

HISTORICAL BUILDINGS AND SITES COMMISSION

MEETING MINUTES

November 17, 2016 – 6:00 P.M.

Courtyard Conference Room

A. ROLL CALL:

The Historical Buildings and Sites Commission met in regular session on the above date with Chair Ward Warren presiding. Vice Chair Dan McBerty and Commissioners Arden McConnell, Shirley Holzinger, and Kathy Marshbank were present. City Council Liaison Dennis Roler was also present. Representing the City staff was Parks & Community Development (hereafter: PCD) Planner Justin Gindlesperger.

B. APPROVAL OF MINUTES:

- **October 20, 2016**

Commissioner Marshbank noted the discussion regarding OnlineAuction.com relating to businesses that are gone but still have signage was missing from the minutes. Due to a malfunction in the recording equipment, this item was left out.

MOTION/VOTE

Vice Chair McBerty moved and Commissioner Holzinger seconded the motion to approve the minutes from October 20, 2016 with noted missing remarks. The vote resulted as follows: "AYES": Chair Warren, and Commissioners McConnell, and Marshbank.

"NAYS": None. Abstain: None. Absent: Commissioner Ford.

The motion passed.

C. Committee Goals 2017 discussion.

- Chair Warren discussed the 2016 goal deadline of November 30 and having concrete goals established at this meeting.
- Greater online presence. Social media was addressed as well as a greater online presence for the HBSC and the Historic District on the City website. Chair Warren would like to talk to Jon Bowen. Noted were numerous mentions of tourism on the City website but nothing about the Historic District. Commission agreed.

- Commissioner Marshbank also noted focus seems to point away from Grants Pass and not to encourage people to come to Grants Pass. Commission requests assistance from City staff for a great online presence through the website and social media. Commission supports this goal.
- Jon Bowen joined the meeting and discussion.
- Commission would like to know what the City's social media policy is. Planner Gindlesperger suggested speaking with Karen Frerk in admin as to the policies regarding social media. Chair Warren stated he would speak with Karen. Mr. Bowen mentioned that the City prefers to not have each committee/commissions with a social media presence. The Commission supports this goal but would like additional information from City Administration.
- Mr. Bowen is creating an online map with a section for the Historic District.
- Commissioner Holzinger has created an electronic listing with all the historic building information that can be formatted any way the Commission prefers. There are 30 listings.
- More murals in the Historic District. Discussion of the goal of having more murals in the Historic District and having a local historical significance. They will work with the Committee on Public Art (CoPA) as well. Funding is an issue the City Council will have to discuss and there needs to be a policy.
- There was discussion of the artist that painted the Redwood Tower building. Artist unknown at this point. Commission supports the goal of having more murals in the Historic District that have historical significance.
- Promotion of the Historic District (informational printed maps, plaques and signs) on historic buildings. Funding will have to be discussed but showing the City Council that this is of importance to this commission. The Commission supports this goal.
- Pursue grants with CLG (Certified Local Government) designation (grant funding for buildings in the Historic District). The SHPO (State Historic Preservation Office) website has grant programs available for building façades of up to \$20,000. Commission supports the goal of partnering with SHPO to pursuing grants for buildings in the Historic District.
- Commissioner McBerty questioned if the goal should be to pursue the CLG designation?

- Commissioner Warren would like the goal to include pursuing grants in the wording as well.
- Planner Gindlesperger asked if those grants for the Historic District are under the CLG and is there a match required?
- Commissioner Warren noted there is a match required and read under the CLG “the CLG program offers matching grants to cities and counties that have been certified as ‘Historic Preservations Partners’ with both the state and federal governments. These grants can be used for a wide range of preservation projects including national register nominations, historic resource surveys, preservation education, preservation code development, building restoration and preservation planning. Between \$65,000 and \$200,000 is available per year depending on federal allocation and state priorities. Your local government must be a CLG to apply”.
- Planner Gindlesperger noted that the CLG designation can be a separate goal and there are a few steps that Grants Pass needs to complete prior and one is a Code update and staff is waiting on the DLCD (Department of Land Conservation and Development) which should happen at the beginning of the year once the rule making session at the DLCD is complete. Hopefully there won’t be too much opposition then pursuing the local government status can be started right away. He suggested grant research can also be started.
- Commissioner Warren stated perhaps they should have pursuing grants as a separate goal. Pursue grants for historic preservation wherever available preferably with City assistance. Commission agreed the goal could be to simply pursue grants preferably with City assistance.
- Commissioner McConnell mentioned if we reach out to get grants other than from the City too; I don’t want it to get it stopped at just the City so we don’t leave out everyone else.
- Continue to update and expand the local landmark list. Commissioner McConnell added that this commission will be working on landmarks and updating the inventory. This was also a goal for 2015. The Commission supports this goal.
- Commissioner Holzinger mentioned that some landmark building owners don’t wish their buildings to be landmarks so they don’t have to get approval for what they do to the building, such as paint color. Commissioner Warren

mentioned that until we get guidelines in place, the Commission cannot do anything about those types of situations.

- Planner Gindlesperger will type up these goals and get them to the commissioners for review before they go to City Council.

MOTION/VOTE

Chair Warren moved and Commissioner McConnell seconded the motion to approve the 2016 Goals as presented and discussed. The vote resulted as follows: “AYES”: Vice Chair McBerty, and Commissioners McConnell, Holzinger, and Marshbank. “NAYS”: None. Abstain: None. Absent: Commissioner Ford.

The motion passed.

D. Items from Staff.

- Commissioner McConnell and Chair Warren worked on a letter to send to the landmark owners requesting approval to include them. Chair Warren read this draft letter. Wording in the letter included the benefits of being included as a landmark, what a landmark definition is and a few other suggestions. Commissioners would like the letter to go out soon.
- The definition of a landmark was discussed.
- Planner Gindlesperger noted there is a definition of landmark in the Development Code.
- The Elks Lodge just was purchased by Justin and Tanya Pitts. Discussion about building location being too close to the residential zone to use the building for adult use. Chair Warren suggested waiting to see what their intent is with the building before possibly including it as a landmark if the new owners are interested.
- Commissioner McConnell mentioned this building was built in 1950 as a mid-century modern building. At the time it was considered the place to go for clubbing and the only game in town. Commission agreed to hold off on decision at this point.
- Mid-Century Modern. Commissioner McConnell spoke about mid-century modern being very popular currently. She mentioned it is time to start incorporating this into the Historic Commission. The shopping center on G

Street could be added and promoted, as an example. Chair Warren suggested a list be created on these buildings. The Commission agreed.

- Recap of the goals are: Online presence, murals, promoting the Historic District, pursuing grants, CLG designation, and landmarks.

E. Items from Public

- None.

F. Items from Staff

- Planner Gindlesperger mentioned the Redwood Empire is delayed until the new City Hall sign is up and approved then the Redwood Empire sign will be done.
- Dave Reeves is also working on signage with ODOT for the Historic District. Commissioner McBerty noted the new signs on the Parkway.
- Planner Gindlesperger requests items for the next agenda by December 6.

E. Items from Commissioners

- Commissioner McConnell mentioned she would like to discuss adding plaques on historic bordellos. She would like feedback on this issue. She believes there are 10 or 12 of them. She will obtain a list.

F. Adjournment

- Meeting was adjourned at 7:33 pm

Next meeting: December 15, 2016.

These minutes were prepared by Donna Anderson, Administration Department, City of Grants Pass.

CAKLA

Grants Pass Downtown Plan

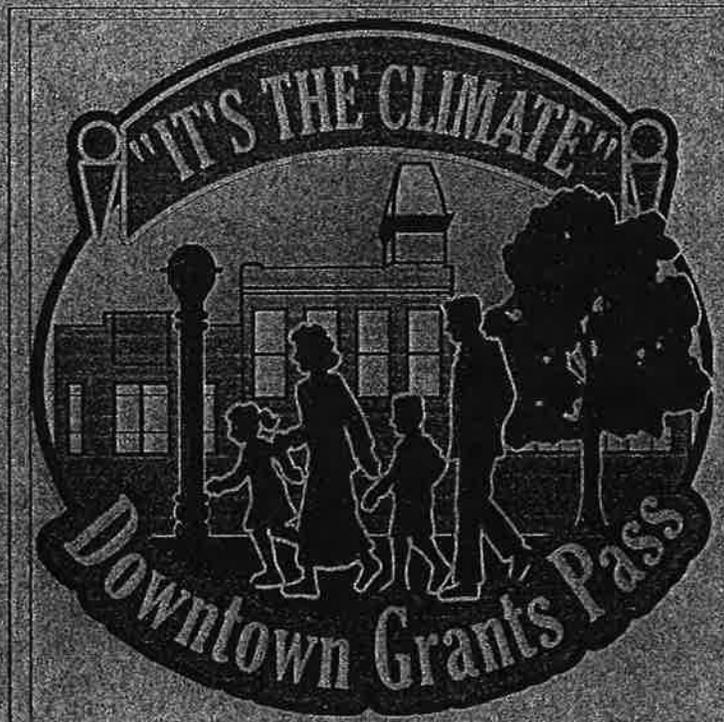
DESIGN GUIDELINES EXCERPT

PREPARED FOR

THE CITY OF GRANTS PASS

101 NW A STREET

GRANTS PASS, OR 97526



Prepared by
Downtown Services Program
PO Box 970
Grants Pass, OR 97528

December 5, 2002

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History Statement:

By act of the territorial Legislature, Josephine County became Oregon's 18th county on January 22, 1856. Sailor Diggin's was designated the first county seat, followed by Kerbyville. In 1885, the voters cast a majority of their votes for Grants Pass as the "permanent location" for the county government.

Grants Pass served as a stagecoach stop in the 1860's. The post office was established March 22, 1865. A part of Jackson County at that time, Grants Pass remained only a stage station until the arrival of the railroad. In 1885, a row of townships along the west border of Jackson County was annexed to Josephine County to establish a railhead in Josephine County in 1884. The Oregon - California Railroad line was completed to Grants Pass on Christmas Eve 1883. The rapid growth of population in the county brought with it tradesmen of many types, including miners, farmers, lumbermen, and orchardists. Grants Pass became the trading center of the county.

The community was named Grant's Pass to honor General U.S. Grant's success at Vicksburg and retained the original spelling of Grant's Pass, using an apostrophe, until after the turn of the Century.

During the 1900's, the timber industry grew in importance with many thousand board feet shipped to customers all over the world. The ONC funds were a large source of revenue for the community and allowed the building of infrastructure at little cost to taxpayers. These funds have dwindled and today community development must be born mostly by the citizens. The Community continues to grow with more retail and service based employment. Today emphasis is on retirement and the tourism industry with many outdoor recreational opportunities and close proximity to mountains, coast, and large communities. The ideal weather, convenient location and small hometown atmosphere appeal to many looking for a change in pace from larger communities. In 2000, the community underwent a reconstruction and beautification program that set a Historic theme for the downtown. Today we look forward to improving this theme and further enhancing the downtown area which has a distinct look and an old fashioned flavor to attract tourists and locals alike to shop and visit in the "Heart of the Community" Downtown Grants Pass.

Purpose:

The purpose of the Downtown Design Guidelines is to respect and preserve the area's unique heritage and to enhance the appearance and livability of the area as it develops and changes. Based upon common features found in the downtown, the guidelines provide a foundation for the prospective applicants, citizens, and community decision makers to direct change in a positive and tangible way. It is not the intent of the Design Guidelines to freeze time and halt progress or restrict individual property owners' creativity, but rather to guide new and remodeled proposals to be in context with their historic surroundings. Personal choice should be and can be expressed within the framework of the Guidelines.

While many communities across America are attempting to "create" or "recreate" an urban downtown of their own, the Downtown Design Guidelines are an attempt to preserve what Grants Pass already has: a "main street" historical district with diverse individual buildings that collectively create an organized, coordinated and ageless rhythm of buildings. As a collective group, the downtown can retain its "sense of place", its economic base, its history and its citizen vision.

Guidelines:

The following Guidelines are recommended with this plan and should be used in the approval process.

I. Height:

- 1) Building height shall vary from adjacent buildings, using either “stepped” parapets or slightly dissimilar overall height to maintain the traditional “staggered” streetscape appearance. An exception to this would be buildings that have a distinctive vertical division/façade treatment that visually separates it from adjacent buildings.
(See Illustration # 5)
- 2) Multi-story development is encouraged in downtown.
- 3) Except for arcades, alcoves and other recessed features, buildings should maintain a zero setback from the sidewalk or property line. Areas having public utility easements, zoning restrictions or similar restricting conditions should be exempt from this guideline.

II. SETBACKS:

- 1) Ground level entries are encouraged to be recessed from the public right-of-way to create a “sense of entry” through design or use of material.
(See Illustration #10)

III. Width:

- 1) The width of a building should extend from side lot line to side lot line. An exception to this guideline would be an area specifically designed as plaza space, courtyard space, dining space, or rear access for pedestrian walkways.
- 2) Lots greater than 80' in width should respect the traditional width of buildings in the downtown area by incorporating a rhythmic division of the façade in the buildings design.

IV. Openings:

- 1) Ground level elevations facing a street should maintain a consistent proportion of transparency (windows) compatible with the pattern found in the downtown area. (See *Illustration #1*)
- 2) Scale and proportion of altered or added building elements, such as the size and relationship of new windows, doors, entrances, columns and other building features should be visually compatible with the original architectural character of the building. (See *Illustration #6*)
- 3) Upper floor window orientation shall primarily be vertical (height greater than width). (See *Illustration #6*)
- 4) Except for transom windows, windows should not break the front plane of the building. (See *Illustration #5*)
- 5) Ground level entry doors should be primarily transparent. (See *Illustration #6*)
- 6) Windows and other features of interest to pedestrians such as decorative columns or decorative corbelling should be provided adjacent to the sidewalk.

V: Horizontal Rhythms:

- 1) Prominent horizontal lines at similar levels along the street's streetfront should be maintained. (See *Illustration #10*)
- 2) A clear visual division should be maintained between ground level floor and upper floors.
- 3) Buildings should provide a base from ground level to bottom of the lower windowsills, with changes in volume or material, in order to give the building a "sense of strength". (See *Illustration #1*)

VI: VERTICAL RHYTHMS:

- 1) New construction or storefront remodels should reflect a vertical orientation, either through actual volumes or the use of surface details to divide large walls, so as to reflect the underlying historic property line. (See *Illustration #6*)

- 2) Storefront remodeling or upper-story additions should reflect the traditional structural system of the volume by matching the spacing and rhythm of historic openings and surface detailing.

VII. Roof Forms:

- 1) Sloped or residential style roof forms are discouraged in the downtown area unless visually screened from the right-of-way by either parapet or false front. The false front should incorporate a well-defined cornice line or cap along all primary elevations. (See *Illustration #3*)

VIII. Materials:

- 1) Exterior building material should consist of traditional historic building materials found in the downtown area including block, brick, painted wood, or smooth stucco.
- 2) To add visual interest, buildings are encouraged to incorporate complex "paneled exteriors with columns, framed bays, transoms and windows to create multiple surface levels.

IX. Awnings:

- 1) Awnings, marquee or similar pedestrian shelters should be proportionate to the building and should not obstruct the building's architectural details. If mezzanine or transom windows exist, awnings should be placed below the mezzanine or transom windows where feasible.
- 2) Except for marquees- similar pedestrian shelters should be placed between pilasters. (See *Illustration #1*)
- 3) Storefronts with prominent horizontal lines at similar levels along the street's street-front should be maintained.
(See *Illustration #5*)

1X. Other:

- 1) Non-street or alleys facing elevations are less significant than street facing elevations. Rear and sidewalls of buildings should therefore be fairly simple, i.e. wood, brick, block, stucco, masonry clad, with or without windows.

- 2) Visual integrity of the original building should be maintained when altering or adding building elements. This should include such features as the vertical lines of columns, piers, the horizontal definition of spandrels and cornices, and other primary structural and decorative elements.
(See Illustration #6)
- 3) Restoration, rehabilitation or remodeling projects should incorporate, whenever possible, original design elements that were previously removed, remodeled or covered over.
(See Illustration #6 avoid #4 & #9)
- 4) Parking lots adjacent to the pedestrian path should have a landscaping and handicapped accessibility.
(See Photo #1)
- 5) On street parking should be preserved to enhance the historic hometown ambiance of downtown Grants Pass, to facilitate senior citizens, and encourage use of downtown for customers.
(See Photo #2)
- 6) Pedestrian amenities such as broad sidewalks, surface details on sidewalks, arcades, alcoves, colonnades, porticoes, awnings, and sidewalk seating should be provided where feasible and desired by property owners.
(See Photo #3 an #4)
- 7) Use of existing buildings that are not traditional and would require structural changes to existing buildings could be incorporated in the downtown through Conditional Use Permits. Recommend surveying the existing businesses to discover if use would enhance the business atmosphere in the area. Traditional building uses are: retail, service, office, banks, restaurants, etc. Traditional uses are encouraged in the downtown core area.
- 8) One-way streets are discouraged in the downtown. Traditionally traffic flowed both directions on streets and created a comfortable safe atmosphere for pedestrians as well as enhanced the customer base for businesses. Communities with one-way streets are removing them where possible to enhance and restore the historic traditional downtown appearance that works for businesses and customers. Because of the volume of traffic, however, 6th & 7th Streets need to remain one-way. Adding new one-way streets is discouraged.
(Supporting Document)
- 9) Retail use on first floor should be encouraged with offices, single family housing and other uses located above.

- 10) Street amenities should be maintained at a high level of cleanliness and good repair. The reproduction antique lighting, green color scheme, and brick pavers on sidewalks should be used as a theme throughout downtown to give a sense of place. (See Photo #3 & #5)
- 11) Signage in downtown should be clear and concise. Signage at entryways to downtown should enhance and emphasize downtown as a historic destination and make the business district easier to find.
- 12) Pedestrian malls developed by closing streets are strongly discouraged in the downtown. Grants Pass has a large retired population. The average distance they feel comfortable and safe walking is one (1) to three (3) blocks. Other places that have installed this type of development have largely found they discourage rather than encourage shopping and visiting an area. The city of Eugene is a good example of a downtown that found that pedestrian malls do not work and completely tore theirs out, reverting back to an open downtown area with curbside parking for customers.

DEFINITIONS:

Addition: Construction that increases the size of the original structure by building outside existing walls and/or roof.

Alcove: Any small recessed or niched space.

Arcade: A covered passageway with a series of open archways on one or both sides.

Awning: A lightweight, exterior roof-like shade that projects over a window or door.

Balcony: A railed or balustrade platform that projects from a wall.

Bay: 1. A repetitive vertical subdivision of an exterior façade; may be defined by various means including pilasters and wall openings. 2. A door or window opening in a façade, especially when defined by repetitive columns or arches.

Column: A slender, vertical element that supports part of the building or structure.

Corbel: 1. A horizontal masonry band with continued or intermittent corbels. 2. A stepped portion of a masonry wall; the steps may be on top or on bottom.

Cornice: The projecting moldings forming the top band of a wall or other element.

Courtyard: An exterior space surrounded on three or four sides by building and/or walls.

Decorative: Treatment applied to the surface of a building or structure to enhance its beauty.

Easement: A deed restriction on a property giving someone besides the property owner rights to use or enjoy the property.

Elevation: A scaled drawing which illustrates the view of a side of a building.

Façade: Any of the exterior faces of a building.

False Front: A building façade that extends above the roof or beyond the sidewalls in order to give the impression of a larger structure.

Historic: A structure or site, usually over fifty-years old, which possesses historical or architectural significance according to the Cultural Resources inventory (date)

and/or based on the criteria for listing in the National Register of Historic Places. (See copy of criteria included).

Marquee: A permanent roof-like shelter over an entrance to a building; flat in shape.

Mezzanine: A partial intermediate floor between main levels, especially when directly above the ground floor; often has a lower ceiling height than the other levels.

Mezzanine Window: A window with a greater width than height, especially when used to provide light to an intermediate floor.

Orientation: The directional expression of the front façade of a building; i.e., facing the street, facing north, facing south.

Panel: A small plane surface surrounded by moldings or depressed below or raised above the adjacent surface; typically rectangular but may be any geometric shape; may be ornamented.

Parapet: A low guarding wall that projects above the roof line.

Pier: A member, usually in the form of a thickened section, which forms an integral part of a wall; usually placed at intervals along the wall to provide lateral support or to take concentrated vertical loads.

Pilaster: An engaged pier or pillar, often with capitals and base; may be constructed as a projection of the wall itself.

Plaza: An open public space.

Rehabilitation: Physically improving a building's function and appearance in a manner that does preserve and utilize the buildings historic features and characteristics. Substantial rehabilitation may invoke some degree of restoration. Most rehabilitation projects though are relatively simple, involving minimizing a building's less attractive features and using simple, inexpensive techniques to emphasize their positive ones.

Renovation: Physically improving a building's function and appearance in a manner that ideally preserves and utilizes the building's historic features and characteristics.

Restoration: Restoring a building's original features. This option is usually most appropriate for museum like buildings—national landmarks, for instance, or extraordinary examples of a particular style or architecture. Restoration usually involves extensive repair to the building.

Transom Windows: A glazed or clear opening above a door or window.

Transparency: A clear opening or window; clear enough to see through.

Veranda: An open-sided, raised sitting area with thin columns that support its roof; typically extends along an entire wall, or wraps around corner.

APPENDIX I

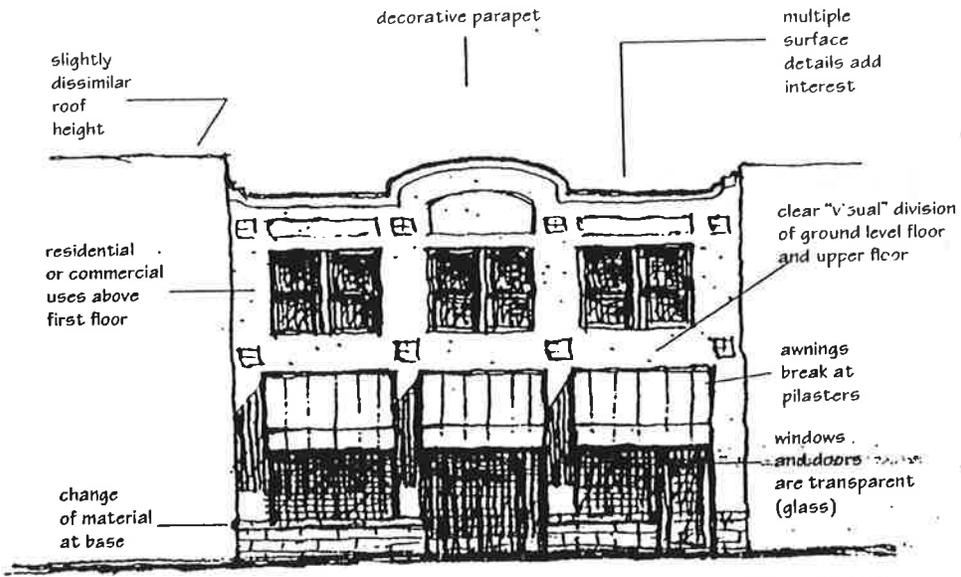


ILLUSTRATION 1

RECOMMENDED

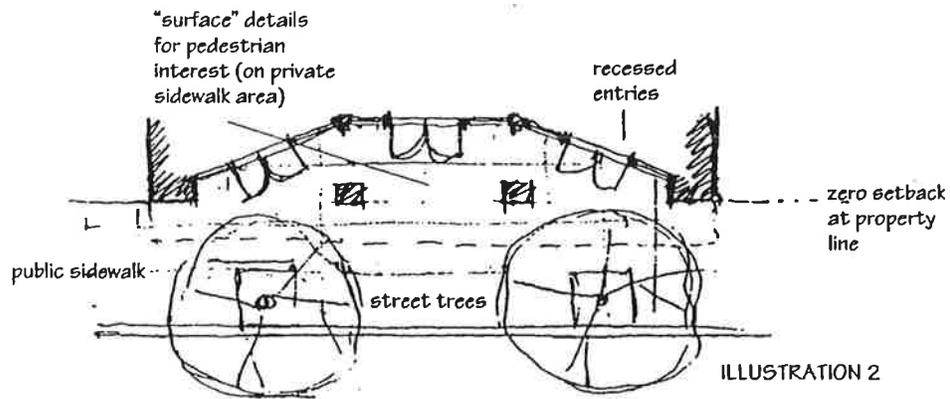


ILLUSTRATION 2

RECOMMENDED

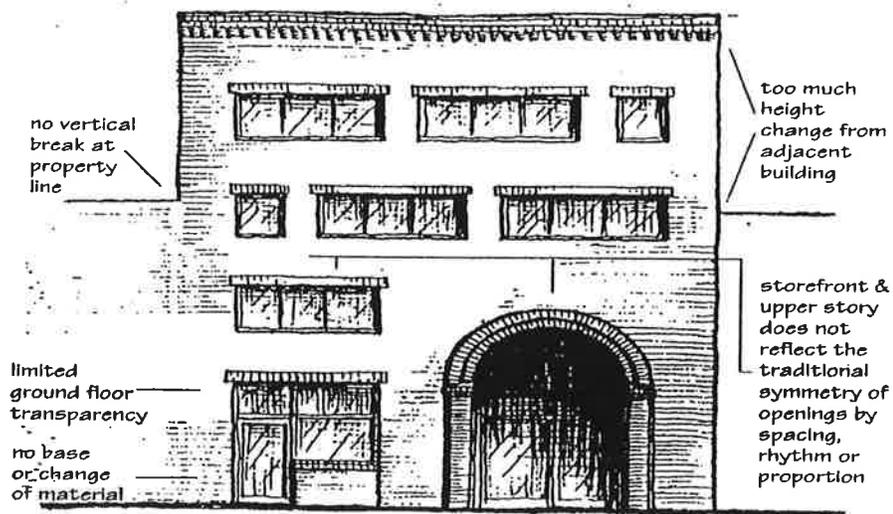


ILLUSTRATION 3

AVOID

* horizontal proportion and lack of rhythm do not reflect the historic structural system of the existing building

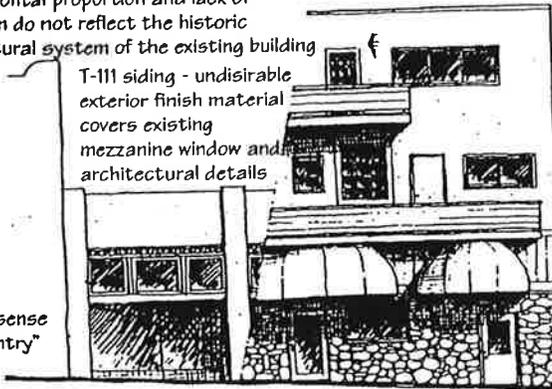
T-111 siding - undesirable exterior finish material covers existing mezzanine window and architectural details

projecting balconies are prohibited

inappropriate materials
removal of storefront windows

base is too high

no "sense of entry"



before

AVOID

after

ILLUSTRATION 4

prominent horizontal rhythms and clear visual division between street level and upper floors

primarily vertical windows

marquees are OK to cross pilasters - leaves mezzanine windows exposed

pedestrian shelters maintain horizontal rhythms

recessed entries create a "sense of or inviting entry"

clear vertical division at property line

well defined cornice or "cap"

windows do not break the front plane of the building



RECOMMENDED

ILLUSTRATION 5

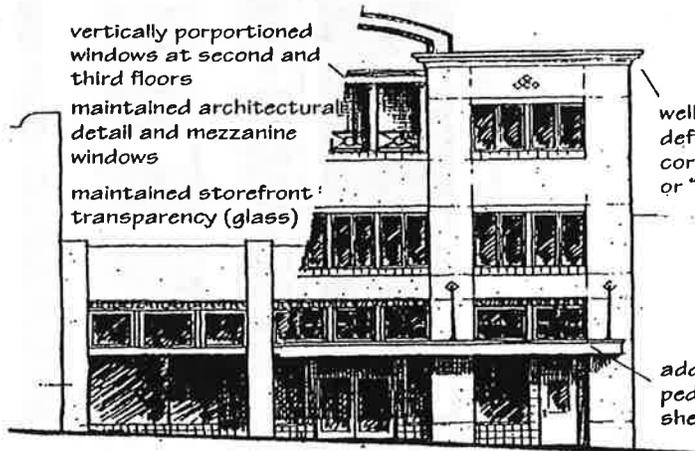
vertically proportioned windows at second and third floors

maintained architectural detail and mezzanine windows

maintained storefront transparency (glass)

well defined cornice or "cap"

added pedestrian shelter



before

RECOMMENDED

after

ILLUSTRATION 6

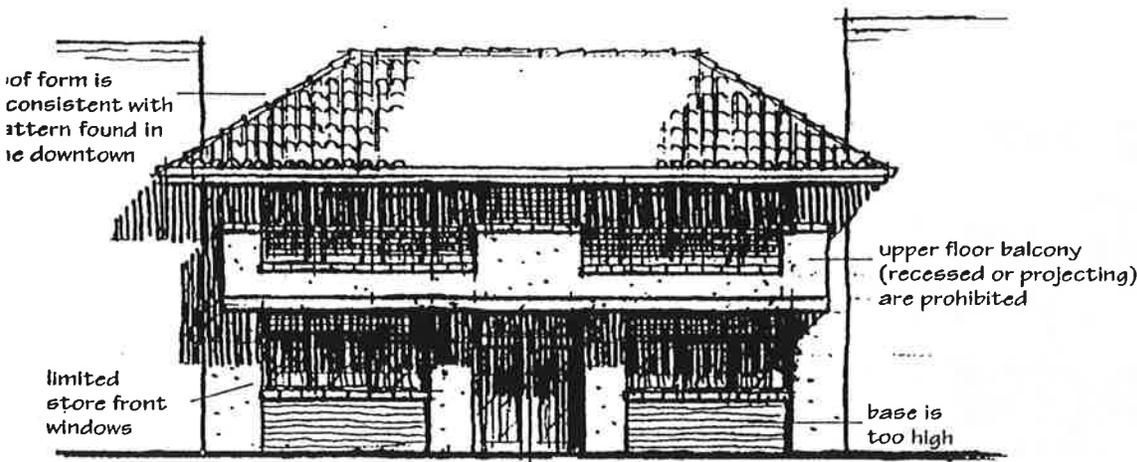


ILLUSTRATION 7

AVOID

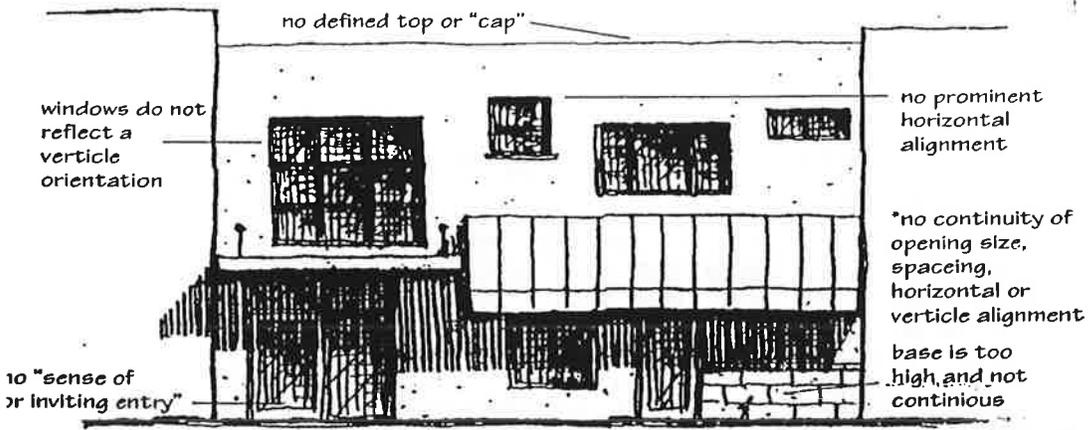


ILLUSTRATION 8

AVOID

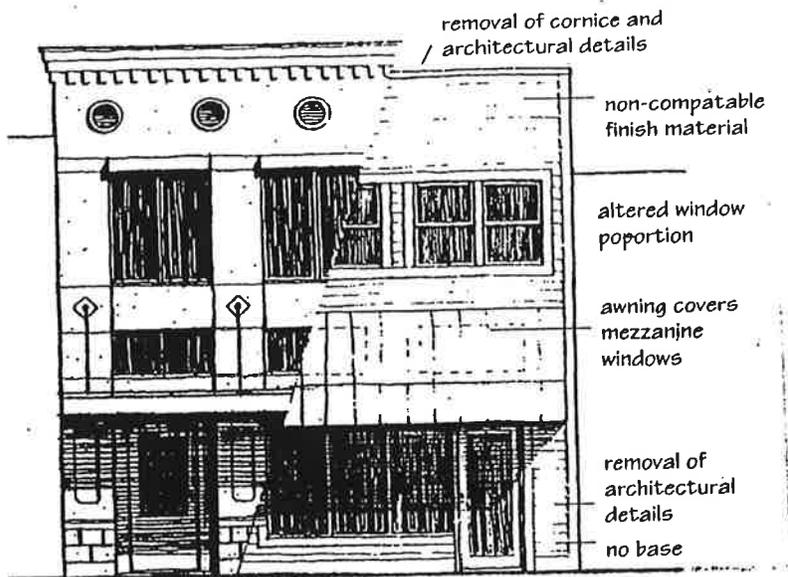
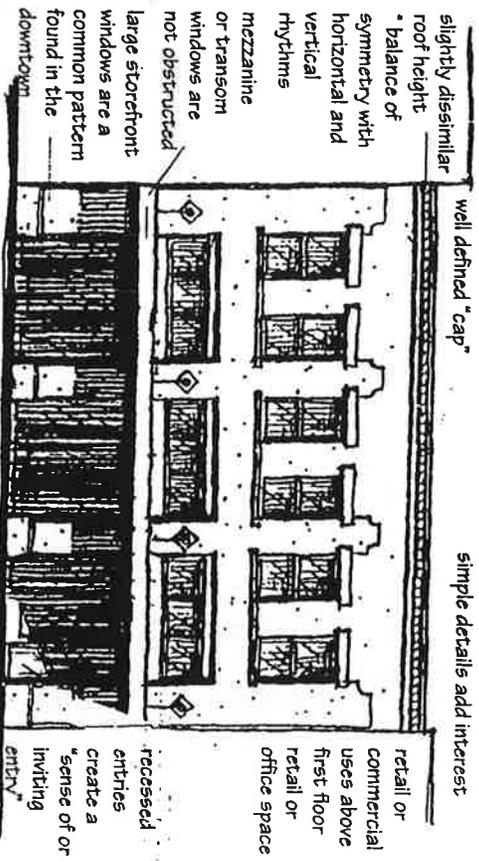


ILLUSTRATION 9

AVOID



RECOMMENDED

ILLUSTRATION 10

APPENDIX II



Photo # 1— Landscaped parking lots create a clean and appealing impression.

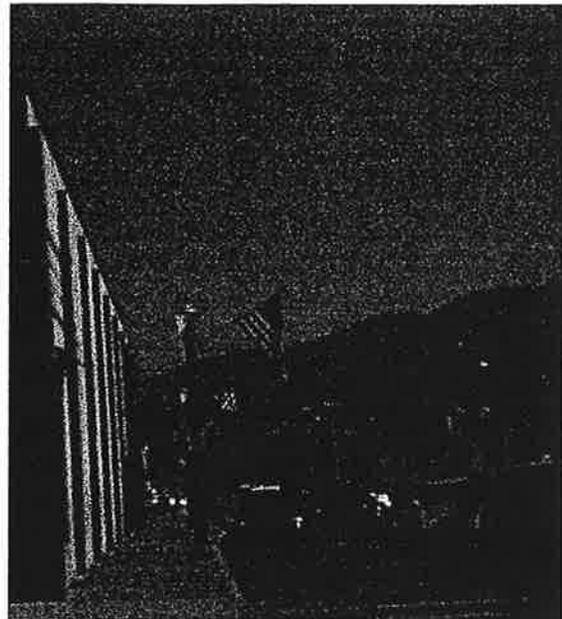


Photo # 2— Preserve on street parking. Flower baskets soften sidewalk appearance and encourages walking.



Photo # 3 — Brick Pavers, street trees and other street furniture.

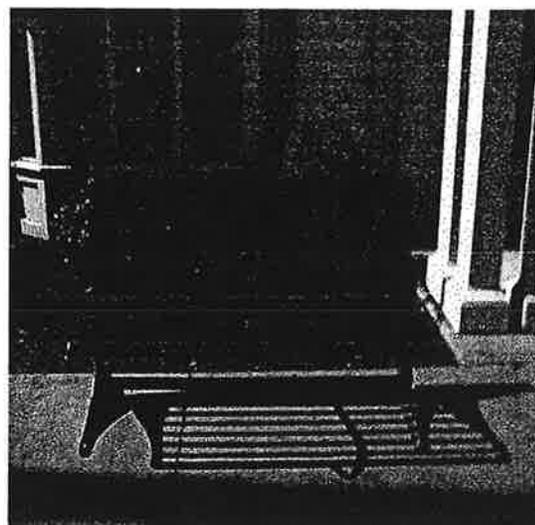


Photo # 4 — Street furniture should be kept clean and in good repair. Placed where wanted.



Photo #5 — Pleasant walking space.



Photo # 6 — Antique lighting, hook, ,flower baskets, brick pavers and flag all contribute to a friendly home town atmosphere. They also provide a theme creating a sense of place.

APPENDIX III

Downtown Idea Exchange

Way to go: Converting streets to two-way has its advantages

A change in thinking regarding downtown traffic control and circulation is taking place throughout the U.S., exemplified by the one-way street debate. During the last ten years, the trend has been to convert some one-way streets back to two-way use. The thinking is that two-way streets can enhance a neighborhood environment, reduce speeds to levels that are more compatible with pedestrian traffic, and that a "busy" street can be an indicator of a healthy business environment.

Kenosha, WI (pop. 86,000), recently learned some lessons about street conversions firsthand. The city, approximately 25 miles south of Milwaukee and 50 miles

Converting streets to two-way

— continued from page 1

north of Chicago, is on the shore of Lake Michigan. Officials decided a few years back to build a boat marina downtown to capitalize on the city's unique location.

Because of the city's close proximity to Chicago, boat owners in the Illinois area quickly rented boat slips, finding the cost was extremely attractive compared with Chicago prices. And that created a traffic safety problem.

"Like many cities, Kenosha

converted most of its two-way streets to one-way streets years ago," says James Twomey, president of the Kenosha Lakeshore Business District. "Since the city had large factories located on its lakeshore, the one-way streets made it easier for employees to enter and leave the city."

Driving the wrong way

The factories have long since been torn down and the land turned over to recreational use and hous-

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(Continued on page 3)

ing. "Recently," Twomey says, "it became clear that our out-of-state visitors were confused by the proliferation of one-way streets, and since they didn't expect them, frequently drove on the wrong side of the street, creating a safety problem."

In addition, some business owners were in the process of proposing the conversion, suggesting that two-way streets would give them a double chance of being noticed by passing motorists. "In essence," says Twomey, "changing the streets back to two-way gave local businesses two cracks at a customer."

Before proceeding further, Twomey says, a door-to-door survey of businesses was undertaken to determine support for the conversion. "The plan to convert the streets met with 90 percent approval and that high level of support prompted us to pursue the project."

Benefits of the conversion

Since the conversion was just completed during the last two weeks of March 2002, it's too early to judge the impact on downtown businesses. But, says Twomey, the project resulted in the following benefits:

- Traffic has been spread over a wider area, easing congestion.
- Parking has also been spread over a wider area. An added benefit was that the conversion resulted in a net gain of 10 parking spaces.

Lessons learned

While the conversion went smoothly, Twomey offers the following five tips to others contemplating a similar change:

1. Communicate clearly with downtown merchants. Let them know exactly what you're proposing and how it might affect them.

2. Collect feedback. Consider designing a form merchants can use to express their thoughts and ideas. Actively solicit suggestions.

3. Communicate your findings with city officials. Explain that you have studied the situation in detail and received input from those who would be affected. Show how the proposed conversion poses a low risk to all stakeholders.

4. Communicate with the media. Let the local paper and radio stations know of your plans. Ask the media to help you get the word out to reduce confusion on the part of the public once the change takes place.

5. Check your signage. On the day the change does take place,

make sure you have traffic signs in place. Says Twomey, "The more orange signs you can get out there the better." Be prepared for some confusion on the part of the driving public. Since many people in your city may not get downtown very often, the change could come as a surprise.

But two-way street conversions aren't the total answer to downtown revitalization efforts. Says Twomey: "No one thing revitalizes a downtown. It's a combination of many factors."

Contact: James Twomey, president, Kenosha Lakeshore Business District, 5509 6th Avenue, Kenosha, WI 53140; phone: (262) 654-6334; fax: (262) 654-6399; www.kenoshadowntown.com. ♦

Crews will have their work cut out for them on Broadway

By JOE MOSLEY
The Register-Guard

THERE IS AGREEMENT, at least, that it will be a very good-looking street.

Brick cross walks and "tactile warnings" will serve notice that pedestrians are very much a part of the plan. Narrow traffic lanes separated by heavily landscaped medians will give motor vehicles a downtown toehold without allowing them to overrun the place.

Even the concrete roadway itself is being poured with aesthetics in mind — dyed a dark gray to

prevent the glare of a large, off-white surface.

But whether the reopening of Broadway through Eugene's former downtown mall next month will bring vitality back to the area is a question only time can answer.

"As far as what's going to happen when it opens up, it's hard to say," Cafe Paradiso shift manager Ward Knob said this week. "I think it's going to look great. But I don't know if it's the solution everyone's looking for."

Three months into the road construction project, a couple things seem certain. The job will be largely

done in time for the Eugene Celebration on Sept. 20-22. And things can't get much worse for Broadway businesses than they've been this summer, with the street blocked off and torn up.

"It's definitely been really, really slow for us the last couple months," Knob said. "Granted, every summer (business) cuts back because of U of O students leaving town. But it's really been a noticeable difference this summer."

"All our regulars still come in — the people who

Turn to BROADWAY, Page 9A

THE REGISTER-GUARD • FRIDAY, AUGUST 9, 2002

BROADWAY

Continued from Page One

know we're here. But if people don't know we're here ... we just don't get that pedestrian traffic."

City staff members acknowledge the \$2.4 million project has caused hardships for a business district already hit hard by a migration away from the city's center. But they look at the construction inconveniences as bitter medicine that may eventually bring the area back to life.

"Those have been the biggest challenges — working around the few remaining businesses," said project manager Denny Braud of Eugene's Public Works Department. "It's been an environment of survival for them, just trying to keep their doors open and customers coming. But I think they do recognize the light at the end of the tunnel."

As a construction project, this summer's work has come off on schedule and without a hitch. The general contractor, Eugene Sand & Gravel, is expected to complete the

road surface this week, leaving 7½ of nine brick crosswalks — in the middle as well as the end of each block — as perhaps the most noticeable job yet to be completed.

Some work on an irrigation system for landscaped features remains, as does installation of street and traffic lights, and landscaping. "We're doing a lot more landscaping with this project than we have in the past," said Michelle Cahill, a civil engineer for the city.

Many streetside and median trees will be included, but small enough to be "appropriate for an urban setting," she said.

Braud said the brick plaza at Broadway and Willamette Street will remain, with a "curbless street" running through the intersection, allowing it to be closed off and used as a gathering spot for special events. Plans also call for a sculpture honoring the late author Ken Kesey to be placed somewhere on the plaza, though an exact location hasn't been settled upon.

And the animal sculptures that were previously placed among children's play structures near the west end of the Broadway mall will be dusted off for placement somewhere along the reopened street. "People have said, 'We don't want to lose the animal sculptures,'" Braud said. "They've been a part of Broadway for a long time."

At Cafe Paradiso, Knob has watched with interest as the new street has unfolded before him. He's noticed that much of the "mall rat" crowd previously associated with Broadway has moved on since the street work began.

But he still must be convinced that the restoration of low-volume automobile traffic will revitalize an area that's withered for decades.

"This store's been here eight years, and it's one of the oldest storefront (businesses) down here," Knob said. "Most of the storefronts have had two or three businesses go through them since we've been down here."

THE REGISTER-GUARD

GRANTS PASS

JOSEPHINE COUNTY

**COMPREHENSIVE COMMUNITY DEVELOPMENT
AND TRAFFIC MANAGEMENT PLAN**

DOWNTOWN IMPROVEMENT PROGRAM

**TRANSPORTATION PLANNING & MANAGEMENT
LORD & ASSOCIATES
GOEBEL•RAGLAND•ARCHITECTS**

INTRODUCTION

The purpose of this document is to provide a clear course of action for a comprehensive Grants Pass Business District Improvement Program. The contents of this DRAFT document is the final step in the Urban Growth planning which began in The Spring of 1980. The Business District Improvement Program is one part of the land use and Capital Improvements Program being prepared by the City of Grants Pass and Josephine County for Urban Growth Area development.

The downtown area of Grants Pass has received attention over the last several decades. The primary goal of this attention has been to increase the economic viability of the downtown area through the improvement of parking and circulation patterns, land use patterns and shopper amenities. The information contained in this document presents a view of Grants Pass over the next five to ten years. In order to achieve these goals a set of Objectives and Policies are presented so general agreement can be obtained by the downtown community and city agencies regarding the needs and priorities of development in the downtown area.

Without a Downtown Improvement Program what might be likely to happen in downtown over the next ten to twenty years? The following summarizes the major changes that would occur during this time period if no organized plan was adopted:

- (1) Decentralization of commercial activity and the emergence of a major new commercial center in other parts of the community.
- (2) A basic change in commercial uses in the downtown area:
 - a. The movement of department stores and supermarkets out of downtown.
 - b. More office uses downtown.
 - c. Possibly more second-hand stores, part-time stores.
 - d. Greater amounts of social service and charitable uses.
 - e. Uses for storage.
- (3) A continued increase in traffic through downtown, making it a less attractive place to shop.
- (4) A random clearing of downtown land to provide more parking for remaining adjacent businesses, resulting in the loss of a concentrated downtown core.
- (5) Residential concentration pushed farther out from the downtown, by low intensity commercial expansion spreading out from the downtown into older nearby residential areas.

GRANTS PASS - DOWNTOWN IMPROVEMENT PROGRAM

I. PLAN OBJECTIVES AND POLICIES

1. Primary Goal - To improve the function, appearance, and economic viability of the Grants Pass core area through attraction of private investment supported by public action.
2. Recommended Objectives of a Downtown Improvement Program
 - A. Keep the expected growth in auto and truck traffic from choking the downtown.
 - B. Maintain a high density, concentrated retail core downtown.
 - C. Develop residential concentrations near the downtown, especially for retired persons, to support downtown commercial activity, and to provide accessible social centers and services for older citizens.
 - D. Make the downtown an attractive, interesting and convenient place to do business, work, shop, reside and visit.
3. Summary of Recommended Objectives, Policies and Projects

OBJECTIVE

- A. Keep growth in traffic from choking downtown
POLICIES AND PROJECTS
 1. Divert through traffic from downtown streets.
 - Establish a truck route around downtown.
 - Work for construction of a 3rd bridge in the 1980's, 4th bridge in 1990's.
 2. Move remaining traffic more smoothly through downtown.
 - Develop one-way street systems downtown.
 - Timed signalization.

OBJECTIVE

- B. Maintain a high density, concentrated retail core.
POLICIES AND PROJECTS
 1. Require construction to the lot line on 6th & 7th, F to L.
 - City ordinance to implement.
 2. Permit no demolition for parking on frontage on these streets.
 - City ordinance to implement.
 3. Develop additional shared parking on the fringe of downtown, rather than private parking for each business on its own parking.
 - Designate appropriate sites for shared parking and organize program for site acquisition.
 - Acquire sites, perhaps in conjunction with downtown park development.
 - Develop pedestrian walkways, using alleyways whenever possible, from parking to the downtown core.

- Develop downtown employee parking areas slightly further away.
- 4. Vacate selected streets for additional downtown parking.
 - Vacate G Street for parking between 4th & 6th.
- 5. Develop on-street short-term parking program to serve downtown customers.

OBJECTIVE

- C. Develop residential concentrations near the downtown, especially for retired persons, to support downtown commercial activity, and provide accessible social centers and services for older citizens.

POLICIES AND PROJECTS

- ✓ 1. Zone areas close to downtown for higher density housing.
 - Zone changes.
 - Density bonuses for high density housing.
 - Lower parking requirements for elderly housing downtown.
2. Encourage conversion of under-used buildings downtown above ground floor for housing.
 - Promote federal funding assistance for new or rehab elderly housing downtown.
 - Develop downtown parks and social centers for the elderly, in conjunction with shared parking areas.
 - Develop convenient pedestrian circulation for downtown residents.

OBJECTIVE

- D. Make the downtown an attractive, interesting and convenient place to do business, work, shop, reside and visit.
1. Make Public Improvements to downtown streets and sidewalks.
 - Street tree program.
 - Sidewalk improvement program.
 - Street furniture program.
 - Pedestrian lighting program.
 - Pedestrian alleyway program.
 - Small-scale park program.
 2. Preserve and enhance downtown historic buildings and districts.
 - Designate Historic Conservation district.
 - Designate historic buildings not in district.
 3. Strengthen Downtown Identity and Coherence.
 - Logo and Theme
 - Recommended standards for building improvements.
 - Downtown merchants advertising programs, etc.

GRANTS PASS - DOWNTOWN IMPROVEMENT PROGRAM

II. IMPROVEMENT PROGRAM STRATEGIES

Fifteen years ago a Central Business District plan was published documenting the conditions found in Grants Pass, projecting future growth and suggesting several possible plans for action. A review of this plan shows that in retrospect much of what was found and projected was accurate. The plan laid out a framework for a grand vision of what the Downtown could become. It identified the probable impact of suburban shopping centers on the Downtown and recommended an approach for the Downtown to remain the regional shopping center for the Josephine County area.

- It is important to review the response to the recommendations and to understand why a majority of the plan's concepts were not followed.

First, the obstacles to accomplishing the plan's concepts identified in the plan itself were, indeed, too difficult to surmount. These are still obstacles and include:

1. Property ownership is vested in a wide variety of interests, under no particular consensus for what the Downtown should be. Shopping Centers controlled by a limited group of investors can respond more quickly to changes in consumer buying patterns and consumer demands for parking, architectural style, public amenities, etc.
2. Many Downtown businesses and property owners tend to concern themselves with their own interests and find it difficult to become involved in Downtown-wide issues.
3. By-and-large businesses in the Downtown have been successful and are not convinced major improvements are needed in the Downtown.
4. The growth of Grants Pass (within the City limits) has been relatively slow, except for the significant increases in the population in the "urban fringe" areas of the County. Since the report was completed in 1965 there has not been, until recently, any urgency in making major Downtown improvements.
5. The implementation of plan concepts are dependent on the abilities of the merchants, property owners and City officials to organize and achieve a working group to agree on a plan, choose methods for financing improvements and decide on ways to maintain the area once improved. This is one of the keys to the realization of plan concepts. For the reasons listed above, the need or desire for such a group has not occurred during the last fifteen years.

② The obstacles described above are not unique to Grants Pass. They are found for the most part in many other business districts throughout the Country. With the exception of very few business districts who have succeeded in completing major Downtown revitalization projects, most are now, or have been, in the process of a much more financially conservative approach to improvements.

The basis for this current renewed planning effort has been the realization by many businesses and property owners that the Downtown is indeed beginning to feel the growth and problems documented in 1965. The acute lack of adequate parking in the core area, the continued presence of high volumes of through traffic going south on 6th Street, the recent proposals for the development of several new shopping centers, especially south of the Rogue River where population has grown the fastest, and the recent growth of regional shopping facilities in Medford and Roseburg are contributing factors in this effort.

A major point which has been considered based on the past experience with the CBD plan is that those obstacles defined above probably will influence this effort.

Specifically, the following strategies have been assumed in the development of capital improvement projects:

1. A probable continuation in the attitudes held by many businesses that the Downtown is presently healthy, and they won't consider any major projects.
2. Financing major projects by businesses and/or property owners will not be generally supported. Smaller projects which build on the improvement work already begun will be more favorably supported.
3. Large amounts of public funds will not be available for major projects. Smaller amounts of public funds could be used as a stimulus for increased business participation.
4. The lack of parking in the core area is a major concern and a solution to that problem will receive the most support. Projects which increase parking and at the same time support other Downtown goals will be most effective.
5. Projects should be flexible in their financial commitments. They should be able to stand by themselves as complete projects, but also, if more funds permit, have the ability to increase in scope. They should also provide for a range in ways to be financed: public, private, contributions, etc.
6. Projects which are based on the community's ability to finance and maintain, with the public sector acting in a supportive role, will be the most accepted and effective.

III. FINANCING STRATEGIES FOR DOWNTOWN CAPITAL IMPROVEMENT PROJECTS

Costs of downtown capital improvements are generally borne by three parties--downtown property owners, downtown merchants, and city government. A fourth group--private donors-- can be encouraged to make contributions to specific projects. Appropriate projects for private donors need to be identified and circulated to potential individual and group donors, such as service clubs, local businesses, and individuals. Projects can be dedicated as memorials and provided with plaques in honor of deceased citizens, for example.

The Role of the City

City government has several roles to play in the process: (1) the financing of downtown improvement planning, as in this study; (2) the organizing of the private parties for cooperative action; (3) providing the public mechanisms through which improvements can be financed and implemented, such as local improvement districts, business license surtaxes or downtown development funds; (4) absorbing operating and maintenance costs related to downtown capital improvements within regular department budgets whenever possible; (5) coordinating the City's regular capital expenditures with downtown improvement expenditures to maximize their joint impact; and, (6) if justified by city policy and federal intent, to earmark portions of federal funds received by the city, such as Community Development Block Grants, for downtown development.

The City of Grants Pass has shown itself to be flexible and resourceful in assisting merchants and property owners in implementing downtown improvement projects. A Downtown Development Fund, financed by downtown parking meter and parking fine revenues, contains about \$30,000. It is used in matching funds with money provided by the Downtown Merchants Association for such projects as street tree plantings. The City has worked with downtown property owners to acquire public downtown parking lots and develop pedestrian alleyways from them to the commercial center. The City has issued revenue bonds to acquire public parking lots for downtown shoppers, and arranged to have the revenue bonds retired through a surtax on annual business license fees for benefiting property owners. The City is prepared to assist in the formation of Local Improvement Districts in the downtown to finance improvements.

Two other public sources of financing downtown improvements should be considered by the City: (1) enacting a city hotel/motel tax and earmarking a portion of it for tourist and visitor-related downtown improvements; and (2) earmarking a portion of the Community Development-Block Grant funds now received by the City from the federal government for downtown housing and public amenity improvements for older low and moderate income persons.

Unlike most larger Oregon Cities, Grants Pass has yet to enact a transient room tax. The tax ranges from 5% to 7% of lodging rates. In 1979-80, it provided annual revenues of \$108,000 to Ashland, \$320,000 to Medford, and

\$104,000 to Coos Bay. Cities earmark portions of this revenue for tourist promotion, holiday celebrations, parking improvements, and street improvements as well as for the city general fund. In Grants Pass, over \$100,000 per year could be expected from this tax, and a portion of it could be earmarked for the Downtown Development Fund.

The consultants have recommended that one strategy for downtown development should be to provide higher density housing, especially for older citizens, near the downtown, both to support retail activity in the downtown and to provide a social center for citizens in the downtown. These aims are completely compatible with the aims of Community Development Block Grant funds now coming to Grants Pass from the federal government. The City now receives funds on the order of \$700,000 per year under this program, and uses it for low interest rehabilitation loans for housing, public works improvements, etc. We recommend that the City prepare a program to improve downtown housing and public amenities, primarily for low and moderate income retired citizens, as one component of its Housing and Community Development Plan for the next three-year period. Perhaps 20% of the total funds should be earmarked for these purposes. They might involve the rehabilitation of downtown structures for downtown housing, or the assembly of land for new low and moderate income downtown housing, as well as the construction of public amenities that will help make the downtown a center of living for nearby residents.

Role of Property Owners and Merchants

It has been our experience that downtown property owners who are not also merchants tend to be passive about their downtown holdings. Many are older, retired, often living outside of the community, or absorbed in other business interests. They are not quick to take advantage of greater income opportunities by investing in improvement to their own properties, or in supporting public improvements in the downtown. Downtown merchants are more active and concerned, since their business life is focused on the downtown. But, if they do not own downtown property, they are often ready to leave the downtown for a more favorable business location when their lease runs out. Those who both operate downtown businesses and own downtown property have the greatest leadership for downtown improvement programs.

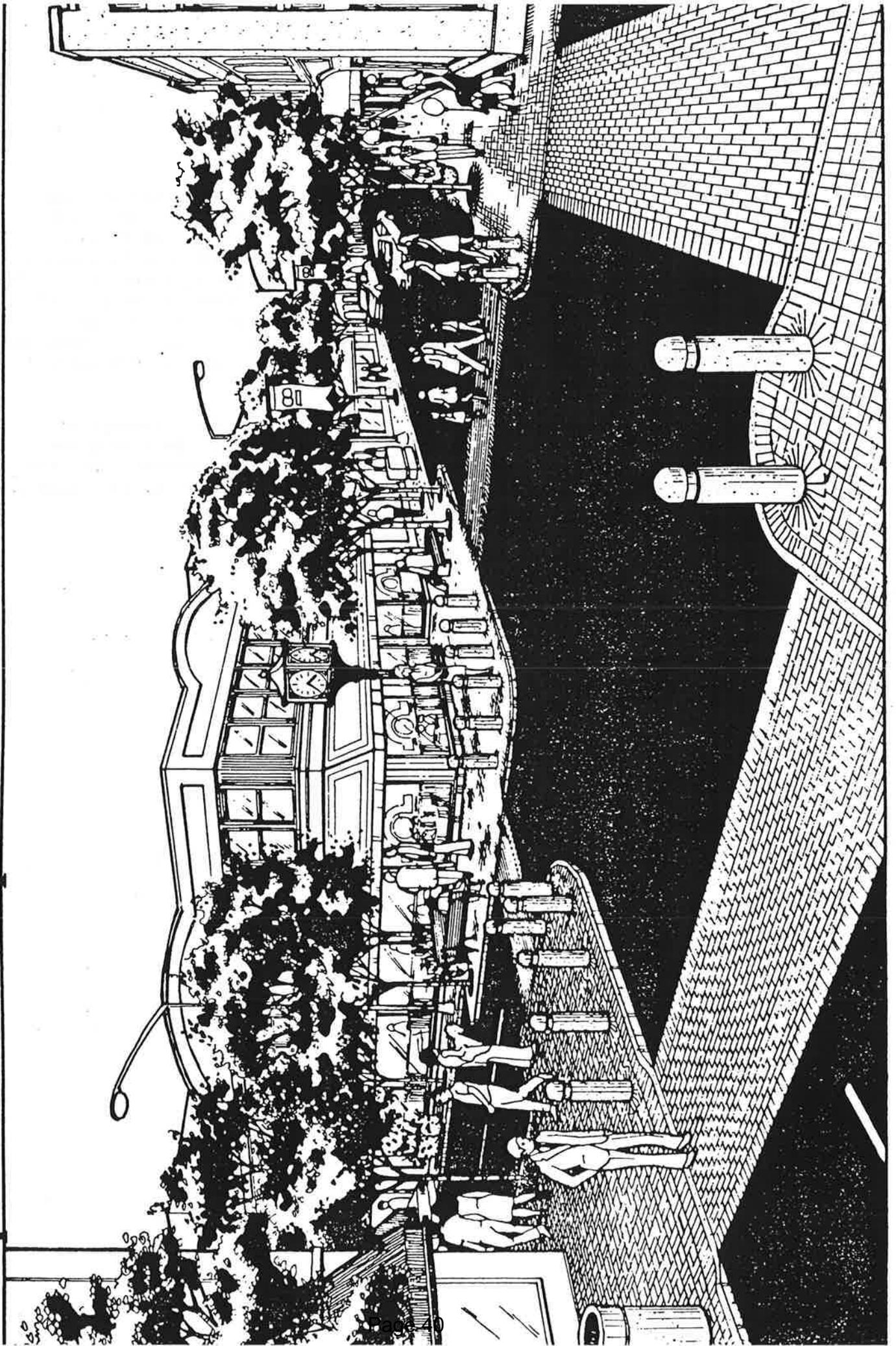
Downtown property owners and downtown merchants have interests in two kinds of downtown improvements: improvements to privately owned downtown lands and buildings, and improvements in the public areas of streets, sidewalks, alleyways and off-street public parking areas. The former type of improvement is usually a private decision of the building owner; the latter is a matter of joint action with other owners and merchants working through their associations in collaboration with the City.

Investments in downtown building renovation have become lucrative in many cities in recent years, as costs of new construction and new building rents have escalated rapidly. These opportunities exist in Grants Pass as well. Building owners need to become aware of new opportunities for their older buildings, and also how improvements to public areas of the downtown reinforce the opportunities for profitable investments on their private holdings.

Existing building owners or outside developers will have to see the opportunities for downtown investment in Grants Pass. One or two successful renovations that result in new tenancies at significantly higher lease rates than before will demonstrate the opportunities available to downtown property owners. Then opportunities to upgrade the public amenities of the downtown through joint action will be more evident. Finally, owners and merchants will have to come to agreement on sharing the costs of public improvements in the downtown. This may develop through a local improvement district with increased property taxes, paid by the owner and partially offset by adjustments in merchant's lease rates.

It may be financed through voluntary assessments to members through a Downtown Development Association. Revenue bonds paid off by a business license surtax may be used again. Property owners and merchants must share the burden, and the City's contribution should be based on the willingness of the private parties to undertake the task.

public improvements



GRANTS PASS

JOSEPHINE COUNTY, OREGON



COMPREHENSIVE COMMUNITY DEVELOPMENT & TRAFFIC MANAGEMENT PROGRAM

STREETSCAPE - GENERAL

The streets of Downtown Grants Pass are typified by two and three story buildings set apart by an 80 foot right-of-way on 6th Street and a 60 foot right-of-way on 7th and the cross streets. The sidewalks are 12 feet, leaving a 56 foot roadway on 6th and 36 feet on the other streets. Due to the volume and type of traffic on 6th Street, the shopping environment is not as desirable nor competitive as newly developing shopping centers. To make Downtown more attractive, and therefore more likely to be competitive is the goal of these improvements.

The improvement of the streetscape should be and has been both a public and private venture. Public investment is meant to be a generator for private investment in the Existing buildings and in the development of new buildings in the Downtown.

STREETSCAPE - SPECIFIC

The street serves many functions:

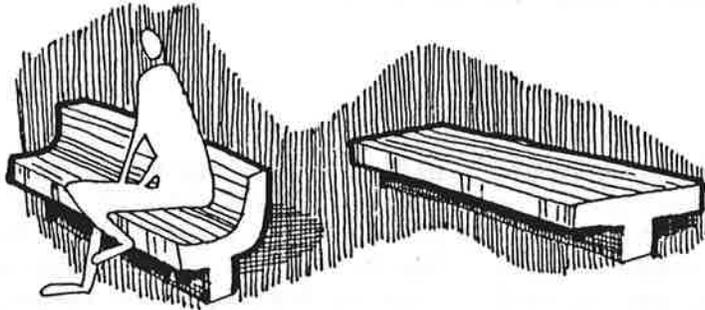
- Provides room for vehicular and pedestrian movement.
- Provides a place for public utilities: sewer, water, storm sewer, gas, electrical, phone and lights.
- Gives a sense of a "room" produced by the building wall.
- Separates vehicular from pedestrian movement, normally through the use of a curb and sidewalk.
- Provides a place for certain public activities.
- Provides people with certain services: newspapers, drinking water, places to sit and rest, places to stand out of the sun or rain.

An improved sidewalk or widened intersection should consider:

- The relationship of the walk, street and buildings.
- The treatment of the walk surface to provide a non-slip surface, but with visual interest in paving pattern.
- The location of street furniture, generally between the pedestrian and vehicle to provide a buffer.
- The coordination of street elements in design, types of materials, colors and textures.
- The provision of lower scale pedestrian lighting to reinforce the storefront level.
- The consideration for overall, and item-by-item, maintenance and replacement costs.
- The inclusion of special design elements which will add to the richness and history of the Downtown, such as: street names in the concrete curb and on posts, metal signs set in the walk at key historical or cultural locations, etc.

THE ELEMENTS OF THE STREETScape ACT IN A SIMILAR WAY AS THE FURNITURE IN YOUR HOUSE. THERE ARE PLACES TO SIT AND TALK OR WATCH, PLACES TO PUT THINGS, SOMETHING TO THROW TRASH IN, LIGHTS, PLANTS AND THINGS THAT HELP DECORATE THE ROOM.

THE FOLLOWING ILLUSTRATE THE KINDS OF ELEMENTS AND THEIR PURPOSE WHICH COULD BE INCORPORATED IN DOWNTOWN GRANTS PASS.



BENCHES

Considerations in placement:

- Easy access but out of pedestrian flow
- Possible infringement of storefront
- Possible loitering
- Shade versus sun locations

Considerations in design:

- Comfort and appearance
- Historic versus contemporary style
- Possible vandalism or theft
- Ease of maintenance and replacement



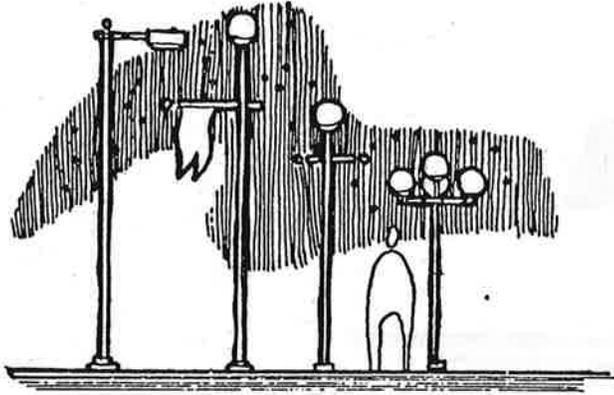
TRASH RECEPTACLES

Considerations in placement:

- Ease of access and frequency
- Possible infringement of storefront
- Potential vandalism

Considerations in design:

- Appearance
- Serviceability and durability
- Ease of maintenance and replacement



LIGHTING

Considerations in placement:

- Light level desired
- Available utilities
- Type of fixture and possible attachments

Considerations in design:

- Historic versus contemporary style
- Appearance and possible attachments
- Light use pedestrian versus auto
- Maintenance and energy use.



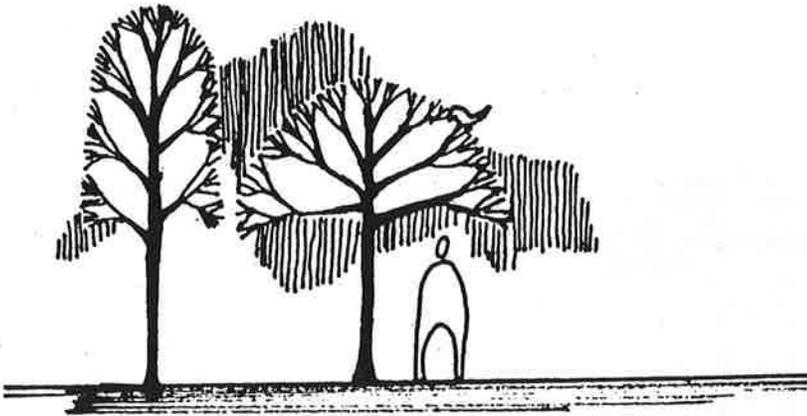
BOLLARDS

Considerations in placement:

- Defined area versus object protection
- Frequency of use

Considerations in design:

- Durability and replacement
- Historic versus contemporary style
- Usage defined area versus object protection



TREES

Considerations in placement:

- Species and mature size
- Canopy line and signage
- Other street elements

Considerations in design:

- Leaf size due to street drainage
- Root system damage potential
- Flowering type
- Mature size and growth rate

OTHER STREET ELEMENTS THAT SHOULD BE CONSIDERED ARE:

- Street art work
- Paving patterns
- Banners
- Flag poles
- Feature elements such as clocks
- Information kiosks
- Historic markers

PART 2
C

PROJECTS

CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

1 PROJECT: "G" & "H" Shoppers Street

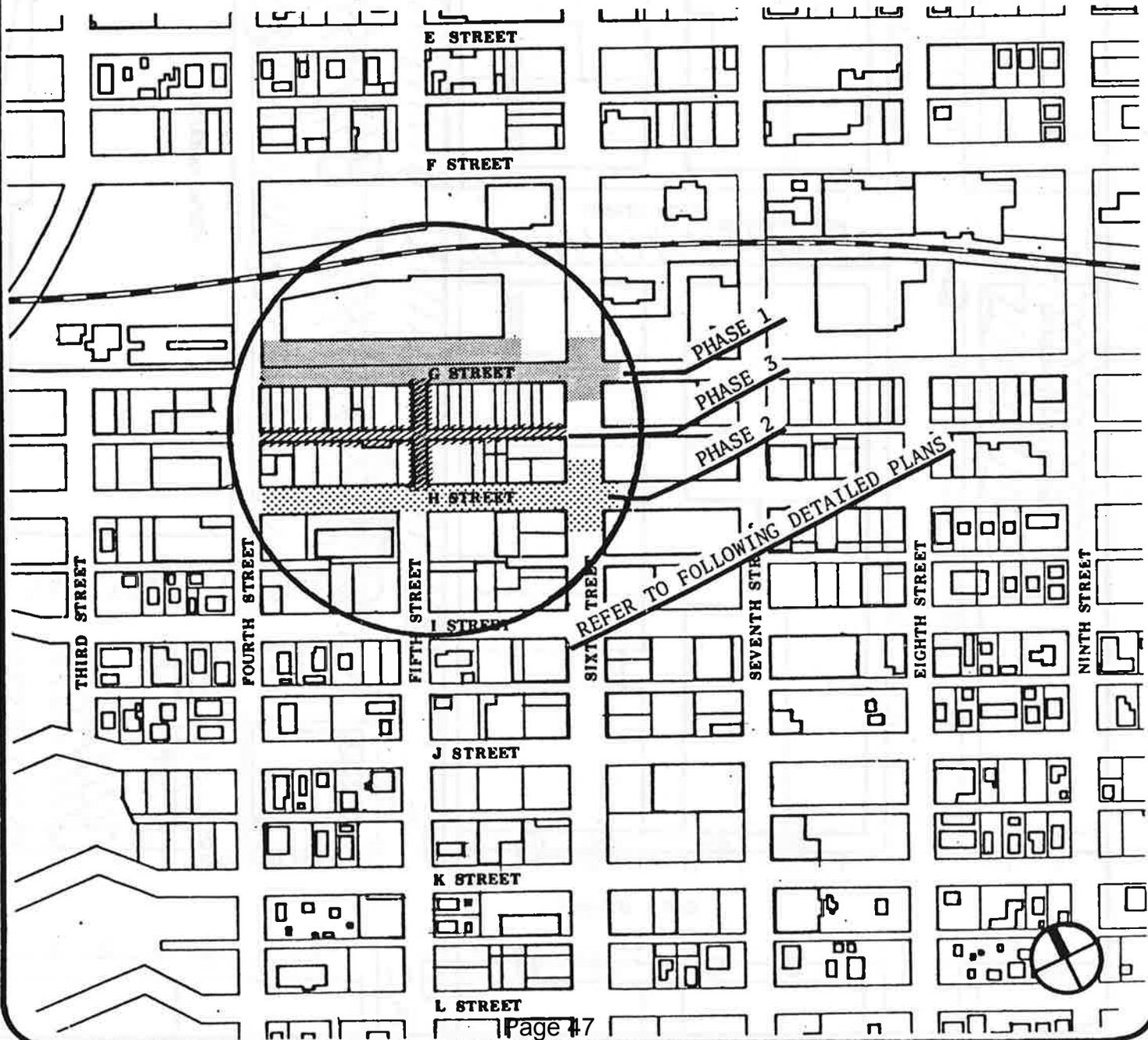
PRIORITY: High

PURPOSE: To increase parking in the core area, to reinforce the historic area through special improvements, to build on the existing core area street tree program and to increase private reinvestment in the historic building and Caveman Plaza.

ESTIMATED COST: Phase 1: \$56,500 ; Phase 2: \$56,400 ; Phase 3: \$335,700

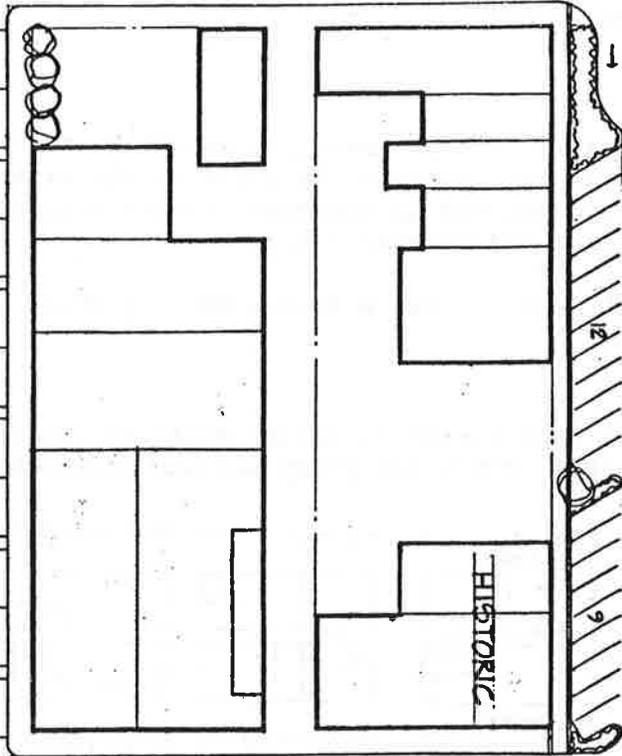
SCHEDULING: 1981 - 1985

FUNDING ALTERNATIVES: Local Improvement District, Business License Sur-Tax for 1981, HCD block grant for key improvements.

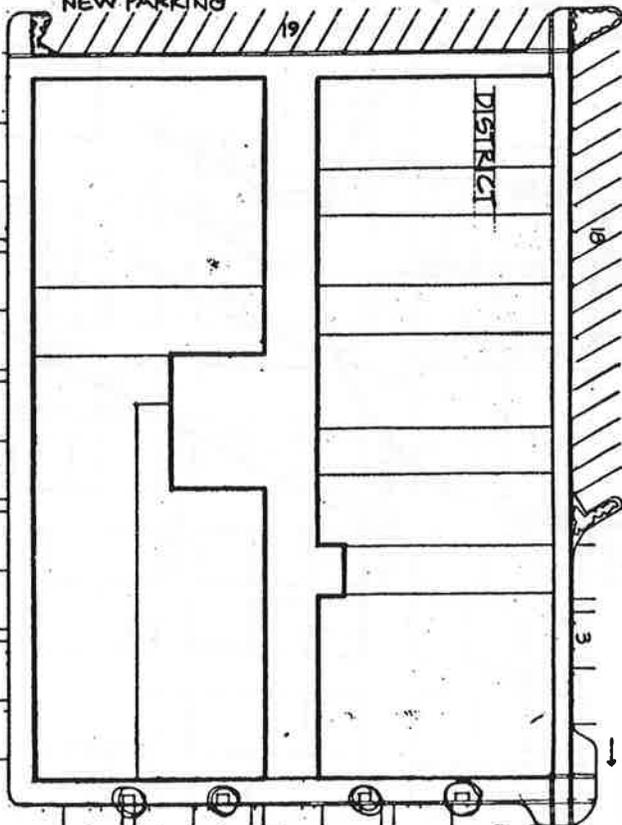


FOURTH STREET

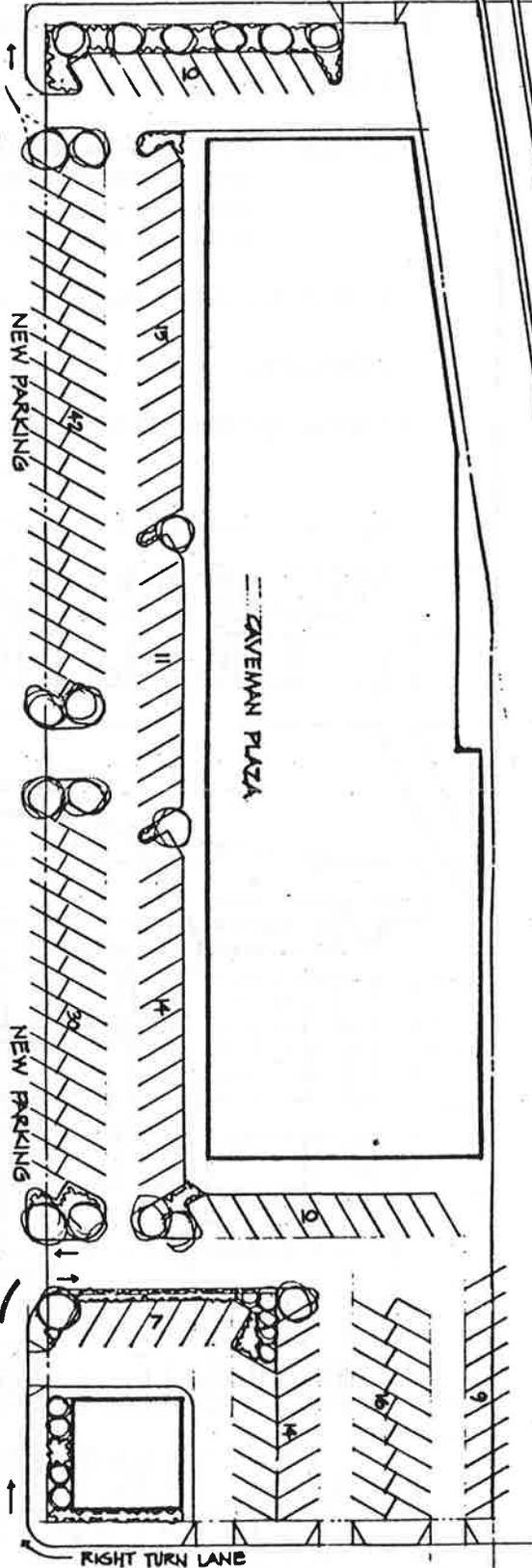
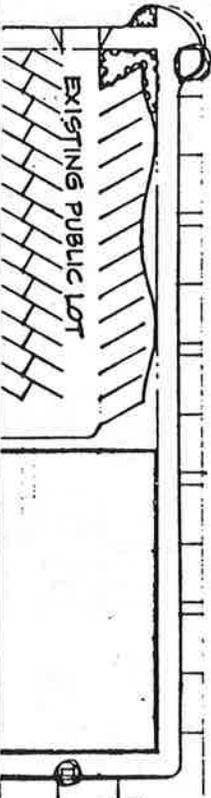
PHASE 1
NEW PARKING SPACES = 39 NET



NEW PARKING FIFTH STREET



SIXTH STREET



4th ST.

6th ST.

FOURTH STREET

PHASE 2
NEW PARKING SPACES = 58 NET

NEW PARKING

HISTORIC

CAVEMAN PLAZA

FIFTH STREET

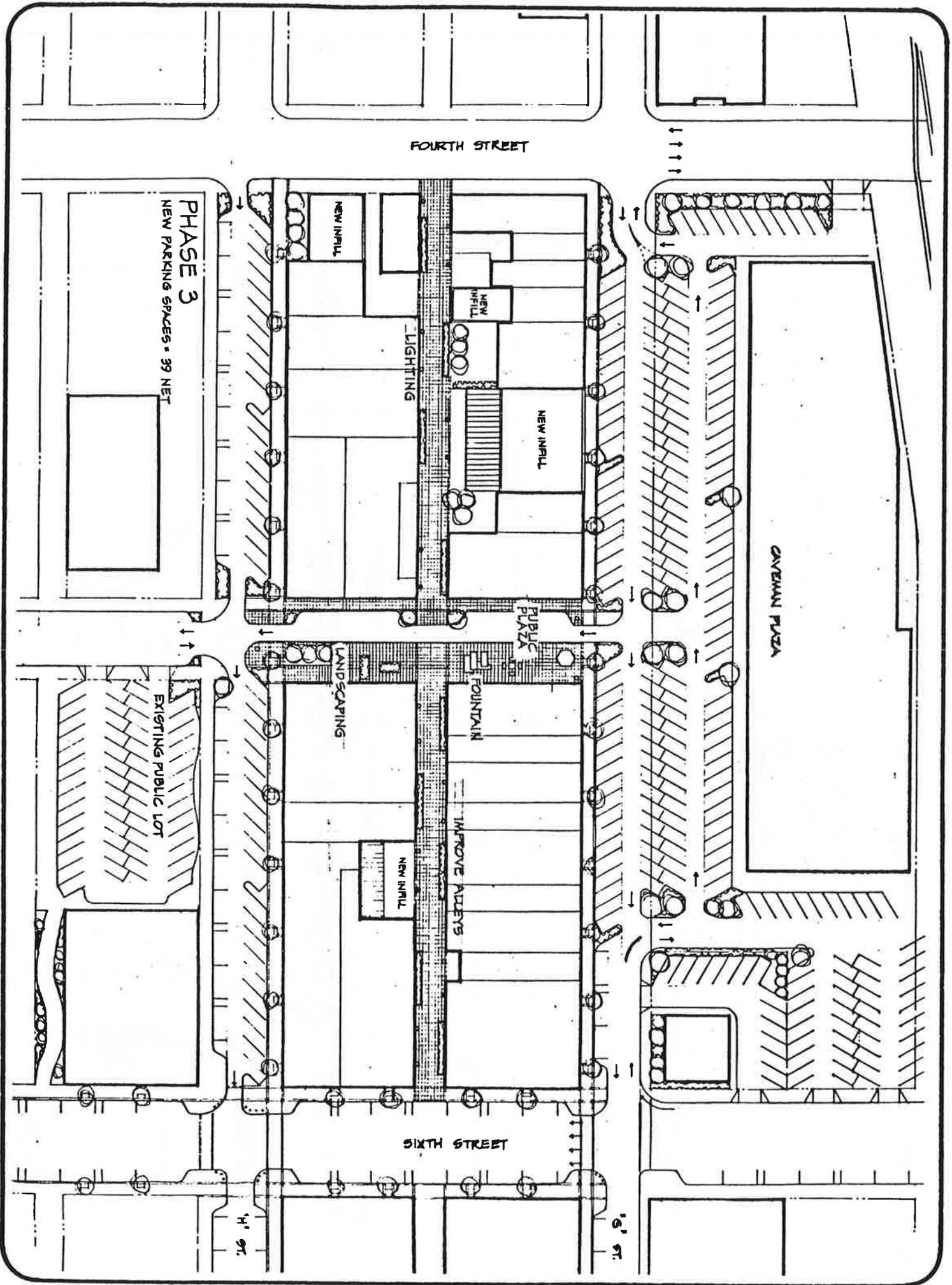
EXISTING PUBLIC LOT

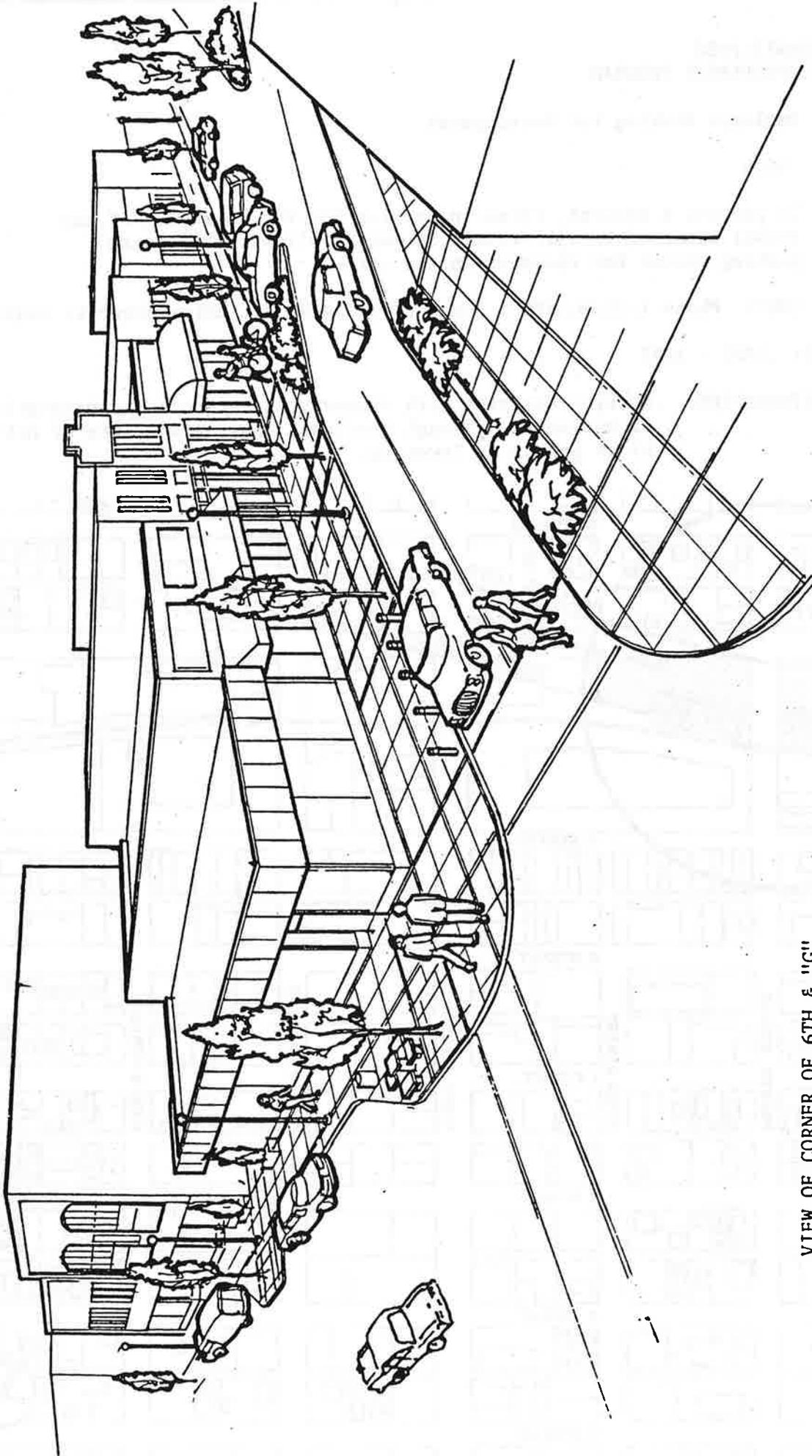
NEW PARKING

DISTRICT

LANDSCAPING

SIXTH STREET





VIEW OF CORNER OF 6TH & "G"

CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

2 PROJECT: Employee Parking Lot Development

PRIORITY: High

PURPOSE: To provide a central, close-in parking lot for employees of the retail area. This will result in more available short-term parking spaces for shoppers in the core.

ESTIMATED COST: Phase 1: \$190,200 ; Phase 2: \$219,400, excluding property acquisition

SCHEDULING: 1981 - 1983

FUNDING ALTERNATIVES: Parking District with assessments, voluntary subscription of businesses through Merchants Association, use of HCD block grants as leverage.



CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

3 PROJECT: Intersection Improvements to 6th at "I", "J" & "K"

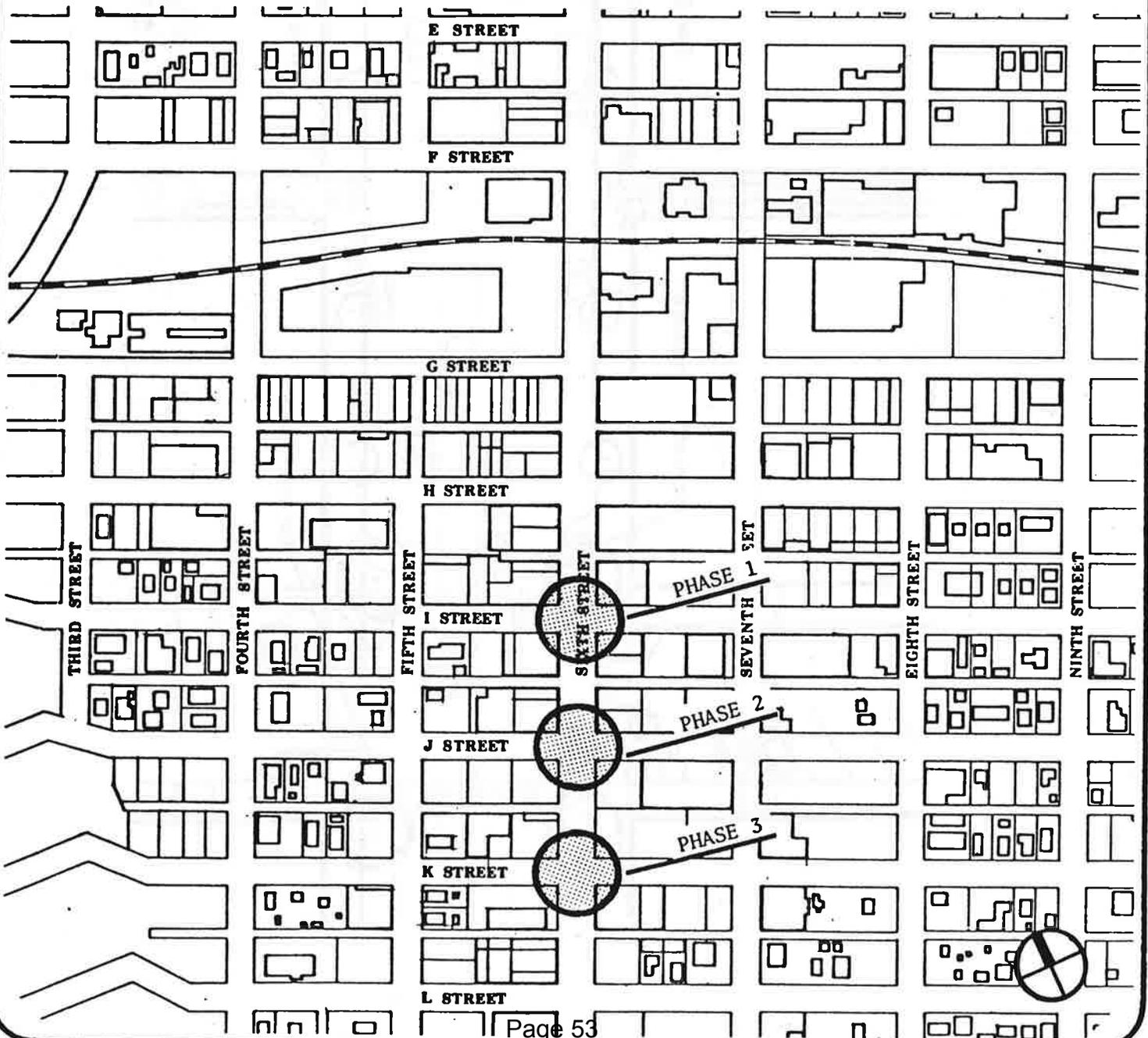
PRIORITY: Medium

PURPOSE: To improve the flow of traffic on 6th by narrowing crossing distance; to slow through traffic to increase local trips; to improve the shopping atmosphere in downtown through increased landscaping, street furniture, etc.

ESTIMATED COST: Phase 1: \$34,200 ; Phase 2: \$34,200 ; Phase 3: \$34,200

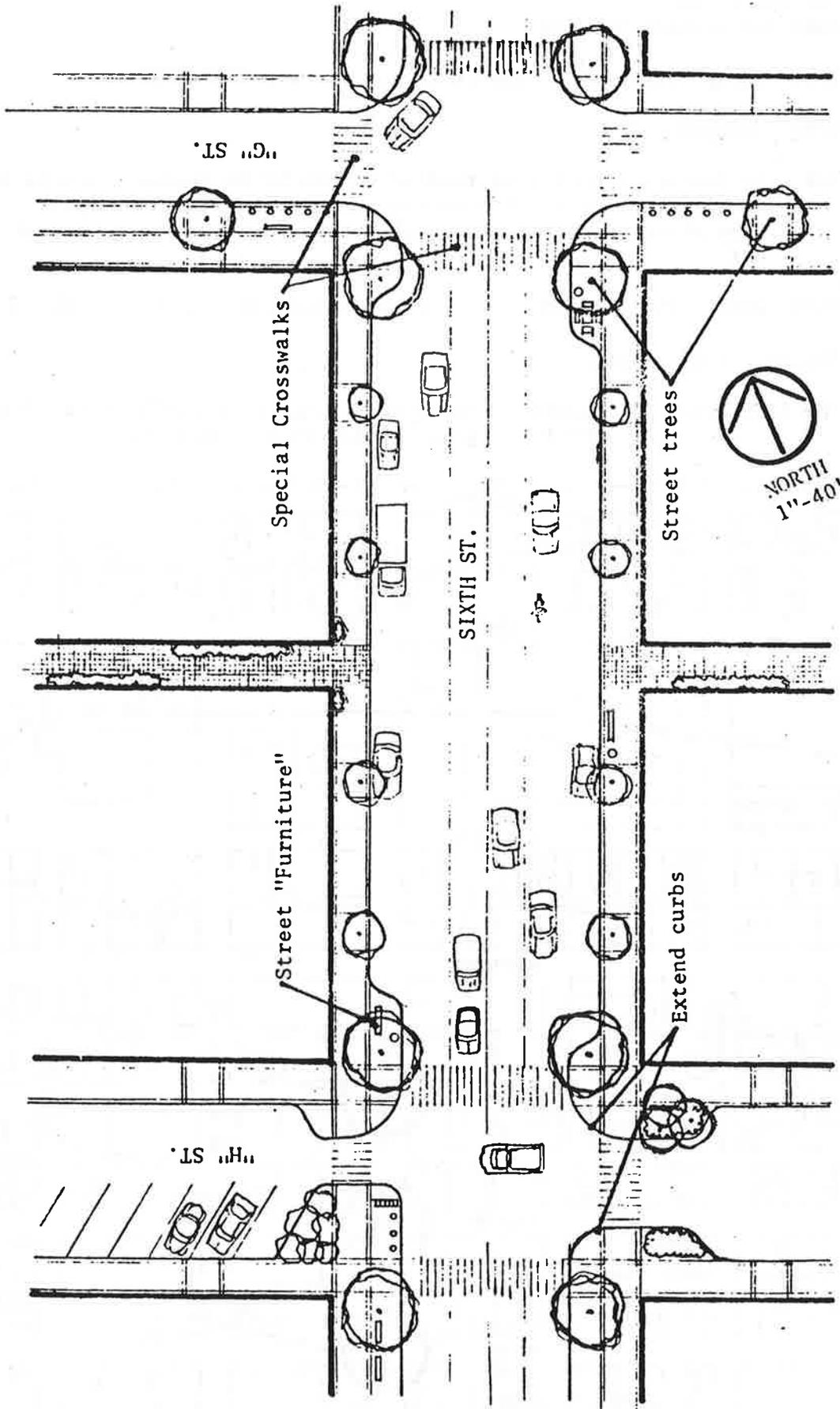
SCHEDULING: 1983 - 1985

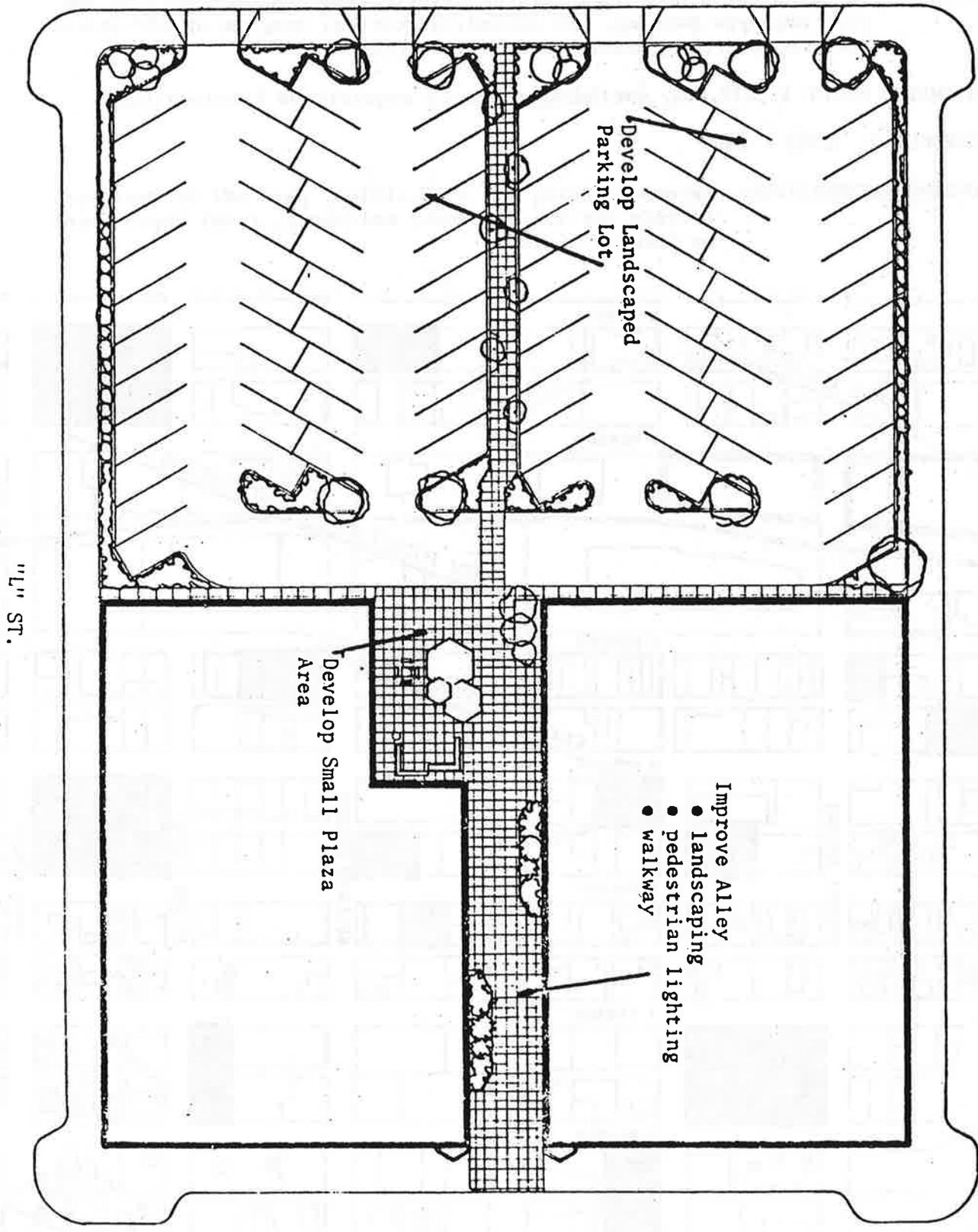
FUNDING ALTERNATIVES: Downtown Development Fund, City Public Works funds, HCD block grant as leverage; donations.



PROJECT

- Sixth Street Improvement
- Key Intersection Imp.





- PROJECT
- Public Parking Development
 - Alleyway Improvement

CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

4 PROJECT: Public Parking and/or Employee Parking Lots

PRIORITY: Medium

PURPOSE: To establish a Core Area Parking District for customer parking and some employee parking. To extend the current program of off-street lots to meet the growing needs of the City.

ESTIMATED COSTS: \$1,218,000, excluding property acquisition & relocation

SCHEDULING: 1983 - 1990

FUNDING ALTERNATIVES: Revenue Bonding for Acquisition, paid off by Business License Sur-Tax on nearby merchants, Local Improvement or Parking District



CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

5 PROJECT: Alleyway Pedestrian System

PRIORITY: Medium

PURPOSE: With the development of new public parking lots, develop pedestrian alleyways similar to those from 6th between "H" and "I". This will increase public ease of access to retailers on 6th.

ESTIMATED COSTS: \$336,000

SCHEDULING: 1983 - 1990, phased with parking lot development.

FUNDING ALTERNATIVES: Local Improvement District, HCD block grants for leverage, hotel/motel tax.



CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

6 PROJECT: Core Area Street Tree Program

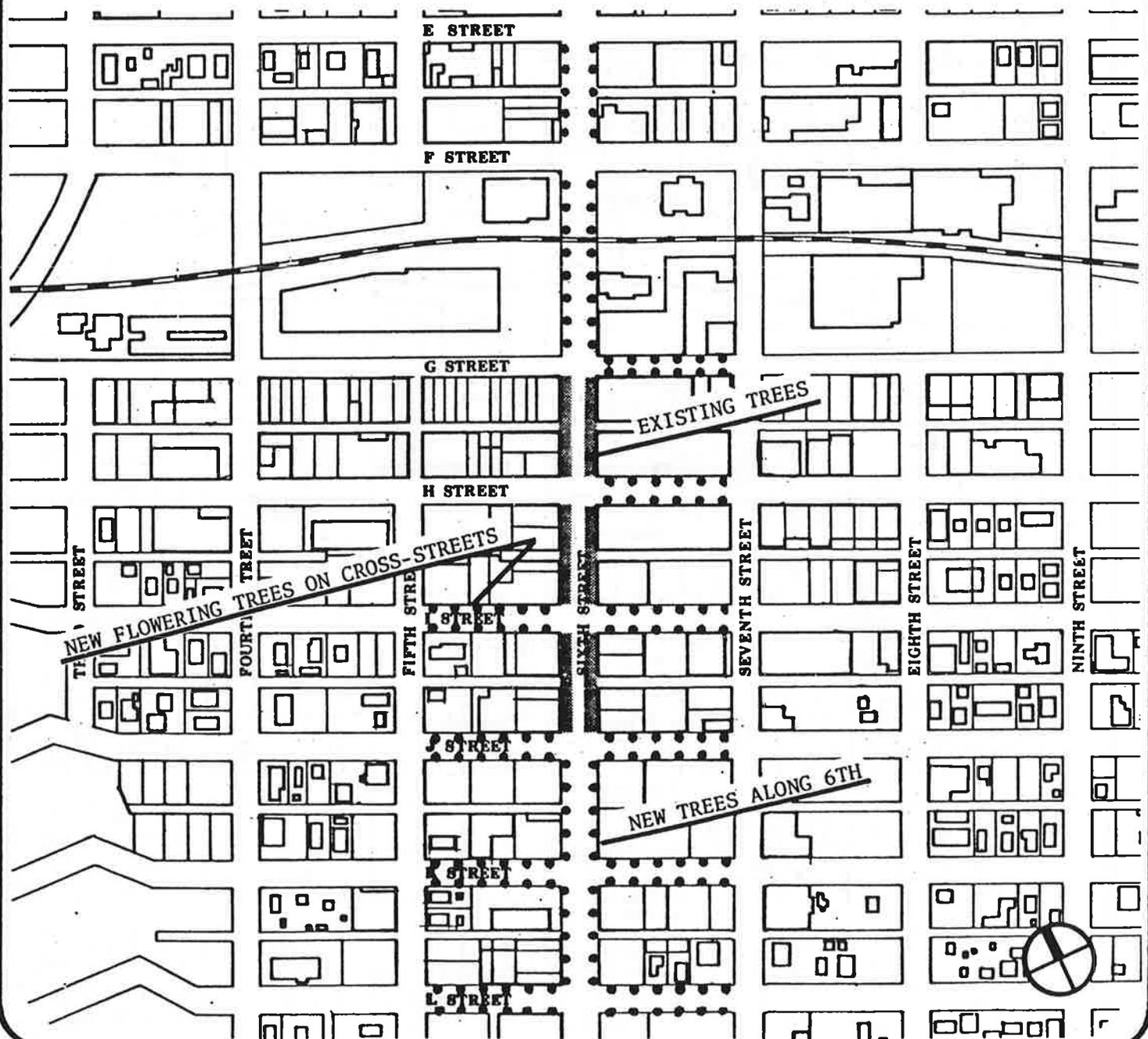
PRIORITY: Medium

PURPOSE: To improve the shopping atmosphere in the downtown; to provide added shade and coolness during summer; to beautify downtown.

ESTIMATED COSTS: \$11,500 per year for 5 years = \$57,500

SCHEDULING: 1981 - 1985

FUNDING ALTERNATIVES: Downtown Development Fund, Possible Hotel/Motel Tax, Memorial or Service Club Donation



CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

7 PROJECT: Arterial Street Tree Program

PRIORITY: Low

PURPOSE: To establish a special character to the City's major arterial streets by beginning an overall street tree program.

ESTIMATED COSTS: \$78,750 to be phased as funds permit.

SCHEDULING: 1983 - 1990

FUNDING ALTERNATIVES: City Public Works funds, private developers through design review, memorial or service club donations



CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

7 PROJECT: Arterial Street Tree Program

PRIORITY: Low

PURPOSE: To establish a special character to the City's major arterial streets by beginning an overall street tree program.

ESTIMATED COSTS: see preceding page

SCHEDULING: 1983 - 1990

FUNDING ALTERNATIVES: City Public Works funds, private developers through design review, memorial or service club donations.



CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

7 PROJECT: Arterial Street Tree Program

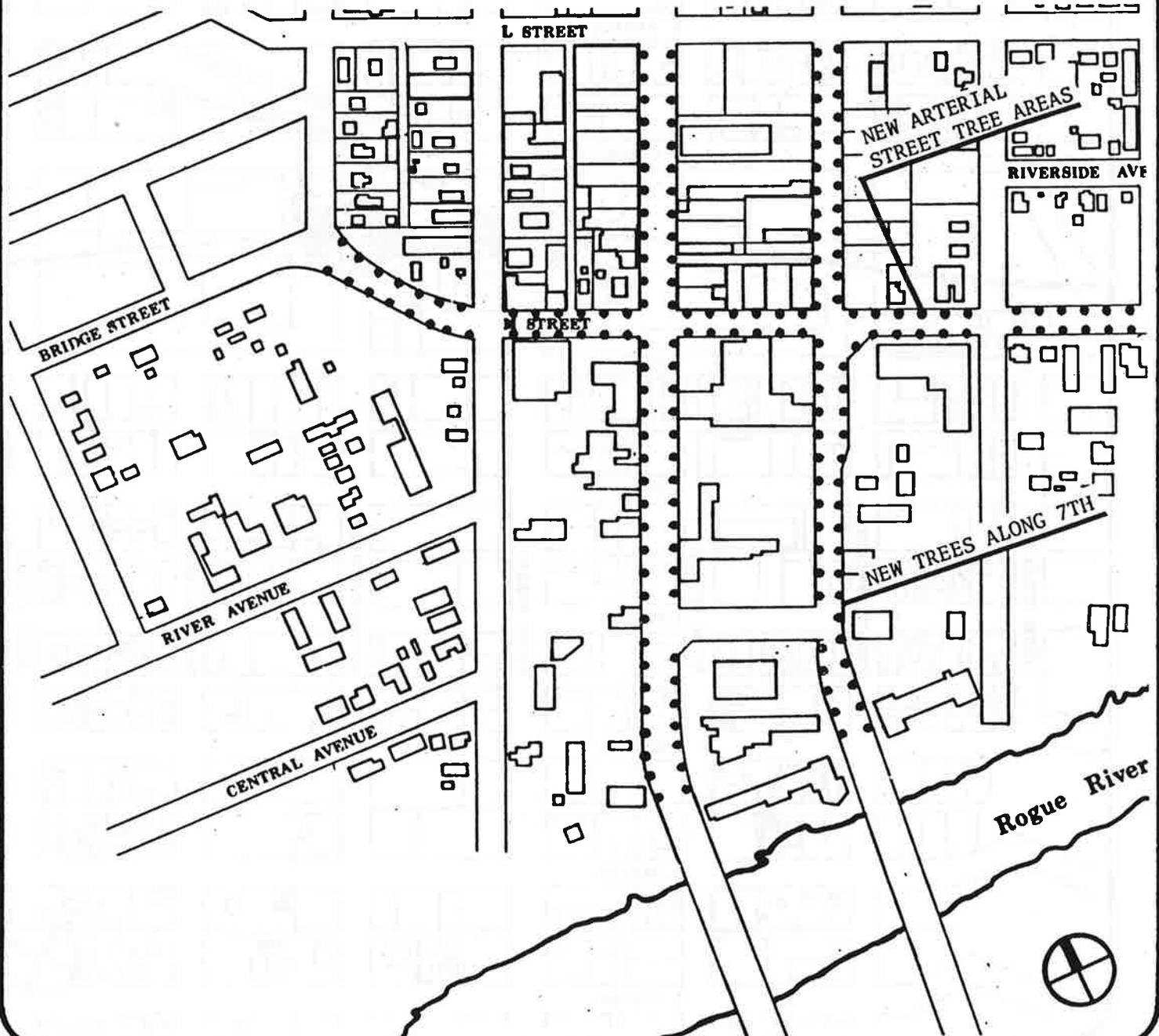
PRIORITY: Low

PURPOSE: To establish a special character to the City's major arterial streets by beginning an overall street tree program.

ESTIMATED COSTS: see preceding page

SCHEDULING: 1983 - 1990

FUNDING ALTERNATIVES: City Public Works funds, private developers through design review, memorial or service club donations



CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

8 PROJECT: Railroad Right-of-Way Crossing Improvements

PRIORITY: Low

PURPOSE: To improve the ease of crossing the tracks, to improve the appearance of the crossing and the right-of-way area.

ESTIMATED COSTS: \$37,900

SCHEDULING: 1984 - 1986

FUNDING ALTERNATIVES: HCD block grants, Southern Pacific Railroad



CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

PROJECT: Pedestrian Lighting System

9 PRIORITY: Low

PURPOSE: To provide lighting on the sidewalk areas at lower lighting costs and with fixtures more in character with a shopping atmosphere. Replace conventional high street light fixtures at mid-blocks with new poles and lights.

ESTIMATED COSTS: \$93,750

SCHEDULING: 1983 - 1990

FUNDING ALTERNATIVES: HCD block grants as leverage, local improvement district, downtown Development Fund.



CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

9 PROJECT: Pedestrian Lighting System

PRIORITY: Low

PURPOSE: To provide lighting on the sidewalk areas at lower lighting costs and with fixtures more in character with a shopping atmosphere. Replace conventional high street light fixtures at mid-blocks with new poles and lights.

ESTIMATED COSTS: see preceding page

SCHEDULING: 1983 - 1990

FUNDING ALTERNATIVES: HCD block grants as leverage, local improvement district, downtown Development Fund.



CITY OF GRANTS PASS
DOWNTOWN IMPROVEMENT PROGRAM

10 PROJECT: Street Furniture Program

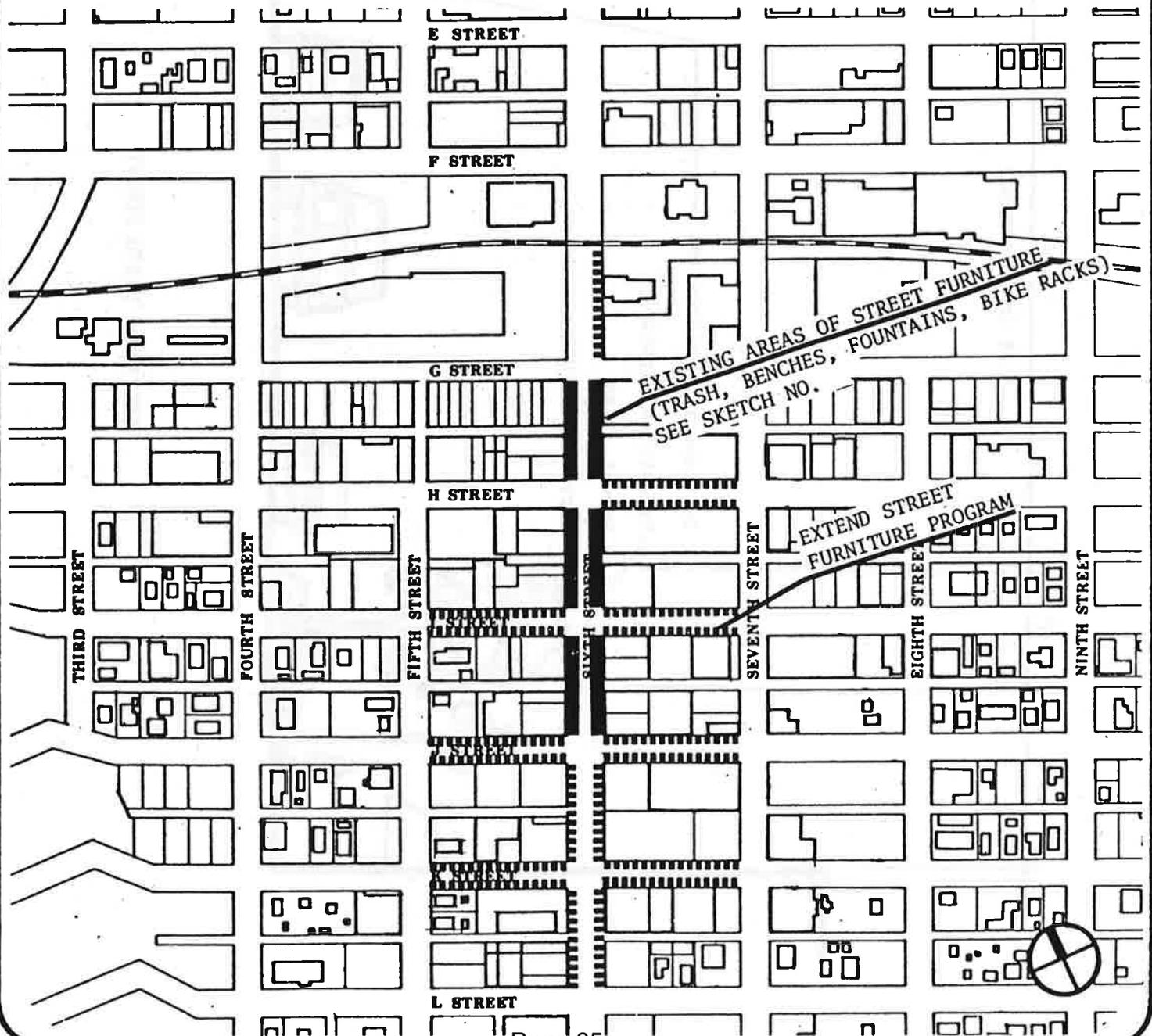
PRIORITY: Medium

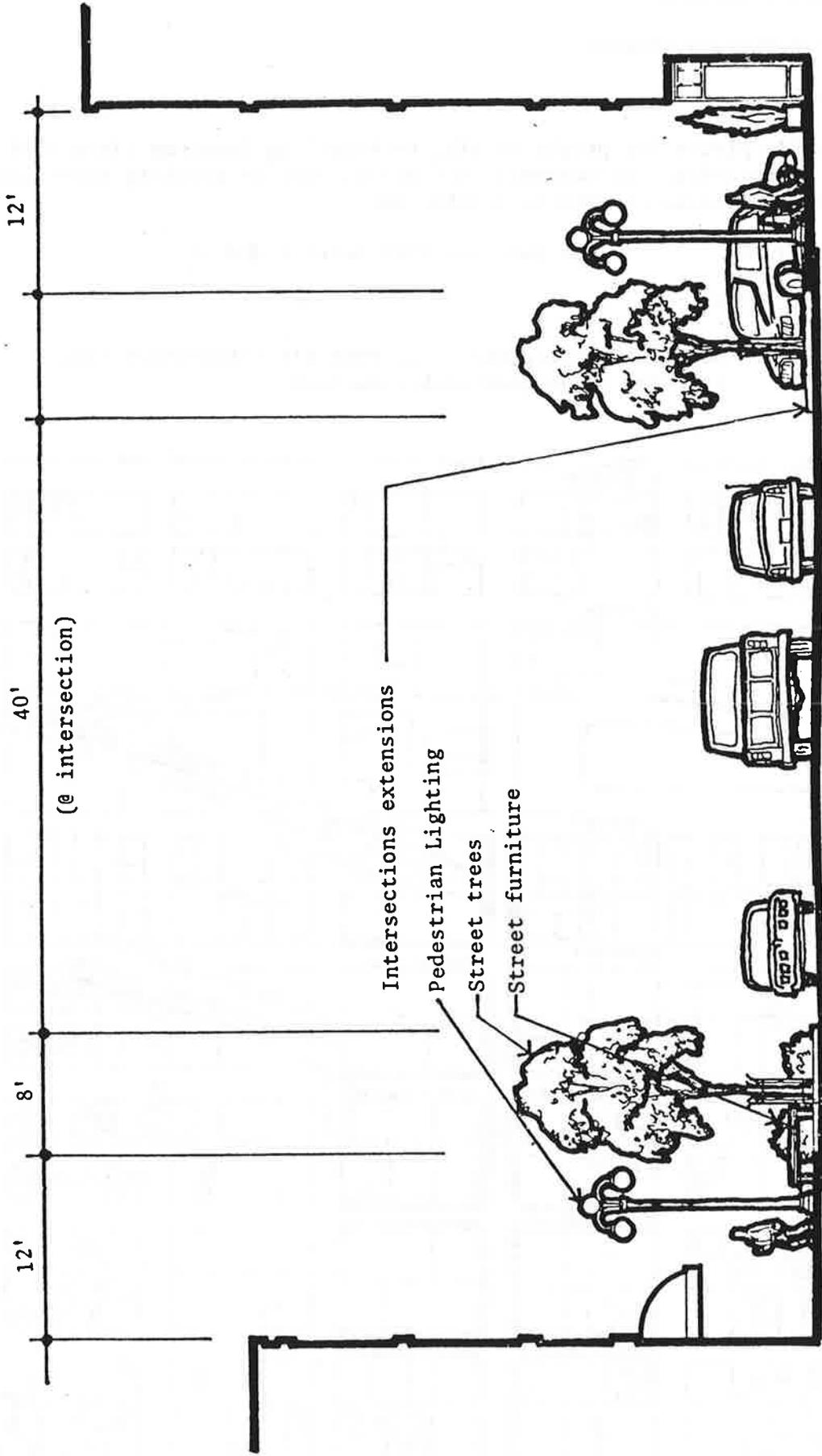
PURPOSE: To provide places for people to sit, to help keep downtown clean with trash receptacles, add convenience features such as drinking fountains, information kiosks on events, clocks, etc.

ESTIMATED COSTS: \$7,600 per year for five years = \$38,000

SCHEDULING: 1981 - 1986

FUNDING ALTERNATIVES: Downtown Development Fund, Possible hotel/motel tax, memorial or service club donations.





SECTION @ SIXTH STREET.

TABLE 1
DOWNTOWN IMPROVEMENT PROGRAM
CAPITAL IMPROVEMENT PROJECTS
GRANTS PASS, OREGON
1980 - 1990

RB = Revenue Bonds
LID = Local Improvement District
BLST = Business License Sur-Tax
HCD = Housing & Community Development
DDF = Downtown Development Fund
H/M = Possible Hotel/Motel Tax
D = Donations
PD = Parking District
PW = City Public Works Funds

NO.	PROJECT	TYPE OF IMPROVEMENT	PRIORITY RATING	FUNDING SOURCE	ESTIMATED COST/1980	PROPOSED CONSTRUCTION SCHEDULE AND COST ESTIMATE (\$1,000's)									
						1981	1982	1983	1984	1985	1986-1990				
1	"G" & "H" Shopping Street	Between 4th and 6th on "G" & "H" close to through traffic. Develop as landscaped parking lot. Connect by alleyway improvements. Add parking spaces in core area. Phase 1: "G" between 4th & 6th Phase 2: "H" between 4th & 6th Phase 3: Alleyways & 5th Street Development	HIGH	LID BLST	\$ 56,500 56,400 335,700	■	■	■	■	■	■	■	■	■	■
2	Employee Parking	Develop two parking lots north of Caveman Plaza for long-term parking. Connect with park development adjacent to Railroad tracks. Phase 1: East lot development, landscaping Phase 2: West lot development, landscaping	HIGH	PD HCD LID	\$ 190,200 219,400	■	■	■	■	■	■	■	■	■	■
3	Key Intersection Improvements	On 6th at "I", "J" & "K" continue the improvement of intersections through curb extensions, landscaping, street furniture. Phase 1: 6th & "I" Phase 2: 6th & "J" Phase 3: 6th & "K"	MEDIUM	DDF HCD PW	\$ 34,200 34,200 34,200	■	■	■	■	■	■	■	■	■	■
4	Public Parking Lots	Develop additional public parking lots in the Core Area periphery. Each proposed lot or lot not yet identified will be reviewed on a case-by-case basis, each with possible alternative funding mechanisms	MEDIUM	RB BLST HCD LID	\$1,218,000	■	■	■	■	■	■	■	■	■	■
5	Alleyway Access Program	Coupled with the development of public parking in the core area, develop pedestrian alleyway connections to 6th.	MEDIUM	DDF H/M D, HCD	\$ 336,000	■	■	■	■	■	■	■	■	■	■
6	Core Area Street Tree Program	Extend existing street tree program throughout the rest of the core area.	MEDIUM	DDF H/M D, HCD	\$ 57,000	■	■	■	■	■	■	■	■	■	■

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PROPOSED CONSTRUCTION SCHEDULE AND COST ESTIMATE
(\$1,000's)

NO. PROJECTS	TYPE OF IMPROVEMENT	PRIORITY RATING	FUNDING SOURCE	ESTIMATED COST/1980	PROPOSED CONSTRUCTION SCHEDULE AND COST ESTIMATE (\$1,000's)										
					1981	1982	1983	1984	1985	1986-1990					
7	Arterial Street Tree Program Begin a program of planting street trees along the major arterials around the core area. On 6th & 7th, "A" Street, on "E" & "F" couplet and "M".	LOW	PW, HCD D	\$ 78,750											
8	Railroad Right of Way Improvement at 6th & 7th Crossing At the street crossings and adjacent right-of-ways, install new surfaces, landscaping.	LOW	HCD, DDF PW	\$ 37,900											
9	Pedestrian Lighting Program Install pedestrian scale light fixtures at midblock to improve lighting on the sidewalk and to be in character with a shopping atmosphere.	LOW	HCD, PW LID	\$ 93,750											
10	Street Furniture Program Install benches, trash receptacles, drinking fountains, information kiosks, clock, etc.	MEDIUM	DDF H/M D	\$ 38,000											