

Lincoln City
Urban Renewal

32 years

Achieving the Community Vision . . . at the beach
1988-2021 Achievements



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Ginger Baehr
Lee Bowen
Vernita Kontz
Ernest Kublick
Paco Marabono
Basil Saunders

Special thanks to those who have served on the Lincoln City Urban Renewal Agency Board and Urban Renewal Advisory Committee between 1988-2021

Searching through the archives, we may have omitted some names, please let us know and the list will be updated for the next printing

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Ron Childs	Dave Humphrey	Henry Quandt	Dinah Yessne
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Timothy Crenshaw	Steve Jordan	Wes Ryan	

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Diana Hinton
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Mitch Parsons
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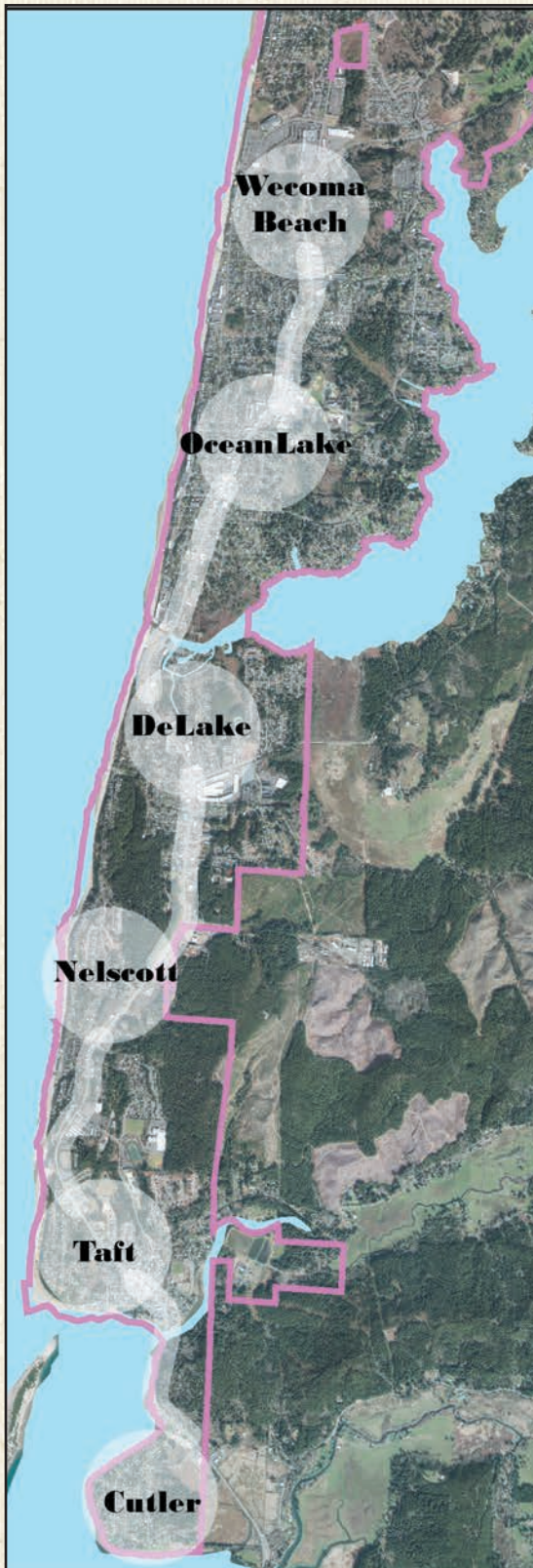
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Background

Lincoln City Urban Renewal Projects 1988-2021



Lincoln City covers an eight-mile stretch along the central Oregon Coast. The city is comprised of several commercial and neighborhood districts that were brought together and incorporated in 1965 as the City of Lincoln City. These include: Wecoma Beach, OceanLake, DeLake, Nelscott, Taft and Cutler City.

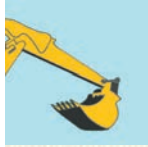
The Year 2000 Development Plan: In 1988 the Lincoln City City Council adopted an Urban Renewal Plan and Program for the City of Lincoln City, Oregon. The plan was created to eliminate blight and depreciating property values within a defined urban renewal district that covers approximately 18% of the City. The stated mission of The Year 2000 Development Plan is to generate job-producing private investments that will improve property values and visual quality in a manner compatible with the City's natural and built environments. A driving strategy for implementing this mission is to utilize the funding generation benefits of tax-increment financing or TIF to encourage private investment.

Tax-increment financing has generated the funding necessary for redevelopment projects. To more clearly articulate the community's desired urban renewal activities, and to strategically direct TIF funds to leverage private sector investment, the Lincoln City Urban Renewal Agency (LincolnCity.org) determined that revitalization plans should be prepared for each of the City's commercial and neighborhood districts or "pearls," known as the String of Pearls Plan. In late 1999, the first redevelopment planning process was initiated in the village of Taft; in 2001 the second pearl, OceanLake, undertook a community planning process; in 2006, we embarked on the third redevelopment with the revitalization of Historic Nelscott. Two years later, May of 2008, brought the Community Vision Process to the Cutler District.

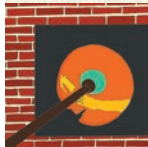
Goals & Objectives

Lincoln City Urban Renewal Projects 1988-2021

To accomplish its mission, the Agency will develop and implement an urban renewal program known as the Year 2000 Development Plan, the goals and objectives of which are listed below.



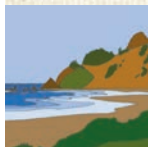
Resolve the problems created by existing blighted conditions so that unused and underused properties can be placed in productive condition and utilized at their highest and best use.



Enhance opportunities for business and tourist-related property to be developed, redeveloped, and/or improved.



Ensure that traffic flow, off-street parking, and other public facilities within the Urban Renewal Area are adequate to accommodate current and future development.



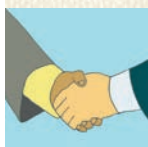
Improve the Area's visual quality consistent with that of the Oregon Coast's natural environment.



Encourage the expansion and development of businesses that will produce jobs for the people of Lincoln City.



Increase property values so that the Area will contribute its fair share to the costs of providing public services.



Leverage the Agency's financial resources to the maximum extent possible with other public and private investment and other funding.



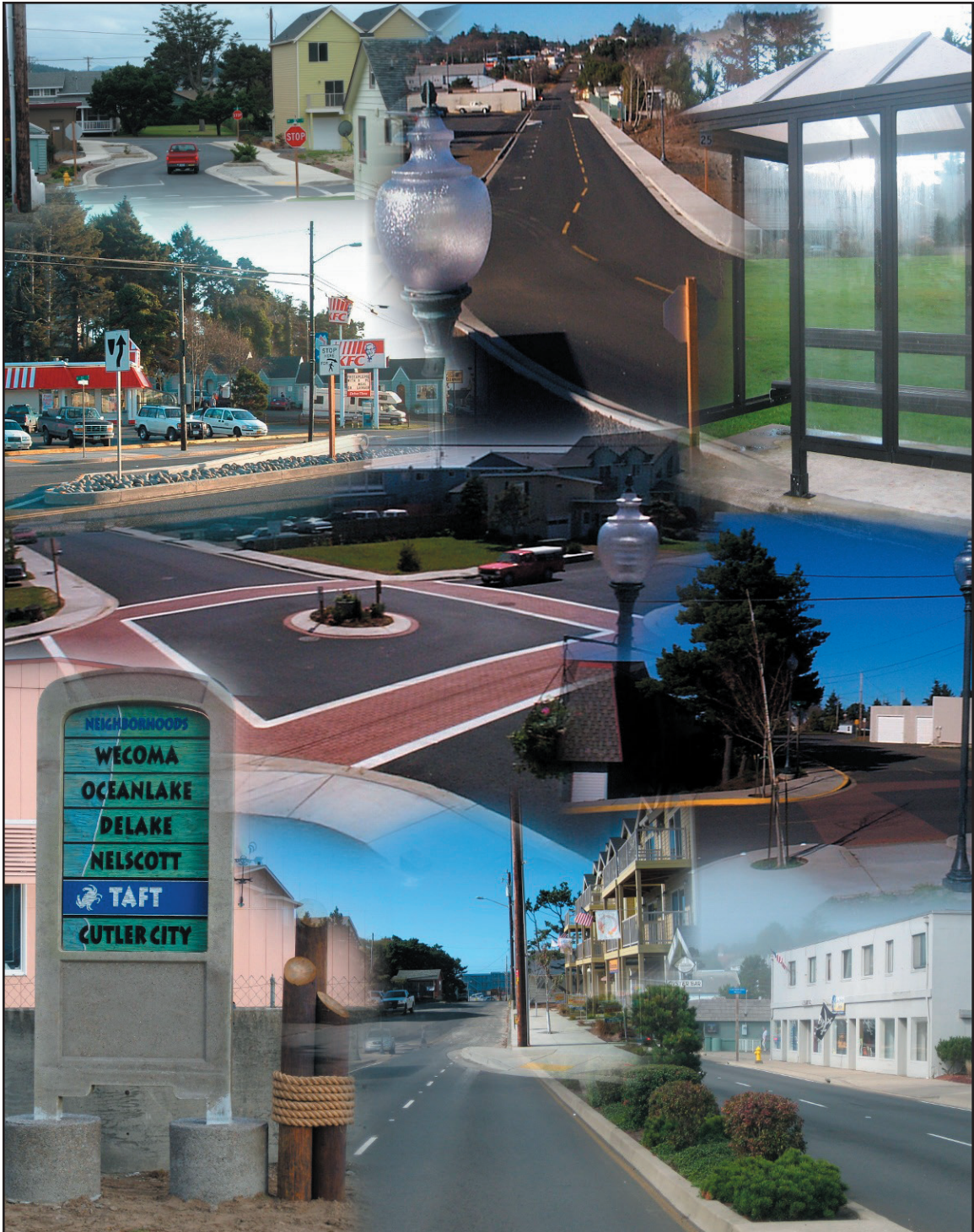
Underground existing overhead utility systems along the Highway 101 Corridor.



Install coordinated street furniture, pedestrian-scale lighting, walking surfaces and landscaping in areas with concentrated pedestrian activity.

CHAPTER 1

TRANSPORTATION





DeLake District

SE 9th Street



Modifications to historic traffic flow patterns, the construction of the Lincoln City Police Department and the success of the factory outlet stores increased the daily traffic counts in a three block area on SE 9th Street.



An earlier attempt to create a Local Improvement District was unsuccessful. Urban Renewal was asked to undertake a project to provide for pedestrian safety and calm traffic by reducing speeds. Sidewalks were added and stamped asphalt crosswalks were placed at street narrowing bulb-outs. New catch basins and storm drainage was installed. The finishing touches included historic street lighting and street trees. Some on-street parking was preserved and a mountable curb for deliveries was incorporated into the plan.



The City Water Department participated in the scope of work by relocating a fire hydrant and water services. Pacific Power moved utility poles.



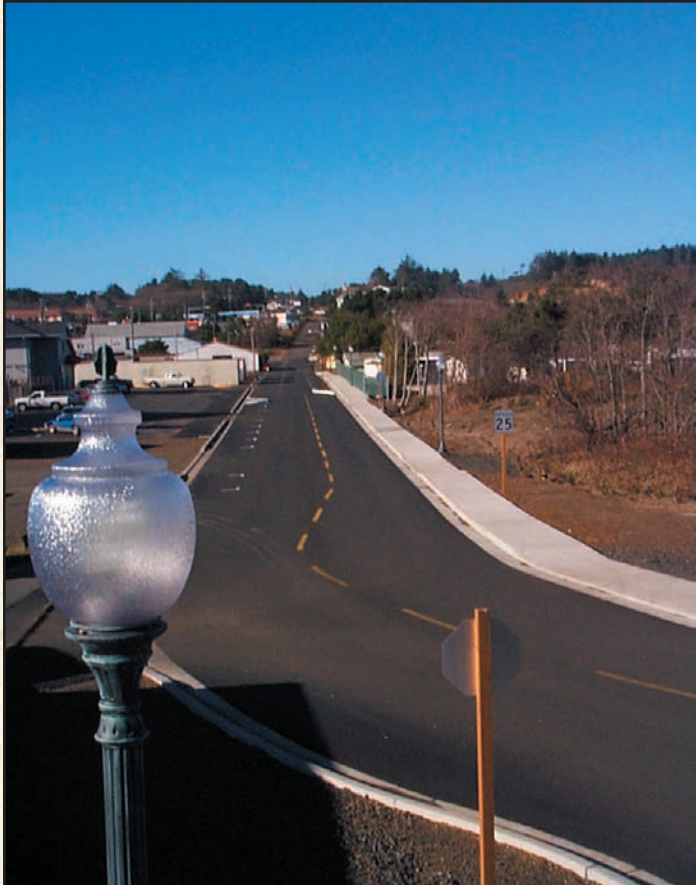
Taft District

SE Inlet Avenue



Although SE Inlet Avenue was a narrow gravel alleyway, it served as a delivery route for the area businesses and as an alternate “locals” route to avoid using Highway 101. It was a logical connection between the high school and grade school. It also served as the only evacuation route for the elementary children in the event of fire or tsunami.

The street widening project included sidewalks, historic lighting and underground utilities. A new traffic-calming feature was employed to test its effectiveness.





OceanLake District

NW 16th Street



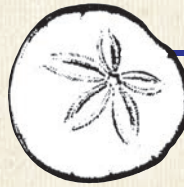
Phase I of the “OceanView Walk” project was in support of the “Yellow Brick Road” concept providing sidewalks along the north side of the street and curb and gutter on the south side. The sidewalks run from the 16th Street Plaza at Highway 101 to the new Jetty Avenue Extension.



The street was rebuilt and major storm drainage was provided to the area that had in the past experienced annoying flooding of lower level commercial buildings.

Cluster Mail Box service removed ten mailboxes from the new sidewalks.





OceanLake District

NW Jetty Avenue Extension



The OceanLake Redevelopment Plan explored the possibility of a one-way couplet design for a renewed business district model. Consensus and project costs put this concept on hold, but clearly pointed out the need for alternate and parallel roadways to Highway 101.



The Jetty Avenue Extension is the first of several projects to create this alternate local neighborhood route, which will eventually connect to NW 14th Street and access the traffic signal at the highway.

The project allowed private development the mixed-use option with rear parking bringing the new building up to a wide sidewalk at the newly created corner lot.

Sidewalks, storm drainage, pervious paver parking areas and a traffic calming chicane were elements of the project.





OceanLake District

NE 15th Street Public Parking Lot

This project is one of two off-highway parking lots to provide primarily employee parking in the OceanLake business district. Highway signage indicates the location of available parking to visitors and two Electric Vehicle charging stations are here as well.

The partnership project with adjacent commercial property owners greatly improved the aesthetics of the rear entries of the businesses and encouraged additional parking improvements on private parcels.





OceanLake District

NW 15th Street Public Parking Lot

This public parking lot was constructed in an existing public right of way that was much better suited for a parking lot. The off-highway lot serves the employee parking need in the area and customer parking for nearby businesses.

Cluster mailbox sites are located on this site for both NW 16th and NW 15th Street residents.



Citywide LINC Local Bus Service

The urban renewal staff assisted city and county staff in developing Lincoln County's public transit loop for Lincoln City which began operating in October, 2007. The bus schedule and stops were established for 25 locations. Shelters were installed by Public Works in a number of exposed locations with signage and schedules.

Ridership increased steadily over the first year requiring the replacement to a larger bus which now offers a bike rack for multi-modal commuters and 4 stops have been added for a total of 29 stops.

Bus service operates 6 days a week 7:45am to 5:45pm with a \$1.00 fare.



Citywide Electric Vehicle Charging Stations



In 2009 Urban Renewal partnered with the Visitors & Convention Bureau to purchase 6 charging stations for Electric Vehicles (EVs). The VCB purchased the equipment while Urban Renewal helped defray installation costs. Two stations are located in two public parking lots: SW 50th Street in the Taft District and NE 15th Street in the OceanLake District. The remaining two charging stations plan to be installed near the center of town, as demand increases.



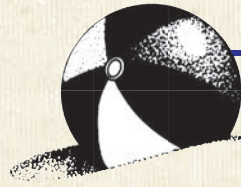
A 2012 partnership with the Oregon Department of Transportation installed a DC-fast charge station in the parking lot of the Lincoln City Cultural Center (former DeLake School). This is near the center of town and like the other stations, it can accommodate two vehicles simultaneously.



Early adoption of this advanced technology meant that Lincoln City was first on the coast to have charging stations available to visitors with EVs needing a charge. This generated invaluable press to the public and green travelers as two major auto manufacturers were preparing to release EVs.

There is periodic review of EV charging station usage and EV visitors have helped in providing feedback about their travels to Lincoln City.

EV charging stations provide an opportunity for users to shop, dine or stay in local hotels while vehicles are charging.



Nelscott District

SW 32nd Street Parking Lot

The Historic Business District of Nelscott generates numerous visits from both residents and tourists. Parking in the area is limited and the Agency was tasked to create additional public parking. A large abutting parcel was purchased, which included a commercial building on the Highway frontage road.

The parcel was subdivided and the commercial portion was sold. The remainder of the site, which sits adjacent to Baldy Creek was developed into public restrooms and a much needed public parking lot.





OceanLake District

NW 17th Street Public Parking Lot



Parking in the OceanLake business district was primarily on-street prior to the Agency embarking on a public parking program. NW 17th provided an opportunity to construct parking and a restroom facility in the heart of the OceanLake district.

A LINC (public bus transportation) bus shelter has been placed on the site. The site is well landscaped and well used by visitors and locals alike.





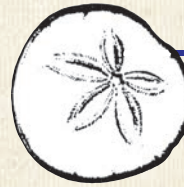
Taft District Taft Medians



The Taft Medians were the City's first attempt at medians since the ODOT Parkway Concept was rejected years earlier. The wounds were still not healed from that public input process. The citizens of Taft were very concerned that the plan address 1) slow traffic speeds, 2) add beautification and streetscape features to Taft, 3) provide improved and safe pedestrian crossing, and 4) restrict left turns from the highway into parking lots and side streets that create stopped and backed up traffic to occur. When the consulting team showed how medians would meet those criteria and when the key business owners agreed to the concept, the Agency was able to move the project forward.

The Lincoln City Parks Department continues to do a great job with the maintenance, upkeep and pruning of the landscaping, which has become an important feature of the Taft Redevelopment effort.





OceanLake District

OceanLake Medians



Medians have a historical significance in OceanLake. Early photos show a continuous concrete median with light poles through the business district and some photos show landscaping in the medians.

The OceanLake Redevelopment Plan demonstrated the need for traffic calming, streetscape beautification, and access management. The nature of the built out business district and the narrow right-of-way only allowed placement of two median islands.



The NW 21st median serves as a gateway to OceanLake and restricts the left turn movement from NW 21st onto Highway 101 at the offset intersection. The NW 19th median provides some landscaping, creates a traffic slowing chicane and restricts left turn movement from NW 19th Street.





OceanLake District

NW 17th Street

NW 17th Street Improvement Project rebuilt a failing street sub-base and provided a sidewalk along the south side of the street. The project was the first in a series of “Yellow Brick Road” projects to encourage visitors staying in the oceanfront hotel rooms to walk to the OceanLake businesses along Highway 101.

In addition, storm drainage was constructed to capture and transport rainwater that previously shed to the gravel shoulders and formed puddles in the parking areas.





Taft District

SE Inlet Avenue Public Parking Lot

The success of the economic revitalization of Taft has created a “parking problem”, a good problem to have. Urban Renewal continues to look for opportunities to address the parking need without creating a sea of asphalt parking and without removing viable properties from the tax rolls.

The Inlet Parking Lot project has taken undeveloped parcels, with wetland issues and located off the highway, to construct additional parking for the district. In addition, RV parking is accommodated as well as a RV sanitary station.

A small unused portion of the parcel was made available as a Community Garden site and a small public plaza adds interest to the project.

Storm water run-off was handled with onsite detention, pervious concrete and bio-swales.





SE 3rd Street Parking Lot

In conjunction with the upgrades to the Sanitary Sewer Pump Station at 3rd Street, the undeveloped portion of the property was available for a project. It was determined that the area, being close to the intense activity around the D-river, should be considered for a public parking lot as a way to land-bank the site for other uses in the future; one possible future use being an affordable housing venture.

The parking lot was constructed from Urban Renewal funds and the site was landscaped with native tree and shrub species.





Taft District

Central Loop



Urban Renewal completed this project as the kick-off project for the Taft Redevelopment Plan. Substandard streets were widened and sidewalks added. A completely new storm drainage system and pump station was constructed to meet the recommendations of the recently completed master plan. Overhead utility lines were placed underground. Historic street lighting creates “warm pools of light” encouraging evening walks and the walkable community concept.



Parks crews created final landscaping and Public Works installed new drainage facilities. Bay Area Merchants have adopted the maintenance of the hanging baskets.





OceanLake District

"Festiv 15th" Street - [NW 15th]

The feature street project in OceanLake was identified by the OceanLake Redevelopment Plan to be NW 15th, the street that allows pedestrians and vehicles access to the beach. The Agency previously completed a major redevelopment project on the beach access ramp and the NW Jetty Avenue extension to this street. This project completes the improvements.

The goal of the project is to encourage further commercial and retail development on the street, thereby expanding the currently linear business district on Highway 101 providing better linkage with hotels along the ocean-front.

The project rebuilt an aging street surface, adding storm drainage and stamped asphalt pedestrian crossing and traffic calming features. A welcoming gateway and new wide sidewalks draw people off Highway 101 to explore a quieter and calmer experience.





Taft District

"Festive First" Street (SW 51st)



The Lincoln City Urban Renewal Agency awarded \$1.9M contract for improvements that transformed SW 51st Street, the turn-around and the bayfront into more active, multi-use oriented and accessible public spaces. SW 51st Street is the focal point of both visitor and community-serving uses and activities. It is viewed by many in the community as the place at which Taft was founded, and it is here that people congregate to enjoy the bay, ocean, and community festivities.



The project included street and sidewalk improvements, parking, a gateway feature, two public gathering plazas, pedestrian amenities, public art, infrastructure improvements (including utility undergrounding and stormwater upgrades), and a baywalk. Historic street lamp lighting was incorporated and opportunities for public art will be available. One of the key elements to the project is the new BayWalk, which will allow residents and visitors alike to stroll along the Siletz Bay as well as provide easy access to the beach.





Taft District

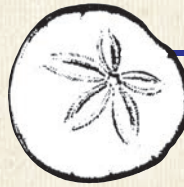
SW 48th Street Extension

In support of the Taft Redevelopment Plan, which identified the need for alternate local routes off Highway 101, the Agency purchased the right-of-way to extend S.48th Street one block creating a much-needed connection to an existing local street network.

The project anticipated the high traffic volumes for the new street and included the conversion of a pedestrian crossing signal to a full traffic signal.

The project set the groundwork for both the Taft Commons public/private partnership project and the Central Loop project. During the excavation for street construction, contaminated soils were encountered. The cleanup of the site has been featured at the annual Brownfield conference for its successful remediation.





OceanLake District Traffic Signals



Traffic flow in the OceanLake District is cause for concern throughout the year. The local business owners requested a comprehensive traffic signal study be conducted in conjunction with ODOT and improvements to be implemented.



The study concluded one traffic signal to be obsolete and it was removed. A new signal was placed at N. 17th Street to serve both traffic flow from the side streets, and pedestrian crossing as well. The two remaining signals were replaced with demand controllers, emergency opticom systems and interconnected to improve the movement of vehicles. Provisions were made to upgrade the system to include left turn pockets when the OceanLake Redevelopment Plan is completed.





Taft District SW Fleet Street

This project was brought forth with the goal of reducing traffic speeds on an angled street to the highway and to provide much needed parking in the Taft District.

The location of the project allowed for the placement of the Westside gateway piling feature identifying the Taft district to visitors.

The project studied numerous design ideas before finding the consensus necessary to move such a project forward.

Eighteen parking spaces and a delivery-loading zone were constructed and a chicane provided traffic calming.





Taft District

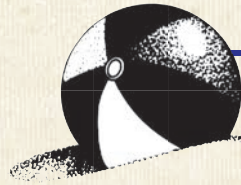
SW 50th Street Public & RV Parking

The Agency’s continued effort to provide public parking in the historic business districts was the goal of this off-street lot. A public restroom was included in the project.

The need for RV parking was addressed within this parking lot, located at the base of the Historic Taft Archway.

The site hosts the neighborhood cluster mailbox, historical interpretive signage, and two Electric Vehicle charging stations.





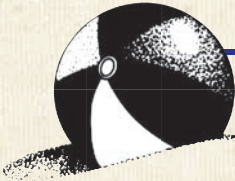
Nelscott District

SW 35 th Street Parking Lot - Phase 1

In advance of the ODOT Highway 101 Improvements, the Urban Renewal Agency designed and built a parking lot to help relieve some of the pressure for parking for the Nelscott businesses before the ODOT construction took place.

The first phase of this parking lot includes 10 parking spaces, landscaping and a wooden pedestrian walkway to connect the parking lot with the businesses. The project was used considerably through the 2-year ODOT construction window.





Nelscott District

SW 35th Street Parking Lot - Phase 2



With the completion of significant ODOT improvements to the highway in Nelscott, the Urban Renewal Agency designed and built the second phase of this parking lot to make the final connection between the Agency's parking lot project and the Nelscott Business Strip parking lot.



The completed parking lot includes 11 parking spaces, benches and landscaping. The drive aisle was built to better create options for vehicular traffic flow.





DeLake District

S 1st Street Traffic Signal

This project was the first phase of undergrounding overhead utility wires in the DeLake District, specifically in the view corridor of the D River Wayside area.

The original ODOT traffic signal on Highway 101 at S. 1st Street, was on wires and it was replaced with a new signal using mast arms. The project also updated the corner sidewalk ramps to improve accessibility. Audible pedestrian crossing signals were incorporated with the push-buttons and reflectors were added around the traffic light housings for better night-time visibility during power outages or inclement weather.



CHAPTER 2

PEDESTRIAN ENVIRONMENTS





OceanLake District

North Sidewalks

Lincoln City's effort to create a safe pedestrian walkway along Highway 101 for residents and visitors along the seven-mile length of the city was augmented with the addition of this section that replaced an unsafe, open access driveway for the former Ford Automobile dealership.

This project took place in the north end of OceanLake, heading south from N. 22nd Street. Decorative architectural block was used for landscaping definition.





OceanLake District Central Business District Sidewalks

The patchwork of sidewalks in the OceanLake business district were replaced and historic lighting fixtures were added. Years of weathering, repairs, movement, and in some locations sidewalks over basements contributed to the need for replacement. Special crookneck light fixtures and bulb out features were installed at crosswalks to improve pedestrian safety. Provisions were made for stain glass sidewalk inserts at various locations throughout the district.





Taft District

Historic / Informational Signage

The history of Taft is important to its residents and visitors. A series of historic informational signs were commissioned and displayed along the bayfront.

As visitors to the area come upon each sign, they read about the historic significance of that particular location.





DeLake District

Highway 101 Sidewalks

Lincoln City's effort to create a safe pedestrian walkway the length of the city linking the historic neighborhoods took a giant leap forward with two sidewalk projects in the DeLake District. Both east side and west side stretches were constructed.

Pacific Power relocated a number of utility poles. Funding for this project came in part from an ODOT grant of \$100,000.





Taft District

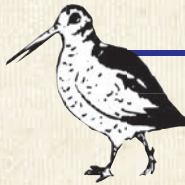
Business District Sidewalks

Walking throughout the Taft Business District required one to pay particular attention to that next step. The patchwork of sidewalk sections, some concrete, some asphalt and in many places the shoulder of the street did not make for an inviting walkable environment.

The new sidewalks have an occasional brass crab insert, the district logo, to add interest for visitors. One business in particular took the idea a step further and placed a mosaic art feature in the fresh concrete to celebrate one of the districts most colorful businesses.

Historic Lighting replaced the pole-mounted lights.





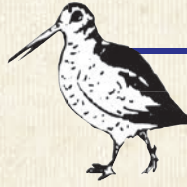
Cutler District Entry Sidewalks



Lincoln City's effort to link the historic neighborhoods with a pedestrian walkway the seven-mile length of town was augmented with the addition of this section that connects the residential neighborhood to the highway.

The project starts at a beach access point and will connect to a larger project running along the bay into Taft.



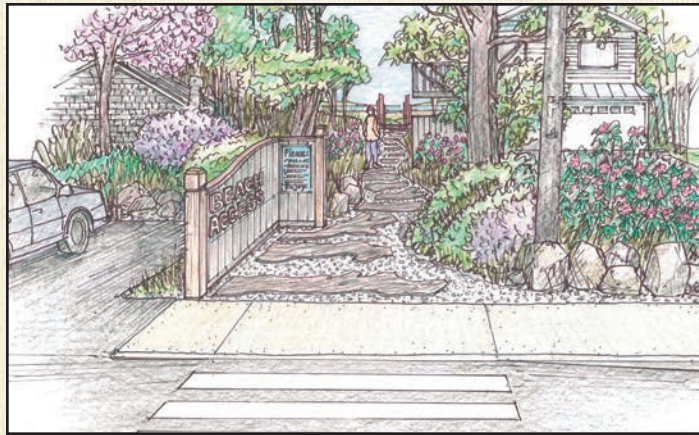


Cutler District

Pump Station Speed Table & Sidewalks

The Cutler District Pump Station site improvement plan allowed for an extension of the existing sidewalks. Storm drainage was added and pedestrian scale low lighting was installed.

In an effort to slow traffic speeds in the residential area a speed-table/crosswalk was constructed connecting the two sidewalk sections.





OceanLake District

NW 18th Street Plaza



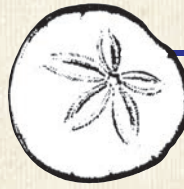
NW 18th Street was a “T” intersection with Highway 101 and presented access problems for drivers from the residential area. It also created problems when cars stopped in the highway waiting to make a left turn onto NW 18th.

The street was closed at the highway and a small public plaza was constructed. Paver stones were included the walking surface, benches were installed, electric power was provided and local merchants bought decorative flags to display periodically.



The location was a natural site for a public art piece and the Lincoln City Art Committee commissioned a local metal artist to create a four-panel piece set into a concrete bench, celebrating our views of Cascade Head.





OceanLake District

NW 16th Street Plaza

Very similar to the 18th Street Plaza, NW 16th was a “T” intersection with Highway 101 that was closed to eliminate a number of access issues.

A small public plaza with large landscaped planters and views towards the beach now occupy the site. A stairway accesses the sidewalk improvements constructed on NW 16th.

One benefit of the street closure is the three new on-street parking spaces it created in a business district that depends highly on available parking.





OceanLake District Community Public Art



The Urban Renewal Agency contributes to the City's "Percent for Art" program, whereby one-half of one percent of capital construction costs are allocated to the Public Art Committee Fund to be used for purchase and maintenance of public art.

The four-panel metal sculpture at NW 18th Street Plaza was commissioned by a local artist, Don Wisener. It celebrates our views of Cascade Head and provides a seating feature.

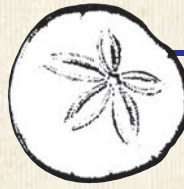


The Community Center is the home for another great community art project. Local artist, Heidi Erickson created whimsical and colorful metal characters greeting visitors to the center.

The Driftwood Public Library lobby houses a hand-carved wooden whale bench.

Additional Urban Renewal project sites incorporate public art through donation to the City or private investment.





OceanLake District

NW 21st Street Pedestrian Crossing

The misaligned intersection at N. 21st created a number of vehicular traffic issues which complicated the pedestrian crossing movements as well.

The decision was made to remove the existing traffic signal and restrict left turn movements out of the side streets. This allowed for safer pedestrian crossing with the construction of a median island for pedestrian refuge.





OceanLake District

NW 21st Street Sidewalks & Lighting

NW 21st Street serves residents and visitors as a collector street between the businesses located on Highway 101 and the motels on NW Harbor Avenue. The improvements to NW 21st Street were part of Urban Renewal’s “Yellow Brick Road” notion to encourage pedestrians to walk into the business district. This was an effort to provide safe and inviting pedestrian walkways.

This project was a half-street improvement adding sidewalks and installing historic street lamps to provide the now infamous description of “warm pools of light” as you enjoy an evening walk at the coast. ADA ramps were installed and the beach access was improved and enhanced. Two local motel owners expanded the project by funding sidewalk extensions beyond the original scope. Public Works followed with a street pavement overlay.





Taft District

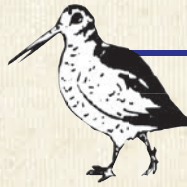
BayWalk - SW 51st Street

The long-range plan for a BayWalk along the Siletz Bay from the Community Fireplace at the end of SW 51st Street to the Cutler District took shape as the first phase was constructed at the west-end of SW 51st Street.

Improvements to the riprap, where Taft meets the sand, were made before new sidewalks and a low wall were constructed. The wall included lighting, seating, signage and a design that discourages skateboarding. Breaks in the wall allow easier access to the beach.

A public restroom was constructed along the new BayWalk.



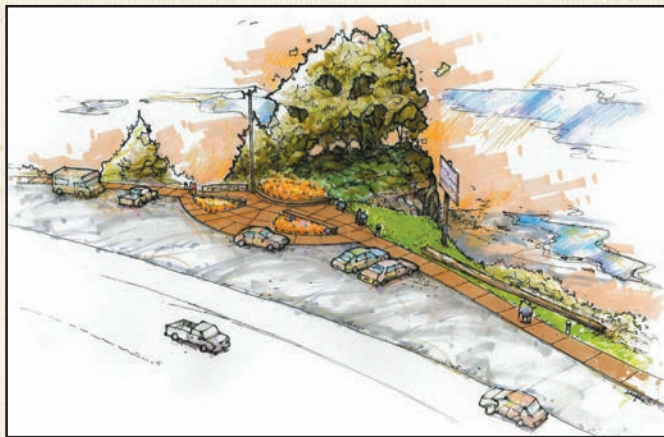


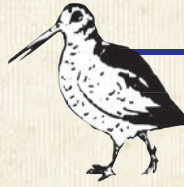
Cutler District

BayWalk - Schooner Point Turnout

Lincoln City's effort to better link the historic neighborhoods of the Cutler and Taft Districts for pedestrians is furthered with an additional phase of the BayWalk concept continued from the first phase on SW 51st Street.

The project design is complete. When built, this project makes pedestrian improvements to an undeveloped, gravel, Highway 101 turnout that overlooks the Siletz Bay. Sidewalks, a small plaza with low seat walls, and interpretive signage are all components of the project. This project will connect to future and already existing improvements to the north and south.



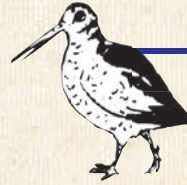


Cutler District

BayWalk - Hwy 101 Sidewalk Gap

This final phase of the BayWalk Project will complete pedestrian connectivity from the west end of SW 51 st Street in Taft to the Cutler District neighborhood. The BayWalk Project was first envisioned in 1999 through the Taft Community Revitalization Plan.

The BayWalk Sidewalk Gap will design and engineer this last gap in the walkway which is currently an unimproved section of gravel shoulder along Highway 101 and in ODOT right-of-way. All modes of transportation travel along this section of the scenic byway next to the National Siletz Bay Wildlife Refuge. The design began in 2015 and until 2019 has taken a back seat while other Urban Renewal projects have been constructed along the highway. Construction funding through ODOT, for this last remaining capital project for the Year 2000 Development Plan Area that sunsetted in 2021, is being sought with estimated construction in 2023. Once constructed, this would be the last capital improvement project implemented from the Cutler Community Vision & Corridor Plan (2008).



Cutler District

BayWalk - Siletz Bay Access



In 2015, the Agency acquired a Bayfront property in Cutler City too small to develop. The seller (Rouches Family) believed in preserving a public bay access location. This property is the only public property on the bay between the Siletz Bay Park on the north side of the Schooner Creek Bridge, and the SW Galley (@ SW 62 nd Street) Bay Access in the Cutler neighborhood (another Urban Renewal Agency project).



With adjacent redevelopment of Pelican Brewing Co. to the south, about one-third of the Agency's property was sold through a development agreement and includes \$50,000 contribution to the Agency, toward construction of the public bay access.

This Bay Access will serve as a "connection node" from the Highway 101 Schooner Point Turnout, down to the sandy shoreline of the Siletz Bay and also connect with the private property pedestrian boardwalk along the shoreline being constructed (2022) by Pelican Brewing Co. The City's Public Works Department will be leading the design, using Urban Renewal funds. The pre-design construction estimate is approximately \$200,000. Beyond the \$50,000 contribution from private sector, no other construction funds have been identified.





Wecoma District

N 33rd Street Crossing



The N 33rd Street Crossing of Highway 101 was designed and managed through the City's Public Works Department, while meeting ODOT standards.



The project addresses pedestrian safety with curb 'bulb outs' for better visibility, a median landscaped with beach grass for refuge and more expedient crossing, bus shelters and enhanced lighting. New trash cans were added sporting the Wecoma District logo - the starfish.





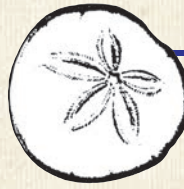
Wecoma District

Rapid Rectangular Flashing Beacons

In conjunction with Public Works, the Agency participated in a pedestrian crossing project at N. 33rd Street to improve safe crossing opportunities for locals and visitors.

To enhance pedestrian crossing visibility self-activated pedestrian crossing beacons, called Rapid Rectangular Flashing Beacons (or RRFBs) were installed. The project involved electrical hook-up to existing conduit, concrete work and pole installation.





OceanLake District Gateway Plaza

OceanLake's Gateway Plaza is a place for pedestrians to gather near the Community Garden. The plaza was a nice improvement around the location of the utility box for the 2004 district utility undergrounding. This property was donated to the City by the Gerdes family in 2009.





DeLake District
NE 6th Sidewalk



This section of sidewalk along the north side of NE 6th Street adds an further segment stemming from the existing sidewalk on Highway 101. The project was designed and managed by Public Works staff. The project was completed in conjunction with site work being done by the adjacent property owner.





Taft District

SE 48th Sidewalk

This section of sidewalk along the south side of SW 48th Street connects Highway 101 pedestrian traffic with existing sidewalks that lead up to Taft Elementary School. The project was designed and managed by Public Works staff and funded by the Urban Renewal Agency.





Taft District

SW 50th Sidewalk



This section of sidewalk along the north side of SW 50th Street from SW Galley to SW Ebb Avenues was envisioned during the 1999 Taft Community Charrette.

New storm drainage provided catch basins and underground piping to an existing storm water pump station. This area previously had the only remaining open storm ditches in the commercial area of Taft.





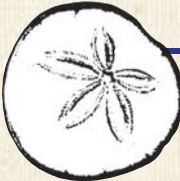
DeLake District

SE 16th-19th Side- walk

This section of sidewalk along the east side of Highway 101 fills a sidewalk gap where there was no sidewalk and a landscape bed of lava rock. The project also includes designated curb space for public transit to safely pull off the highway and a bus shelter.

Funds were provided to Public Works who did some of the design in-house and managed the construction process.





OceanLake District

N 22nd Street Intersection

The Public Works Department requested funding from the Lincoln City Urban Renewal Agency for a partnership project replacing the street crossings and access ramps on four corners. This update to the existing infrastructure was addressed as a project identified in the City's recently completed 2016 City of Lincoln City Americans With Disabilities Act Self-Evaluation and Transition Plan.

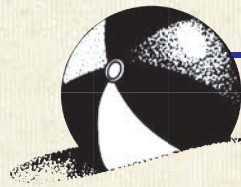




CHAPTER 3

BEACH ACCESS



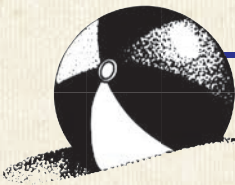


Nelscott District

SW 33rd Street

The ocean views and sunsets are breathtaking at this popular beach access. Used widely by local residents and visitors, this location provides access to a wonderful beach and a popular surfing spot. The enhancements to the site included a view scope, benches, picnic tables and low-lighted bollards. The parking lot was also overlaid. Repairs were made to the sea wall, which was constructed in 1938. Pre-design workshops with area residents indicated nearby restrooms would serve this site. Stop by and enjoy a sunset one evening.





Nelscott District

SW 35th Beach Access Stairs

This Nelscott Beach Access was well used by the neighborhood community, Lincoln City residents and visitors to the coast. Its condition, though passable, was considered primitive.

A new set of concrete stairs was constructed to improve the access and new riprap was placed to protect the stairway and buffer the parking area from winter storms.





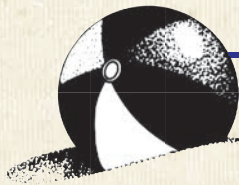
OceanLake District

NW 15th Street

This beach access improvement project was a joint effort with the Lincoln City Parks & Recreation Department, Public Works and Urban Renewal.

Elements of the project included an illuminated stairway, underground utilities and a new restroom facility for the use of visitors to one of Lincoln City's most popular beach access points. Design criteria considered erosion and the destructive forces of the winter storm wave action.





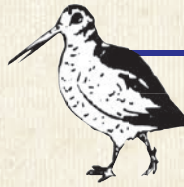
Nelscott District

Wallace Reef - SW 35th Street

This Phase II project to the 35th Street beach access increased the available parking in and around the access point. In addition, the wooden stairway to the Nelscott Heights was replaced.

For many years a portable toilet sat in this location to address the needs of beach goers. A new public restroom facility was considered for the site and received neighborhood support. The restroom building includes an outdoor warm shower for people coming off the beach after surfing or playing in the sand.





Cutler District

SW Galley Avenue Bay Access

The Cutler District has a series of potential bay access points located throughout the neighborhood. These access points are platted as public right of way; some are fully developed while others are not as apparent. The Galley Avenue Bay Access point is well used and a good candidate for improvements. It is a narrow access point between two homes and special attention was necessary to minimize impacts.

The project includes improvements to the walking surface, informational and directional signage, and a speed table crosswalk connecting two existing sidewalk sections in the neighborhood. One important feature to address residents' comments is the placement of rope-wrapped piling at the trail interface with the bay so walkers can identify the location of the trail from the beach side of the access point.



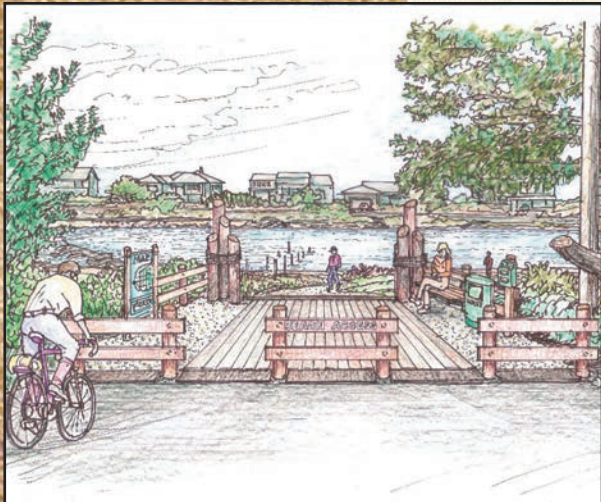


Cutler District

SW 66th Street Bay Access



This project was envisioned during the 2008 Cutler Community Vision Plan when the neighborhood expressed a desire to have better designated access points to the beach.



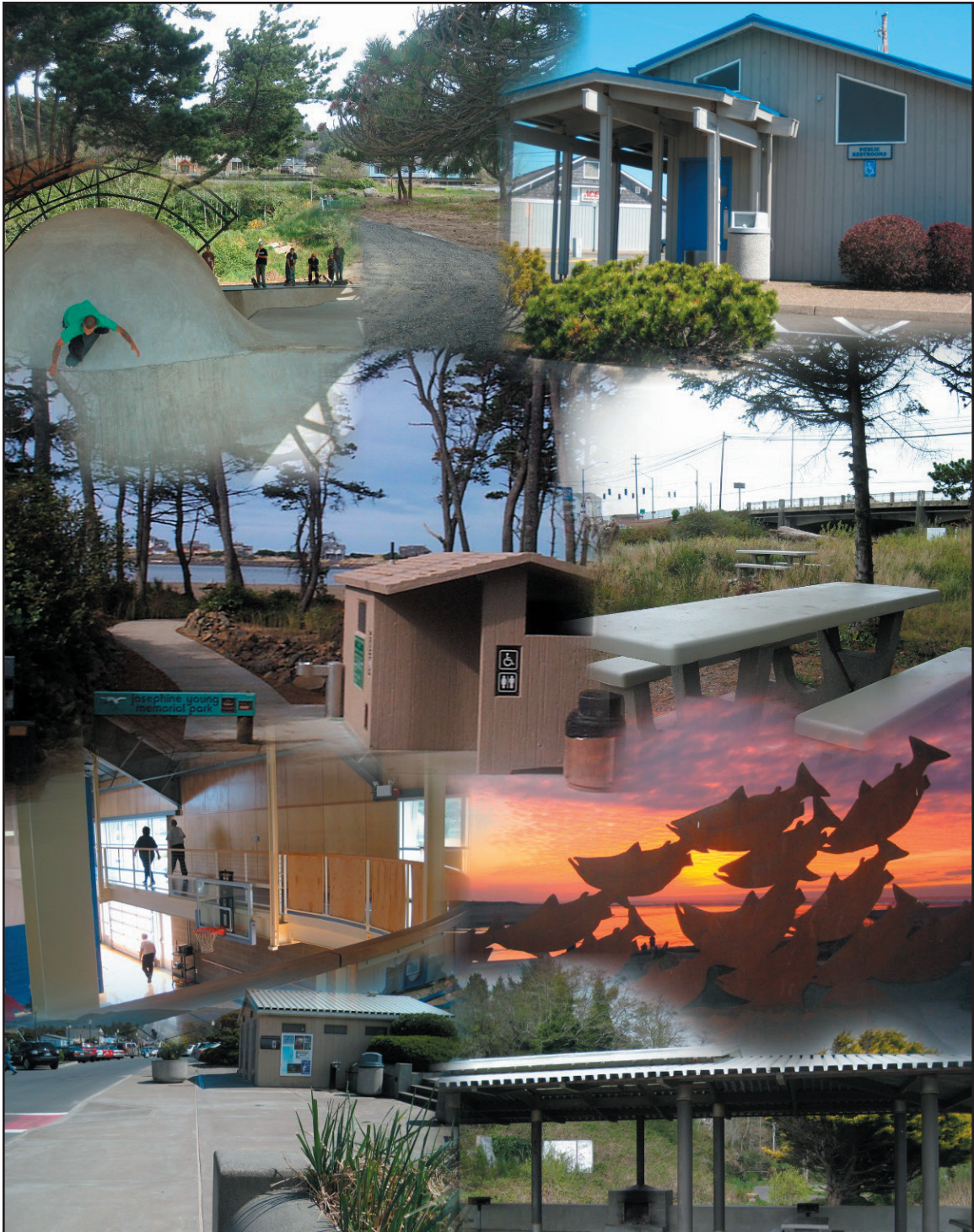
The project design is complete. When built, the project will minimize impervious surfaces, preserve as much of the existing landscape as possible, improve the riprap along the shore, make it easier to get onto the sand and with the use of piling, better designate an area where beachgoers can exit to the neighborhood. A bike rack, trash can and doggie station are also planned.





CHAPTER 4

PARKS AND RECREATION





Taft District

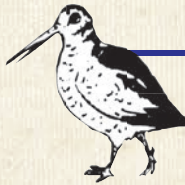
SW 50th Street Restroom

The Historic Taft Business District is in many ways the showcase of Lincoln City Urban Renewal efforts. The success of the redevelopment has increased the pedestrian activity in the area.

The Urban Renewal Year 2000 Plan identified a future project need of creating a series of public restroom facilities for visitors to our parks, business districts and beach accesses.

The Agency purchased a blighted site, removed existing concrete footing structures and created a public parking lot and associated public restroom facility.





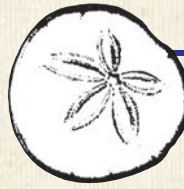
Cutler District

Josephine Young Park Restroom



One of Lincoln City’s best kept secrets, this popular park is a favorite of the Cutler Community and Lincoln City residents who have found it. Nestled on the shore of the Siletz Bay, it is protected from the wind, boasts calm, shallow waters and provides carefree play for youngsters. The views from this park are without equal. Due in part to its popularity, the neighborhood requested Urban Renewal to construct a public restroom. In addition to the new facility, an ADA accessible walkway was installed to create better access to the picnic area. Go find this special place!





OceanLake District

Kirtsis Park Restroom

The Kirtsis family donated a tract of land to the community for development and use as a park. This park has the highest use of all Lincoln City parks. It has become the premier sports complex of the city. Several multi-use ball fields, batting cage facility, skate park, BMX track, and concession stands. The existing bathroom facility was built in 1964 and was beyond readiness for replacement. In addition to the pre-fabricated restroom building, ADA accessible ramps and concrete perimeter sidewalks were installed. Lincoln City Parks Department completed the new landscape.





Taft District

Siletz Bayfront Restroom

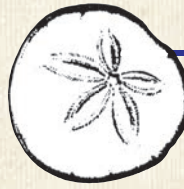


SW 51st Street in the Taft District is one of the busiest areas of commercial activity and access to the beach and bayfront. In conjunction with the Festive First Street Project, a number of pedestrian amenities were considered and constructed.



The siting of a public restroom was evaluated in a number of locations and a suitable site was proposed. A pre-fabricated concrete restroom was placed near the access to the Taft dock and has been a welcome addition to the area.





OceanLake District

Kirtsis Skatepark



A small skateboard bowl was constructed in the early 80's by local skaters and their parents. It was located in a secluded area and suffered from litter, neglect and vandalism. It was not appreciated as a skatepark, but more as a 'hangout place'. A group of young skaters approached the Urban Renewal Agency with a proposal to construct a new "state of the art" skatepark. They, along with an army of skate-enthusiastic volunteers, created an internationally recognized skatepark for both beginners and advanced skaters. Thrasher Magazine rated the Kirtsis Skatepark as the "Gnarliest Skatepark" in America.

Besides the volunteer labor, they procured some donated materials. Other communities have commented that they paid twice our cost and got half the project. A barbeque and picnic table were provided to complete the project. The site has been opened up and it is common to see parents accompanying their children. Pacific Power provided lighting. The City Water Department installed water service. The success of this project is as evident as the absence of graffiti. Several events and contests have been held at the site since its completion. The park is a tourist draw for the community. A second phase covered skate area has been completed. An "old school" swim pool bowl as well as new serpentine connecting bowl structure have been completed at the site.



OceanLake District Fitness Facility Addition



The success of the Lincoln City Community Center was built upon with the new Fitness Facility Addition. The project constructed a new building, which houses a gym floor, indoor track, weight and cardio-rooms and the very popular climbing wall.



The new facility allows for expanded class selections and activities, ranging from Belly Dancing to Senior Strength Training. The gym is used for basketball, volleyball, indoor soccer, preschool tumbling and adult exercise classes.





Taft District

Robison Plaza

The town of Taft was platted in 1926 by Fred C. Robison, the postmaster and store proprietor at the time. The Robison family is still very active in the area today.

As part of the improvements to S. 51st Street, a public plaza was developed with seating and a viewing telescope along the bayfront as part of the Taft BayWalk project. In recognition of the contributions of the Robison Family the plaza was named and dedicated in their honor.





DeLake District

D River Open Space and Hostetler Park

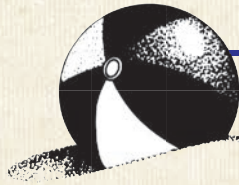


Over the course of several years a number of development projects had been proposed for this site at the mouth of the D-River. And for a number of reasons, opposition from the community being one, none of the projects went forward. The site had been a very active marina and access to the lake in and around the 1960's .



In cooperation with the Open Space Committee and the Devils Lake Water Improvement District (DLWID), the parcel was purchased and the undeveloped areas were designated as Open Space while the historically developed areas were cleared of non-native plants. Parking was developed with more sustainable picnic tables and trash receptacles that use fly ash in the concrete mix. Care was taken to minimize the impact at the water's edge.





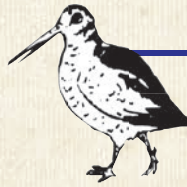
Nelscott District

Business District Restroom

In support of the Nelscott Strip Business District, a new public restroom facility was constructed in conjunction with a much needed public parking lot.

The remaining property, once thought to be necessary for the realignment of SW 32nd Street was later resold and this historic building houses both a retail shop and a residential apartment.





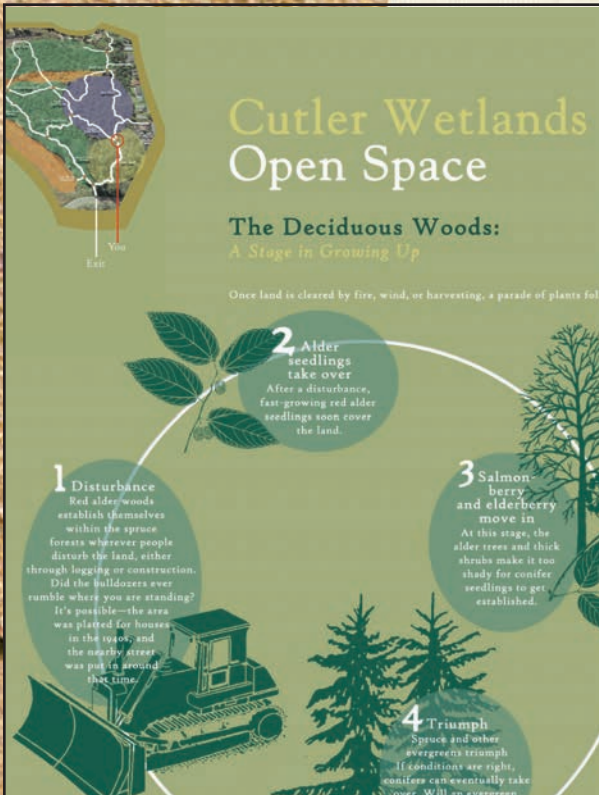
Cutler District

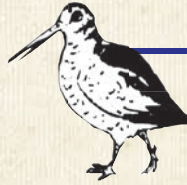
Cutler Trails Signage



In a partnership with Lincoln County, the City maintains a system of trails on County-owned and City-owned land. The parcel hosts four distinct ecosystems traversed by nearly 2 miles of trails.

In an effort to make the trails more inviting and to introduce the element of edu-tainment, the Agency contracted with a graphic designer and a science writer to develop a series of informational signs of the various ecosystems and an overall area map of the existing trails on the site, including the most recent trail section addition to secluded Turtle Lake.





Cutler District

SW Inlet Avenue Trail Access

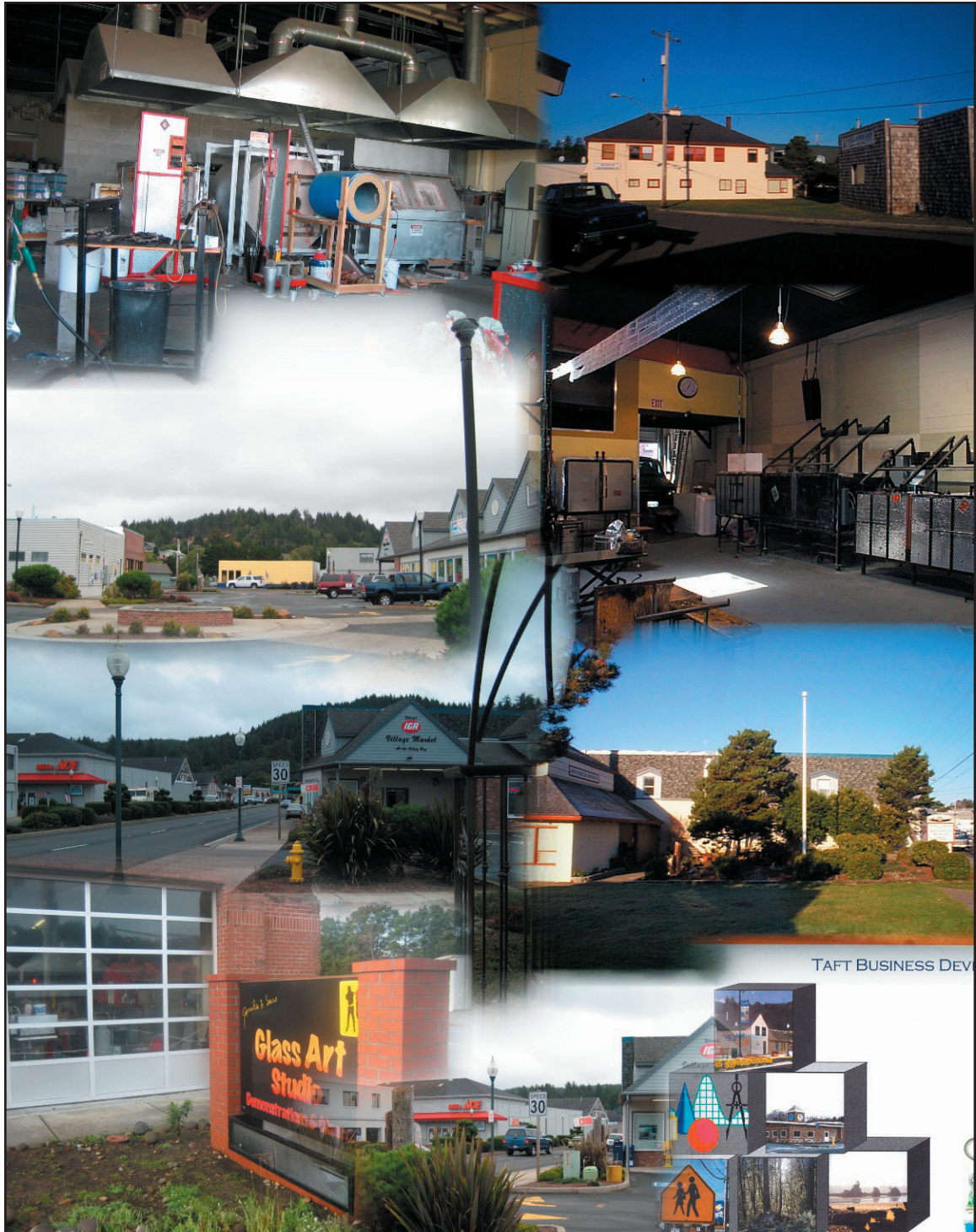
During the 2008 Cutler Community Vision Plan process the neighborhood expressed a great interest in improvements to the pedestrian network and trail system in the area.

Two underutilized public rights-of-way were developed along SW Inlet Avenue to provide neighborhood access to the existing nature trail system. Wayfinding signage was included at each location to help in navigating the trails. Doggie stations are also present. Speed tables provide pedestrian crossing while acting as a traffic calming element.



CHAPTER 5

ECONOMIC DEVELOPMENT





Taft District

Taft Commons - IGA, Street Vacation

A three-party public/private partnership resulted in the Taft Commons project. A street vacation provided much of the needed parking and Rehabilitation Loans were granted to the grocery store owner and the church to supplement additional investment on their parts for remodeling and other improvements.

Combining the store, church, glass foundry and a potential redevelopment site around centralized parking has created a unique cluster and very pedestrian friendly environment in the heart of Taft.





Taft District

Business Development Guide



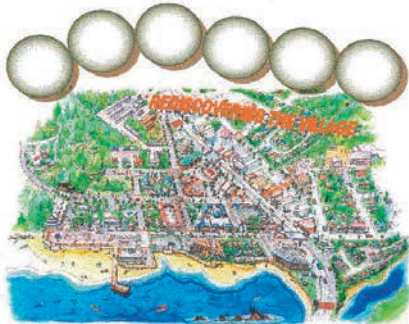
The Taft Business Development Guide laid the foundation and framework for focusing on the practical steps necessary to accomplish components of the Taft Redevelopment Plan that target business vitality.

The Guide was prepared specifically for the business community and Bay Area Merchants Association and identifies step-by-step activities need for enhancing the economic health of the village of Taft.

TAFT BUSINESS DEVELOPMENT GUIDE



A PROJECT OF
THE LINCOLN CITY
URBAN RENEWAL AGENCY
AND THE CITIZENS OF
LINCOLN CITY, OREGON
OCTOBER, 2000





Taft District

North Lincoln County Historical Museum

In support of the Taft Redevelopment Plan the North Lincoln Historical Museum approached the Agency with a plan to remodel and expand their current facility.

The Agency's support came in the form of Rehabilitation Loan and a matching funds grant. The expanded facility now houses many of its off-display items, has two exhibit areas, and is better able to serve the public requests for historic photos and documents.





Taft District

Lincoln City Glass Center



The Glass Center project is situated in the 1946 Ballard Motor Car Co. Building. The site is also a former Brownfield site. Soil and groundwater contamination impacted the redevelopment of the site until the property was purchased by the Lincoln City Urban Renewal Agency in 2001. Site cleanup and building rehabilitation was done by the Agency while Explore Lincoln City (Visitor and Convention Bureau) purchased the initial foundry equipment.



Through a public/private partnership the Agency, and the City since 2017, retains ownership of the property with the business operations managed by a private company as a tourism attraction, artist studio, and retail space for glass art.





Taft District

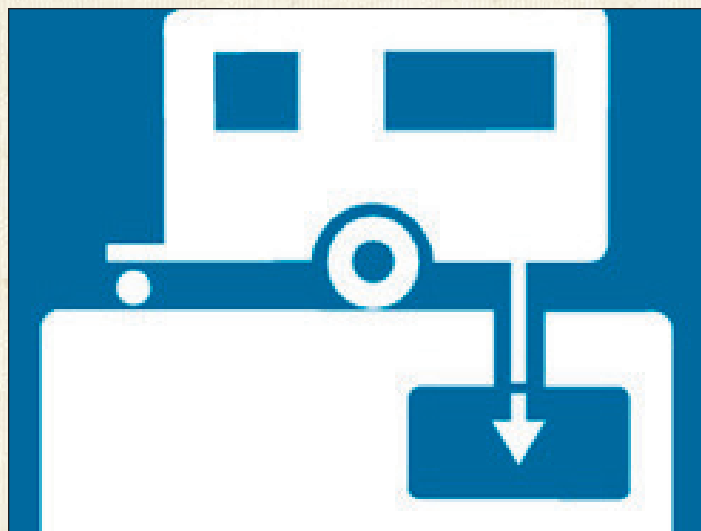
RV Sanitary Station

With tourism as the main economic driver of Lincoln City there was a need for Recreational Vehicles (RVs) to have access to a sanitary sewer dump station as they travel along the Oregon Coast Scenic Highway.

Since the length of stay for a RV is dependent upon the need to visit a sanitary station, having access to a public facility means travel schedules and vacationers' budgets aren't tied to this basic need.

To address this demand, the RV Sanitary Station was incorporated into the design of the SE Inlet Avenue Parking Lot in the Taft District. It is open and used year-round.

The site is identified on several travel websites including www.rvdumps.com.



Districtwide Façade Revitalization Loan Program

In an effort to stimulate revitalization of commercial properties, Lincoln City Urban Renewal created a zero-interest loan program. Property owners could request up to \$150K for aesthetic and structural improvements to existing buildings. In addition, a \$5K loan was made available to business owners for building improvements.

Incorporated into this program were free architectural services to assist applicants and to begin to create consistent design themes. The program created a revolving loan endowment fund for future projects beyond the 2021 sunset date of the Urban Renewal Agency’s Year 2000 Development Plan Area. The program was initially funded using \$1M. To date, 54 loans were processed making available over \$2.9M.



Districtwide Energy Efficiency Loan Program

As part of the Agency's Economic Development toolbox, the Energy Efficiency Loan provides existing businesses and commercial buildings located within the Urban Renewal District with funding for building improvements and equipment purchase that would result in creating energy efficiency allowing for reduced business operating costs.

An energy assessment is required and can be obtained through the Energy Trust of Oregon. After other incentives are determined this program provides "gap" funding to help make the project possible.

Projects can range from lighting retrofits and upgrades and insulation to incorporating alternative energy like solar.

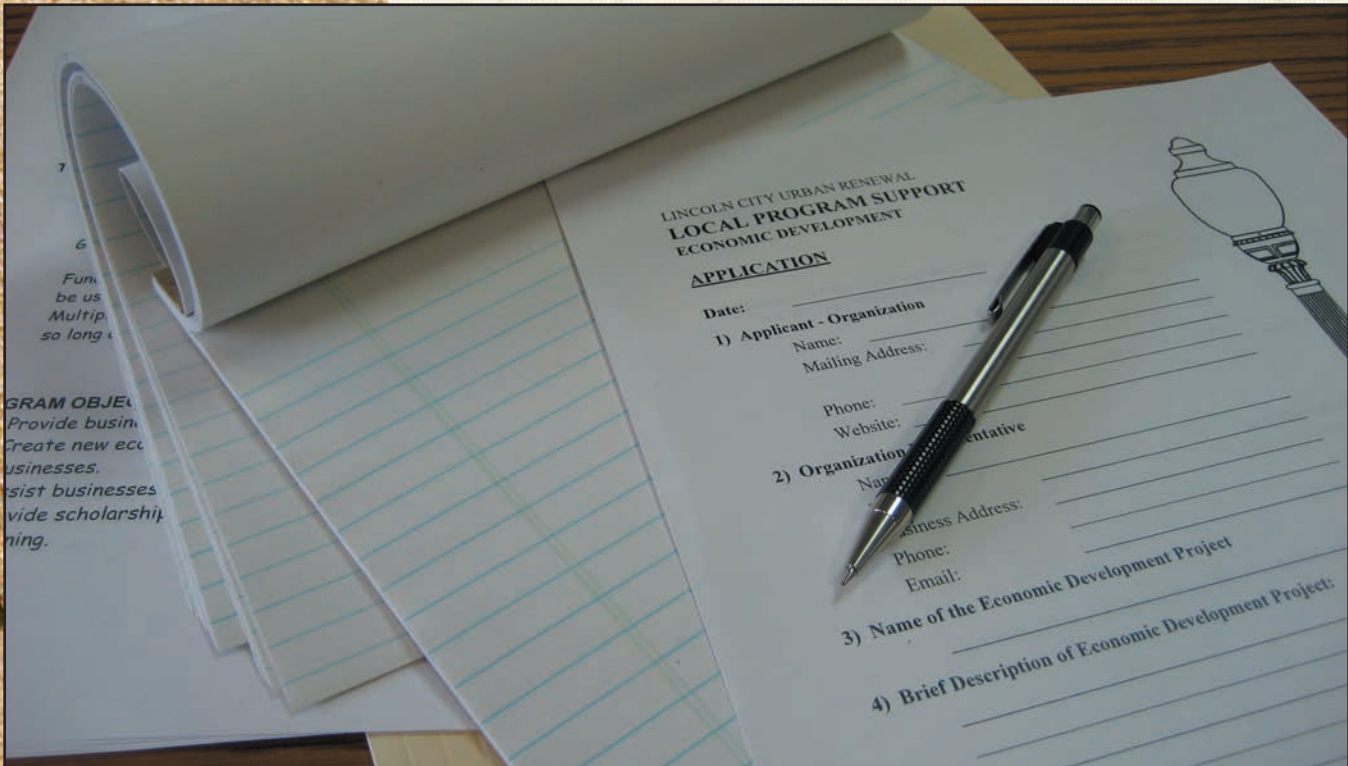


Districtwide Local Program Support Grant

One of our most successful programs in the Economic Development toolbox is the Local Program Support Grant that provides funds to support local economic development programs.

Entities that are doing Economic Development with benefit to businesses located within the Urban Renewal District may apply.

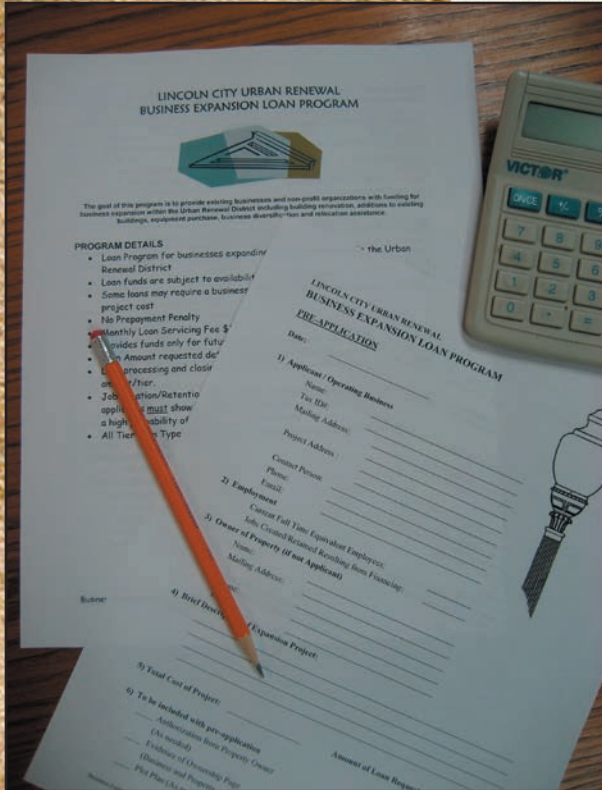
In the first month of being launched the Small Business Development Center (SBDC) at Oregon Coast Community College provided scholarships to 15 business leaders for the Small Business Management Program and other classes offered at SBDC.



Districtwide Business Expansion Loan Program

The Business Expansion Loan Program is another tool in the Agency's Economic Development Toolbox. The loan is for businesses located in the Urban Renewal District, or those locating to it, for building renovation, additions to existing buildings, equipment purchase, essential furnishings, business diversification, relocation assistance and improvements which enhance the pedestrian environment.

Businesses can apply for loans up to \$75,000 with fixed interest rates ranging from 0%-2% depending upon the requested loan amount. For those applying to borrow \$50,000 or more, the business must show evidence that the loan will create a high probability of adding or retaining staff.





Cutler District

SW Keel Avenue Sewer Extension

The 2008 Culter Community Vision & Corridor Plan outlined numerous projects. This 350' extension of the City's sanitary sewer line along the undeveloped SW Keel Avenue right-of-way, is the first of several projects to be completed in the commercial area along Highway 101. The line terminates on the east side of the highway to improve private development potential for the area. The bus shelter for public transit was also relocated and improved.





NW Jetty Sanitary Sewer Line Upgrade

The Agency “Underlevy Plan” (2014), extending its sunset date, earmarked funding for several major Public Works projects providing capacity upgrades to current infrastructure in the north-end of Lincoln City. One of these projects is the NW Jetty Sanitary Sewer Line Upgrade. The project focuses on the line from the West Devils Lake Road (WDLR) Lift Station to the Wecoma Lift Station, specifically between NW 37th and NW 31st Streets. This project replaces 1,324 feet of sanitary sewer gravity line with upsized line to allow for additional flow from the Lincoln Palisades and Villages at Cascade Head areas as they continue to develop.

The completed project includes the reconstruction and an asphalt overlay of NW Jetty Avenue and new sewer laterals to each property.





Roads End

Roads End South Lift Station Upgrade

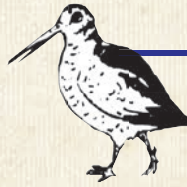


The Agency “UnderlevyPlan” (2014) earmarked funding for several major Public Works projects providing capacity upgrades to current infrastructure in the north-end of Lincoln City. One of these projects is the Roads End South Lift Station Upgrade. This upgrade provides additional capacity at this lift station in order to accept future flows from the Villages at Cascade Head properties and the undeveloped portions of recently annexed Roads End.



The station improvements include new three-phase power, new submersible pumps and a new control system.





Cutler District

SW Jetty Avenue Realignment



Completed in 2019, this project to reposition SW Jetty was designed to reduce traffic speeds, improving safety by creating a perpendicular orientation from the new street to the highway for better visibility. The street was converted from one-way into the neighborhood to allow for two-way traffic so people have one more option to get onto Highway 101. Sidewalks were added, and the overhead utility wires were undergrounded along the new 125' street section for the view corridor. This project also allowed properties under the same ownership to combine for greater access and future redevelopment potential. Within a year of completion, the private property redevelopment plans were underway for a new Pelican Brewing Co. location on the bay; this private property will result in a five-fold increase of tax revenue to the City, and create additional living wage jobs in the Cutler District.

CHAPTER 6

COMMUNITY ENHANCEMENT





Taft District

Community Vision Charrette

The Taft District was identified as the initial area for which a redevelopment plan was to be prepared. In late 1999, the Taft redevelopment planning process was initiated with a contracted consultant team. This six-month charrette process involved citizen, stakeholder, and staff meetings to develop the Taft Redevelopment Plan, which helps guide the future of this special part of their community.

The experience of creating a plan for Taft became a prototype, or model from which future visioning processes and redevelopment plans were developed for other districts in Lincoln City's String of Pearls. The vision charrette resulted in The Taft Redevelopment Plan: Rediscovering the Village.





OceanLake District

Community Vision Charrette

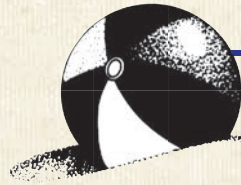


Following the Taft Vision Charrette, in 2001 the community of OceanLake became the next to create a redevelopment vision. The residents and business owners of OceanLake and interested residents from around the City joined the consulting team over several days of meetings, workshops, design opportunities and review. Public participation was tremendous. Members of the design team also meet with local school classrooms for planning activities and discussions.



This opportunity to evaluate the current conditions and address issues, defined a vision with ideas to be implemented leading the district into the future. The vision charrette resulted in The OceanLake Redevelopment Plan, a document that continues to guide public and private investment in the community.





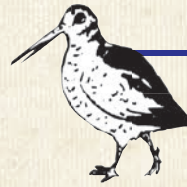
Nelscott District

Community Vision Charrette

As a break from the Taft and OceanLake consultant-led processes, a call for participation went out to planning and design professionals to gauge interest and availability in coming to Nelscott as volunteers to work alongside the community.

In May 2006, the Nelscott District Community, the Urban Renewal Agency, and a pro-bono multidisciplinary design team from across the country came together to create a community vision and redevelopment plan that addressed land use, public space, transportation, infrastructure and the economic needs of Nelscott. The vision charrette resulted in the Nelscott Community Vision Plan.





Cutler District

Community Vision Charrette



Cutler is the fourth Lincoln City “Pearl”, or district, to undergo the Lincoln City Urban Renewal Agency’s accelerated process of a community vision charrette. The Cutler District community vision process in May 2008. The vision process in Nelscott was so successful that the Lincoln City Urban Renewal staff decided to take the concept to the next level for the Cutler District community visioning effort. This time, instead of just bringing in a team from around the United States, they set out to find the best of the best from around the world.



Professionals were targeted from a variety of disciplines, based on what had worked in the Nelscott District charrette. Several previous Nelscott Dream Team members were invited – and three were able to participate. A new Design Team of professionals was assembled with backgrounds in architecture, urban design, land use planning, environmental planning, landscape architecture, engineering, illustration, and transportation planning/engineering. For five full days, this team would again be coming purely for the love of the work and a new experience.



Four graduate-level interns also joined the Design Team through the Resource Assistance for Rural Environments (RARE) Program. A Call for Participation was sent through the International Society of City and Regional Planners (ISOCARP), and ten planners from around the world joined the team.

The efforts resulted in the Cutler Community Vision & Corridor Plan document – a road map for public and private investment in the area.



Taft District

SW 51st Street Memorial

Over the years many residents and visitors to the Siletz Bay have lost their lives in the deceptive jaws of the Siletz River mouth. Outgoing tides can catch the unexpecting by surprise. The Bay Area Merchants Association, led by Eleanor Kramer, wished to have a memorial constructed that would also serve as a warning to future visitors.

A flagpole was erected and plaques placed at its base to commemorate the loss of life and to honor those who have risked their lives in rescue efforts. This was a first phase project of a much larger redevelopment project to come. A public ceremony and fly over performed by the US Coast Guard marked the occasion.





Taft District Taft Gateway



The unique character of Lincoln City having six historic business districts from the towns and cities, which joined in 1965, has long been confusing to new visitors to the area. The redevelopment plans for the districts call for creating gateways or features that recognize these districts.



The piling features along with the textured and colored asphalt paving were located at each end of the historic business district identify Taft. The Neighborhood signs augment the gateway features welcoming new visitors and listing the districts yet to come.



Districtwide Neighborhood Signs

In an effort to assist visitors to the area and provide information about the various districts that comprise Lincoln City, a series of signs are being erected indicating the district you are currently in and the districts you have left and will soon enter.

Lincoln City is unique in its character, being six independent cities, towns and villages, which came together in 1965 to form one long, long skinny city.





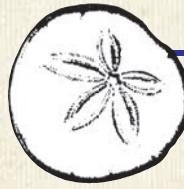
OceanLake District OceanLake Gateway



The OceanLake District is not as distinguishable as the other districts of Lincoln City. The districts to the north and south run together without much of a break. The OceanLake gateway feature was constructed to identify to new visitors the Historic OceanLake Business District.

The northern gateway location welcomes visitors with a concrete wave feature, landscaping, small plaza, signage and a pedestrian crossing island.





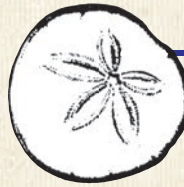
OceanLake District

Undergrounding

The conversion of overhead utility lines to underground conduits and vaults has made remarkable transformations in the overall appearance of the business districts. The nine block section along Highway 101 eliminated the main transmission lines for all three utilities as well the service drops to each meter base.

The project was done in conjunction with the OceanLake Sidewalk project and provided the power for the new historic lighting throughout the district.





OceanLake District

OceanLake Community Garden

The Agency was gifted a parcel of land that was currently being used by the Lincoln County Master Gardeners Program as a Community Garden Site. The Agency completed a retaining wall and provided some materials to assist the program.

The agreement for the donation stipulated the site would provide for the OceanLake Community Garden in the future. Additional signage and sidewalk work was completed by the Agency.





Taft District

Taft Community Garden

The success of the OceanLake Community Garden prompted the City to consider additional sites in other areas of town. When the Agency proposed a public parking lot in the Taft District it was determined space would be available for a community Garden site.

The Master Gardener program identified the need in the south end of Lincoln City and a fenced area with a storage shed and water source was created to enhance the overall project.





Taft District

Community Fireplace & Picnic Shelter

Located at the end of the 51st Street turn around this new public plaza provides a place for outdoor vendors and the Salmon Sculpture by local artist, Frank Boyden.

Years ago a community crab pot boiled each day in this location. As a historic link, this plaza has a community barbeque and outdoor fireplace with tables and benches for inclimate enjoyment.





Taft District

Undergrounding

“It was as though the clouds parted and the sun shined down on Taft”. These were the sentiments heard when the last of the overhead wires were removed and the new underground system was in place.

The partnership project with Charter Cable, Sprint Telephone and Pacific Power was the first of a series of undergrounding efforts by the Agency along Highway 101 and SW 51st Street.





DeLake District

Lincoln City Cultural Center



Following the feasibility study (2000) for the creation of a Creative Art Center in Lincoln City, the 4C's organization (founded in 1997) continued to pursue possible locations for a center to be built. It was not until the Lincoln County School District declared the Delake Elementary School as surplus that the location for the new center became clear.

The Agency purchased the property in 2005 with the understanding that the 4C's organization would lease the facility and open the Lincoln City Cultural Center. The new Center has performance and event space, viewing galleries, administrative offices, and artist studios. In anticipation of the 2021 sunset of the Agency's Year 2000 Development Plan Area, the property was transferred to City ownership in 2017.





Taft District Taft Archway



Historically, many coastal communities were identified with archway features. The placement of such features today over Highway 101 is not an acceptable option for the Oregon Department of Transportation so other locations were considered. SW 51st Street was redeveloped as the feature street in Taft and therefore made good sense to place the archway feature welcoming visitors to the historic commercial district.



The archway includes various 'beachy' art pieces with a central element being a pounded copper art piece replicating a Dungeness crab. The artist was intent on the detail and occasionally you will see that the pinchers actual move on a windy day.



The lighting for the archway was provided in memory of Joyce Kuntz, who served for many years on the Urban Renewal Advisory Board.



OceanLake District

OceanLake Archway



The Festiv15th Street project made several improvements to NW 15th Street which was determined to be the feature street of the OceanLake District in the 2001 Community Vision Charrette and so efforts are being made to increase commercial activities and businesses.



The OceanLake archway serves as an off highway community gateway feature designating the district and marking the route to Lincoln City's most popular vehicle-accessible beach access. Locally made copper sanddollars adorn the arch which also acts as a traffic calming element for vehicles.



Citywide Public Art



Urban Renewal participates in the City's Percent for Public Art Program (City Ordinances, Chapter 3.24), which seeks to expand the experience of the city's residents and visitors through public art of the highest quality in concept and execution. Partnerships with the Public Arts Committee, the Visitor & Convention Bureau, Public Works, Lincoln City Cultural Center and many others, are what make these projects possible.

One-half percent of the construction of each major construction project shall be used for the acquisition of a work of art in the city.

One installation is at the Urban Renewal property, Hostettler Park, located on the D River. The Public Arts Committee worked to acquire and install one artwork.

Another Urban Renewal project, the Wallace Reef / SW 35th Beach Access was designed to accommodate space for a future piece of art. A sculpture of Joe the Sea Lion was installed as a memorial donation from a Lincoln City resident.





DeLake District

DeLake Undergrounding

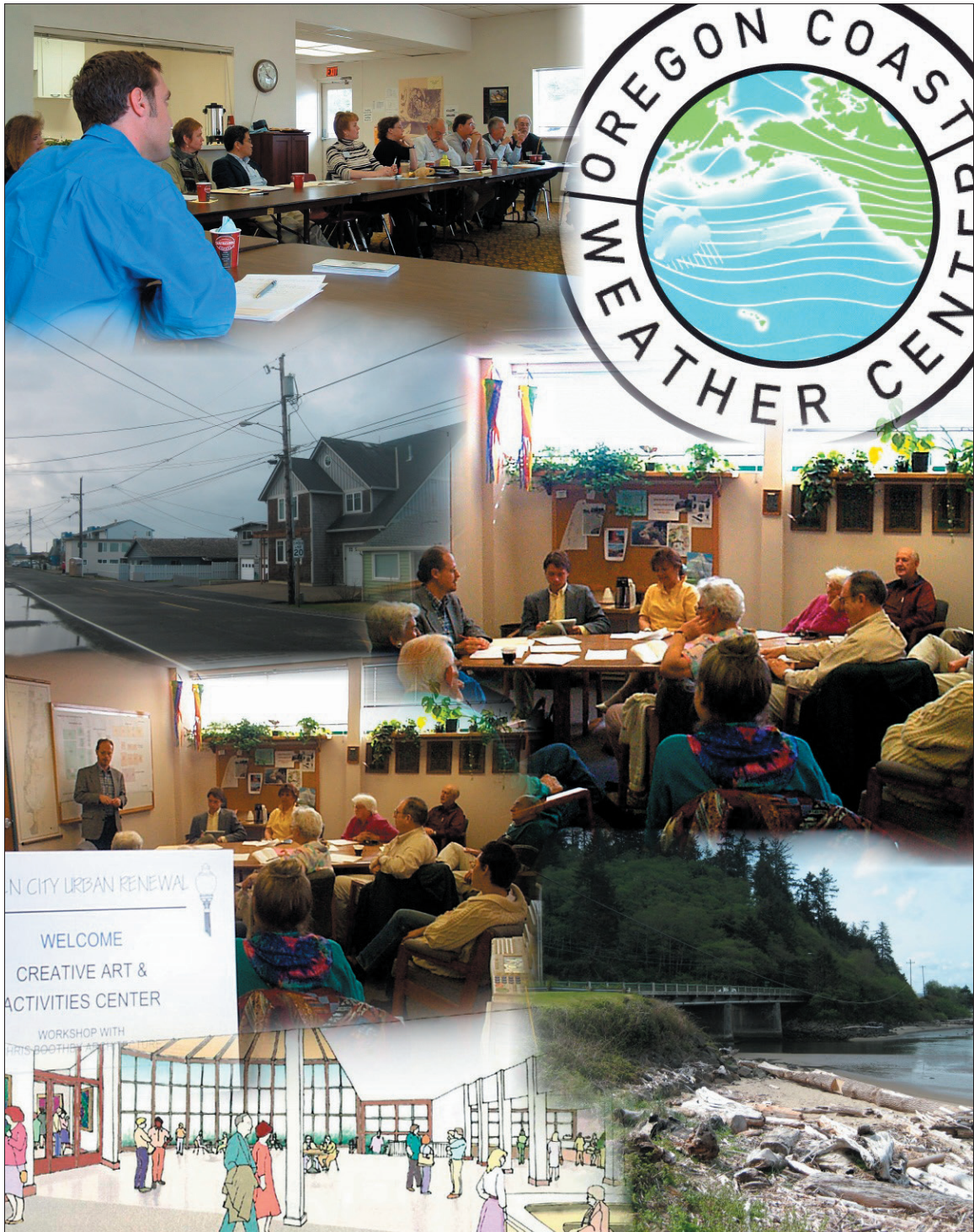


Similar to the Taft (2001) and OceanLake (2005) Undergrounding projects, this will bury the overhead utility wires underground from NW 2 nd Street to SW Ebb Avenue. This project effort began with undergrounding the overhead connections to the improved traffic signal at S. 1 st Street which was completed by the Agency in 2015. This second phase to complete the undergrounding through the oceanfront visual corridor through the DeLake District, and across the State Park at the D River Wayside, included a bore and conduit placement beneath the D River, since it was no longer best practice to attach utilities to the D River Bridge. The undergrounding was completed with invoicing in 2019 as the (6 separate) utilities installed their own wiring and cables into the new conduit.



CHAPTER 7

STUDIES





Taft District

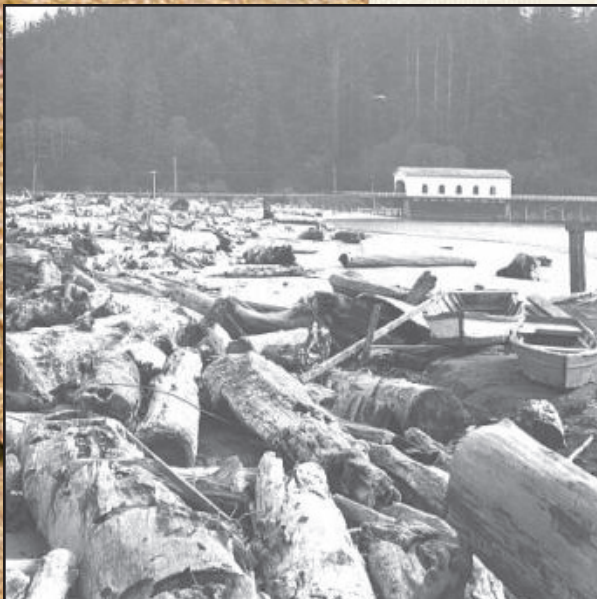
Historic Context Statement

Taft: The Transformation of a Waterfront Community To a Resort Town



By Steve M. Wyatt

Urban Renewal made application to the State Historic Preservation Office for a grant to complete an Historic Context Statement for Taft. We received a \$4,500 grant and enlisted the assistance of Steve Wyatt for the project. This document summarizes the significant events in Taft's past and identifies historically important locations. This information and this project are the first steps for buildings to be classified as historic sites. This information will not only serve to tell the story of "who we are", but will be useful for projects such as informational signage or a Taft walking tour. The historic works of many local authors were studied to create this document.





OceanLake District Historic Context Statement

OceanLake is sited generally on hilly ground north of N. 11th Street and south of N. 29th Street. In an effort to better understand the historic context of the OceanLake District and to assist with the redevelopment planning, the Agency contracted for this review of the district's history and cultural resources.

This study marks the first attempt to identify and document OceanLake's historic structures. OceanLake is the largest of all the cities that merged to become Lincoln City in 1966 and OceanLake itself is the combination of two smaller towns, Raymond and Devils Lake Park.

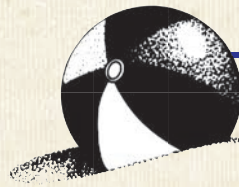
OCEANLAKE

2002 Oceanlake Historic & Cultural Resource Inventory
Historic Context Statement for Lincoln City, Oregon



Prepared By
Steve M. Wyatt





Nelscott District

Historic and Cultural Resource Inventory

NELSCOTT

2005 Nelscott Historic & Cultural Resource Inventory

Historic Context Statement for Lincoln City, Oregon



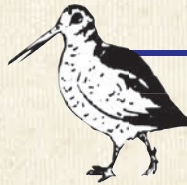
Prepared By
Steve M. Wyatt

Historic Nelscott was platted in a densely forested valley opening to the beach and surrounded by sandstone bluffs. The area was prone to high winds and ocean waves.

The historic overview of the area was performed by Steven Wyatt to document the buildings generally carried out by the Nelscott Land Company and other cultural resources such as natural viewsheds.

The document begins with the first written accounts of the area by the Lieutenant Theodore Talbot and follows the early settlers and how the age of the automobile transformed the area.





Cutler District Historic and Cultural Resource Inventory

CUTLER CITY:

WILD RHODODENDRON CAPITAL
OF THE OREGON COAST



BY ANNE HALL

Cutler City, the self proclaimed “Wild Rhododendron Capital of the Oregon Coast”, developed over the years in much the same way as its neighboring towns yet was distinctly different. Because of its location the early residents were fiercely independent as they were mostly cut off from easy access to neighboring towns due to the local topography.

The historic and cultural resource document explains how the area was divided into lots and sold as vacation sites. The small beach cabin architecture is predominant in the area and adds to the historic charm of the neighborhood.





DeLake District

Historic and Cultural Resource Inventory

DeLake, Lincoln City's Playground

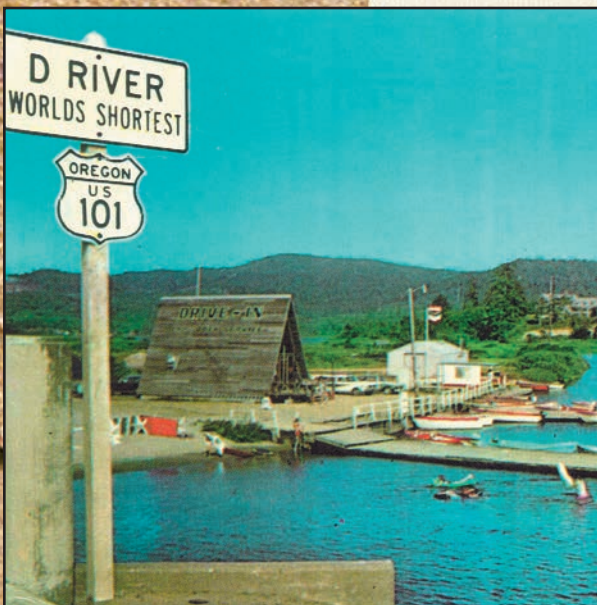


By Anne Hall

The Urban Renewal Agency commissioned an historic study to be completed as another part of a series of historic context statements for each district of Lincoln City's String of Pearls. DeLake, Lincoln City's Playground, is one more of these historic statements that help to preserve historic characteristics as modern day redevelopment of the area occurs.

DeLake was a district first formed from the community's courage to seize business opportunities around recreation and the beginnings of tourism. Where Devils Lake meets the ocean via the work's shortest river, locals and visitors alike would take a dip and grab a bite to eat at the Anchorage. Bowling tournaments at DeLake Bowl brought folks to the area in droves while the Siberrian Ice Cream shop gained in popularity.

Despite storms that wiped out the D River Bridge and a fire that burnt down the DeLake Beach Hotel, progress continued: the telephone company starts, both the Taft-Nelscott-Delake (TND) Water and Fire Districts are created, the DeLake Chamber of Commerce organizes, service stations pop up, the highway is oiled, parks are established, and the DeLake School is built with several subsequent additions and renovations. Incorporation of the city is official in 1950 after some fits and starts. DeLake is rich in historic cultural resources that can be seen today, both natural and built, from Seven Gables to the Art Center Building and Devils Lake to Canyon Drive.





Wecoma District

Historic and Cultural Resource Inventory

Wecoma

means welcome to the ocean!



By Anne Hall

The Wecoma Beach historic context statement is the last in the series of String of Pearls' studies into the local past. The word "wecoma", meaning "sea" was exclaimed with delight when inland Native Americans first saw the ocean.

By 1928, the neighborhood had a grocery store and tourism to the area started to pick up speed. A rodeo was held with a parade that began in Cutler City and ended in Wecoma. The water system was improved in 1937 and in 1945 a record number of Japanese glass fishing floats washed ashore on the beaches making for collectable souvenirs. The Pixie Kitchen opened in 1948 and North Lincoln Hospital at Wecoma opened in '53 but closed within a year due to costs and other limitations. 1955 brought about a petition to OceanLake for annexation of Wecoma.



Districtwide Lincoln City Youth Center

Lincoln City has a population of approximately 7,500 (as of the 2000 Census), including approximately 1,400 school age children and over 440 pre-school age children (under age 5). Additionally, the summer tourist season brings another estimated 25,000 people daily into Lincoln City, many with children. Presently there are few facilities or organized programs to provide interesting and challenging activities and/or day care for young people. A partnership of North Lincoln County businesses, concerned citizens and the Lincoln City Police Employees Association formed a public service organization, Business for Excellence in Youth (BFEY) with a mission to help the youth of North Lincoln County. The BFEY approached the Urban Renewal Agency to fund a feasibility study, which was carried out and presented to BFEY for future consideration of the concept.





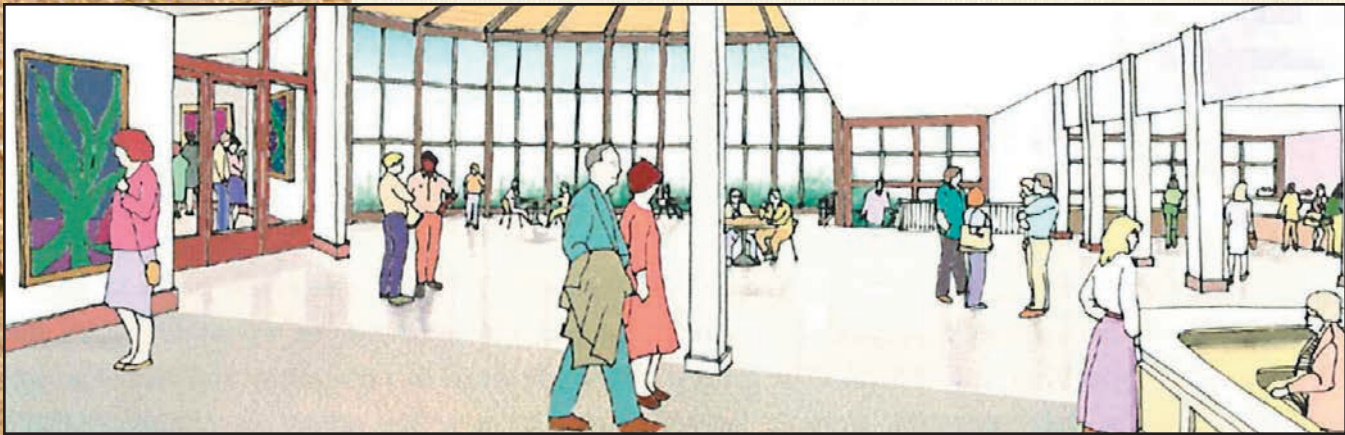
DeLake District Creative Art & Activities Center



Lincoln City and surrounding areas are rich in artistic talent, both visual artists and performing artists. The need for a Cultural Art and Creativity Center has been discussed since 1992. Public meetings were held to determine the interest in such a facility, and the response was very favorable. The 4-C's (Coastal Communities Cultural Center) approached the Urban Renewal Agency to fund a feasibility study as the next step towards realizing the dream of bringing a Creativity Center to Lincoln City.



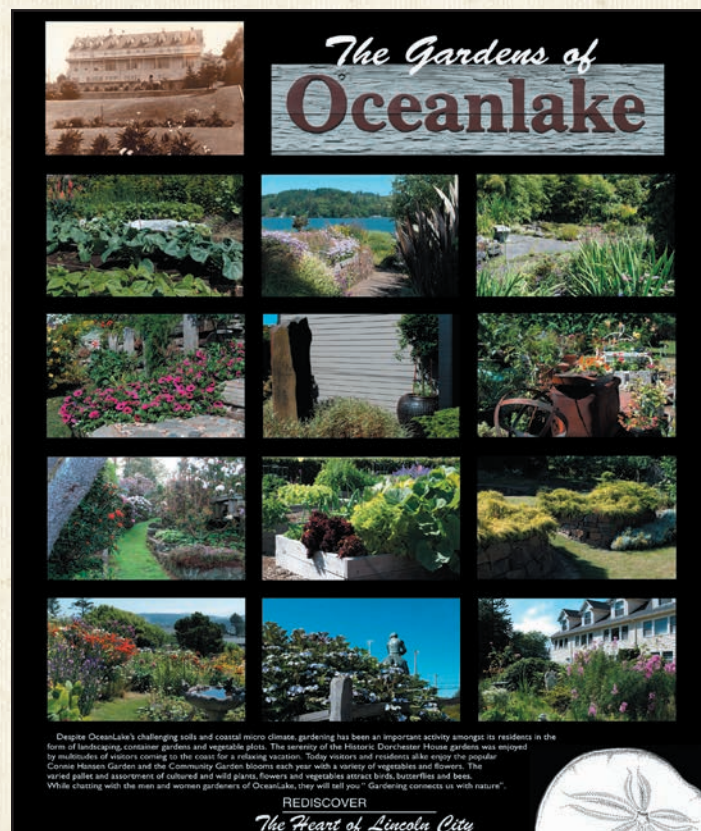
This center will accommodate all the Arts: visual, performing, literacy, dance, music, crafts, writing skills, architecture, interior design, weaving, quilting, woodworking, jewelry and more. The goal of the center is to create programs that promote and nurture the community's existing culture and create new opportunities and special events for children, youth and families. The Facility opened to the public in 2004 in the former DeLake School purchased by the Agency for this purpose.



Districtwide Neighborhood Character Posters

As the Agency began to concentrate on each of the historic districts and began to implement the “String of Pearls Plan” it became apparent each area has unique personality and charm. This uniqueness was recognized in a series of district posters. Each poster is a study of one aspect of each area of the city.

The first in the series was the “Chimneys of Nelscott,” followed by the “Cottages of Cutler,” “History of Taft,” “The Gardens of Oceanlake,” “The Kites of Delake,” and the “Activities of Wecoma” Wecoma posters.





Taft District

Oregon Coast Weather & Tsunami Center



During the planning effort for Taft, an idea was brought forth to create a weather station at the end of SW 51st Street. As discussions progressed the idea grew to an OMSI-type facility of weather and tsunami awareness. A feasibility study was commissioned; the project gained the support of Governor Kitzhaber and was selected as an Oregon Solutions Project.



A number of white papers were developed and it was determined a successful project would include a public-private partnership. A number of parcels were assembled to site the facility and it is the intention of the Agency for a future project to create and construct the Oregon Coast Weather and Tsunami Center as a major attraction to area visitors.



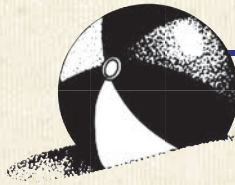


Taft District Taft District Survey

The topographic survey and aerial photography of the Taft District was completed in a series of six maps and photos to provide the necessary data for the design and construction of all the projects that followed in Taft.

The Survey provided benchmarks and elevations that were used on a number of projects throughout the district. The tie-in between the various projects provided a cost savings to the Agency and continuity linking the projects.





Nelscott District

Nelscott Commons Redevelopment Study

The Agency owns a number of assembled parcels and commissioned a study to determine the viability to develop the site using a public-private partnership model.

Several plan options were created for the site including the possible realignment of S 32nd Street through the site. Following the ODOT Highway 101 12th-36th Streets Project, the Agency will solicit proposals for the development of the Highway 101 frontage parcels.



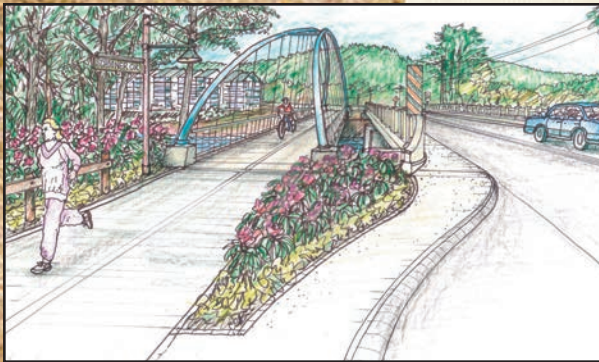


Taft District

Schooner Creek Pedestrian Bridge Study

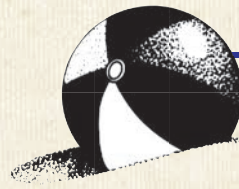


The existing bridge across Schooner Creek has a very narrow sidewalk yet experiences a number of pedestrian crossings. The residents of Cutler use the bridge to walk or ride to the Taft District and schools. Visitors often use and cross the bridge to get that perfect sunset picture.



The Agency solicited design ideas for a future pedestrian bridge. While there was clear support for the construction of this pedestrian way, the funding was not in place and ODOT indicated the bridge is under consideration for replacement and a new wider pedestrian way would be included with such a project.





Nelscott District

SW Anchor Avenue

Undergrounding LID Study



The Urban Renewal Agency has enjoyed many accolades for its overhead utility undergrounding efforts along Highway 101 and on SW 51st Street. It is common for residential areas to request similar undergrounding, yet the Agency is restricted from such off-highway projects.



In light of this, the Nelscott residents on SW Anchor Avenue requested a study to determine the feasibility and costs for a resident-funded project using a Local Improvement District (LID). The undergrounding would be done prior to a major street improvement project. The Study was presented to the affected residents and unfortunately did not receive the level of support necessary to move the concept forward.





Taft District

Economic Development Study

Lincoln City's economy has always been linked to tourism. However, nearby natural resource industries helped to keep it fairly diversified through most of its history. In recent years, this diversification has moved into reverse. Both fisheries and forest products have declined and tourism has grown substantially. This study was designed to look at the Taft District and its niche markets as a compliment to the other districts in Lincoln City.



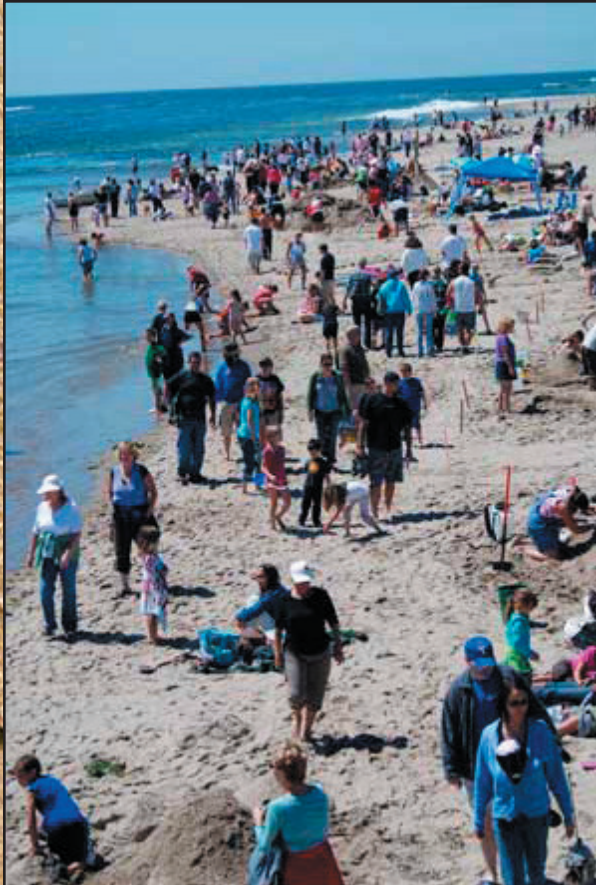
Citywide Economic Development Survey

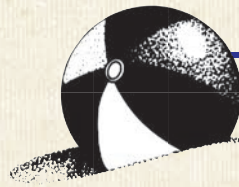
In order to obtain current information about what economic development tools could be helpful for local businesses, a summer intern (2010) was brought on board to develop and administer a survey.

In partnership with the Lincoln City Chamber of Commerce and Bay Area Merchants' Association, the 10-question survey was emailed to approximately 300 businesses while 15 were conducted in person. About 51 responses were received (response rate of 17%).

Some information gleaned includes:

- 61% own their own property where their business is located.
- Over 40% of business owners had no plans to expand
- The top two tools respondents thought could help their own business expand and/or add employment were the Energy Efficiency Loan and Sign Change Out Grant business is located.
- The top two tools respondents thought could help other businesses expand and/or add employment were the Building Rehab Loan and the Business Expansion Loan.





Nelscott District

S 32nd Street Realignment Study



This realignment study consisted of research, field investigations, survey and mapping to establish the existing right of way for SE 32nd Street and the proposed right of way and property acquisition necessary for the realignment of the street. It also included identifying impacts on private properties and property exchange opportunities.

The right of way map was prepared identifying the portions of the private property and City owned property needed for the new alignment. Property exchanges were made in preparation for a future realignment project. Much of this information was used by ODOT in preparation of the Highway 101 improvement project through the Nelscott District. ODOT's proposed realignment follows the results of this study closely.





OceanLake District Parking Study

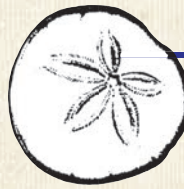


In conjunction with the OceanLake Redevelopment Plan, an analysis of the existing parking capacity and utilization was prepared during Spring Break. The study considered on-street and off-street parking, both public and private.



The study was a very effective tool showing the overall average parking utilization for each parking category was under 30%. It allowed for consideration of removing some on-street parking and demonstrated there was not a particular need for the addition of public parking at that time.





OceanLake District

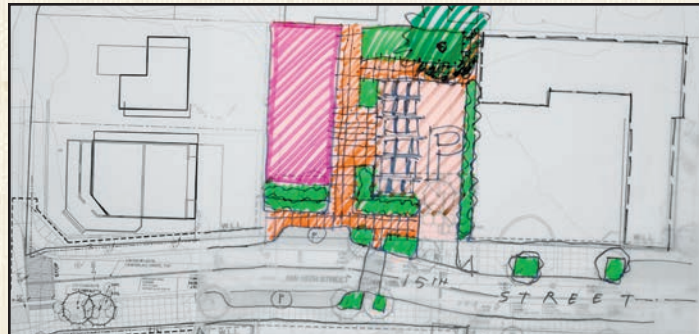
OceanLake Commons Development Study

After the completion of the Festiv15th Street improvements, focus turned to the development of the City-owned 100' x 100' parcel on NW 15th Street.

The Urban Renewal Agency received a Transportation & Growth Management (TGM) Grant for technical assistance through the Department of Land Conservation & Development (DLCD) and Oregon Department of Transportation (ODOT).

This grant provided a consultant to perform a market feasibility study to help determine how to achieve Agency objectives. Festiv15th is to become a mixed-use axis connecting oceanfront accommodations with highway commercial. Community input meetings were held to review design concepts.

Outcomes of the study recommend a 5,000sf commercial building for businesses with a strong client-base. A call for development proposals is to follow. This development process sets an example for future public private development partnerships.

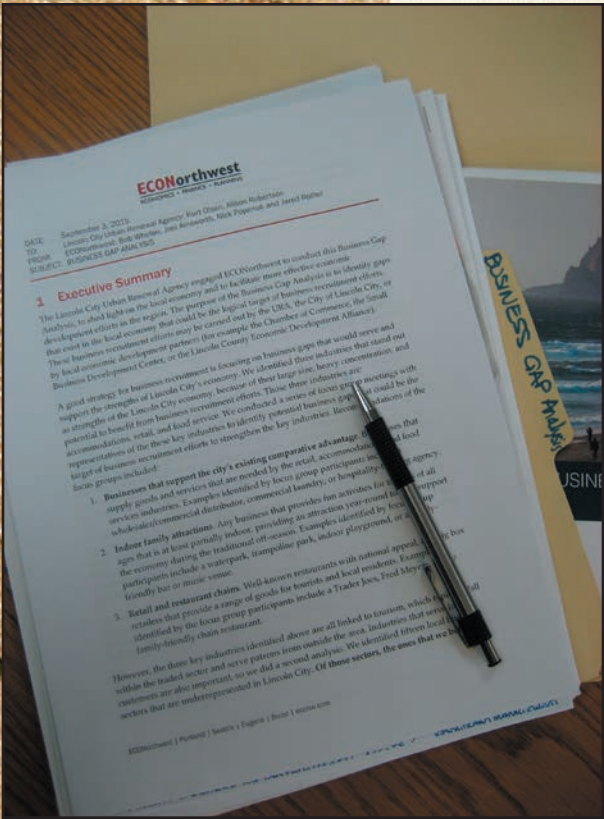


Districtwide Lincoln City Business Gap Analysis

Over the course of many years the subject of business recruitment and/or business expansion has been discussed and usually the lack of current data prevented decisions from being made. The need for reliable analysis of business in Lincoln City was needed to make strategic planning decisions.

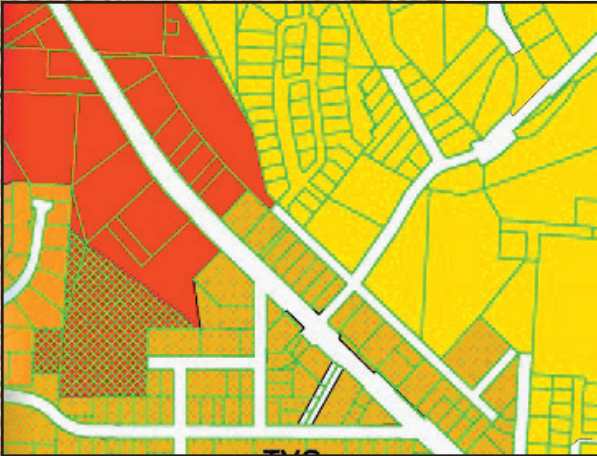
In conjunction with our economic development partners, the Chamber of Commerce, Small Business Development Center and Lincoln County Economic Development Alliance, the Agency has commissioned the study which included input and participation from a variety of local stakeholders and interested public. The Business Gap Analysis identified lacking or weak employment sectors in Lincoln City.

The resulting document will be used as a tool for the above mentioned economic development partners and will provide specific information and direction for business expansion opportunities and perhaps business recruitment.



Districtwide Lincoln City Comprehensive Plan

The Lincoln City Planning and Community Development Department needed to update the City-Wide Comprehensive Plan and looked to grant funding and various contributions from City departments and the Urban Renewal Agency. As the Plan focuses on a number of issues important to the Urban Renewal District, such as Economic Development and Buildable Lands Inventory, the Agency used its proportionality funding ability to contribute 12% of the total cost of the Comprehensive Plan Project.



CHAPTER 8

COMMUNITY PLANNING

Cutler District Community Vision & Corridor Plan

Experience Our Other Beach
Cutler District
...Naturally

2008
www.HistoricCutler.org
Lincoln City Urban Renewal Agency

Nelson Character

Architectural Design Elements

City of Lincoln

Vicinity Map
Tel: 541.338.0000 ext. 3000

Lincoln

Create outlines that are simple and reflect the historic architectural character of the Nelson District. In general, steep pitched roofs are strongly encouraged for both residential and commercial buildings. They can also highlight unique elements of gables, chimneys, dormers and decorative features. Roofs should be constructed of materials including wood shingles and shakes, and architectural or three tab roofing. Strong lines of overhanging eaves, brackets and bargeboards are encouraged.

Design or modify the front of a building to communicate Nelson character and enable residents to engage as a community. Encourage elements of local crafts: multi-pane windows, wood awnings, shutters, porches, steps and stoops; rustic wood siding, porches, cedar shingles and hand-painted decorations on woodwork. Use a variety of rock or quarry stone, high quality and durable, for accents.

Select chimney materials such as stone, brick or tile to enhance the charm of this frequently scenic landscape. Encourage traditional and creative chimney designs. Many traditional chimney designs are characterized by decorative elements. The chimney element was highlighted by the community during the Visioning Process as the distinguishing historical feature and should be considered in new and restoration projects.

Add texture by selecting building materials that have a high degree of sensitivity and appropriateness to the area. The local natural environment includes a wide variety of wood, rock, quarry stone, brick and exposed aggregate. Use of these building materials can increase visual interest by providing a sense of place and history. Incorporate material textures in a structure and within landscape character elements.

Influence the outdoor environment of buildings by selecting materials and landscape elements that relate to the local architecture and area. This includes outdoor lighting, landscaping, walkways, steps, decks and porches. Porches and walkways, especially those that are covered, are a benefit to the environment by providing a place for people to enjoy the outdoors. The materials used in these elements should reflect the existing Nelson character.

Integrate whimsy with decorative and/or functional building elements to add some of the character of the district. Whimsical and businesses have whimsical design elements that are fun and add to the local character. Use of whimsical design elements such as hand-painted copper downspouts to discourage graffiti and fire-looking trash enclosures. These elements can encourage creativity and further add to the local character.

Construct or renovate to strengthen the commercial character of Nelson. Buildings used to be important elements in the environment, including porches, awnings, awnings, and side or rear entry corridors. Buildings should be sited close to the street, consider adjacent uses and maintain the pedestrian environment by including walk sidewalks, porches, windows, inviting signage and entryways. Exterior color and materials should reflect the existing Nelson character.

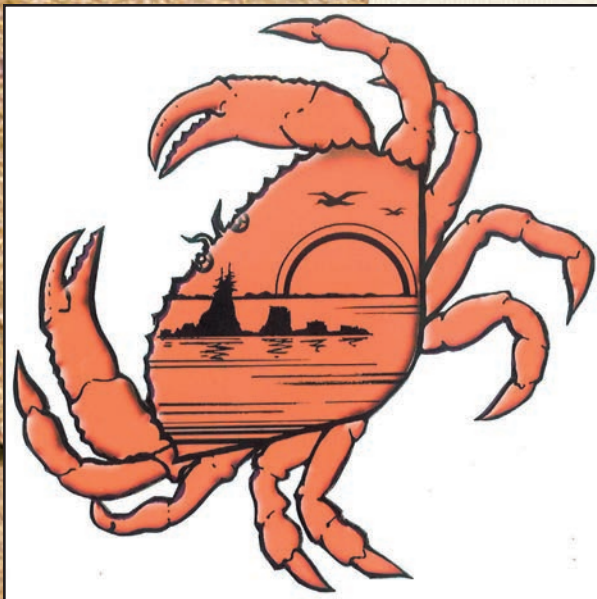
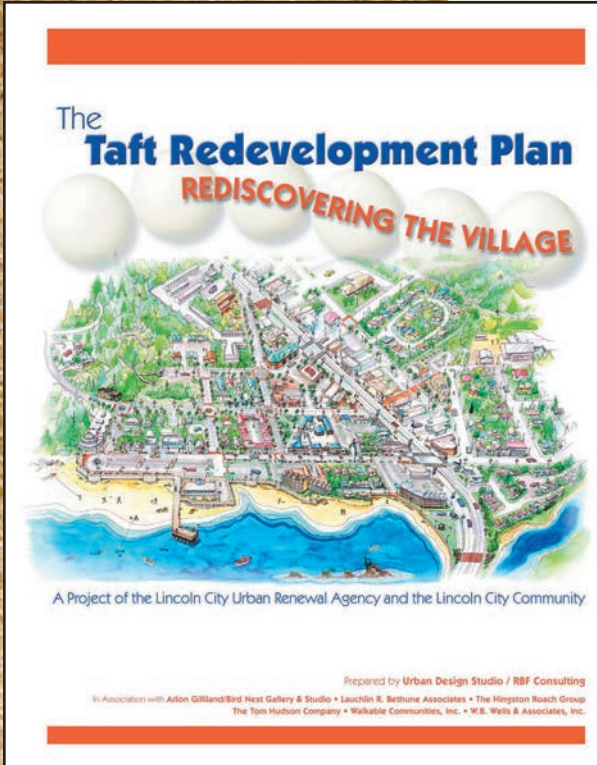


Taft District

Taft Redevelopment Plan

The Lincoln City Urban Renewal Agency has undertaken a comprehensive downtown redevelopment plan for the Taft District. The Agency spent \$5M and leveraged \$4M over a three-year period on a variety of redevelopment projects to the area, including infrastructure, street and streetscape improvements, park improvements, utility undergrounding and zero-interest rehabilitation loans for property and business owners.

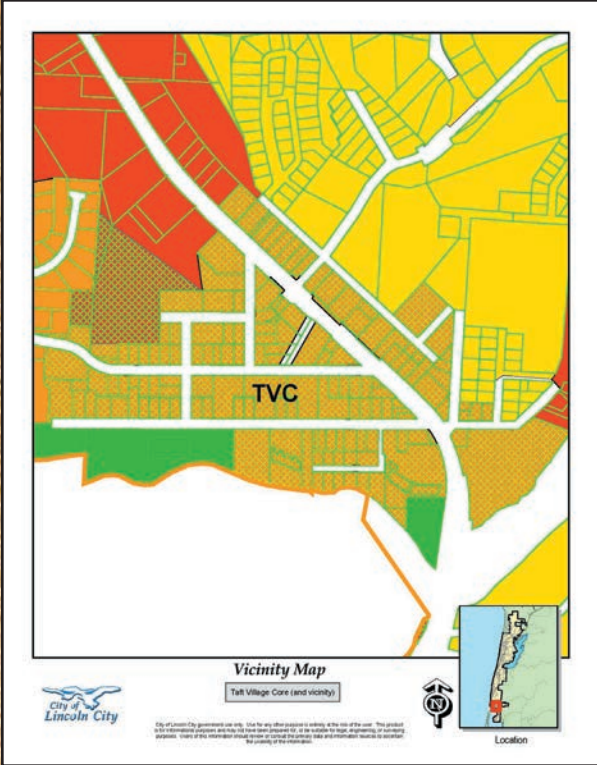
This redevelopment plan was the first of a larger scheme for commercial district revitalization in six neighborhood business districts over the next twelve years. The goal of this flagship redevelopment project is to capitalize on the unique aspects of the Taft District, tying together the Bayfront and the Highway 101 business district in a way that promotes Taft's historic charm. This process was the first step towards the completion of the Lincoln City "String of Pearls" program.





Taft District

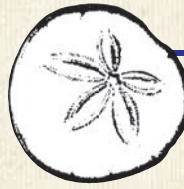
Taft Village Core (TVC) Zoning



A number of zoning changes and development incentives were proposed to the Lincoln City Department of Planning and Community Development as part of the Taft Redevelopment planning effort. It marked the first time a commercial zone was rezoned specific to the district, renamed the Taft Village Core (TVC) Zone.

Incentive zoning included, capacity for mixed-use structures, relaxed parking requirements, the ability to build over the sidewalk in the public right of way, and new landscaping options. New zoning requirements also include limits on building height and a cap on motel/hotel rooms.



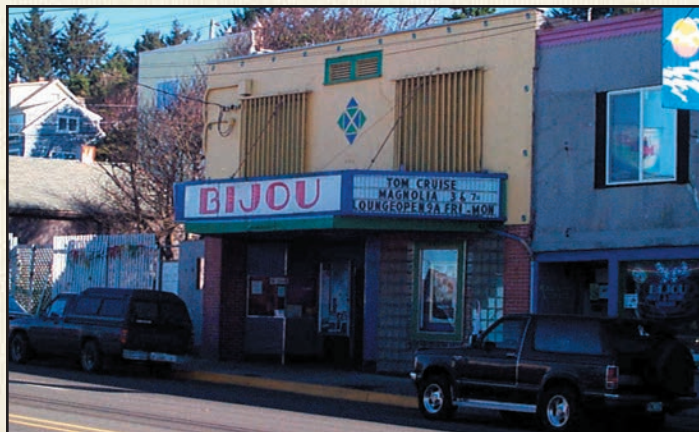
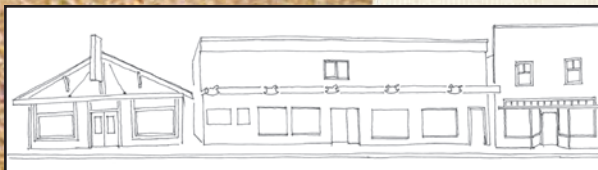
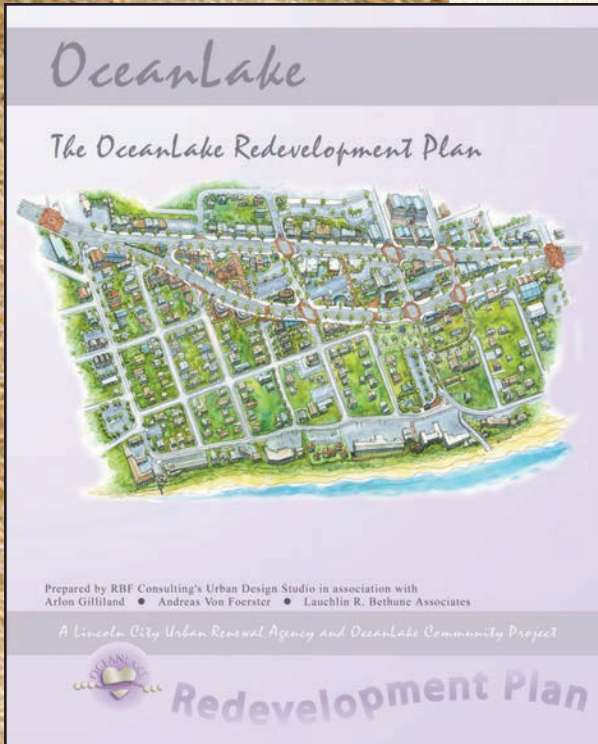


OceanLake District

OceanLake Redevelopment Plan

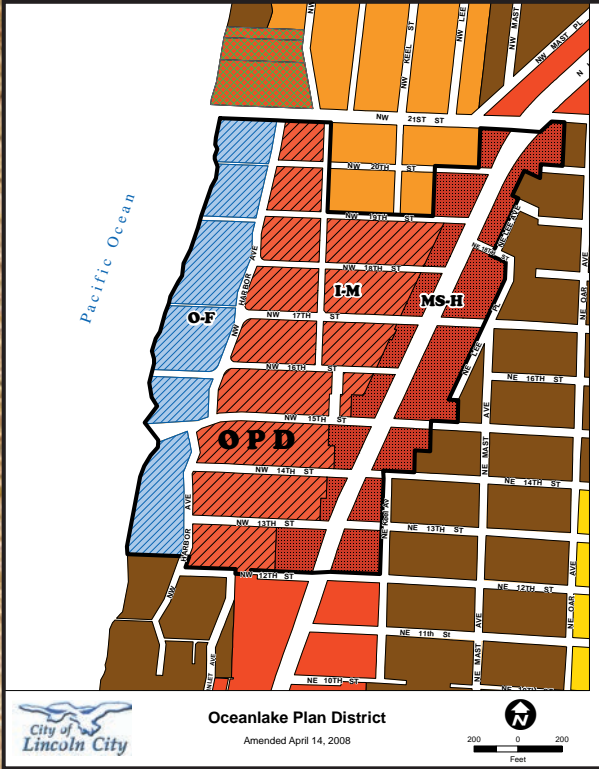
The OceanLake Redevelopment Plan was the second community vision of the String of Pearls concept. It provides guidance and practical tools to achieve the enhancements and revitalization desired for the OceanLake district.

A number of short term and long term projects are identified and the document sets forth recommendations for administering the Plan and implementing the community vision, transforming ideas into reality.





OceanLake District OceanLake Plan District (OPD) Zoning

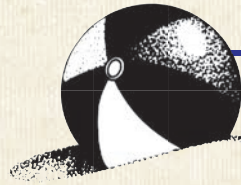


The rezoning of OceanLake followed the creation of the OceanLake Redevelopment Plan that outlined zoning recommendations to the Lincoln City Department of Planning and Community Development who then carried the rezoning process forward. This revised zoning divided commercial zones into three new zoning areas that better fit the pattern of development.

The OceanLake Plan District (OPD) provides for the integration of residential, commercial and recreational uses in a well-planned, pedestrian-oriented, mixed-use environment.

The plan addresses connections between building entrances and associated pedestrian areas, OceanLake’s connection to the ocean and transitions to abutting single-family residential uses.



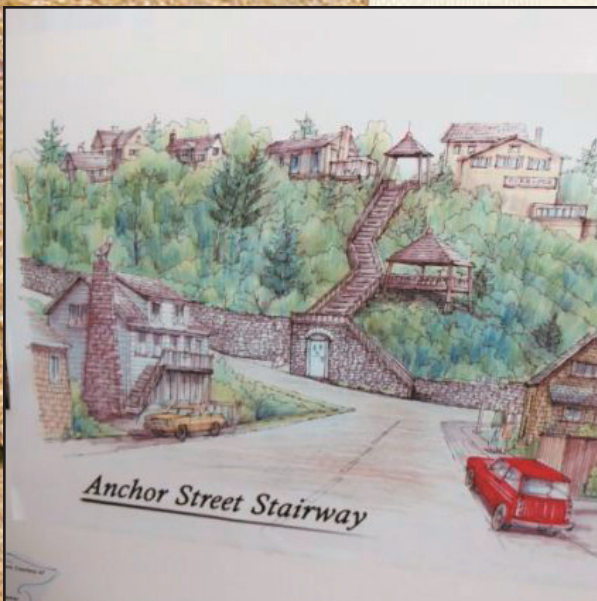
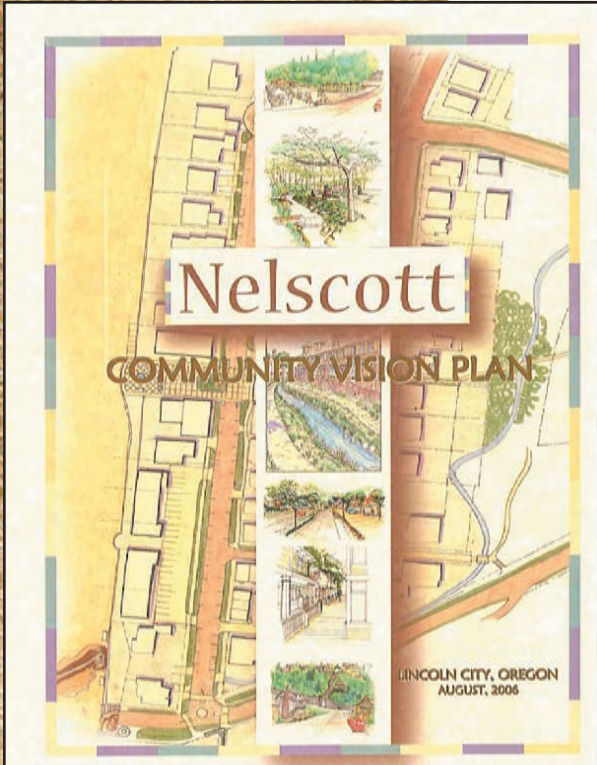


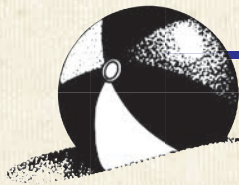
Nelscott District

Nelscott Community Vision Plan

The Agency brought together a “Dream Team” of urban planners from across the country to work with the Nelscott community in creating the redevelopment plan that broadly addresses the fundamentals of transportation, land/use, public space, infrastructure and economic needs of the Nelscott District.

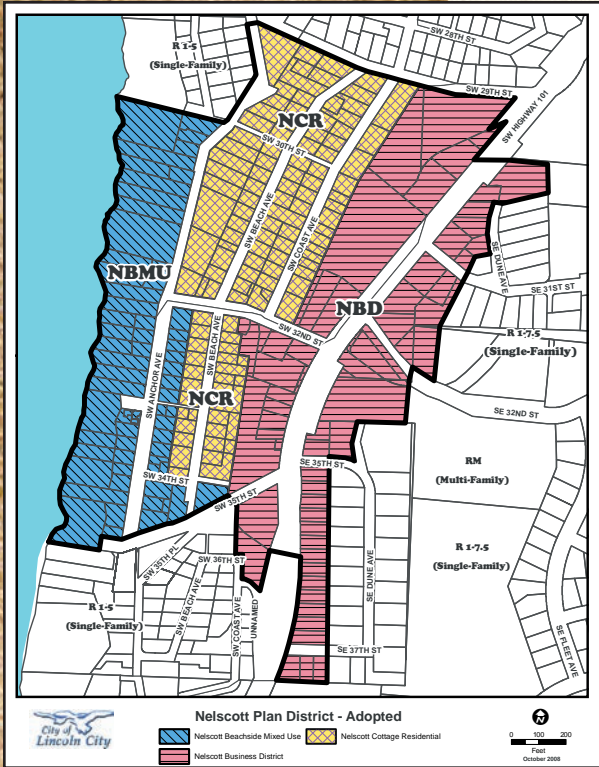
This effort represents a shared vision of the community, state and local officials and a unique collaboration of urban planning talents. It was perhaps the first time this model for community visioning has ever been attempted. Nelscott was the third community vision plan completed.





Nelscott District

Nelscott Plan District (NPD) Zoning

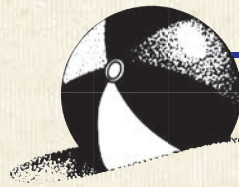


The historic charm of construction was paramount to the Nelscott residents during the Nelscott Community Vision process, which resulted in recommendations to the Lincoln City Department of Planning and Community Development who then carried the rezoning process forward. This rezoning, called the Nelscott Plan District (NPD), was designed to provide maximum flexibility in land use while protecting the unique character of Nelscott.

The new zoning code provides for redevelopment of existing structures on undersized lots or on footprints that do not meet current setbacks.

The new plan district includes the Nelscott Business District, Nelscott Cottage Residential and the Nelscott Beachside Mixed Use sub-districts and provides for a land use approval process that is predictable and as efficient as possible while striving for excellence in design.





Nelscott District

Nelscott Design Guidelines

During the Nelscott Community Vision activities, it became apparent that the residents of the area were very concerned that future development may begin to change the historic charm and character of the Nelscott District. The Agency in the past has worked on creating a set of design guidelines showcasing the historic architectural features of the areas and suggesting these types of features be carried on when considering future redevelopment or new construction projects.

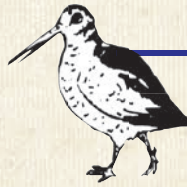
A design guidelines poster was created and widely distributed. A number of new project features can be seen resulting from this request of the community.

Nelscott Character
Architectural Design Elements

- Roofs:** Create features that are simple and reflect the historic patterns in the Nelscott District. Use traditional materials and colors. Avoid complex, multi-level roofs and gables. Use traditional materials and colors. Avoid complex, multi-level roofs and gables.
- Facades:** Design or modify the front of a building to complement the historic character of the Nelscott District. Use traditional materials and colors. Avoid complex, multi-level facades and gables. Use traditional materials and colors. Avoid complex, multi-level facades and gables.
- Chimneys:** Select chimney materials such as brick, terra cotta, or stone. Avoid metal chimneys. Select chimney materials such as brick, terra cotta, or stone. Avoid metal chimneys.
- Textures and Materials:** Add interest by selecting building materials that have a rich texture and color. Use traditional materials and colors. Avoid complex, multi-level textures and materials. Use traditional materials and colors. Avoid complex, multi-level textures and materials.
- Landscape Materials:** Follow the natural contours of the landscape. Use traditional materials and colors. Avoid complex, multi-level landscape materials. Use traditional materials and colors. Avoid complex, multi-level landscape materials.
- Whimsical Design Elements:** Incorporate whimsical design elements such as decorative brackets, shutters, and awnings. Use traditional materials and colors. Avoid complex, multi-level whimsical design elements. Use traditional materials and colors. Avoid complex, multi-level whimsical design elements.
- Commercial Buildings:** Consider an approach to strengthen the commercial character of the Nelscott District. Use traditional materials and colors. Avoid complex, multi-level commercial buildings. Use traditional materials and colors. Avoid complex, multi-level commercial buildings.

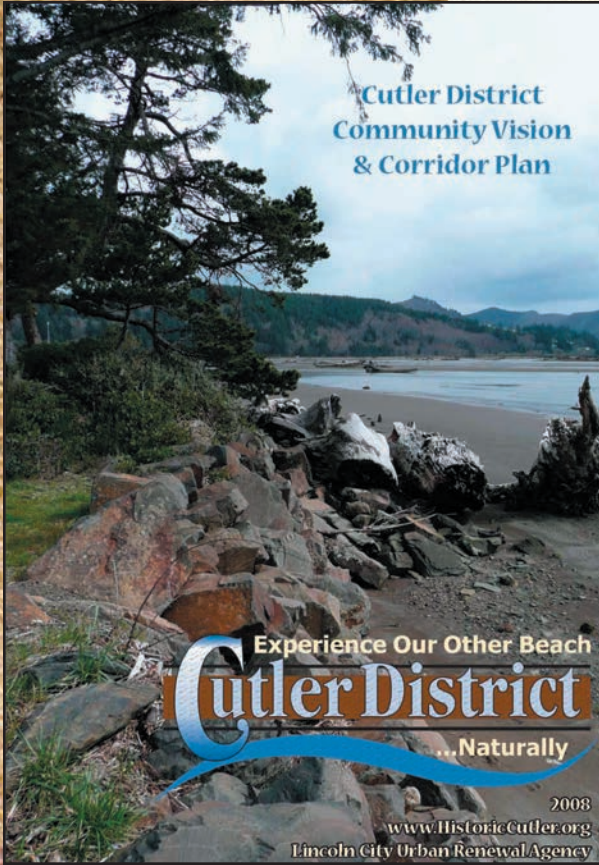
Welcome Home
Walk and Wonder... Dream and Discover





Cutler District

Cutler Community Vision & Corridor Plan



Cutler is the fourth pearl to undergo the accelerated public process if a community vision charrette. This district serves as the southern gateway of Lincoln City. It is primarily residential in nature with a developing home improvement business cluster.

The Cutler community welcomed a design team of professionals and students from across the United States and ten countries around the world, who came together on a pro-bono basis to learn about the community issues and offer insights and suggestions for solution projects. The Cutler Community Vision and Corridor Plan provides a framework for improvements to the residential section and an economic development strategy for enhancing the business corridor.

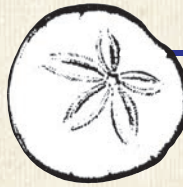




CHAPTER 9

LEVERAGED FUNDING



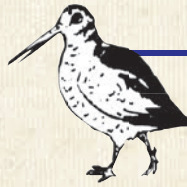


OceanLake District

NW 12th Street Storm Drainage

Neighborhood flooding was alleviated with the construction of new storm drainage as a Public Works project. Property owner removed a section of an existing building and provided the easement to drain the storm runoff to existing piping to alleviate the problem.





Cutler District

Pump Station Replacement



Public Works oversaw a multiple pump station project to replace the circa 1969 wet-wells and pumps. The Agency funded the storm drainage system on the site and contributed to the landscaping and sidewalk plan for the site.

At the urging of the Agency, the community, and in support of the Cutler Community Vision, the chain-link fence was removed and the control building design is in character to the small beach cottages of the neighborhood.



Landscaping, lighting, informational signage and the tsunami warning siren complete the project.





NW Port Avenue Storm Drainage

Urban Renewal participated in this Public Works project to improve the storm drainage and prepare the street for an upgrade and overlay.

The Agency and the Public Works Department work closely on infrastructure upgrades leveraging the available funding of each to carry out projects in problem areas around the city.





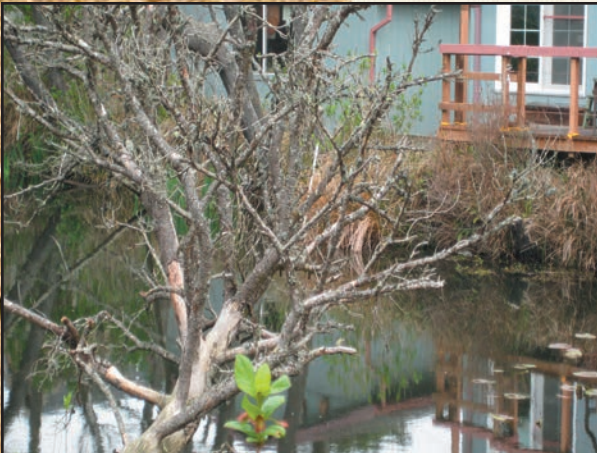
DeLake District

SE 3rd Street Pump Station



Public Works upgraded three sanitary sewer pump stations and Urban Renewal funds were used for a portion of this expense.

The SE 3rd Street Pump Station is one of several key pump stations on the system. It is located just south of Devils Lake and pumps all sanitary sewage from the north end of town.





Pump Station Upgrade

Public Works upgraded three sanitary sewer pump stations and Urban Renewal funds were used for a portion of this expense. One of the largest pump stations on the sanitary sewer system, the Nelscott Station has a very deep wet-well and handles high flow volumes.



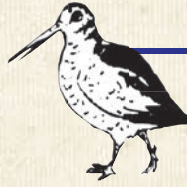


Taft District

SE 48th & Jetty Avenue Pump Stations

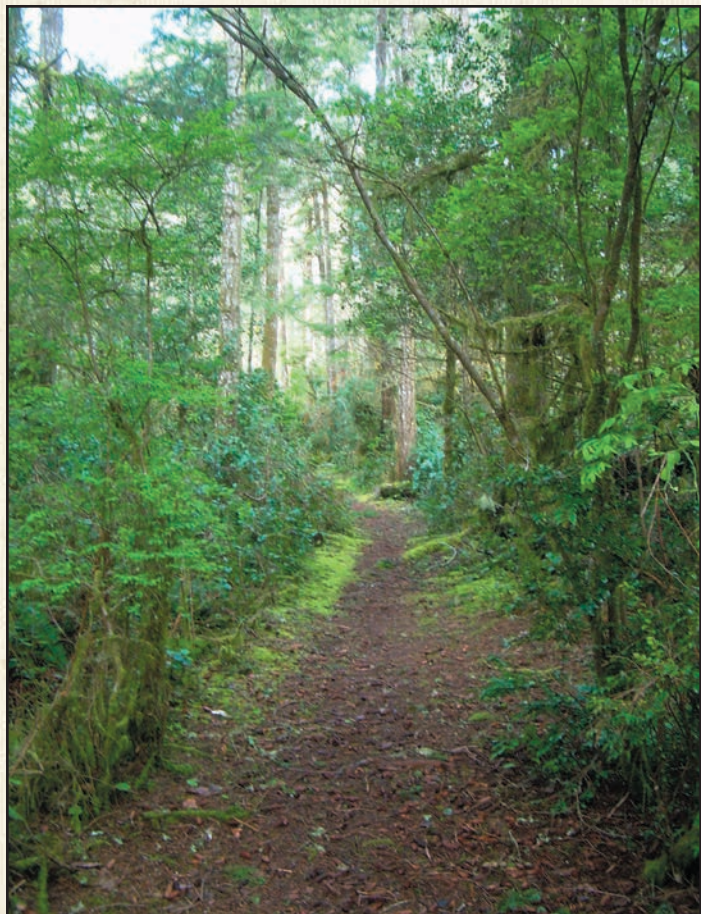
The upgrade of the last pump station before the Treatment Plant was constructed in 2007. The Agency provided financial support to the Public Works Project. A newly expanded wet-well was constructed with new submersible pumps. The electronics were changed out and a new emergency generator was installed.





Cutler District Cutler Trails

In an effort to promote the new Cutler Wetlands Park and trail system, Urban Renewal purchased a trail machine, which was used by the Friends of the Wildwoods group to enhance trails. Urban Renewal also purchased a parcel for use as an adjacent parking lot. Trail extensions were made and two additional trailheads along SW Inlet Avenue have been made with wayfinding maps. Because of a land donation to the City, the park now includes a small pond.





Taft District

Highway 101 - Left Turn Widening



A highway safety problem was remedied by working with ODOT to resurface and re-stripe a section of Highway 101 to provide for a left turn pocket into several businesses on the Taft hill.

The existing highway had the necessary width and it was only a matter of re-striping to accomplish the center turn lane.





Taft District

SE 48th Street Extension

Through a number of workshops with ODOT, the Taft Redevelopment Plan identified a need for alternate off-highway routes throughout the district.

The extension of SE 48th Street was a major component of this plan. The Agency in conjunction with Public Works negotiated for the right-of-way donation, which ultimately became the street connection to Schooner Creek Road.

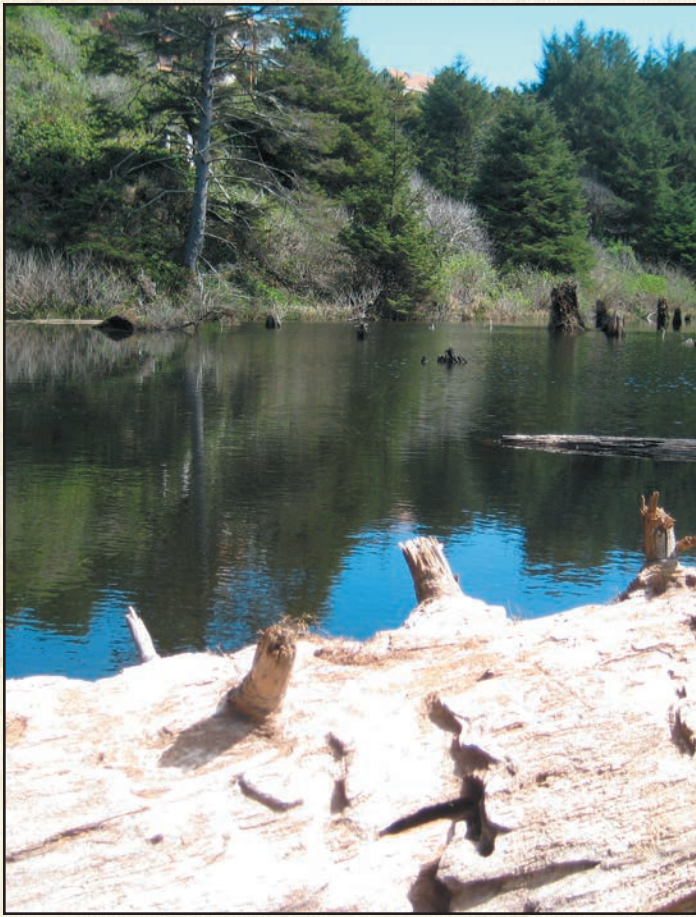




DeLake District

Canyon Drive Beach Access & Parking

The Parks Department identified the need for parking expansion improvements to the Canyon Drive Beach Access. The Agency partnered with the City to fund the improvements that will support seasonal usage at the site and assist with the annual Nelscott Reef Surfing Contest.





Taft District

Highway 101 Improvements

Oregon Department of Transportation identified the Taft area in its Statewide Transportation Improvement Program (STIP) for improvements to Highway 101. After many months of working with the community a plan was developed that included new traffic signalization, left turn pockets and traffic calming treatments.

The completed project slowed traffic through Taft, provided safe pedestrian crossings, maintained some on-street parking and reduced the number of access conflicts through the business district.



Citywide Water Line Infrastructure

A number of Public Works water-line projects have been supported financially by the Agency. These projects are normally located partially in, and partially outside the urban renewal district, therefore the Agency will usually support the project using proportionality.





NW 28th Street Storm Drainage

In conjunction with Public Works, the Agency participated in a storm water project to alleviate a local issue with water shedding off the street and adversely affecting adjacent properties and homes.

The project was partially in the Urban Renewal District and Agency funds were used in proportion to the overall area of the project.





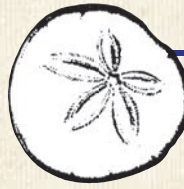
OceanLake District

NW 13th Street Storm Drainage

In various locations around town the Public Works Department has identified storm water problem areas and designed solution projects to alleviate the problem. When these projects partially fall within the Urban Renewal District the Agency participates in a portion of the overall cost of the project.

In addition to project costs, area property owners provided utility easements to allow the necessary pipelines to be constructed and cross private property.





OceanLake District

Kirtsis Park Accessibility Ramps

In an effort to support the success of the Kirtsis Sport Park Facility the Agency provided the funding for an ADA accessibility ramp to the lower level of the Kirtsis Ball Field.

The Agency has funded a number of improvements at the Park as it has continued to be a popular sports facility.





OceanLake District

NW 15th Sewer Line Repair

Prior to a major street improvement project on NW 15th between Highway 101 and Harbor Avenue, the Public Works Department identified a sanitary sewer problem area. To avoid digging up the street in the future after substantial improvements had been made, Public Works designed a solution and bid the project before the planned street improvements were made.

The Agency paid for the infrastructure upgrade.





Wecoma District

West Devils Lake Pump Station Upgrade

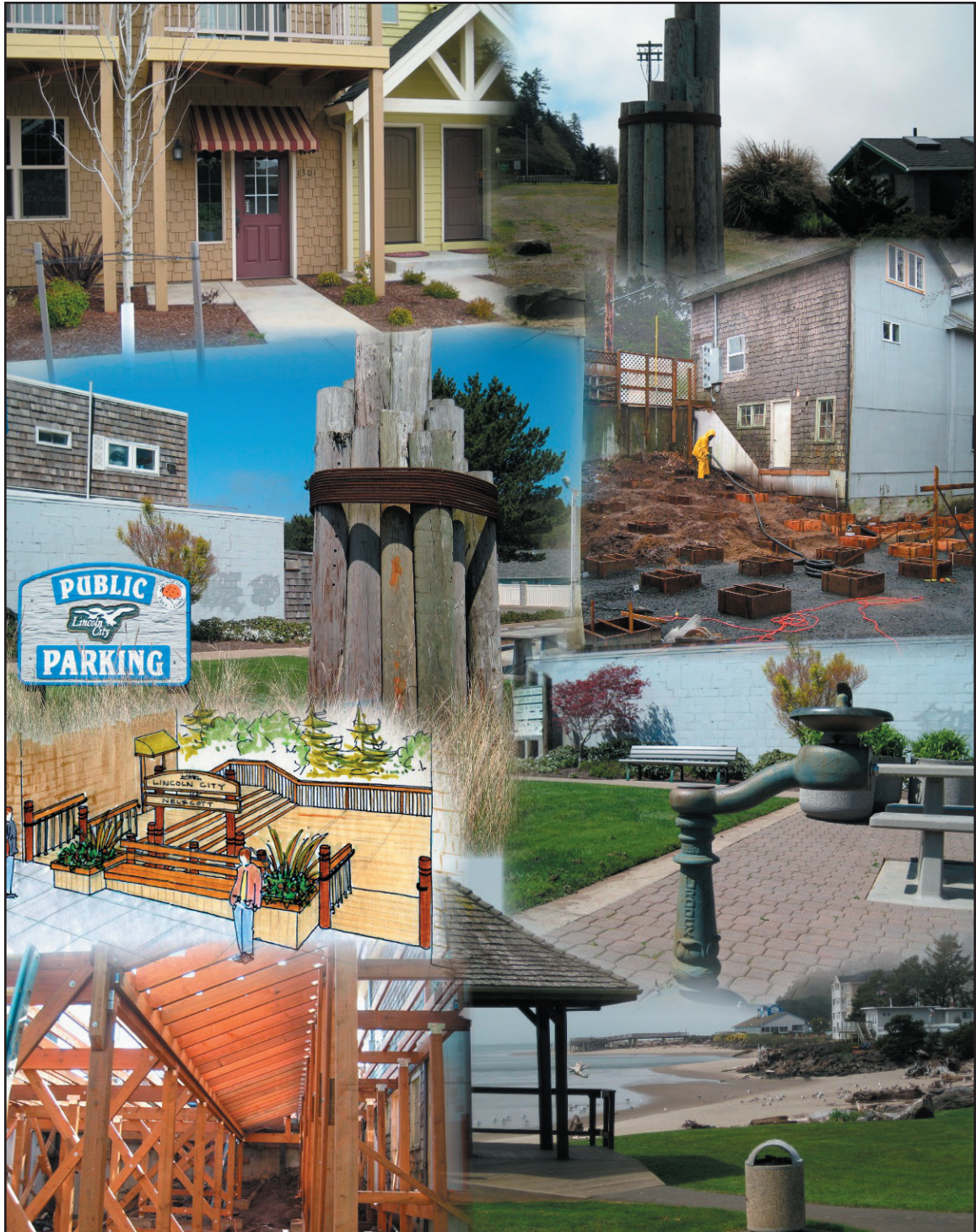
Urban Renewal funds for this City project, the West Devils Lake Road & Highway 101 Pump Station Upgrade, involved brushing up an original 2006 design by outside consultant engineers, constructing a new wetwell and installing three 105 HP submersible pumps that each could pump 1,300 gpm. Also included was installation of a new transformer, filling the existing wetwell, and modifying the existing pump station building as the control room for the pumps along with standby generator.

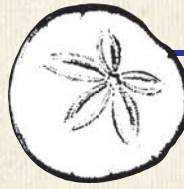
This project was needed before any new development could occur in the sewer basin in the north part of the City.



CHAPTER 10

PUBLIC / PRIVATE PARTNERSHIPS





OceanLake District

Driftwood Estates - NW 15th Street Mixed Use

The developer came forth with a proposal for five residential condo units to be built on NW 15th, which the Agency was focusing on for commercial development. The residential project would have been the tipping point for the street and a commercial project would have supported the Agency's vision.

A series of meeting and incentives, including use of agency loan funds and assistance with redesign, allowed for the original project to be built ten feet in the air and a commercial presence built at street level, OceanLake's first mixed-use project under the new zoning code.

It is important to note the commercial spaces sold and were occupied first.





Taft District

Siletz Bay Park Restroom

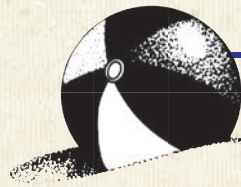


As one of the most picturesque spots on the Oregon Coast, the Siletz Bay Park attracts many visitors throughout the year. In recent years an information kiosk has been added as well as updated picnic tables and benches. The daily usage dictated the need for permanent restroom facilities. This occurred at the same time as the adjacent motel development was being considered.



An arrangement was negotiated whereby the developer constructed the new restrooms in a location that suited his motel project in lieu of parks system development charges. This translated into lower costs for both parties.





Nelscott District

Scott Plaza

This public/private partnership project constructed a public plaza on private property. A Development Agreement between the Agency, the City and property owners created the foundation for this project.

An undeveloped site within the Nelscott strip was not being utilized at its highest and best use. There was also a need for a gathering and resting location off the existing sidewalk.

It is anticipated this project will be a catalyst for future development on and around the site by adjacent property owners. Scott Plaza has also been used for small events hosted by adjacent businesses for visitors and residents.





Taft District

Sprint Parking Lot



The Sprint Parking Lot Project was a joint venture to design and construct public parking adjacent to Highway 101 in the Taft District of Lincoln City.

The cooperative project was built on property currently owned by the local telephone company. This project was completed in anticipation of the loss of on-street Highway 101 parking with the installation of left turn lanes.



The design included a small park setting with picnic table and drinking fountain. The dolphin piling "Gateway Feature" was installed. These piling and stamped asphalt features identify the Taft downtown core.





OceanLake District

Ocean View Walk

The Ocean View Walk was originally conceptualized during the 2001 OceanLake Community Vision Charrette process.

OceanLake has a few public rights-of-way that overlook the ocean but do not provide beach access. One of these spots was adjacent to an inn that was applying for an addition and offered to develop the site into a public pocket park in exchange for reduced building setback requirements. This provided a win-win for the community, the adjacent inn, and the urban renewal agency who now have a place to walk to view the ocean from the top of the bluff.





LCCC Parking Lot EV Improvements



Partnering with the Lincoln City Cultural Center (LCCC) who operates in the Urban Renewal owned DeLake School building, minor parking lot improvements were made in conjunction with the ODOT Electric Vehicle Highway Project.

ODOT, the City and the Cultural Center reached an agreement to place a Level 3/fast charge station at the Cultural Center parking lot. Urban Renewal added landscaping and a protective median with streetlight that can serve as a model for future parking lot improvements. The charging station is used frequently as it is the only “fast charge” station for electric vehicles in the city.





DeLake District

LCCC Roof & Gutters

The Lincoln City Cultural Center (LCCC) was successful in receiving grant funds towards replacement of the roof and gutters of the Agency-owned former DeLake School building.

This project was identified by the LCCC Board as a top priority in their strategic plan. They were awarded two grants totaling \$65,000 and the Agency provided a grant for the remaining \$8,800 in funds to complete the project.



CHAPTER 11

RECOGNITION AND AWARDS



Recogniton & Awards

Lincoln City Urban Renewal Projects 1988-2021

Certificate of Recognition

Cutler District Community Plan
League of Oregon Cities, 2008

Cornell University Study, Dissertation Research

Sarah Pressprich, 2009

“The Best of Oregon in ‘08”

Oregonian - Travel Section, Gerry Frank, 2008

“Best Practices to Enhance Transportation”

Taft Village Redevelopment Plan
Transportation Research Board, 2007

“Downtown Achievement”, Honorable Mention

Nelscott Community Vision
Oregon Downtown Development Association, 2007

“Lincoln City Year 2000 Plan” Evaluation of Seven Urban Renewal Plans

Association of Oregon Redevelopment Agencies (AORA), Jeff Tashman, 2007

“Featured Project”, Oregon Brownfields Awards

Jennifer L. Sears Glass Foundry
Oregon Brownfields Association, 2007

Professional Planner of the Year, Kurt Olsen

American Planning Association (APA), Oregon Chapter, 2006

“Taft District of Lincoln City Offers Coastal Adventure”

Statesman Journal, Relationship Section, Angela Obery, 2006

Placemaking on a Budget

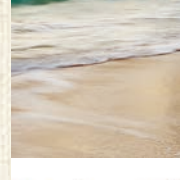
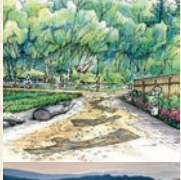
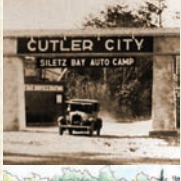
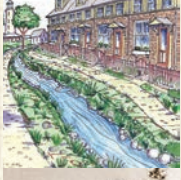
Al Zelinka and Susan Harden, 2005

“Recognizing Excellence in Transportation Planning”

Public Roads, Truphelia Parker, 2005

“Rediscovering Vitality”

Planning, Al Zelinka, 2005



Recognition & Awards

Lincoln City Urban Renewal Projects 1988-2021

Transportation Planning Excellence Award

Federal Highway and Federal Transit Administration, 2004.

Good Governance Award

String of Pearls Plan
League of Oregon Cities, 2003

Streetscape Renaissance Award

Festive-First Street
Oregon Downtown Development Association (ODDA), 2003

“Lincoln City’s String of Pearls” Urban Renewal in Oregon

AORA, Jeff Tashman, 2002

SafeScape: Creating Safer, More Livable, Communities Through Planning & Design

Al Zelinka and Dean Brennan, 2001

Charter Award, Nomination

Taft Village Redevelopment Plan
Congress on New Urbanism (CNU), 2000

Distinguished Leadership Award, Nomination

APA, Oregon Chapter, 2000

“Lincoln City Polishes Its Pearls”

Oregon Business Magazine, Suzanne Stevens, 2000

“Lincoln City Rolls Out Rejuvenation Plan”

Associated Press, NW Distribution Article, 2000

“Lincoln City to be Transformed”

Daily Journal of Commerce, Art Faraday 2000

Local Streets Network Award

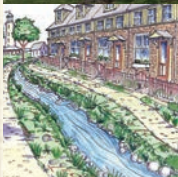
Ludwig/Litfin 48th Street Extension Project
Oregon Transportation Commission, 2000

Professional Achievement Award

Taft Redevelopment Plan
APA, Oregon Chapter, 2000

“America’s Gnarliest Skatepark”

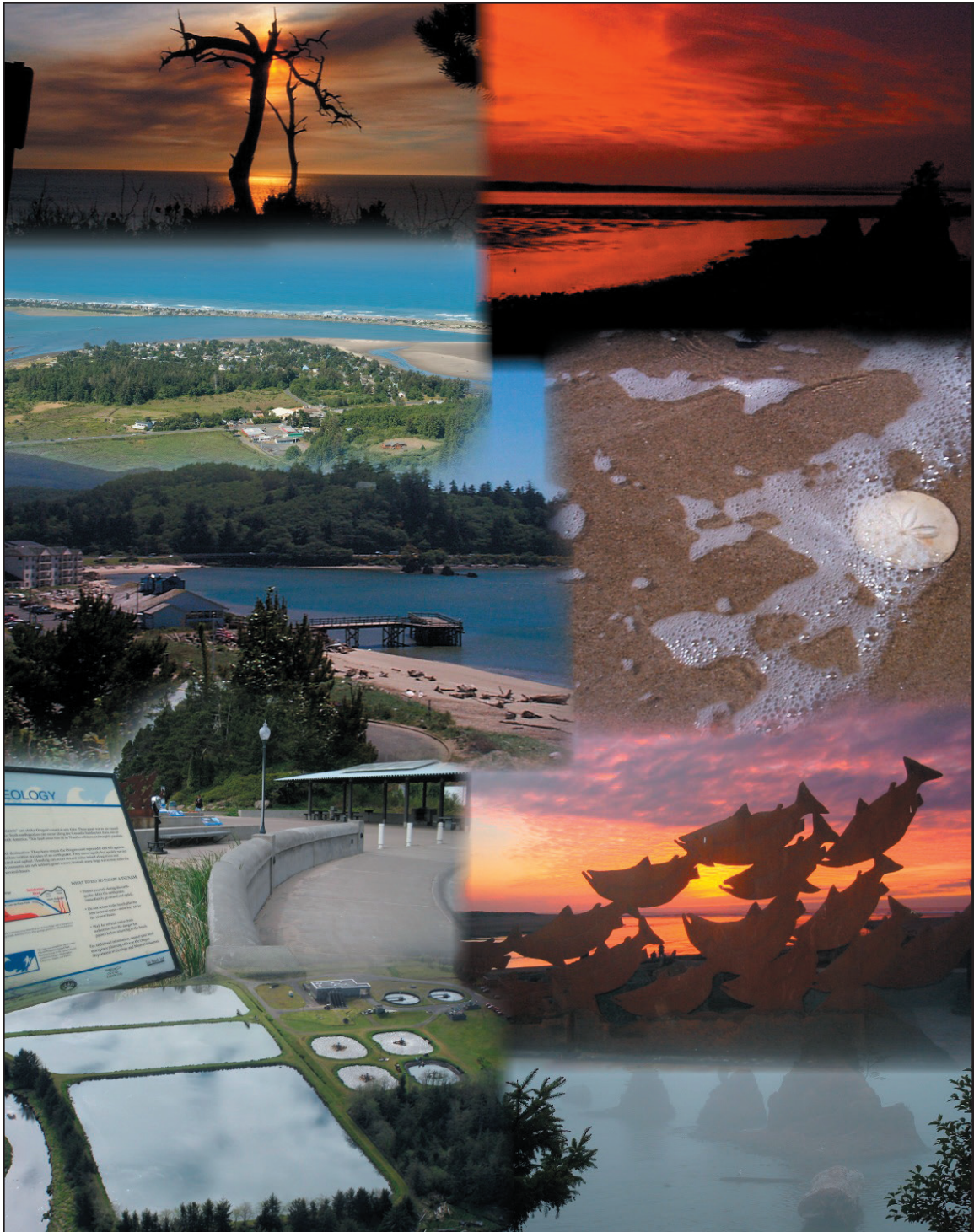
Thrasher Magazine, 1999

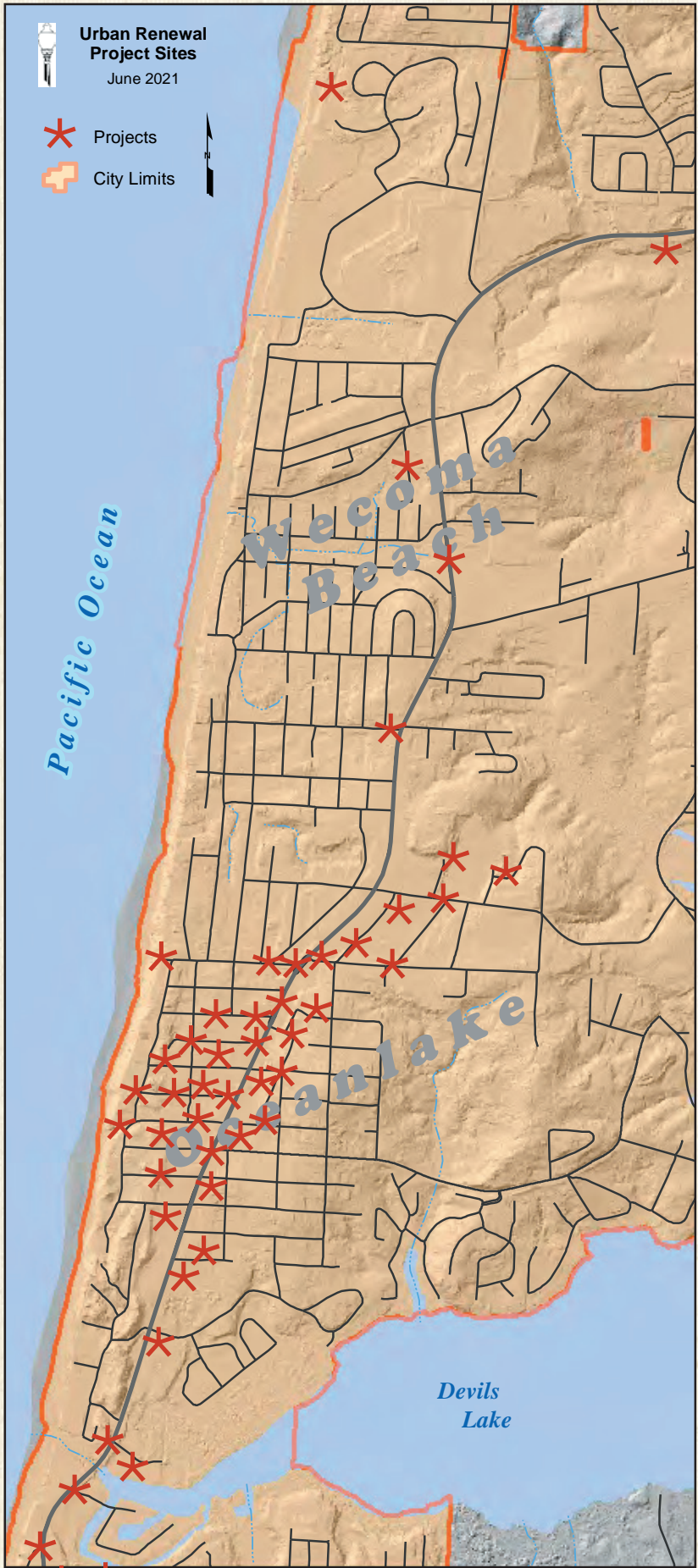




APPENDIX

PROJECT LOCATION MAPS







Urban Renewal Project Sites

June 2021

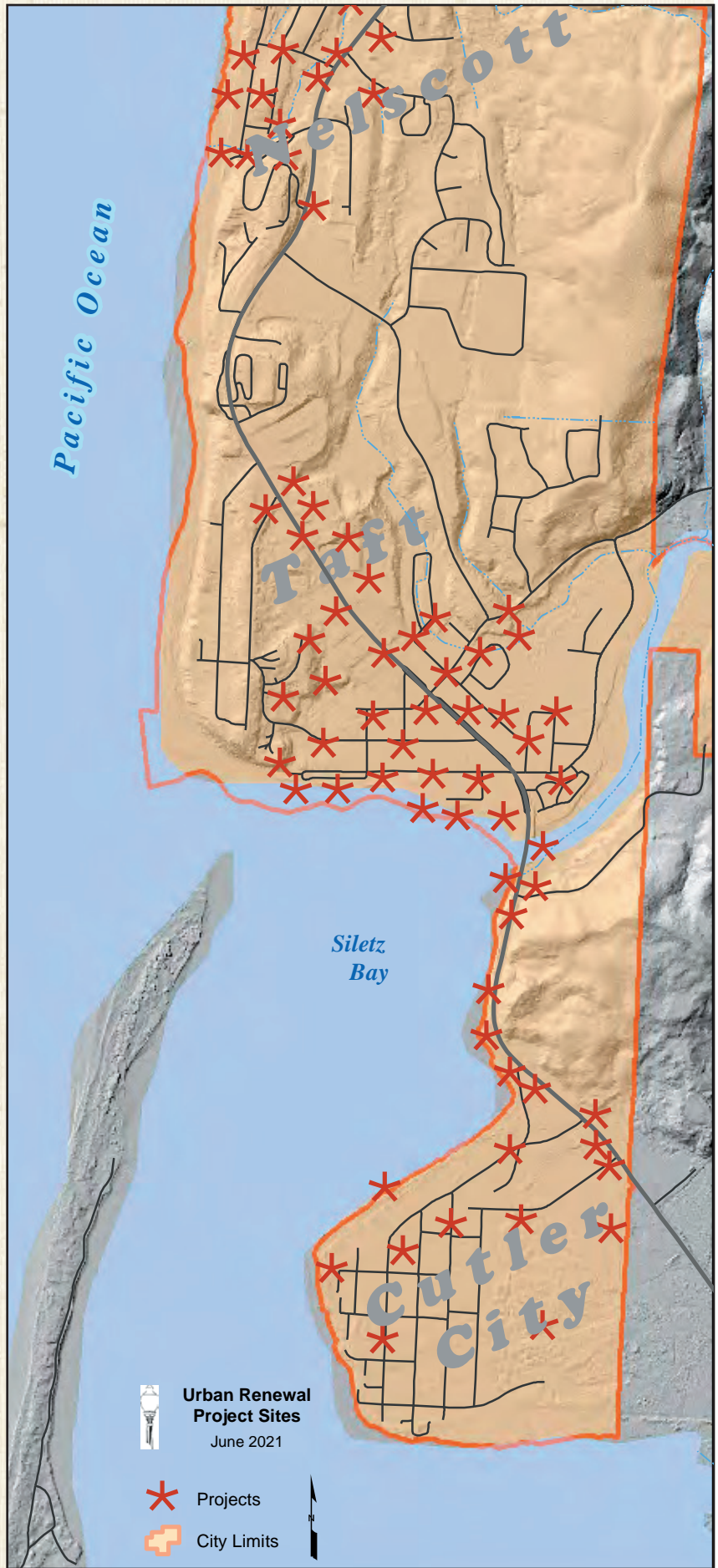


Projects



City Limits





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About the Authors

Alison Robertson is the Director of the Lincoln City Urban Renewal Agency since 2016 and served as Assistant Director since 2006. She is a member of the American Institute of Certified Planners (AICP), a LEED Accredited Professional with the U.S. Green Building Council, and is a Certified Economic Developer through the Oregon Economic Development Association (OEDA).

Kurt Olsen is the retired past Director of the Lincoln City Urban Renewal Agency, the American Planning Association “Planner of the Year” 2006 – Oregon Chapter award recipient, and served as President of the Association of Oregon Redevelopment Agencies (AORA; now OEDA) from 2006-2008.



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