Attractive ground cover • Produces small flowers in spring and berries in summer
	Dwarf fothergilla / *Fothergilla gardenii spp.*	2'H x 2-3'W	• Round-formed deciduous shrub bears brush-like creamy white flowers • Excellent crimson fall color
	Crocosmia var.	2'H x 6"W	• Bright green strap-shaped foliage in summer • Orange-yellow flowers in summer; attracts pollinators

Example of a landscaped area at intersection

PLANT LIST FOR SIDEWALK CONTAINERS

	PLANT NAME COMMON NAME/BOTANICAL	SIZE	NOTABLE FEATURES
	Dwarf Hinoki cypress / *Chamaecyparis obtusa 'Nana Gracilis'*	3'H x 2'W	• Evergreen foliage • Vertical form and interesting shape
	English lavender / *Lavandula angustifolia*	1.5'H x 1' W	• Scented flowers on tall stems in mid summer; attracts pollinators • Round form and neat shape
	Chartreuse coral bells / *Heuchera var.*	6"H x 1'W	• Bold colored foliage through spring, summer and fall • Flowers in spring
	Bergenia / *Bergenia bessingham ruby*	2'H x 1.5'W	• Bold colored and textured foliage in spring and summer • Brightly colored flowers on tall stems in spring
	Hardy fuchsia / *Fuchsia genii*	2'H x 2'W	• Fountain-shaped perennial • Brightly-colored flowers in summer attract butterflies and hummingbirds
	Lithodora / *Lithodora spp.*	4"H x 2'W	• Draping, prostrate form • Vivid blue flowers in summer; attracts pollinators
	Crocosmia var.	2'H x 6"W	• Bright green strap-shaped foliage in summer • Orange-yellow flowers in summer; attracts pollinators

Container Style
Providing seasonal interest and foliage along the streetscape, planted containers will be included at intersections and near city hall. The plants selected would be attractive to birds and insects, to maintain the intent of the original All America Square. Plant materials would be drought tolerant and require little maintenance once established.

Planting Containers

Hanging Baskets

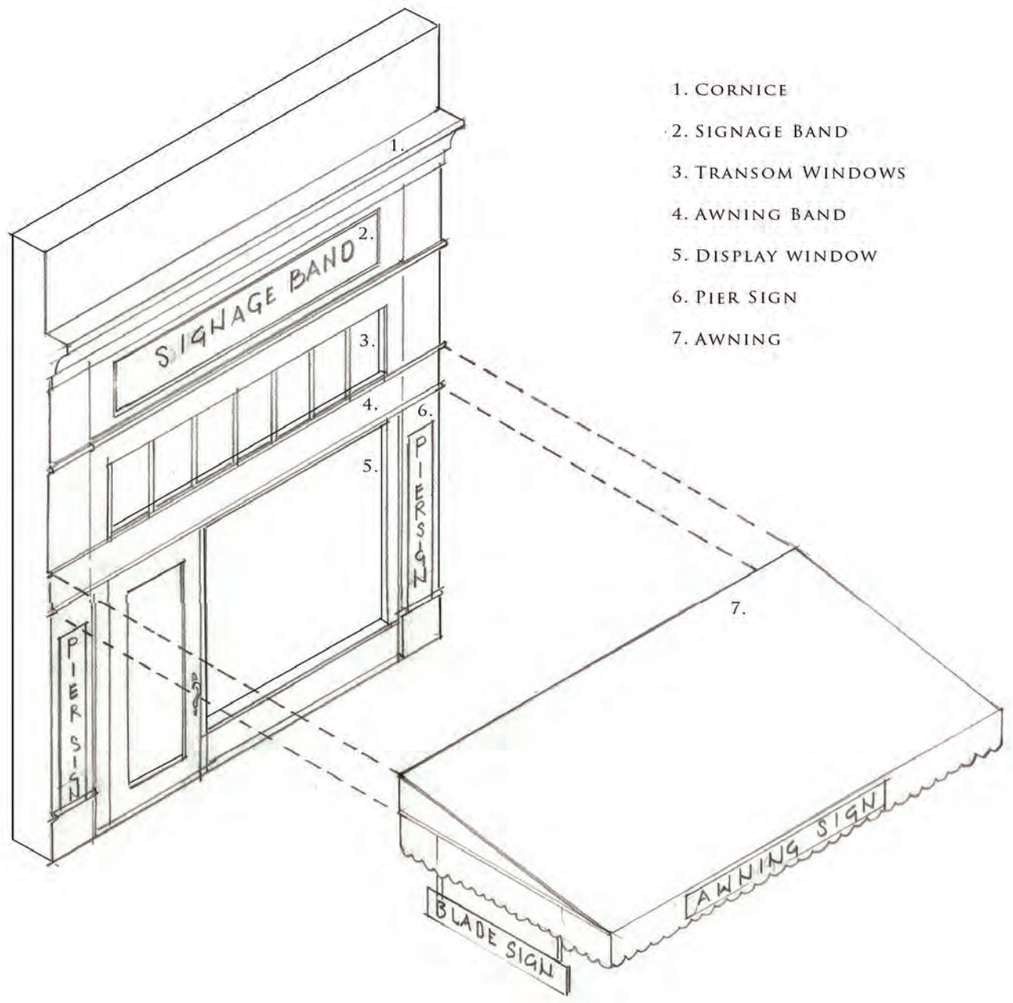
Street Tree: Chanticleer Pear

Landscape Bed

Plaza Tree: Red Maple

FIGURE 15

LANDSCAPING PLAN



STOREFRONT WINDOW AND AWNING

LAURENCE QAMAR ARCHIRTECRUE & TOWN PLANNING CORP.

FIGURE 16

OVERALL MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Master Planning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (8%)	Lump Sum	$320,000	$320,000
2. Traffic control, TP&DT (10%)	Lump Sum	$364,000	$364,000
3. Temporary Erosion Control (5%)	Lump Sum	$174,000	$174,000
Roadway Improvements			
1. Excavation	18400 Cu. Yd	$10	$184,000
2. Aggregate Base	13290 Tons	$30	$398,700
3. Asphalt Concrete	5500 Tons	$100	$550,000
4. Concrete Sidewalks	46770 SF	$8	$374,160
5. Concrete-Decorative Roadway	31500 SF	$12	$378,000
6. Brick Paving	14800 SF	$20	$296,000
7. ADA Curb Ramps	30 Ea.	$2,000	$60,000
Furnishings and Appertenances			
1. Bus Shelter	1 Ea.	$10,000	$10,000
2. Bike Parking Shelter	2 Ea.	$10,000	$20,000
3. Benches	11 Ea.	$800	$8,800
4.Trash Receptacle	4 Ea.	$600	$2,400
5. Planted Container	18 SF	$450	$8,100
6. Drinking Fountains	2 Ea.	$4,500	$9,000
7. Decorative Luminaires-17'H	65 Ea.	$2,500	$162,500
8. Hanging Planter Baskets-24"	130 Ea.	$150	$19,500
9. Street Trees	48 Ea.	$250	$12,000
10. Bollards	32 Ea.	$750	$24,000
11. Miscellaneous Appurtenances	Lump Sum	$40,000	$40,000
Other Construction Activities			
1. Utilities (including power and	Lump Sum	$470,000	$470,000
2. Striping	Lump Sum	$30,000	$30,000
3. Signing	Lump Sum	$25,000	$25,000
4. Drainage	Lump Sum	$330,000	$330,000
5. Landscaping	Lump Sum	$40,000	$40,000
		Subtotal	*$4,310,160*
Contingency	50% of total construction costs above		$2,157,000
Construction (CONST)	construction items + contingency		**$6,469,000**
Preliminary Engineering (PE)	10% of construction + contingency		**$648,000**
Construction Engineering (CE)	15% of construction + contingency		**$971,000**
	Total Project Cost:		**$8,088,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Master Planning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

MAIN STREET IMPROVEMENTS

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (8%)	Lump Sum	$149,000	$149,000
2. Traffic control, TP&DT (10%)	Lump Sum	$170,000	$170,000
3. Temporary Erosion Control (5%)	Lump Sum	$81,000	$81,000
Roadway Improvements			
1. Excavation	7700 Cu. Yd	$10	$77,000
2. Aggregate Base	5510 Tons	$30	$165,300
3. Asphalt Concrete	2000 Tons	$100	$200,000
4. Concrete Sidewalks	25500 SF	$8	$204,000
5. Concrete-Decorative Roadway	15000 SF	$12	$180,000
6. Brick Paving	7000 SF	$20	$140,000
7. ADA Curb Ramps	14 Ea.	$2,000	$28,000
Furnishings and Appurtenances			
1. Bus Shelter	1 Ea.	$10,000	$10,000
2. Benches	3 Ea.	$800	$2,400
3. Trash Receptacle	3 Ea.	$600	$1,800
4. Planted Container	18 Ea.	$450	$8,100
5. Drinking Fountains	1 Ea.	$4,500	$4,500
6. Decorative Luminaires-17'H	50 Ea.	$2,500	$125,000
7. Hanging Planter Baskets-24" diam.	100 Ea.	$150	$15,000
8. Miscellaneous Appurtenances	Lump Sum	$25,000	$25,000
Other Construction Activities			
1. Utilities (Including power and	Lump Sum	$250,000	$250,000
2. Striping	Lump Sum	$15,000	$15,000
3. Signing	Lump Sum	$10,000	$10,000
4. Drainage	Lump Sum	$150,000	$150,000
		Subtotal	*$2,011,100*

Contingency	50% of total construction costs above	$1,006,000
Construction (CONST)	construction items + contingency	**$3,018,000**
Preliminary Engineering (PE)	10% of construction + contingency	**$302,000**
Construction Engineering (CE)	15% of construction + contingency	**$453,000**
Main Street Improvements Total Project Cost:		**$3,773,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Masterplanning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

SIDE STREET IMPROVEMENTS

	Quantity (Q)	*Unit Price (UP)	Cost (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (8%)	Lump Sum	$110,000	$110,000
2. Traffic control, TP&DT (10%)	Lump Sum	$125,000	$125,000
3. Temporary Erosion Control (5%)	Lump Sum	$60,000	$60,000
Roadway Improvements			
1. Excavation	7700 Cu. Yd	$10	$77,000
2. Aggregate Base	5720 Tons	$30	$171,600
3. Asphalt Concrete	3500 Tons	$100	$350,000
4. Concrete Sidewalks	21000 SF	$8	$168,000
5. ADA Curb Ramps	16 Ea.	$2,000	$32,000
Furnishings and Appurtenances			
1. Bike Parking Shelter	2 Ea.	$10,000	$20,000
2. Street Trees	34 Ea.	$250	$8,500
3. Miscellaneous Appurtenances	Lump Sum	$15,000	$15,000
Other Construction Activities			
1. Utilities (including power and	Lump Sum	$170,000	$170,000
2. Striping	Lump Sum	$10,000	$10,000
3. Signing	Lump Sum	$5,000	$5,000
4. Drainage	Lump Sum	$130,000	$130,000
5. Landscaping	Lump Sum	$30,000	$30,000
		Subtotal	*$1,482,100*
Contingency	50% of total construction costs above		$742,000
Construction (CONST)	construction items + contingency		**$2,225,000**
Preliminary Engineering (PE)	10% of construction + contingency		**$223,000**
Construction Engineering (CE)	15% of construction + contingency		**$334,000**
Side Street Improvements Total Project Cost:			**$2,782,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Masterplanning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

7TH STREET PLAZA IMPROVEMENTS

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (8%)	Lump Sum	$61,000	$61,000
2. Traffic control, TP&DT (10%)	Lump Sum	$69,000	$69,000
3. Temporary Erosion Control (5%)	Lump Sum	$33,000	$33,000
Roadway Improvements			
1. Excavation	3000 Cu. Yd	$10	$30,000
2. Aggregate Base	2060 Tons	$30	$61,800
3. Concrete Sidewalks	270 SF	$8	$2,160
4. Concrete-Decorative Roadway	16500 SF	$12	$198,000
5. Brick Paving-Sidewalks	7800 SF	$20	$156,000
Furnishings and Appurtenances			
1. Benches	8 Ea.	$800	$6,400
2. Trash Receptacle	1 Ea.	$600	$600
3. Drinking Fountains	1 Ea.	$4,500	$4,500
4. Decorative Luminaires	15 Ea.	$2,500	$37,500
5. Hanging Planter Baskets	30 Ea.	$150	$4,500
6. Bollards	32 Ea.	$750	$24,000
7. Street Trees	14 Ea.	$250	$3,500
Other Construction Activities			
1. Utilities (including power and	Lump Sum	$50,000	$50,000
2. Striping	Lump Sum	$5,000	$5,000
3. Signing	Lump Sum	$10,000	$10,000
4. Drainage	Lump Sum	$50,000	$50,000
5. Landscaping	Lump Sum	$10,000	$10,000
		Subtotal	*$816,960*

Contingency	50% of total construction costs above	$409,000
Construction (CONST)	construction items + contingency	**$1,226,000**
Preliminary Engineering (PE)	10% of construction + contingency	**$123,000**
Construction Engineering (CE)	15% of construction + contingency	**$184,000**
7th Street Plaza Improvements Total Project Cost:		**$1,533,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Master Planning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

MAIN STREET IMPROVEMENTS PHASE

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (10%)	Lump Sum	$202,000	$202,000
2. Traffic control, TP&DT (15%)	Lump Sum	$264,000	$264,000
3. Temporary Erosion Control (5%)	Lump Sum	$84,000	$84,000
Roadway Improvements			
1. Excavation	7700 Cu. Yd	$10	$77,000
2. Aggregate Base	6010 Tons	$30	$180,300
3. Asphalt Concrete	2300 Tons	$100	$230,000
4. Concrete Sidewalks	27420 SF	$8	$219,360
5. Concrete-Decorative Roadway	15000 SF	$12	$180,000
6. Brick Paving	7000 SF	$20	$140,000
7. ADA Curb Ramps	14 Ea.	$2,000	$28,000
Furnishings and Appurtenances			
1. Bus Shelter	1 Ea.	$10,000	$10,000
2. Benches	3 Ea.	$800	$2,400
3. Trash Receptacle	3 Ea.	$600	$1,800
4. Planted Container	18 Ea.	$450	$8,100
5. Drinking Fountains	1 Ea.	$4,500	$4,500
6. Decorative Luminaires-17'H	50 Ea.	$2,500	$125,000
7. Hanging Planter Baskets-24" diam.	100 Ea.	$150	$15,000
8. Miscellaneous Appurtenances	Lump Sum	$25,000	$25,000
Other Construction Activities			
1. Utilities (Including power and water)	Lump Sum	$250,000	$250,000
2. Striping	Lump Sum	$15,000	$15,000
3. Signing	Lump Sum	$10,000	$10,000
4. Drainage	Lump Sum	$150,000	$150,000
		Subtotal	*$2,221,460*

Contingency	50% of total construction costs above	$1,111,000
Construction (CONST)	construction items + contingency	**$3,333,000**
Preliminary Engineering (PE)	15% of construction + contingency	**$500,000**
Construction Engineering (CE)	20% of construction + contingency	**$667,000**
Main Street Improvements Total Project Cost:		**$4,500,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Masterplanning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

SIDE STREET IMPROVEMENTS PHASE

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (10%)	Lump Sum	$144,000	$144,000
2. Traffic control, TP&DT (15%)	Lump Sum	$188,000	$188,000
3. Temporary Erosion Control (5%)	Lump Sum	$60,000	$60,000
Roadway Improvements			
1. Excavation	7700 Cu. Yd	$10	$77,000
2. Aggregate Base	5720 Tons	$30	$171,600
3. Asphalt Concrete	3500 Tons	$100	$350,000
4. Concrete Sidewalks	21000 SF	$8	$168,000
5. ADA Curb Ramps	16 Ea.	$2,000	$32,000
Furnishings and Appurtenances			
1. Bike Parking Shelter	2 Ea.	$10,000	$20,000
2. Street Trees	34 Ea.	$250	$8,500
3. Miscellaneous Appurtenances	Lump Sum	$15,000	$15,000
Other Construction Activities			
1. Utilities (including power and water)	Lump Sum	$170,000	$170,000
2. Striping	Lump Sum	$10,000	$10,000
3. Signing	Lump Sum	$5,000	$5,000
4. Drainage	Lump Sum	$130,000	$130,000
5. Landscaping	Lump Sum	$30,000	$30,000
		Subtotal	*$1,579,100*
Contingency	50% of total construction costs above		$790,000
Construction (CONST)	construction items + contingency		**$2,370,000**
Preliminary Engineering (PE)	15% of construction + contingency		**$356,000**
Construction Engineering (CE)	20% of construction + contingency		**$474,000**
Side Street Improvements Total Project Cost:			**$3,200,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Masterplanning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

7TH STREET PLAZA IMPROVEMENTS PHASE

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (10%)	Lump Sum	$79,000	$79,000
2. Traffic control, TP&DT (15%)	Lump Sum	$104,000	$104,000
3. Temporary Erosion Control (5%)	Lump Sum	$33,000	$33,000
Roadway Improvements			
1. Excavation	3000 Cu. Yd	$10	$30,000
2. Aggregate Base	2060 Tons	$30	$61,800
3. Concrete Sidewalks	270 SF	$8	$2,160
4. Concrete-Decorative Roadway	16500 SF	$12	$198,000
5. Brick Paving-Sidewalks	7800 SF	$20	$156,000
Furnishings and Appurtenances			
1. Benches	8 Ea.	$800	$6,400
2. Trash Receptacle	1 Ea.	$600	$600
3. Drinking Fountains	1 Ea.	$4,500	$4,500
4. Decorative Luminaires	15 Ea.	$2,500	$37,500
5. Hanging Planter Baskets	30 Ea.	$150	$4,500
6. Bollards	32 Ea.	$750	$24,000
7. Street Trees	14 Ea.	$250	$3,500
Other Construction Activities			
1. Utilities (including power and water)	Lump Sum	$50,000	$50,000
2. Striping	Lump Sum	$5,000	$5,000
3. Signing	Lump Sum	$10,000	$10,000
4. Drainage	Lump Sum	$50,000	$50,000
5. Landscaping	Lump Sum	$10,000	$10,000
		Subtotal	*$869,960*
Contingency	50% of total construction costs above		$435,000
Construction (CONST)	construction items + contingency		**$1,305,000**
Preliminary Engineering (PE)	15% of construction + contingency		**$196,000**
Construction Engineering (CE)	20% of construction + contingency		**$261,000**
7th Street Plaza Improvements Total Project Cost:			**$1,762,000**

*** All unit prices are based on 2014 unit costs**

APPENDIX G.
Funding and Implementation Memorandum

Main Street Refinement Plan

DATE:	January 08, 2015
TO:	Amanda Ferguson, City of Cottage Grove David Helton, ODOT
FROM:	Gigi Cooper, Anneke Van der Mast, Alex Dupey
SUBJECT:	**Memorandum #6: Funding and Implementation Plan**
PROJECT:	ODOT0000-0806 – **City of Cottage Grove Main Street Refinement Plan**
ATTACHMENTS:	Attachment A: Cost Estimates, Attachment B: Funding Sources, Attachment C: Funding Sources Eliminated or Ineligible for the Project
COPIES:	File

Introduction

The purpose of this funding and implementation memorandum is to provide specific guidance to implement the Preferred Roadway and Streetscape Concept (Preferred Concept) and the Main Street Refinement Plan (Plan). The collaborative efforts of stakeholders, including property owners, business owners, and residents, in developing the Preferred Concept have been incorporated into the Preferred Concept. Now the challenge is to convert this planning success into a constructed project, which requires a focused public infrastructure development process. This type of investment can be a powerful tool in transforming downtown Cottage Grove and increasing the viability of desirable forms of development.

This memo provides a funding strategy that includes prioritization and phasing of proposed improvements, potential funding sources for key elements of the Preferred Concept, key actions needed for implementation, and a key action "punch list." This memo is divided into four sections:

1. Funding Framework
2. Implementation Strategy
3. Key Actions Punch List-The First Year
4. Construction Considerations and the Community

Funding Framework

Phasing and Project Cost

Funding for design and construction of the Preferred Concept will ultimately dictate the phasing of the project, that is, whether it is broken into three projects or not. Generally, the elements that most directly address current safety and infrastructure needs are the highest priority for implementation. Second priority is given to elements that enhance and contribute to a cohesive and unique identity and that focus improvements where the highest numbers of pedestrians exist. These priorities offer a logical way of sequencing phased improvements. Given the existing road conditions, visibility, and potential funding availability, priority is given, in order, to the following projects:

1. **Phase 1: Main Street** should be the first phase of the project to be implemented. Constructing, Main Street first will enhance the overall physical character, public perception, and interest in the study area, which could in turn provide more urgency to implement subsequent phases.
2. **Phase 2: 7th Street** should be the second phase of the project. The proposed improvements give Cottage Grove unique identity in the region and build upon the concept of Main Street as the Neighborhood's "front porch" where people congregate.
3. **Phase 3: Side street improvements** should be the third and final phase of the project. Because the side streets don't experience the concentrated pedestrian use that Main Street does.

Detailed cost estimates for all projects are included as Attachment A, both as a single project and if the project is phased. Total costs are also shown in Table 1, below. The cost estimates include construction, design engineering, construction engineering, and contingencies. They will be used to assess the necessary funding amounts to further develop and construct the Preferred Concept.

Table 1 Preferred Concept Cost Estimates by Phase ***(amounts shown are representative of 2014 unit costs)***

	Location	Cost, if constructed at one time	Phased Construction
Phase 1	Main Street Improvements	$3,773,000	$4,500,000
Phase 2	7th Street	$1,328,000	$1,499,000
Phase 3	Side Streets	$2,782,000	$3,645,000
	Total	**$7,883,000**	**$9,462,000**

Funding and Financing Sources

Even with phased implementation of the Preferred Concept, more than one funding source, or match, for each phase will be required. There are a variety of funding sources available for future design and construction of the Preferred Concept and elements of the Preferred Concept may be eligible for funding sources separately or together. The type and location of the proposed improvements are also important considerations. For example, most of the study area is within the Cottage Grove Downtown Historic District, which was designated as a Local Historic District in the National Register of Historic Places in 1993. The historic designation may make the proposed improvements eligible for several state grant programs. In terms of funding sources, specific design details, such as road and sidewalk widths and pavement design, are not relevant. Therefore, to identify potential funding sources, the Preferred Concept elements were taken into account such as, signage, lighting and historical features.

Attachment B provides a summary list of each potential funding and financing source. The summary list describes in more detail the potential funding sources and financing mechanisms for the Plan. Each potential funding source is identified with a description of the fund, funding amount, timing, and eligibility. The description includes the purpose of the source and eligible activities. The funding amount includes the overall program allocation, typical amounts granted to individual projects (if known), and matching requirements, if any. Timing identifies the funding cycle and deadlines. Eligibility includes which entities are eligible to apply, as well as any unusual application requirements beyond the typical application information.

All of the elements of the Preferred Concept may be eligible under all of the sources identified in Attachment B, with the exception of the NEA Our Town program, which may apply only to the roadway improvements and the gateway.

Attachment C is a table that contains federal, state, local, and private funding and financing sources either that are no longer available or for which the Plan is not eligible. Attachment C is provided to show the changes in MAP-21 to familiar grant programs, describe the reasons that certain local funding mechanisms are not currently possible, and list commonly known private organizations that do not fund this type of project. The table can be a useful tool for verifying whether a potential source was evaluated or not.

Implementation Strategy

To perpetuate development of the Preferred Concept, several types of action are required. These actions are grouped into three major categories of interventions: **Regulatory, Leadership and Community Engagement, and Funding Strategies and Sources**. The following discussion describes the actions, which are then summarized in an action items punch list table in the following section.

Regulatory Actions

The actions described below are critical in moving the Preferred Concept towards implementation. Without documentation that the local jurisdiction has adopted the project, it will be hard to obtain the funding necessary.

Regulatory Action Item 1a: Adopt the Plan and Stick To It

As for most projects that involve stakeholders with varied interests in a highly visible location, it is not possible to provide a design that appeals to everyone, so a detailed final plan that incorporates the public decision-making process is critical for public scrutiny and eventual adoption. The Draft Plan will be presented to the Planning Commission, and any comments made by the Planning Commission will be incorporated into the Final Plan. The Final Plan will then be presented to the City Council for adoption.

Regulatory Action Item 1b: Amend the Cottage Grove Comprehensive Plan Transportation Element of the Comprehensive Plan

The City's Transportation System Plan (TSP) identifies the capital transportation projects that will be needed over a 20-year time frame. Upon Plan adoption, the TSP needs to be updated to reflect the

refined project, project costs, and the phased approach (breaking the project up into three phases) during the TSP update process. The Comprehensive Plan will also need to be updated to reflect the Preferred Concept.

Regulatory Action Item 1c: Amend City of Cottage Grove Downtown Design Guidelines

Updates to the Downtown Design Guidelines related to awning standards will be needed in order to implement the Plan.

Leadership and Community Engagement Actions

Leadership and public involvement are crucial in maintaining continual interest in and advocating for developing the Preferred Concept while funding is being sought.

Leadership and Community Engagement Action Item 2a: Create an Advisory Committee to Provide Ongoing Guidance

The Plan was developed with the help of a Project Advisory Committee that consists of local residents, public agency technical staff, and members of the business community. This committee should retain its role of ensuring the ongoing implementation of the Plan and community interest.

Leadership and Community Engagement Action Item 2b: Create a Year-One Action Plan

One of the first orders of business for the Advisory Committee should be to use this implementation plan to create a one-year action plan that will clarify its highest priorities for the coming year. Things are more likely to get done if individual deadlines and priorities are set, and responsibilities are assigned. Both the short-term and long-term plans should become reference documents against which the community can assess its progress. This implementation plan has identified specific short- and long-term goals, but early action items (for example, stakeholder engagement at events such as the farmer's market) should be prioritized within the first year.

Leadership and Community Engagement Action Item 2c: Support the Economic Business Improvement District (EBID)

Cottage Grove has Business Improvement District (BID), which is a locally funded district that supports operational activities—such as marketing, maintenance, event planning, landscaping, cleanliness, and safety programs—within a defined area. BIDs are an effective way of tying together "local ownership" of implementation, outcomes, funding, and decision-making, because funding comes from local businesses and property owners who are also in charge of deciding how the money gets spent. Because BIDs present another local fee, local businesses are naturally wary. However, BIDs have proven to be a successful tool, and one that provides local control. Nationwide, more than 400 BIDs have been successfully implemented in more than 40 states. Because this organization is already in place, it could be an effective venue to start early action items and also generate interest in the Plan.

Leadership and Community Engagement Action Item 2d: Encourage Stakeholder Advocacy

If the people who work and own property in the study area support the Plan, then they have a responsibility to advocate for change. Additionally, working with property owners in the study area may provide additional opportunities in creating a more pedestrian friendly and cohesive downtown. This

citizen-driven, grassroots leadership may be the most effective leadership of all. Throughout this Plan process, we've heard diverse opinions on Main Street. It is important that these viewpoints continue to be heard and integrated as the plan is implemented.

Leadership and Community Engagement Action Item 2e: Identify Project Advocates

Every project needs champions. To succeed, the project needs to have a strong sense of support from citizens and elected officials. The support should be well articulated to define why this project is important and to motivate others to participate in making it happen. Documenting the support in letters also helps when applying for grants. Additionally, seeking local leaders to champion the project will be important. Consider business interests and development groups such as the Chamber of Commerce, EBID and local business owners as advocates.

Leadership and Community Engagement Action Item 2f: Create an All American Square and Main Street Advisory Committee

This committee would work to determine the future design of All-America Square including solving issues such as visual obstruction, pedestrian flow, transient use, and maintenance and to integrate the square into the festival plaza. The committee would be made up of community members and experts and would coordinate with other stakeholder groups and organizations.

Funding Strategies and Sources

Ultimately, decisions will need to be made as to which funding opportunities to pursue in the context of planned capital improvements for Cottage Grove and City program administration commitments.

Funding Strategies and Sources Action Item 3a: Identify a Funding Manager from City Staff to Manage and Coordinate Funding Resources. There are numerous funding sources which change constantly. Therefore, it would be beneficial and efficient to have one person with the designated responsibility of monitoring and managing funding applications to track applications and coordinate grant efforts as well as maintain documentation as to which grants have been applied for to efficiently in applying for funding. Additionally, the Funding Manager would coordinate the development of local funding mechanisms. This will be a City staff person committed to seeking funding and coordinating efforts.

Funding Strategies and Sources Action Item 3b: Review Existing Funding Sources

Funding the Plan will likely require a compilation of sources and matches from Federal, State, Local and private Sources. The Preferred Concept and phases should be compared against the funding sources list in Attachment B to identify which to pursue. Many grants have application deadlines in the winter and are awarded in the Spring, so applicable grants should be identified before now that so they can apply for right away.

Funding Strategies and Sources Action Item 3c: Evaluate Urban Renewal District/ Tax Increment Financing (TIF) as a Funding Tool

Tax increment financing (TIF, also called "urban renewal") is a funding tool that captures the net new property taxes generated by real estate development within a defined district and directs those funds towards needed infrastructure improvements in the district. Therefore, when working properly, TIF creates a beneficial cycle of needed public infrastructure and actions, and private investments. Implementing TIF can be difficult, because it captures some funding that would otherwise go to other taxing districts. However, Cottage Grove does have a history of successfully implementing URAs to fund improvements, which may be a reasonable solution here.

Funding Strategies and Sources Action Item 3d: Evaluate Local Improvement Districts (LIDs) for Specific Projects

LIDs are also described briefly section above. LIDs typically fund clearly defined local improvements, such as a local roads, and would be well suited for implementing the Plan. In many LIDs, the cost burden is borne entirely by private property owners who are adjacent to or nearby the new improvement, which might be difficult to approve.

Funding Strategies and Sources Action Item 3e: Evaluate City Façade Grant Program

This mechanism implements the awning portion of the Concept. It could be administered by the URA if one is created or the local government or EBID. It would provide grant match money to buildings that historically had awnings.

Key Actions Punch List-The First Year

Table 2. Implementation Plan Partners, Responsibility and Timing (note: stages may run concurrently)

Action Reference #	Action	Timing	Primary Responsible Parties	Partners
Stage 1. Regulatory Action				
1a	Adopt the Plan and Stick to It	Immediate	City Planning Division/Planning Commission/ City Council	Neighborhood groups, property owners, key stakeholders
1b	Amend the Cottage Grove Transportation element of the Comprehensive Plan	After Plan adoption		
1c	Amend City of Cottage Grove Design Standards	After Plan adoption		
Stage 2. Leadership and Community Engagement Actions				
2a	Create an Advisory Committee to Provide Ongoing Guidance	Summer 2015, after adoption; Ongoing until all phases have been implemented	City Planning Division/Stakeholders	Property owners, project advocates, key stakeholders, and businesses
2b	Create a Year-One Action Plan	Summer 2015, after adoption		
2c	Support the Economic and Business Improvement District (EBID)	0-1 year		
2d	Encourage Stakeholder Advocacy	0-1 year		
2e	Identify Project Advocates	0-1 year		
2f	Create and All American Square and Main Street Advisory Committee	0-1 year		Cottage Grove Garden Club, EBID
Stage 3. Funding Strategies				
3a	Identify a Funding Manager to Manage and Coordinate Funding Resources.	Immediate and Ongoing	City Planning and Engineering Divisions	PAC
3b	Review Existing Funding Sources	Summer 2014	City Planning and Engineering Divisions,	PAC
3c	Evaluate Urban Renewal District/ Tax Increment Financing (TIF) as a Funding Tool	0-1 year	City Planning and Engineering Divisions, City Council	Property and business owners
3d	Evaluate Local Improvement Districts (LIDs) for Specific Projects	0-1 year	City Planning and Engineering Divisions, City Council	Property and business owners
3e	Evaluate City Façade Grant Program	0-1 year	City Planning and Engineering Divisions, City Council	Property and business owners

Construction Considerations and the Community

Main Street serves as a transportation connection to Highway 99 as well as Cottage Grove's commercial center. Many popular restaurants and retail businesses front Main Street, with side streets, such as 6th and 7th Streets, providing access to public buildings, public parking, and a cluster of small businesses. In addition, between late spring and early fall, the City of Cottage Grove has a farmers' market that is held in the downtown area.

A critical success factor in implementing the Preferred Concept is to provide mitigation strategies that can reduce impacts on businesses during construction. These could include moratoriums on work during

specific days or times, creation of alternate access to businesses for cars and pedestrians, and/or nighttime construction where feasible.

Public outreach will also play an essential role in the success of the project. The project could have impacts to the vitality of the businesses in the area. The focus of project outreach should be to work collaboratively with the public, property owners, and business tenants during the design process, to identify specific concerns or impacts early and be responsive to each individual affected by the project. It will be important to maintain regular contact with businesses in the affected area and provide timely notification at each phase of the design and construction process to ensure that businesses, residents, and the general public are aware of the project's progress.

Construction sequencing will maintain accessibility to businesses during business hours and special events by limiting construction during special event days and peak traffic hours, and by specifying night work. During construction, one direction of traffic would remain open at all times, which would require that either eastbound or westbound traffic would be detoured to Whitaker Street or Washington Avenue. Construction hours should be limited to weekdays between 9 a.m. and 4 p.m. and, if City ordinance allows, weeknights between 7 p.m. and 6 a.m. Impacts to local business cannot be completely eliminated, but construction phasing and early public involvement will help mitigate and reduce these impacts.

Attachment A - Cost Estimates

OVERALL MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Master Planning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (8%)	Lump Sum	$312,000	$312,000
2. Traffic control, TP&DT (10%)	Lump Sum	$355,000	$355,000
3. Temporary Erosion Control (5%)	Lump Sum	$170,000	$170,000
Roadway Improvements			
1. Excavation	18300 Cu. Yd	$10	$183,000
2. Aggregate Base	13290 Tons	$30	$398,700
3. Asphalt Concrete	5500 Tons	$100	$550,000
4. Concrete Sidewalks	46770 SF	$8	$374,160
5. Concrete-Decorative Roadway	27000 SF	$12	$324,000
6. Brick Paving	12300 SF	$20	$246,000
7. ADA Curb Ramps	30 Ea.	$2,000	$60,000
Furnishings and Appertenances			
1. Bus Shelter	1 Ea.	$10,000	$10,000
2. Bike Parking Shelter	2 Ea.	$10,000	$20,000
3. Benches	11 Ea.	$800	$8,800
4.Trash Receptacle	4 Ea.	$600	$2,400
5. Planted Container	18 SF	$450	$8,100
6. Drinking Fountains	2 Ea.	$4,500	$9,000
7. Decorative Luminaires-17'H	65 Ea.	$2,500	$162,500
8. Hanging Planter Baskets-24"	130 Ea.	$150	$19,500
9. Street Trees	48 Ea.	$250	$12,000
10. Bollards	32 Ea.	$750	$24,000
11. Miscellaneous Appurtenances	Lump Sum	$40,000	$40,000
Other Construction Activities			
1. Utilities (including power and	Lump Sum	$470,000	$470,000
2. Striping	Lump Sum	$30,000	$30,000
3. Signing	Lump Sum	$25,000	$25,000
4. Drainage	Lump Sum	$330,000	$330,000
5. Landscaping	Lump Sum	$40,000	$40,000
		Subtotal	*$4,184,160*
Contingency	50% of total construction costs above		$2,102,000
Construction (CONST)	construction items + contingency		**$6,304,000**
Preliminary Engineering (PE)	10% of construction + contingency		**$632,000**
Construction Engineering (CE)	15% of construction + contingency		**$947,000**
	Total Project Cost:		**$7,883,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Master Planning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

MAIN STREET IMPROVEMENTS

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (8%)	Lump Sum	$149,000	$149,000
2. Traffic control, TP&DT (10%)	Lump Sum	$170,000	$170,000
3. Temporary Erosion Control (5%)	Lump Sum	$81,000	$81,000
Roadway Improvements			
1. Excavation	7700 Cu. Yd	$10	$77,000
2. Aggregate Base	5510 Tons	$30	$165,300
3. Asphalt Concrete	2000 Tons	$100	$200,000
4. Concrete Sidewalks	25500 SF	$8	$204,000
5. Concrete-Decorative Roadway	15000 SF	$12	$180,000
6. Brick Paving	7000 SF	$20	$140,000
7. ADA Curb Ramps	14 Ea.	$2,000	$28,000
Furnishings and Appurtenances			
1. Bus Shelter	1 Ea.	$10,000	$10,000
2. Benches	3 Ea.	$800	$2,400
3. Trash Receptacle	3 Ea.	$600	$1,800
4. Planted Container	18 Ea.	$450	$8,100
5. Drinking Fountains	1 Ea.	$4,500	$4,500
6. Decorative Luminaires-17'H	50 Ea.	$2,500	$125,000
7. Hanging Planter Baskets-24" diam.	100 Ea.	$150	$15,000
8. Miscellaneous Appurtenances	Lump Sum	$25,000	$25,000
Other Construction Activities			
1. Utilities (Including power and	Lump Sum	$250,000	$250,000
2. Striping	Lump Sum	$15,000	$15,000
3. Signing	Lump Sum	$10,000	$10,000
4. Drainage	Lump Sum	$150,000	$150,000
		Subtotal	*$2,011,100*

Contingency	50% of total construction costs above	$1,006,000
Construction (CONST)	construction items + contingency	**$3,018,000**
Preliminary Engineering (PE)	10% of construction + contingency	**$302,000**
Construction Engineering (CE)	15% of construction + contingency	**$453,000**
Main Street Improvements Total Project Cost:		**$3,773,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Masterplanning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

7TH STREET PLAZA IMPROVEMENTS

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (8%)	Lump Sum	$53,000	$53,000
2. Traffic control, TP&DT (10%)	Lump Sum	$60,000	$60,000
3. Temporary Erosion Control (5%)	Lump Sum	$29,000	$29,000
Roadway Improvements			
1. Excavation	2900 Cu. Yd	$10	$29,000
2. Aggregate Base	2060 Tons	$30	$61,800
3. Concrete Sidewalks	270 SF	$8	$2,160
4. Concrete-Decorative Roadway	12500 SF	$12	$150,000
5. Brick Paving-Sidewalks	5800 SF	$20	$116,000
Furnishings and Appurtenances			
1. Benches	8 Ea.	$800	$6,400
2. Trash Receptacle	1 Ea.	$600	$600
3. Drinking Fountains	1 Ea.	$4,500	$4,500
4. Decorative Luminaires	15 Ea.	$2,500	$37,500
5. Hanging Planter Baskets	30 Ea.	$150	$4,500
6. Bollards	32 Ea.	$750	$24,000
7. Street Trees	14 Ea.	$250	$3,500
Other Construction Activities			
1. Utilities (including power and	Lump Sum	$50,000	$50,000
2. Striping	Lump Sum	$5,000	$5,000
3. Signing	Lump Sum	$10,000	$10,000
4. Drainage	Lump Sum	$50,000	$50,000
5. Landscaping	Lump Sum	$10,000	$10,000
		Subtotal	*$706,960*

Contingency	50% of total construction costs above	$354,000
Construction (CONST)	construction items + contingency	**$1,061,000**
Preliminary Engineering (PE)	10% of construction + contingency	**$107,000**
Construction Engineering (CE)	15% of construction + contingency	**$160,000**
7th Street Plaza Improvements Total Project Cost:		**$1,328,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Masterplanning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

SIDE STREET IMPROVEMENTS

	Quantity (Q)	*Unit Price (UP)	Cost (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (8%)	Lump Sum	$110,000	$110,000
2. Traffic control, TP&DT (10%)	Lump Sum	$125,000	$125,000
3. Temporary Erosion Control (5%)	Lump Sum	$60,000	$60,000
Roadway Improvements			
1. Excavation	7700 Cu. Yd	$10	$77,000
2. Aggregate Base	5720 Tons	$30	$171,600
3. Asphalt Concrete	3500 Tons	$100	$350,000
4. Concrete Sidewalks	21000 SF	$8	$168,000
5. ADA Curb Ramps	16 Ea.	$2,000	$32,000
Furnishings and Appurtenances			
1. Bike Parking Shelter	2 Ea.	$10,000	$20,000
2. Street Trees	34 Ea.	$250	$8,500
3. Miscellaneous Appurtenances	Lump Sum	$15,000	$15,000
Other Construction Activities			
1. Utilities (including power and	Lump Sum	$170,000	$170,000
2. Striping	Lump Sum	$10,000	$10,000
3. Signing	Lump Sum	$5,000	$5,000
4. Drainage	Lump Sum	$130,000	$130,000
5. Landscaping	Lump Sum	$30,000	$30,000
		Subtotal	*$1,482,100*
Contingency	50% of total construction costs above		$742,000
Construction (CONST)	construction items + contingency		**$2,225,000**
Preliminary Engineering (PE)	10% of construction + contingency		**$223,000**
Construction Engineering (CE)	15% of construction + contingency		**$334,000**
Side Street Improvements Total Project Cost:			**$2,782,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Master Planning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

MAIN STREET IMPROVEMENTS PHASE

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (10%)	Lump Sum	$203,000	$203,000
2. Traffic control, TP&DT (15%)	Lump Sum	$266,000	$266,000
3. Temporary Erosion Control (5%)	Lump Sum	$85,000	$85,000
Roadway Improvements			
1. Excavation	7700 Cu. Yd	$10	$77,000
2. Aggregate Base	6010 Tons	$30	$180,300
3. Asphalt Concrete	2300 Tons	$100	$230,000
4. Concrete Sidewalks	27420 SF	$8	$219,360
5. Concrete-Decorative Roadway	15000 SF	$12	$180,000
6. Brick Paving	7000 SF	$20	$140,000
7. ADA Curb Ramps	14 Ea.	$2,000	$28,000
Furnishings and Appurtenances			
1. Bus Shelter	1 Ea.	$10,000	$10,000
2. Benches	3 Ea.	$800	$2,400
3. Trash Receptacle	3 Ea.	$600	$1,800
4. Planted Container	18 Ea.	$450	$8,100
5. Drinking Fountains	1 Ea.	$4,500	$4,500
6. Decorative Luminaires-17'H	50 Ea.	$2,500	$125,000
7. Hanging Planter Baskets-24" diam.	100 Ea.	$150	$15,000
8. Miscellaneous Appurtenances	Lump Sum	$25,000	$25,000
- Optional Addition: Street Trees	30 Ea.	$500	$15,000
Other Construction Activities			
1. Utilities (Including power and water)	Lump Sum	$250,000	$250,000
2. Striping	Lump Sum	$15,000	$15,000
3. Signing	Lump Sum	$10,000	$10,000
4. Drainage	Lump Sum	$150,000	$150,000
		Subtotal	*$2,240,460*

Contingency	50% of total construction costs above	$1,121,000
Construction (CONST)	construction items + contingency	**$3,362,000**
Preliminary Engineering (PE)	15% of construction + contingency	**$505,000**
Construction Engineering (CE)	20% of construction + contingency	**$673,000**
Main Street Improvements Total Project Cost:		**$4,540,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Masterplanning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

7TH STREET PLAZA IMPROVEMENTS PHASE

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (10%)	Lump Sum	$67,000	$67,000
2. Traffic control, TP&DT (15%)	Lump Sum	$88,000	$88,000
3. Temporary Erosion Control (5%)	Lump Sum	$28,000	$28,000
Roadway Improvements			
1. Excavation	2900 Cu. Yd	$10	$29,000
2. Aggregate Base	2060 Tons	$30	$61,800
3. Concrete Sidewalks	270 SF	$8	$2,160
4. Concrete-Decorative Roadway	12500 SF	$12	$150,000
5. Brick Paving-Sidewalks	5800 SF	$20	$116,000
Furnishings and Appurtenances			
1. Benches	3 Ea.	$800	$2,400
2. Trash Receptacle	1 Ea.	$600	$600
3. Drinking Fountains	1 Ea.	$4,500	$4,500
4. Decorative Luminaires	15 Ea.	$2,500	$37,500
5. Hanging Planter Baskets	30 Ea.	$150	$4,500
6. Bollards	26 Ea.	$750	$19,500
7. Street Trees	8 Ea.	$500	$4,000
Other Construction Activities			
1. Utilities (including power and water)	Lump Sum	$50,000	$50,000
2. Striping	Lump Sum	$5,000	$5,000
3. Signing	Lump Sum	$10,000	$10,000
4. Drainage	Lump Sum	$50,000	$50,000
5. Landscaping	Lump Sum	$10,000	$10,000
		Subtotal	*$739,960*
Contingency		50% of total construction costs above	$370,000
Construction (CONST)		construction items + contingency	**$1,110,000**
Preliminary Engineering (PE)		15% of construction + contingency	**$167,000**
Construction Engineering (CE)		20% of construction + contingency	**$222,000**
7th Street Plaza Improvements Total Project Cost:			**$1,499,000**

*** All unit prices are based on 2014 unit costs**

MAIN STREET PREFERRED ALTERNATIVE

Location: **Cottage Grove, OR**
Project Name: **Cottage Grove Main Street Masterplanning**
Project No: **ODOT00000806**
Scope: Design and Document Street Improvements for Cottage Grove's historic downtown Main Street area, including traffic configuration, parking, bike and pedestrian connectivity, and streetscape amenities.

SIDE STREET IMPROVEMENTS PHASE

	Quantity (Q)	***Unit Price** (UP)	**Cost** (Q x UP)
CONSTRUCTION (CONST)			
Site Preparation			
1. Mobilization (10%)	Lump Sum	$164,000	$164,000
2. Traffic control, TP&DT (15%)	Lump Sum	$214,000	$214,000
3. Temporary Erosion Control (5%)	Lump Sum	$68,000	$68,000
Roadway Improvements			
1. Excavation	7700 Cu. Yd	$10	$77,000
2. Aggregate Base	5720 Tons	$30	$171,600
3. Asphalt Concrete	3500 Tons	$100	$350,000
4. Concrete Sidewalks	21000 SF	$8	$168,000
5. ADA Curb Ramps	16 Ea.	$2,000	$32,000
Furnishings and Appurtenances			
1. Bike Parking Shelter	2 Ea.	$10,000	$20,000
2. Street Trees	34 Ea.	$500	$17,000
3. Decorative Luminaires	63 Ea.	$2,500	$157,500
4. Miscellaneous Appurtenances	Lump Sum	$15,000	$15,000
Other Construction Activities			
1. Utilities (including power and water)	Lump Sum	$170,000	$170,000
2. Striping	Lump Sum	$10,000	$10,000
3. Signing	Lump Sum	$5,000	$5,000
4. Drainage	Lump Sum	$130,000	$130,000
5. Landscaping	Lump Sum	$30,000	$30,000
		Subtotal	*$1,799,100*

Contingency	50% of total construction costs above	$900,000
Construction (CONST)	construction items + contingency	**$2,700,000**
Preliminary Engineering (PE)	15% of construction + contingency	**$405,000**
Construction Engineering (CE)	20% of construction + contingency	**$540,000**
Side Street Improvements Total Project Cost:		**$3,645,000**

*** All unit prices are based on 2014 unit costs**

Attachment B Funding Sources

Federal Sources

The funding level for the federal highway and transit programs is about $15 billion more per year than the Highway Trust Fund receives. The federal gas tax provides a significant majority of the resources flowing into the federal Highway Trust Fund. The gas tax provides about 45 percent of the Oregon State Highway Fund's ongoing revenues. Gas tax receipts have been flat or declining for half a decade. Fuel efficiency of new vehicles has increased by 23 percent since 2004 and standards for new vehicles are scheduled to rise to 54.5 mpg by 2025. The federal fuels tax has not been raised since 1993. Meanwhile, 2010 construction costs were nearly 70 percent higher than in 2001. If Congress does not find additional resources for the transportation program, federal surface transportation funding will have to be cut by about 30 percent. This would result in Oregon's annual federal highway program funding decreasing by $150 million.

However, with continued national emphasis on community livability and energy efficiency, future funding solicitations may be made by federal agencies that have not traditionally funded streetscape projects. The City would be wise to monitor notices of funding availability from these state and federal agencies over time, and to keep an open dialogue with legislators and congressional delegates about funding needs.

Moving ahead for Progress in the 21st Century (MAP-21)

MAP-21 is the federal surface transportation funding program. MAP-21 was signed in to law on July 6, 2012 and expires on September 30, 2014. MAP-21 reauthorizes federal highway, transit, and transportation safety programs for federal fiscal year (FY) 2013 and 2014 (October 1, 2012 through September 30, 2014, although it includes some FY 2012 funding). It provides $105 million for FY 2013 and 2014. Overall funding and the split for highways and transit (approximately 80 percent/20 percent) are the same (plus inflation) as the previous biennium.

MAP-21 consolidates the number of federal programs by two-thirds, from about 90 programs down to less than 30. The Transportation Mobility Program replaces the current Surface Transportation Program, but retains the same structure, goals and flexibility to allow states and metropolitan areas to invest in the projects that fit their unique needs and priorities. It also widely defines eligibility of surface transportation projects that can be constructed. Activities that previously received dedicated funding in Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), but are being consolidated under MAP-21, will be retained as eligible activities under the Transportation Mobility Program.

The four relevant MAP-21 programs are described below.

Transportation Alternatives Program (TAP) (formerly Transportation Enhancements [TE])

http://www.fhwa.dot.gov/map21/tap.cfm

Transportation Alternatives (TA) aggregates SAFETEA-LU programs such as Transportation Enhancements, Recreational Trails, and Safe Routes to School. The purpose of TAP is to expand

transportation choices and enhance the transportation experience through activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation.

Eligible activities include a broad range of transportation actions, as well as recreational trails and safe routes to school. Eligible activities include:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including— historic preservation and rehabilitation of historic transportation facilities, vegetation management in rights-of-way, and managing outdoor advertising.

Eligible applicants are local governments, transit agencies, regional transportation authorities, Tribes, natural resource and land management agencies, school districts. Two percent from the Highway Account of the Highway Trust Fund is reserved for TAP annually. Half of each state's apportionment is suballocated to areas based on their relative share of the total state population, with the remaining 50 percent available for use in any area of the state. States have the flexibility to transfer up to half of TAP funds to the NHPP, STP, HSIP, CMAQ, and Metropolitan Planning programs.

Surface Transportation Program (STP)

http://www.fhwa.dot.gov/map21/stp.cfm

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Eligible activities include a broad range of planning, design, and construction for highways, roadway, bridges, and alternative transportation. Multimodal trails are included:

- Recreational trails projects.

- Transportation alternatives --newly defined, includes most transportation enhancement eligibilities.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Environmental restoration and pollution abatement.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.

It authorizes a lump sum total instead of individual authorizations for each program. Once each State's share of the total is calculated, it is divided up by program within the State. The funds are for states. The FY 2014 Oregon apportionment, minus FY 2014 penalties, is $131,277,041.

National Endowment for the Arts—Our Town

http://arts.gov/grants-organizations/our-town/grant-program-description

Description and Eligible Activities

The Our Town program funds three categories: design, arts engagement, and cultural planning. The Design category includes design of public spaces, e.g., parks, plazas, landscapes, neighborhoods, districts, infrastructure, bridges, and artist-produced elements of streetscapes. Community engagement activities including design charrettes, design competitions, and community design workshops also are eligible.

Amount and Match Requirement

Grants are awarded at one of the following levels: $25,000, $50,000, $75,000, $100,000, $150,000, or $200,000 (very few grants). All grants require a nonfederal match of at least 1 to 1.

Timing

The application deadline was January 13, 2014. The award notification is July 2014. The funding is granted beginning September 1, 2014. The grant period is two years.

Eligibility

All applicants must be a partnership of a cultural (arts or design) nonprofit organization and a local government entity.

Rural Business Enterprise Grant (RBEG) Program

http://www.rurdev.usda.gov/BCP_rbeg.html

Description and Eligible Activities

The RBEG program provides grants for rural projects that finance and facilitate development of small and emerging rural businesses. Rural is defined as any area other than a city or town that has a population of greater than 50,000 and the urbanized area contiguous and adjacent to such a city or town according to the latest decennial census. Any project funded under the RBEG program should benefit small and emerging private businesses in rural areas. Small and emerging private businesses are those that will employ 50 or fewer new employees and have less than $1 million in projected gross revenues. RBEGs may fund a broad array of activities, including:

- Acquisition or development of land, easements, or rights of way;
- Construction, conversion, renovation, of buildings, plants, machinery, equipment, access streets and roads, parking areas, utilities;
- Rural transportation improvement; and project planning.

Amount and Match Requirement

There is no maximum level of grant funding. However, smaller projects are given higher priority. Generally grants range $10,000 up to $500,000.

Timing

The application deadline was February 28, 2014.

Eligibility

Rural public entities (towns, communities, State agencies, and authorities), Indian tribes and rural private non-profit corporations are eligible.

State Sources

ODOT's State Highway Fund resources are essentially committed to the cost of running the agency, maintaining highways, and debt service. The passage of Oregon Transportation Investment Act program in 2001 authorized ODOT to use bonding for the first time. The resulting debt service reduces funding available for new projects.

This leaves virtually no state funding for new capital projects in the Statewide Transportation Improvement Program (STIP) other than the Jobs and Transportation Act projects and matching funds for federal resources. And it leaves federal funding as the exclusive funding source for construction projects.

Because of limits on the use of the State Highway Fund and federal transportation resources, there is no adequate, dedicated source of funding for non-highway modes.

STP Transportation Enhancement Program (ODOT)

http://www.oregon.gov/ODOT/HWY/LGS/pages/enhancement.aspx

The Statewide Transportation Improvement Program, known as the STIP, is Oregon's four year transportation capital improvement program that is updated every two years. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands.

STIP projects are categorized either as “Fix-it,” which maintain or preserve the existing system, or Enhance, which enhance, expand, or improve the system. The Enhance program receives 24 percent of the statewide funding programmed in the STIP.

Description and Eligible Activities

Eligible projects include

- Bike/pedestrian facilities on or off the highway right-of-way
- Development STIP (D-STIP): work on projects that will not be ready for construction or implementation within the four years of the STIP
- Modernization projects
- Transportation Enhancement
- Projects eligible for Flexible Funds (bike/pedestrian, transit and Transportation Demand Management projects, plans, programs and services)
- Protective right-of-way purchases
- Public Transportation (capital only, not operations)
- Recreation trails
- Safe Routes to School infrastructure projects
- Scenic byways
- Transportation Demand Management projects

Timing

The application period for the 2015-2018 STIP closed on November 27, 2012. The 2015-2018 STIP is being finalized for an anticipated November 2014 OTC adoption and February 2015 USDOT approval.

Oregon Parks and Recreation Department Heritage Grants Programs

http://www.oregon.gov/oprd/HCD/FINASST/pages/grants.aspx

Certified Local Government Grant Program

Description and Eligible Activities

Eligible activities are preservation projects, including National Register nominations, historic resource surveys, preservation education, preservation code development, building restoration, and preservation planning.

Amount and Match Requirement

Between roughly $65,000 to $200,000 is available per year, depending on federal allocation and state priorities. A match is required.

Timing

The applications were due February 28, 2014.

Eligibility

Cities and counties that are Certified Local Governments are eligible. The City of Cottage Grove is a Certified Local Government, and therefore is eligible.

Heritage Grant Program

Description and Eligible Activities

Eligible activities are projects that conserve, develop or interpret Oregon's heritage.

Amount and Match Requirement

Currently, $200,000 per biennium is available. Awards are between $3,000 and $12,000. A 50 percent match is required.

Timing

The applications are due in fall of 2015.

Eligibility

Local governments, non-profit organizations, and federally recognized tribal governments are eligible.

Preserving Oregon

Description and Eligible Activities

Eligible activities are projects for rehabilitation work that supports the preservation of historic resources listed in the National Register of Historic Places or for significant work contributing toward identifying, preserving and/or interpreting archaeological sites.

Amount and Match Requirement

Currently, $250,000 per biennium is available, and grant funds may be awarded for amounts up to $20,000. A 1:1 match is required.

Timing

For the second cycle, the letter of intent deadline was April 9, 2014. Applications are due in April 30, 2014, with notification on June 1, 2014. The reporting deadline is April 30, 2015.

Eligibility

Local governments, non-profit organizations, and federally recognized tribal governments are eligible.

Diamonds in the Rough

Description and Eligible Activities

Eligible activities are projects for restore or reconstruct the facades of buildings that have been heavily altered over the years. The purpose is to return them to their historic appearance and potentially qualify them for historic register designation (local or national).

Amount and Match Requirement

Grant funds may be awarded for amounts up to $20,000. A 1:1 match is required.

Timing

Applications were due March 31, 2014.

Eligibility

Priority is given to commercial or public buildings in Certified Local Government communities, designated Main Street areas, or local or National Register historic districts.

Local Mechanisms

Oregon cities and counties have the legal authority to devise their own non-property tax and other local revenue structures without specific state enabling legislation. Examples of some of these incentives to generate funding that are financially tangible, but which would require local promoting, organization, and administration include:

Local Improvement District (LID)

A Local Improvement District (LID) is a method by which a group of property owners can share in the cost of transportation infrastructure improvements or other types of public improvements such as improving a street, building sidewalks, and installing a stormwater management system. LIDs enable the public and private sectors to share the cost of needed infrastructure and to finance it over long-term bond repayments with low interest rates, rather than paying up front. Thus, LIDs could be used to build the Preferred Concept and potentially fund subsequent improvements in the study area. LIDs must be supported by local property owners through an official vote, since they are partially or wholly supported by an additional tax assessment within the directly affected area.

Urban Renewal District/Tax increment financing

An Urban Renewal District, or tax increment financing, is a funding tool that captures the net new property taxes generated by real estate development within a defined district and directs those funds towards needed infrastructure improvements in the district. Therefore, when working properly, tax increment financing creates a beneficial cycle of needed public infrastructure and actions, and private investments. Tax increment financing is typically the most powerful tool for funding local redevelopment and revitalization, and is used in many of the state's cities and counties. The basic idea behind creating an Urban Renewal District is that the taxes from the Urban Renewal District fund the infrastructure necessary to encourage redevelopment. While urban renewal is a funding source, it is also a signal to interested potential property and business owners that the area has the funding to share in the cost of some of the needed improvements. The City, if successful in developing an urban renewal district for the study area, could use these funds to construct the Preferred Concept.

Facade/Storefront Improvement Grant Program

Such programs include a range of loans and grants through which public agencies help property owners with aesthetic upgrades such as repainting, new signage, reroofing, and other improvements. There is often an investment matching requirement from property owners or a loan payback to ensure a good return on public investment. Public agencies can often access lower-interest debt, which can be extended to these private projects in certain cases. This program could help implement the addition of awnings to buildings in the study area that historically had them.

Impact Fees

Regulated by county and municipal subdivision policies, impact fees require residential, industrial and commercial development project leaders to provide sites, improvements and/or funds to support public amenities. Impact fees may be allocated to a particular facility from land development projects if the fund is a dedicated set-aside account established to help develop a county- or city-wide system of projects.

Revenue Bonds

Revenue bonds are issued or sold by government agencies and repaid by specific user fees or service charges. The bonds are typically secured by stable revenue stream, such as a local street utility fee.

Gas Tax

Municipalities are allowed to enact an ordinance to collect vehicle fuel taxes. The Constitution restricts gas tax revenue use to capital or operating road project costs.

Vehicle registration fee

With voter approval, Oregon municipalities may impose a vehicle registration fee that is no more than the state's vehicle registration fee. The Oregon Constitution requires all revenues to be used for the construction and maintenance of highways, roads, and streets.

Hotel/Lodging or Rental Car Tax

Many Oregon jurisdictions impose a local hotel tax (also known as a transient room tax). Presently, there are at least four jurisdictions in Oregon (Lake Oswego, Lincoln City, Umatilla County, and Union County) that specifically dedicate revenue from a hotel/lodging tax to transportation projects. A rental car tax is similar to the hotel/lodging tax.

Campaigns and Donations

The County could raise money directly through fundraising campaigns such as "selling" pieces of the streetscape amenities, such as benches and trees ("adopt-a-brick"), providing each donor with a "deed" for that donor's amenity. The revenue can be used for construction as well as operations and maintenance.

Trust Funds or Endowments

A trust fund or endowment can be established in which funds contributed from government sources, private grants, and gifts are deposited. Funds can be used for acquisition, construction or maintenance. The fund or endowment would be administered by a nonprofit group or local commission.

Public-Private Partnerships

Public-private partnerships (PPPs or P3s) are contractual agreements between a public agency and a private entity that facilitate participation by the private sector in operations and maintenance of infrastructure projects or facilities. A P3 is not a source of revenue, but means to package public and private funding and manage projects. Revenue sources typically are a combination of grants, loans, bonds, and facility leases. P3s vary with respect to the services to be provided under contract, the level of risk transferred, and the financial commitment of the private-sector partner. The State of Oregon has P3 enabling legislation.

Private Sources

Advocacy Advance

http://www.advocacyadvance.org/grants

Advocacy Advance is a partnership of the Alliance for Biking & Walking and the League of American Bicyclists whose goal is to boost local and state bicycle and pedestrian advocacy efforts.

Description and Eligible Activities

Advocacy Advance awards two types of grants: Capacity Building Grants and Rapid Response Grants. Advocacy Advance also helps with providing resources, technical assistance, and training to supplement the grants.

Capacity Building Grants: These grants support the development and professionalization of state and local advocacy organizations to increase rates of biking and walking.

Rapid Response Grants: These grants help state and local organizations take advantage of unexpected opportunities to win, increase, or preserve funding for biking and walking.

Amount and Match Requirement

Capacity Building Grants are one-year grants ranging from $5,000 to $15,000. These grants will be matched dollar for dollar to new funds raised within one year of receipt of the grant.

Rapid Response Grants are small because they are intended to help short-term campaigns, and they range from $1,000 to $3,000. In special cases, staff can decide to give more than the requested maximum of $3,000 and/or give more money during the campaign to further assist the organization without them having to submit a new application.

Timing

Capacity Building Grants: The deadline for 2012 has passed.

Rapid Response Grants: There is no deadline for Rapid Response Grants. Once a proposal is submitted, the applicant gets a reply within two weeks. Funding, if approved, will be within one month.

Eligibility

An organization may apply for a Capacity Building Grant if it:

- Is a member organization of the Alliance for Biking & Walking (biking and walking organizations) and the

League of American Bicyclists (biking organizations only)

- Is incorporated as, or fiscally sponsored, by a 501(c)(3), 501(c)(4), or the Canadian Revenue Agency
- Demonstrates a proven track record and achievable work plan
- Proposes two to three clear, winnable campaigns
- Can further leverage matching funds through donations, new membership dues, foundation support, and sponsorships

An organization may apply for a Rapid Response Grant if it:

- Is a member of the Alliance for Biking & Walking and the League of American Bicyclists
- Is incorporated as a 501(c)(3) or 501(c)(4) organization

- Is facing an opportunity that is immediate and has a specific timeframe
- Proposes a campaign/project that has strong potential to raise additional federal, state, or local funding for biking and walking infrastructure and/or programs
- Proposes a campaign/project that is winnable with measurable results

Meyer Memorial Trust

http://www.mmt.org/program/responsive-grants

Description and Eligible Activities

Meyer Memorial Trust (MMT) Responsive Grants are awarded for a wide array of activities in the areas of human services, health, affordable housing, community development, conservation and environment, public affairs, arts and culture, and education. Responsive Grants help support many kinds of projects, including offering core operating support, strengthening organizations, and building and renovating facilities. Items not funded include direct replacement of funding previously supported by government sources and acquisition of land for conservation purposes.

Amount and Match Requirement

Grants generally range from $40,001 to $300,000.

Timing

The typical grant period is one to two (and occasionally three) years.

Responsive Grant applications go through a two-step process. Applicants first submit an initial inquiry, and then those that are approved for further study are invited to submit a full proposal. The full two-step proposal investigation usually takes five to seven months. Final decisions on Responsive Grants are made by trustees monthly, except for the months of January, April, and August.

Initial inquiries for the Responsive Grants program are accepted at any time. Decisions on full proposals for Responsive Grants (other than capital grant applications requesting more than $200,000) are made every month except for January, April, and August. Therefore, applicants should submit initial inquiries at least five to seven months before the month they want a final decision.

Capital requests for more than $200,000 are considered by the trustees each month, but are presented for final action only twice a year: in May and November. Applicants who submit full proposals are notified of the trustees' decision as soon as possible after the program meeting.

Eligibility

To be eligible to apply for an MMT grant or funding program, organizations must:

- Be tax-exempt as determined by the Internal Revenue Service;
- Request support for work in Oregon and/or Clark County, Washington;
- Provide equal opportunity to all qualified individuals in leadership, staffing, etc.;
- Not require attendance at or participation in religious/faith activities as a condition of service delivery nor require adherence to religious/faith beliefs as a condition of service or employment
- Be current on all reports owed to MMT on previous grants; and
- Have no other pending proposals under consideration by MMT.

Resources

FHWA's MAP-21 site. http://www.fhwa.dot.gov/map21/

Catalog of Federal Domestic Assistance. https://www.cfda.gov/. CFDA contains detailed program descriptions for 2,197 Federal assistance programs

Grants. Gov. http://www.grants.gov/. A source to find and apply for federal grants.

National Transportation Alternatives Clearinghouse. http://www.ta-clearinghouse.info/funding_sources

The Foundation Center's Foundation Finder. A fee-based searchable database. http://foundationcenter.org/findfunders/foundfinder/;jsessionid=FOBIFZGJZ4FMJLAQBQ4CGXD5AAAACI2F

Attachment C Funding Source Eliminated or Ineligible

Agency	Program Name	Reason Rejected: Not Eligible, Not Funded	Description
Federal			
FHWA	Congestion Mitigation and Air Quality Improvement (CMAQ)	Oregon has 3 nonaittainment areas: Eugene-Springfield for CO & PM_{10}, Oakridge for $PM_{2.5}$ and PM_{10}, and Klamath Falls for CO & PM_{10}. The areas are only within the UGBs, as described in ORS 340-204-0010 (6) and (21).	http://www.fhwa.dot.gov/map21/factsheets/cmaq.cfm The CMAQ program pays for transportation projects or programs that will contribute to attainment of national ambient air quality standards. The program encompasses projects and programs that reduce traffic congestion and help meet federal Clean Air Act requirements. CMAQ funding may be used for projects that accomplish the program's air quality goals and achieve compliance with National Ambient Air Quality Standards that the Clean Air Act established. CMAQ covers a broad range of projects. CMAQ does allow states some flexibility in allocating funds, but priority is for nonattainment areas. The Portland metropolitan area currently meets all federal air quality health standards, but Klamath Falls and Oakridge are nonattainment areas. Grant funds are formula-based with the federal share ranging from 80 to 100 percent, depending on project type, and they require metropolitan planning organization (MPO) approval. FY 2014 appropriation for Oregon is $19,382,241.
FHWA	Federal Lands Transportation Program (FLTP)	For facilities on or improved access to federal lands only	—
FHWA	High Priority Projects (HPP)	Not included in MAP-21	—
FHWA	Highway Research and Development Program	Research only	—
FHWA	Highway Safety Improvement Program (HSIP)	Safety problems only	http://www.fhwa.dot.gov/map21/hsip.cfm The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads. Eligible projects must correct or improve a hazardous road location or feature or address a highway safety problem. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. It requires states to have a data-driven State Strategic Highway Safety Plan and have a safety data system. It authorizes a lump sum total that is divided up by program within the State with three set-asides: .$220 million for railway-highway crossings, a proportionate share of funds for the State's Transportation Alternatives (TA) program, and two percent for State Planning and Research. The FY 2014 apportionment for Oregon is $29,278,564.
FHWA	Metropolitan Planning	For MPOs' regional transportation plans only	—
FHWA	National Highway Performance Program (NHPP)	For projects on the National Highway System only	—

Agency	Program Name	Reason Rejected: Not Eligible, Not Funded	Description
FHWA	National Scenic Byways	Eligible under Transportation Alternatives	—
FHWA	Private Activity Bonds (PABs)		Bonds are a form of debt, not revenue. They must be backed by revenue that is adequate to repay the debt, such as general fund revenues, property taxes, sales taxes, or impact fees that are charged to developers; the limit is $15 billion and as January 1, 2013, FHWA has approved $4.2 billion.
FHWA	Railway Highway Crossings Program	The rail lines are east of OR 99, outside the Plan boundaries	This formula grant program funds improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Each state is guaranteed to receive $^1/_2$ percent of the program funds. The level is based 50 percent on STP formula factor and 50 percent on number of public railway-highway crossings. The funds are for states.
FHWA	Recreational Trails Program (RTP)	Recreational trails only	The RTP program is under TAP in MAP-21, but MAP-21 specifically sets aside an amount equal to each state's FY 2009 Recreational Trails Program apportionment. The purpose of the program is to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.
FHWA	Safe Routes to School	Eligible under Transportation Alternatives	—
FHWA	State Planning and Research (SP&R)	For research, studies, planning, and surveys only	—
FHWA	Transportation, Community, and System Preservation Program (TCSP)	Only reauthorized through March 31, 2012	Planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices
FHWA	Transportation Enhancement	Renamed Transportation Alternatives	—
FHWA	Transportation Infrastructure Finance and Innovation Act (TIFIA)	Only for projects with capital cost of at least $50 million or 33.3 percent of a state's annual apportionment of Federal-aid funds, whichever is less	—
USDOT OST	National Infrastructure Investments - TIGER Discretionary Grants (CFDA #20.933)	FY 13 $0	To state, local, or Tribal governments, transit agencies, port authorities, MPOs for capital investments in surface transportation infrastructure grants

Agency	Program Name	Reason Rejected: Not Eligible, Not Funded	Description
USDOT OST	Surface Transportation Discretionary Grants for Capital Investment - TIGER Grants Transportation Investment Generating Economic Recovery (CFDA #20.932)	FY 13 $0	—
USDOT PHMSA	Interagency Hazardous Materials Public Sector Training and Planning Grants (CFDA #20.703)	FY 13 est $0	—
EDA	Economic Adjustment Assistance (CFDA #11.307)	Target economically distressed areas; FY 13: est N/A	Enhance a distressed community's ability to compete economically by stimulating private investment in targeted areas
EDA	Economic Development Technical Assistance (CFDA #11.303)	Target economically distressed areas; FY 13: est N/A	Promote economic development and alleviate unemployment, underemployment, and out-migration in distressed regions
EDA	Investments for Public Works and Economic Development Facilities (CFDA #11.300)	Target economically distressed areas; FY 13: est N/A	Investments in infrastructure facilities including rail spurs, and improvements necessary for business creation, retention and expansion in areas of economic distress
EPA	Environmental Justice Small Grants Program	No EJ issues	Awards to community-based organizations, and local and tribal organizations working with communities facing environmental justice issues. The Environmental Justice Small Grants Program, supports and empowers communities working on solutions to local environmental and public health issues. The program assists recipients in building collaborative partnerships to help them understand and address environmental and public health issues in their communities. Successful collaborative partnerships involve not only well-designed strategic plans to build, maintain and sustain the partnerships, but also working towards addressing the local environmental and public health issues http://www.epa.gov/environmentaljustice/grants/ej-smgrants.html

Agency	Program Name	Reason Rejected: Not Eligible, Not Funded	Description
HUD	Community Development Block Grant Program (CDBG)	Project does not meet one of the 3 criteria:(1) at least 51% of the people it benefits must be low- and moderate-income (not less than 70 percent of CDBG funds), (2) eliminates or prevents slums or blight, (3) existing conditions pose a serious and immediate threat to the health or welfare of the community	—
HHS	Coordinated Transportation Services and Planning	Project does not target older adults or people with disabilities	Grants to improve coordinated transportation services for older adults and people with disabilities. Funding for these projects was provided by the Strengthening Inclusive Coordinated Transportation Partnerships to Promote Community Living, a project funded by the U.S. Administration for Community Living and administered by the Community Transportation Association of America. http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=3379&z=122
NHTSA	Section 402 (SAFETEA-LU) State and Community Highway Safety	Not included in MAP-21	Education, enforcement and research programs designed to reduce traffic crashes, deaths, injuries, and property damage
NPS	Rivers, Trails, and Conservation Assistance Program	Not for project implementation	Technical assistance to communities so they can conserve waterways, preserve open space, and develop trails and greenways.
Treasury	Build America Bonds	Expired December 31, 2010	Provided state and local governments with a direct federal payment subsidy for a portion of their borrowing costs on taxable bonds; a finance tool for lowering borrowing costs on capital projects
Treasury	Community Development Financial Institutions (CDFI) Programs: Capital Magnet Fund (other CDFI) programs are not relevant	Mainly for affordable housing and related facilities	The purpose of the CDFI Program is to use federal resources to invest in CDFIs and to build their capacity to serve low-income people and communities that lack access to affordable financial products and services
State			
OPRD	All-Terrain Vehicle	OHV only	Funds to agencies and organizations that manage lands for OHV recreation
OPRD	County Opportunity	Campgrounds only	Purchase land for campgrounds or to develop campgrounds
OPRD	Historic Cemetery	Historic cemeteries only	—

Agency	Program Name	Reason Rejected: Not Eligible, Not Funded	Description
OPRD	Land and Water Conservation Fund	Land acquisition and outdoor recreation facility development only	—
OPRD	Local Government (lottery funded)	Developing public outdoor park and recreation areas and facilities	—
OPRD	Museum	Heritage museums only	—
OPRD	Recreational Trails	Trails only	Construction of new trails, improvement of existing trails, trail signs
OPRD	Veterans and War Memorials	Veterans and war memorials only	Restoration and construction of veterans and war memorials
ODOT	Bicycle and Pedestrian Program	Combined into the 2015-2018 STIP Enhance Program; ended in 2012	—
ODOT	*Connect*Oregon V	Applications were due November 2013; projects will be selected in summer 2014 Unknown if Oregon Legislature will authorize a future program	The 2013 Oregon Legislature authorized $42 million in lottery-backed bonds to invest in air, rail, marine/ports, transit, bicycle, and pedestrian infrastructure projects.
ODOT	Flexible Funds	Combined into the 2015-2018 STIP Enhance Program	—
ODOT	Transportation and Growth Management (TGM)	Only for planning, education and outreach, code assistance, quick-response design for imminent development projects, and TSP updates	Support community efforts to expand transportation choices for people by linking land use and transportation planning
ODOT	Statewide Planning and Research (SPR)	Part I is for planning only; Part II is for research, development, and technology transfer activities only	Funds the Biennial State Planning and Research (SPR) Work Program
ODOT	Transportation Infrastructure Bank	Eligible projects are highway projects, transit capital, and bikeway or pedestrian access projects on highway right-of-way only	Statewide revolving loan fund established in 1997 after a 1996 federal pilot program.
DLCD	Periodic Review and Technical Assistance	Projects that update and modernize comprehensive plans, land use ordinances, development codes and other planning regulations only	Both for stand-alone planning projects and for completing a structured Periodic Review process
Local			

Agency	Program Name	Reason Rejected: Not Eligible, Not Funded	Description
—	Excise tax	Currently not used in Oregon for streetscape projects	A specific dollar amount per item (new bicycles) sold within city boundaries with the revenue going wholly toward related (bikeway) improvements. For example in 1988, Colorado Springs enacted a $4 excise tax on new bicycles sold in the city.
—	General obligation bonds	Typically benefit a large portion of the municipality	General obligation bonds add the cost of the improvement to property taxes over a period of time. Oregon state law requires a double majority voter approval for instituting general obligation bonds. Revenue is collected in property tax billings.
—	Income tax		The City of Cottage Grove could levy a local tax as a payroll tax or a general income tax. The revenue could be allocated only to the general fund (and therefore used for transportation projects), or specifically allocate a portion to be dedicated to transportation funding. However, it could not be specifically allocated to a single project.
—	Leasing subsurface rights	Not possible since the streetscape project is on-street and within existing ROW	
—	Sales tax	Currently not used in Oregon	A portion of a sales tax is set aside for recreational trail funding or active transportation in general, such as in San Diego since 2008 and St. Louis since 2000.
Private			
	Citizens' Institute of Rural Design (partnership with NEA, USDA, Project for Public Spaces, Orton Family Foundation, CommunityMatters Partnership	Project is past the workshop stage	CIRD works to help rural communities with populations of 50,000 or fewer enhance their quality of life and economic vitality through facilitated design workshops Successful applicants will receive a $7,000 stipend and in-kind professional design expertise and technical assistance valued at $35,000. rural communities facing design challenges - such as Main Street revitalization, how to manage and direct growth, design community-supportive transportation systems, preserve natural and historic landscapes and buildings, protect working agricultural lands, and provide adequate and affordable housing

APPENDIX H.
Planning Commission Recommendations

Planning Commission Recommendation

November 5, 2014

The Planning Commission recommended that the City Council approve the Main Street Refinement Plan (CPA 2-14) with amendments as proposed by the Plan Advisory Committee, October 13, 2014, and amendments made during their November 5th Special meeting.

Based on this recommendation, the July draft plan will be amended as follows for presentation to City Council:

1. Cross Sections:
    a. The side streets currently have 8' sidewalks, 8' parallel parking, and 9' drive aisles. The proposed side street cross sections should be amended to retain the current 8' sidewalk width. The new cross-section is recommended as: 8' sidewalk, 7' parallel parking, (2) 10' drive aisles, 7' parallel parking and 8' sidewalk.
    b. The Main Street cross section should remain as proposed, with 12' minimum drive aisles, widened sidewalks, and parallel parking.
2. Street Trees:
    a. Option A (no street trees on Main) should be removed from the plan.
    b. Option B should become the only option, with the following parameters:
        i. Trees should be planted in a line in the brick furnishing zone of the widened sidewalks, in a "continuous planting strip" with cantilevered sidewalks that provides the best possible growing conditions for the trees.
        ii. Trees should be located at property lines or other appropriate locations, in coordination with adjacent property owners.
        iii. A variety of tree species should be used. Adjacent property owners could provide input into tree species selection from an approved list of trees developed by the Urban Forestry Committee.
        iv. Trees should be a minimum of 2"-3" in caliper (when measured at 4' in height) at time of planting.
        v. The City should assume responsibility for the maintenance of newly planted trees in the historic district.
        vi. The trees identified for removal by the arborists should be removed as needed, worst trees first, over the next few years in a staggered fashion, and replaced in the meantime with temporary vegetation "adopted" by an adjacent property owner or business if desired.
3. All-America Square
    a. The design should retain the proposed festival plaza streetscape, but defer the remodeling of All-America Square to a later date, and recommend the creation of a Council-appointed All-America Square Parks Advisory Committee.
    b. The Parks Advisory Committee would be made up of community members and experts and would be charged with determining the future design of the All-America Square, to solve issues such as visual obstruction, pedestrian flow, transient use, and maintenance and to integrate the square into the festival plaza.

Amendment added by Planning Commission, November 5, 2014:

4. Festival plaza:
    a. The festival plaza should restrict the raised pavement (level with sidewalks) to 7th Street between Washington and Main Street.