

# **Lowell Downtown Plan Update Technical Memorandum 6:**

## *Draft Implementation Projects, Partners and Funding Sources*

### **I. Introduction**

Once the visioning and planning process with input by the community is complete, the critical component of any plan is its implementation. This memorandum discusses some strategies for prioritizing, financing and achieving the vision of Lowell Downtown Master Plan. The proposed projects contained within this memorandum will be incorporated into the final master plan and include phasing, partnerships, and funding sources and allocations. The intent of the Downtown Master Plan is to be visionary but also financeable and practical. It will serve as a daily resource for citizens, decision makers and anyone with an interest in future public and private investments in Lowell.

### **II. Policy Foundation**

The plan proposes changes and additions to public policy related to downtown. The Lowell Downtown Master Plan will serve as a refinement plan to the Lowell Comprehensive Plan and the policies it contains will carry the same weight as all comprehensive plan policies. The Downtown Master Plan policies, introduced in previous project deliverables, are directly informed by numerous forms of outreach to residents through the planning process. These are the initial building blocks and their adoption will act as the first step in realizing the community's vision for Downtown Lowell.

### **III. Lowell Downtown Implementation Projects**

This section provides an overview of projects that emerged from the Lowell Downtown Master Planning process. The planning team and Steering Committee developed a phased Implementation Strategy and cost estimates for the priority capital improvement projects. The team prioritized projects based on need, impact, and feasibility. Phase I reflects projects that are estimated to be addressed within the first five years (2019-2024). Each of the following phases represent successive five year periods up to 20 years (2039). The strategy provides specific cost estimates for the initial projects and less detail for projects projected further out. This is partly because it is difficult to contextualize the project so far out, but also because the Lowell Downtown Plan should be revisited and revised in the interim. As with all aspects of the Master Plan, projects and phasing should be reviewed annually to assess progress and remain a living document to change with the changing needs of the community. All costs represent 2019 dollars and do not reflect inflation or increases in land value (where applicable).

Some elements presented within the Lowell Downtown Master Plan, including the Illustrative Plan, are not explicitly discussed within the prioritized projects or elsewhere within this memo. Projects and details can be added if desired, but the plan should not be assumed to address everything. Lowell decision makers will be required to interpret the plan where it is not specific. Future iterations of the Plan will develop more detail as well.

Project phasing is a tool for resource allocation and planning. Phasing needn't be overly rigid however. In all likelihood, over time, new opportunities, including funding sources will become available. It is important to monitor funding sources and be prepared to wisely take advantage of opportunities as they arise (potentially out of priority sequence). Potential funding opportunities and sources are outlined in a following section of this memo.

The Lowell Downtown Master Plan includes an Illustrative Plan. The Illustrative Plan is not intended to be overly prescriptive or strict. It conveys one example of development consistent with the Lowell Downtown Master Plan's policies and Regulating Plan. The Illustrative Plan is useful as a reference for communicating plan concepts, for cost estimation and as a possible starting place for plans to realize the vision and policies of the Master Plan. Individual property owners will establish their own development concepts for their properties in accordance with the Downtown regulating Plan and Lowell Development Code which will be updated to implement the policies of the Downtown Master Plan. Updating the Lowell Development Code is included as a highest priority.

The Illustrative Plan (attached) provides a visual diagram for most implementation projects. Conceptual details presented in the Illustrative Plan that relate to development and construction within the right of way also provide the initial concepts necessary for planning-level cost estimates.

***Phase 1 Projects (Years 2019 – 2024)***

<b>1A - Update downtown zoning regulations</b>
<b>Summary:</b> Development codes (including zoning ordinances) implement comprehensive plan policies. Development codes establish allowed, conditional and prohibited uses, development standards and other regulatory nuances enforceable by the City.
The City of Lowell should pursue these changes as the top priority. The City has begun coordinating an opportunity to accomplish this through the State of Oregon's Transportation and Growth Management (TGM) Code Assistance program, managed jointly by ODOT and DLCD. TGM Code Assistance provides financial and technical support to complete this type of work. Early indications suggest that this work could proceed as early as Summer 2019, which would be an excellent opportunity to maintain momentum for Downtown.
<b>Key Partners:</b> LCOG, TGM (DLCD and ODOT)
<b>Next Steps:</b> Submit application to TGM, obtain Council support, Support/complete project. Utilize code amendment recommendations from the Downtown Master Planning process.
<b>Funding Sources:</b> Local and/or TGM Code Assistance (DLCD and ODOT)
<b>Local Lead:</b> City Administrator & Planning Commission
<b>Estimated Cost:</b> \$50,000 - \$60,000

**1B - Establish design standards for signage and gateways**

**Summary:** Establishment of gateways and signage is a high prioritized project. The urban design consultants supporting the Downtown Master Plan created a concept for gateways and signage in Lowell. These and the signage needs established in the Parks Master Plan should be considered. If the City determines to go another direction, then they should establish standards with which to proceed.

**Key Partners:** A Design/Architecture Firm, LCOG

**Next Steps:** Determine if there is desire to pursue/refine existing designs. If not, establish concepts and standards and reach out to architectural/design firm(s) for help.

**Funding Sources:** Local and/or TGM Code Assistance (DLCD and ODOT)

**Local Lead:** City Administrator/Economic Development Committee

**Estimated Cost:** \$2,500-\$5,000

**1C - Erect Gateway on Pioneer Street and/or Monument Sign at North Shore and Pioneer**

**Summary:** With a design in place, the City can proceed with construction of a gateway

**Key Partners:** A Design/Architecture Firm, Contractor(s), Owners

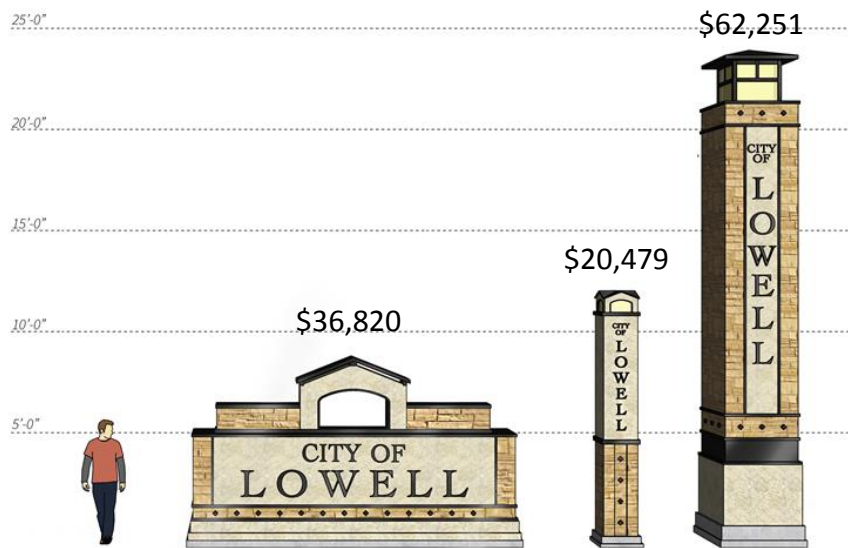
**Next Steps:** Confirm design and/or standards

**Funding Sources:** Bonds, Oregon Tourism Commission, Urban Renewal

**Local Lead:** City Administrator/Economic Development Committee

**Estimated Cost:** \$124,502 (Large Tower x 2), \$36,820 (Monument Sign x 1)

**Project Figure:**



*\*Note: Gateways presented above provide one example for conceptualization and planning level cost estimates. Signage design will realize as decision makers and the community see fit.*

## 1D - Rolling Rock Park improvements

**Summary:** The City of Lowell is completing a Parks Master Plan concurrent with the Downtown Master Plan. Rolling Rock Park is proposed to be reconfigured to provide a larger, more centralized and versatile space in downtown. The Illustrative Plan conveys some Rolling Rock park concepts, but the Lowell Parks Master Plan should be consulted for specific park improvement details and concepts.

**Key Partners:** University of Oregon, Landscape Architecture Firm, Construction firm(s)

**Next Steps:** Secure funding

**Funding Sources:** OPRD Local Government Grants, Land and Water Conservation Fund

**Local Lead:** City Administrator/ Parks and Recreation Committee, Private

**Estimated Cost:** \$840,000 (Including Design, Contingency and Fees – does not include sidewalk or street trees within City right-of-way))

**Project Figure:** Preliminary concept for Rolling Rock Park (from Draft Parks Master Plan)



- |   |  |                            |
|---|--|----------------------------|
| ① HISTORIC CABOOSE AND RAILROAD INTERPRETATION                      | ⑦ EXISTING BANDSTAND                                 | ⑪ PICNIC TABLE             |
| ② PARK ENTRANCE PLAZA   | ⑧ TREE GROVE (PICNIC AREA)                           | ⑫ BENCHES                  |
| ③ SEATING BENCHES (BASALT COLUMNS OR FORMED CONCRETE)               | ⑨ SMALL PLAYGROUND                                   | ⑬ COVERED PICNIC PAVILIONS |
| ④ BUS STOP  | ⑩ OPEN LAWN (FLEXIBLE SPACE USED FOR FARMERS MARKET) | ⑭ SOFT TRAIL               |
| ⑤ AMPHITHEATER SEATING AREA   |  |                            |
| ⑥ COVERED PICNIC PAVILION (COULD INCLUDE CONCESSIONS AND RESTROOMS) |  |                            |

**1E - City Hall and Library Concept Plan**

**Summary:** Lowell’s current City Hall is unsafe and under evaluation for reconstruction or relocation. This presents a significant opportunity for the City to anchor the Downtown vision with some alignment of necessary public investment. Investigation into these concepts has already begun as of March, 2019.

**Key Partners:** The Urban Collaborative,

**Next Steps:** Complete initial analysis and concept planning

**Funding Sources:** Secured

**Local Lead:** City Administrator/ Library Committee

**Estimated Cost:** Pending

**1F - Sidewalk improvements along Moss and Main (adjacent to Rolling Rock Park)**

**Summary:** Rolling Rock Park is proposed to be reconfigured to provide a larger, more centralized and versatile space in downtown. Moss Street and Main Street also have longer term plans established for street sections improvements. Although street improvements may not be undertaken fully in the first five years (Phase 1), the nexus of these two projects presents the possibility for sidewalks along Moss Street and Main Street to be addressed.

**Key Partners:** University of Oregon, Landscape Architecture Firm, Construction firm(s)

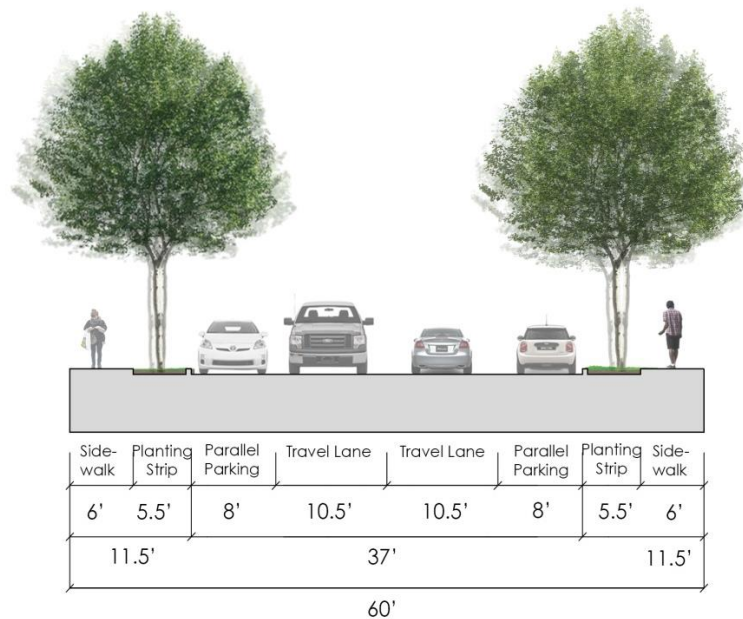
**Next Steps:** Secure funding

**Funding Sources:**

**Local Lead:** City Administrator/ Parks and Recreation Committee/Pubic Works Director

**Estimated Cost:** \$159,600 (includes 20% engineering and 20% contingency)

**Project Figure:** *Street Section for 60 foot right-of-way (Moss and Main)*



**1G - Paint parallel parking along North Shore (existing pavement)**

**Summary:** The longer term vision for North Shore drive is for a widening of the pavement to utilize the entire 90 foot-right-of way (between Moss and Pioneer Streets) In the meantime (shorter term), the existing pavement can be utilized to implement on-street parking for North Shore Drive.

**Key Partners:** Lane County Transportation, Owners

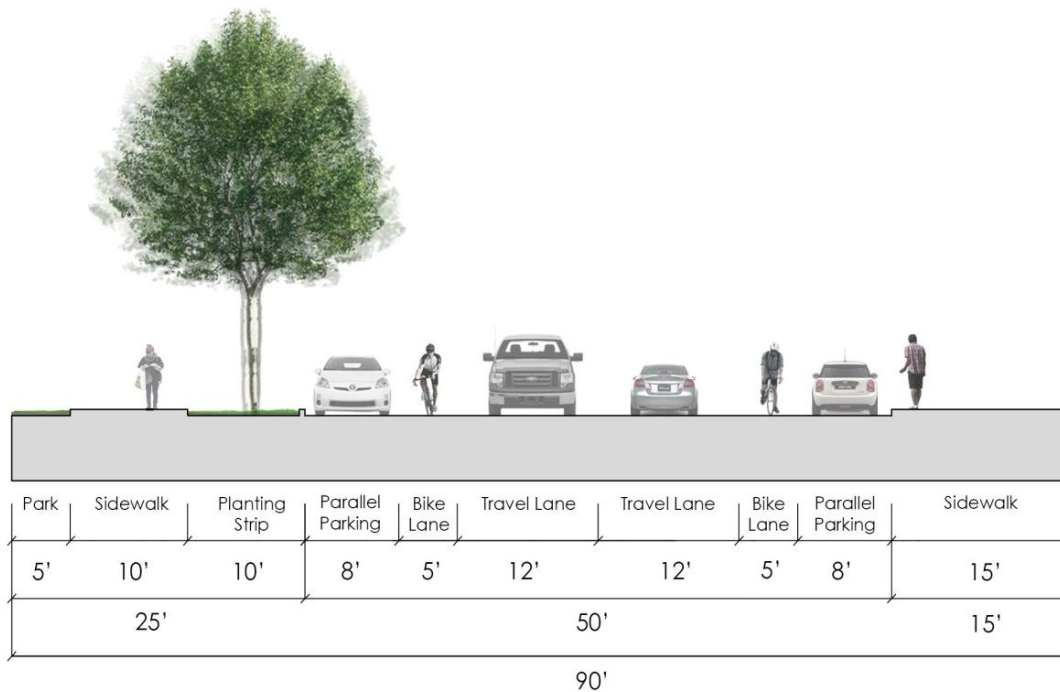
**Next Steps:** Secure funding and scope project further

**Funding Sources:** Local, Lane County, Lane County Road Improvement Assistance Fund

**Local Lead:** City Administrator, Public Works Director

**Estimated Cost:** \$166,320 (includes 20% engineering and 20% contingency)

**Project Figure:** Street Section for 90 foot right-of-way (Northshore Drive)



**1H - Plant street trees along North Shore Drive (adjacent to Rolling Rock Park)**

**Summary:** The longer term vision for North Shore drive is for a widening of the pavement to utilize the entire 90 foot-right-of way (between Moss and Pioneer Streets) established for street sections improvements. Planting street trees will need to be conducted in a way that accounts for and accommodates a City decision of whether to eventually expand the pavement of North Shore right-to-way to utilize all 90-feet.

**Key Partners:** Lane County Transportation, Owners

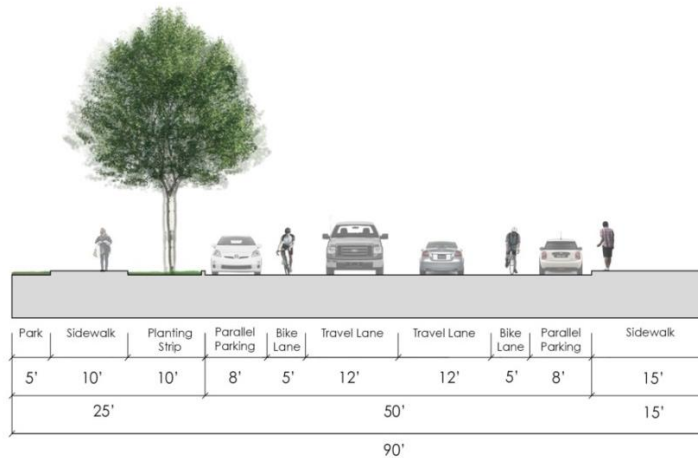
**Next Steps:** Continue to coordinate vision and concepts with Lane County, develop refined (construction level) costs, secure funding

**Funding Sources:** Urban Forestry Grants, Oregon Tourism, Private

**Local Lead:** City Administrator/Public Works Director/Economic Development Committee

**Estimated Cost:** \$12,320 (includes 20% engineering and 20% contingency)

**Project Figure (1H): Street Section for 90 foot right-of-way (Northshore Drive)**



**1I - Investigate Improved Broadband Service for Downtown Lowell**

**Summary:** Access to high speed internet is crucial for economic activity. Lowell should investigate and pursue opportunities and partnerships for increasing access to broadband in downtown. Broadband is provided to rural areas in a number of ways, but most ideally through a physical fiber-optic cable connection. Lowell is fortunate (and unique) in having long haul fiber optic cable that runs through downtown (including to the school and other locations in town). Acquiring service through that existing fiber cable is complex, but the City should dedicate resources to pursuing the unique opportunity that exists to access it.

**Key Partners:** The Regional Fiber Consortium, LCOG, Lane County, Internet Service Provider(s)

**Next Steps:** Establish a clear desire for improved fiber connectivity, work with Regional Fiber Consortium staff (LCOG) to map out next steps and potential private and public partnerships.

**Funding Sources:** Regional Fiber Consortium grants, public/private partnerships

**Local Lead:** City Administrator/Economic Development Committee

**Estimated Cost:** \$1,000-\$25,000 (represents a range of only staff time to securing funding (including grants) to support broadband.

**1J - Develop green space connectivity network plan for pedestrian and bicycle pathways**

**Summary:** The community of Lowell recognizes its natural setting as one of its outstanding strengths. Preparing more deliberately for connections to this asset has been identified as a clear benefit for improving connections between Lowell’s tourist amenities and its downtown.

**Key Partners:** Lane County Transportation , Lane County Parks, Army Corps of Engineers, Oregon Parks and Recreation Department, LCOG, Oregon Tourism Commission, Local Businesses, Owners

**Next Steps:** Find and encourage local champions (including the Parks and Recreation Committee) who can continue to emphasize the need and benefits of connectivity. Use prioritized projects as a starting place and to gain momentum for other opportunities.

**Funding Sources:** City of Lowell, OPDR, TGM (DLCD and ODOT)

**Local Lead:** City Administrator/Parks and Recreation Committee

**Estimated Cost:** \$25,000 - \$40,000

**Phase 2 Projects (Years 2025-2030)**

**2A - Street Section Improvements along North Shore Drive (including pavement expansion)**

**Summary:** The long term vision for North Shore drive is for a widening of the pavement to utilize the entire 90 foot-right-of-way, realizing the street section proposed below, complete with bike lanes, travel lanes, wide sidewalks, parallel parking, planting strip (and street trees for the north), striping, paving, curbs and gutters and a planting strip. It also includes the cost of bump outs and crosswalks including in the Illustrative Plan. A widening of the North Shore Drive pavement allows for a complete range of modes and amenities, including on street parking.

**Key Partners:** Lane County Transportation, Owners

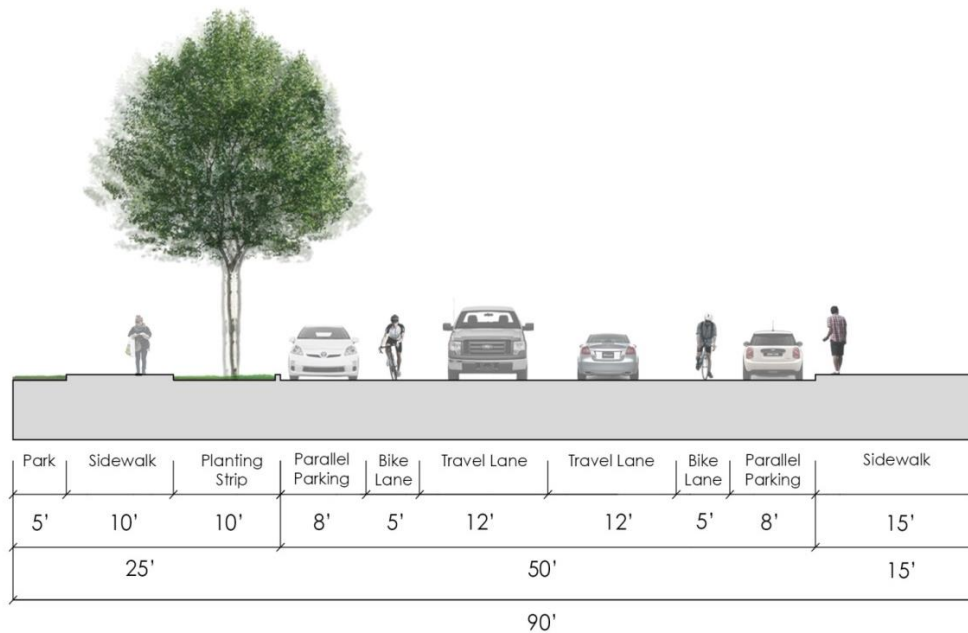
**Next Steps:** Continue to coordinate vision and concepts with Lane County, develop refined (construction level) costs, secure funding

**Funding Sources:** Lane County Road Assistance, CDBG, STIP, SCA (ODOT), Adjacent Development

**Local Lead:** City Administrator/ Public Works Director/Economic Development Committee

**Estimated Cost:** \$1,860,698 (includes 20% engineering and 20% contingency)

**Project Figure:** *Street Section for 90-foot right-of-way (North Shore Drive)*



*\*Note: Costs would decrease by an estimated \$400,000 to \$700,000 if the City determined not to utilize all of the City's right-of-way along North Shore drive. This is partly because there would be less square footage to pave, but also because bike lanes could not be constructed, sidewalks would likely be narrower, and drainage engineering would be less complex.*



**2B - Sidewalk improvements along Moss and Main Street (not included with Project 1F)**

**Summary:** Moss Street and Main Street also have long term plans established for street sections improvements. Street improvements may not be undertaken fully in the first five to ten years (Phases 1 and 2). Sidewalk improvements may be possible without larger scale street section improvements.

**Key Partners:** Lane County Transportation (for crossings), Owners

**Next Steps:** Continue to coordinate vision and concepts with Lane County, develop refined (construction level) costs, secure funding

**Funding Sources:** Lane County Transportation, SRTS, SCA (ODOT),

**Local Lead:** City Administrator/Public Works Director

**Estimated Cost:** \$585,816 (\$264,416 - Main Street, \$323,400 - Moss Street) (includes 20% engineering and 20% contingency)

**2C - Planting street trees along Moss and Main Streets along all downtown segments**

**Summary:** Moss Street and Main Street also have long term plans established for street sections improvements. Street tree installation may be possible without larger scale street section improvements. The remaining street section improvements for Moss and Main Streets should be addressed as soon as possible during Phase 2 or 3.

**Key Partners:** Lane County Transportation (for crossings), Owners

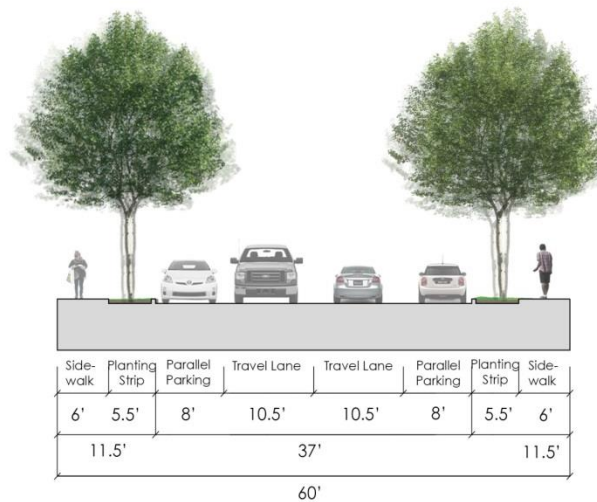
**Next Steps:** Continue to coordinate vision and concepts with Lane County, develop refined (construction level) costs, secure funding

**Funding Sources:** Lane County Transportation, SCA (ODOT),

**Local Lead:** City Administrator/Public Works Director

**Estimated Cost:** \$44,660 (\$13,860 - Main Street, \$30,800 - Moss Street - includes 20% engineering and 20% contingency)

**Project Figure:** Street Section for 60 foot right-of-way (Moss and Main)



*\*Note: The remaining street section improvements for Moss and Main Streets should be addressed as soon as possible during Phase 2 or 3, if it is not possible to address them concurrent with Project 1F, 2B or 2C. These improvements are included in more detail under Project 3A and 3B.*

**2D - Expand pedestrian connectivity from the downtown area to the covered bridge.**

**Summary:** The community of Lowell has a long standing desire to connect the town to its parks and open spaces, including Dexter Lake and one of the amenities that the City is most widely known for, the Lowell Covered Bridge Interpretive Center (managed by Lane County). Bicycle and pedestrian connections to Interpretive Center along Pioneer Street are currently nonexistent. Addressing this lack of connectivity has been identified as a clear benefit for improving connections between Lowell’s tourist amenities and its downtown. Unfortunately, a safe path to the covered bridge requires either widening of the roadway or a covered bridge adjacent to the existing roadway at a significant cost.

**Key Partners:** Lane County Parks, Lane County Transportation, ODOT, Owners

**Next Steps:** Work with Lane County to seek funding for and complete preliminary analysis and concept planning, seek funding for project.

**Funding Sources:** State Bike/Ped Grants, STIP, Oregon Tourism Commission, Private

**Local Lead:** City Administrator/Parks and Recreation Committee

**Estimated Cost:** \$9,576,000 (includes 20% engineering and 20% contingency)

**2E - Construct New City Hall**

**Summary:** Wherever, it is located, Lowell’s new City Hall should be seized as an opportunity to serve as an anchor in Downtown.

**Key Partners:** Architectural/Design firm(s), Property Owners

**Next Steps:** Complete initial analysis and concept planning. Pursue any necessary land acquisition.

**Funding Sources:** Partially Secured/ City of Lowell/ Various

**Local Lead:** City Administrator/City Council

**Estimated Cost:** Pending

**2F - Detailed plans for a round-a-bout at North Shore and Pioneer Street.**

**Summary:** Broad support was expressed for a round-about in the heart of downtown Lowell. A round-about would more effectively (and safely) manage east-west and north-south traffic at one of the City’s primary intersections (North Shore Drive and Pioneer Street).

**Key Partners:** Lane County Transportation, Land and Business Owners

**Next Steps:** Continue to coordinate with Lane County Transportation. Investigate opportunities together to scope and fund a round-about.

**Funding Sources:** Local, SCA (ODOT), Lane County Community Development Road Improvement Assistance, Transportation Safety Grants, CDBG

**Local Lead:** City Administrator/Public Works Director

**Estimated Cost:** \$70,000

**2G - Expand pedestrian connectivity from downtown to Lowell State Park**

**Summary:** The community of Lowell has a long standing desire to connect the town to its parks and open spaces, including Dexter Lake and one of the amenities that the City is most widely known for, Lowell State Park, managed by Oregon Parks and Recreation Department. Bicycle and pedestrian connections to the park along Northshore Drive are currently nonexistent. Addressing this lack of connectivity has been identified as a clear benefit for improving

connections between Lowell’s tourist amenities and its downtown. There are two key alternatives for constructing such a connection. Option A would be to include a ten-foot wide concrete multiuse path along the existing edge of the travel lane. This would require curb and gutters to be installed. Option B would be an asphalt path constructed ten feet from the existing edge of the roadway. This would require more shoulder work and stabilization (including a retaining wall) but would not require curb and gutter.

**Key Partners:** Lane County Transportation (though their jurisdiction ends west of Moss Street), Oregon Parks and Recreation Department.

**Next Steps:** Work with Oregon PRD to seek funding for and complete preliminary analysis and concept planning, seek funding for project.

**Funding Sources:** Oregon Parks and Recreation Department

**Local Lead:** City Administrator/Parks and Recreation Committee

**Estimated Cost:** Option 1 - \$1,666,000, Option 2 – \$3,452,400 (includes 20% engineering and 20% contingency)

**2H - Street Section Improvements for new Street connecting Main Street and North Shore Dr.**

**Summary:** The Illustrative Plan calls for development of the right-of-way that connects Main Street to North Shore Drive through what is now Rolling Rock Park – and is proposed to be the east side of Rolling Rock Park. Street section improvement a reshown in the diagram below.

**Key Partners:** Lane County Transportation, Future owner/developer of property to the east

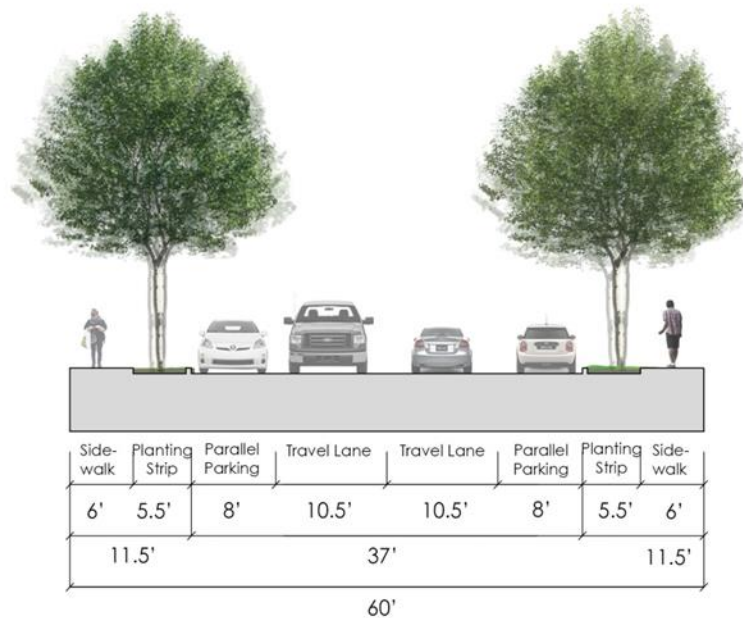
**Next Steps:** Continue to coordinate vision and concepts with Lane County, develop refined (construction level) costs, secure funding

**Funding Sources:** SCA (ODOT), Adjacent Development

**Local Lead:** City Administrator/ Public Works Director/Economic Development Committee

**Estimated Cost:** \$313,758 (includes 20% engineering and 20% contingency)

**Project Figure:** *Street Section for 60-foot right-of-way (New Street)*



**2I - Paul Fischer Park Improvements**

**Summary:** Lowell's current City Hall may relocate. In any case, Paul Fischer presents great opportunities to promote options for activity and community near downtown. The Lowell Parks Master Plan did not include specific plans for Paul Fischer Park.

**Key Partners:** University of Oregon, Oregon Parks and Recreation Department

**Next Steps:** Use Lowell's Parks Master Plan update (2019) as the launch point to complete initial analysis and concept planning/scoping for the Paul Fischer Park.

**Funding Sources:** City of Lowell, Oregon Parks and Recreation Department/Various Other

**Local Lead:** City Administrator/ Parks and Recreation Committee

**Estimated Cost:** N/A

**Phase 3 Projects (Years 2031-2035)**

**3A – Street section improvements along Main Street (not addressed in Projects 1F, 2A)**

**Summary:** Main Street also has a long term plan established for full street section improvements. Street improvements may not be undertaken fully in the first five to ten years (Phases 1 and 2). Project 3A realizes the street section proposed below, complete with travel lanes, wider sidewalks (if they have not been realized, striping, paving, curbs and gutters and a planting strip (if not already realized). It also includes the cost of bump outs and crosswalks including in the Illustrative Plan.

**Key Partners:** Lowell School District, Land/Business Owners

**Next Steps:** Develop refined (construction level) costs, secure funding

**Funding Sources:** Bond, SRTS, Lowell School District, SCA (ODOT), Adjacent Development, CDBG

**Local Lead:** City Administrator/Public Works Director

**Estimated Cost:** \$671,777 (includes 20% engineering and 20% contingency)

**3B – Street Section improvements along Moss Street (not addressed in Projects 1F, 2B)**

**Summary:** Moss Street also has a long term plan established for full street section improvements. Street improvements may not be undertaken fully in the first five to ten years (Phases 1 and 2). Project 3B realizes the street section proposed below, complete with travel lanes, wider sidewalks (if they have not been realized, striping, paving, curbs and gutters and a planting strip (if not already realized). It also includes the cost of bump outs and crosswalks including in the Illustrative Plan.

**Key Partners:** Land/Business Owners, Lowell School District, Lane County Transportation (crossings), Owners

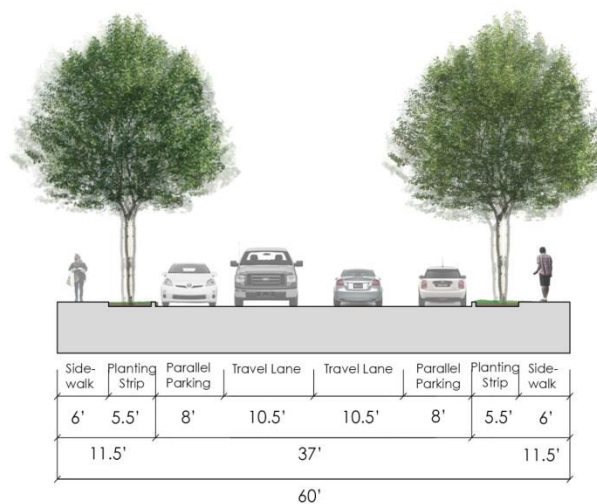
**Next Steps:** Develop refined (construction level) costs, secure funding

**Funding Sources:** SRTS, Lowell School District, Lane County, SCA (ODOT), CDBG

**Local Lead:** City Administrator/Public Works Director

**Estimated Cost:** \$829,535 (includes 20% engineering and 20% contingency)

**Project Figure:** Street Section for 60 foot right-of-way (Moss and Main)



*\*Note: The remaining street section improvements for Pioneer Street should be addressed as soon as possible during Phase 3, if it is not possible to address them concurrent with Projects 1F, 2B and 2C.*

**3C - Sidewalk improvements along Pioneer Street;**

**Summary:** Pioneer Street has long term plans established for street section improvements. The plan anticipates that street improvements for Pioneer Street may not be undertaken fully in the first ten years (Phases 1 and 2). The street section improvements for Pioneer Street should be addressed as soon as possible in any case.

**Key Partners:** Lane County Transportation, Owners

**Next Steps:** Continue to coordinate vision and concepts with Lane County, develop refined (construction level) costs, secure funding

**Funding Sources:** Lane County Road Improvement Assistance, STIP, State Bike/Ped, SCA (ODOT), SRTS, CDBG

**Local Lead:** City Administrator/Public Works Director

**Estimated Cost:** \$58,800 (includes 20% engineering and 20% contingency)

**3D - Plant street trees along Pioneers Street**

**Summary:** Pioneer Street has long term plans established for street section improvements. The plan anticipates that street improvements for Pioneer Street may not be undertaken fully in the first ten years (Phases 1 and 2). The street section improvements for Pioneer Street should be addressed as soon as possible in any case.

**Key Partners:** Lane County Transportation, Owners

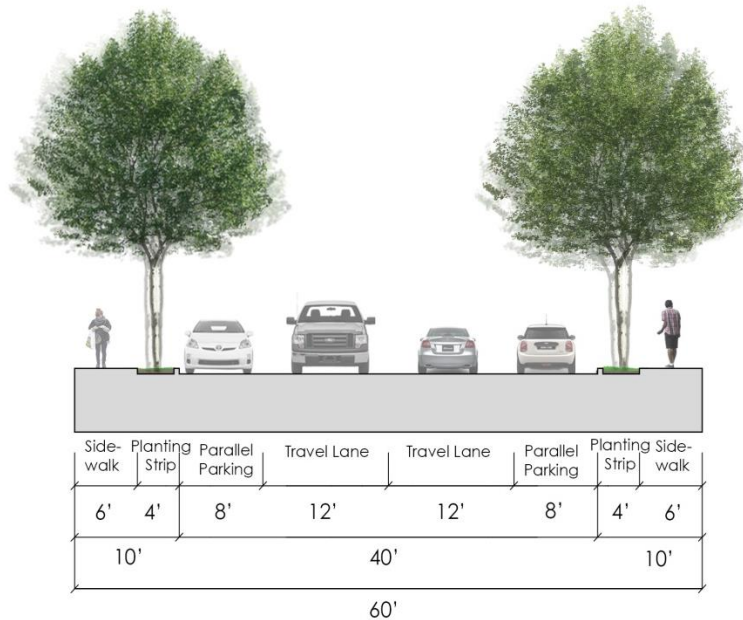
**Next Steps:** Continue to coordinate vision and concepts with Lane County, develop refined (construction level) costs, secure funding

**Funding Sources:** Local, Urban Forestry Grants, Private

**Local Lead:** City Administrator/Public Works Director

**Estimated Cost:** \$24,640 (includes 20% engineering and 20% contingency)

**Project Figure:** Street Section for 60 foot right-of-way (Pioneer Street)



*\*Note: The 60-foot street section for Pioneer Street differs from other in Lowell because it is owned by Lane County, and the County requires a minimum 12 foot travel lane.*

**Phase 4 Projects (Years 2036-2040)**

**4A – Street section improvements for Pioneer Street;**

**Summary:** Pioneer Street has long term plans established for street section improvements. The plan anticipates that street improvements for Pioneer Street may not be undertaken fully in the first fifteen years (Phases 1, 2 and 3). They are proposed for Phase 4, but should be addressed as soon as possible in any case.

**Key Partners:** Lane County Transportation, Lowell School District, Owners

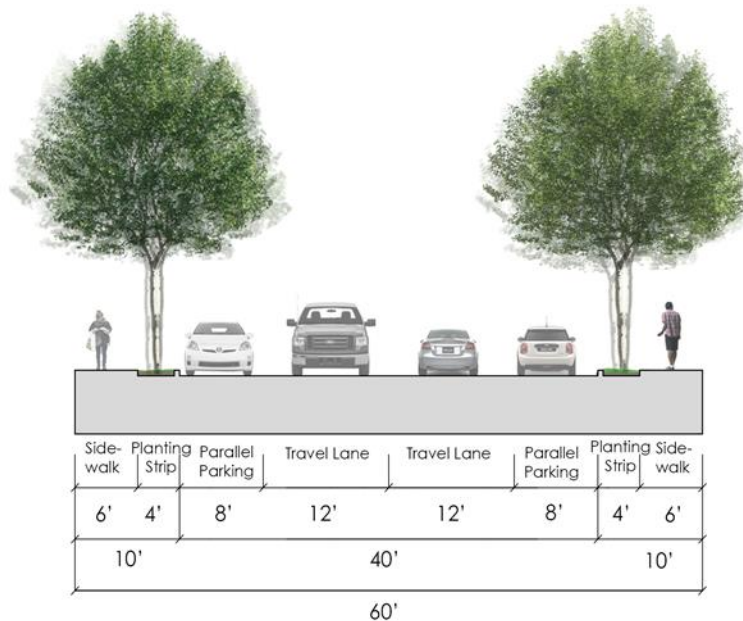
**Next Steps:** Continue to coordinate vision and concepts with Lane County, develop refined (construction level) costs, secure funding

**Funding Sources:** Lane County Road Improvement Assistance, STIP, State Bike/Ped, SCA (ODOT), SRTS, CDBG

**Local Lead:** City Administrator/Public Works Director

**Estimated Cost:** \$504,875

**Project Figure:** Street Section for 60 foot right-of-way (Pioneer Street)



*\*Note: The remaining street section improvements for Pioneer Street should be addressed as soon as possible during Phase 4, if it is not possible to address them concurrent with Projects 3C and 3D.*

**4B - Round-about at Northshore Drive and Pioneer Street**

**Summary:** A round-about would more effectively (and safely) manage east-west and north-south traffic at one of the City’s primary intersections (North Shore Drive and Pioneer Street).

**Key Partners:** Lane County Transportation, Land and Business Owners

**Next Steps:** Reference earlier scoping and planning documents for realization of round-about.

**Funding Sources:** Lane County Road Improvement Assistance, STIP, State Bike/Ped, SCA (ODOT), SRTS, CDBG

**Local Lead:** City Administrator/Public Works Director

**Estimated Cost:** \$420,000 (includes 20% contingency)

**Project Figure:** Roundabout concept from Illustrative Plan

<b>Implementation Projects Summary</b>	<b>Key Partners</b>	<b>Local Lead(s)</b>	<b>Estimated Cost</b>
<b>Phase 1 (Years 1 – 5)</b>			
1A - Update downtown zoning regulations	LCOG, TGM (DLCD/ODOT)	City Admin/PC	\$50-60,000
1B - Establish design standards for signage and gateways	A&D Firm, LCOG	City Admin/EDC	\$2,500-\$5,000
1C - Erect gateway on Pioneer Street	A&D Firm, Contractor(s)	City Admin/EDC	\$124 – \$160,000
1D - Rolling Rock Park improvements	UO, A&D Firm, Contractor(s)	City Admin/PRC	\$840,000
1E - City Hall and Library Concept Plan	The Urban Collaborative	City Admin/LC	Pending
1F - Sidewalk improvements along Moss and Main (adjacent to Rolling Rock Park)	UO, A&D Firm, Contractor(s)	City Admin/PRC	\$1559,600
1G - Paint parallel parking and bike lanes long North Shore (existing pavement)	Lane County Transp.	City Admin	\$166,320
1H - Plant street trees along North Shore Drive (adjacent to Rolling Rock Park)	Lane County Transp.	City Admin	\$12,320
1I - Investigate Improved Broadband Service for Lowell	Reg. Fiber Consortium, LCOG, ISP	City Admin/EDC	\$1,000-\$25,000
1J - Develop a green space connectivity network and plan for pedestrian and bicycle pathways	Lane County Transp., Lane County Parks, ACOE, OPRD	City Admin/PRC	\$25 – 40,000
<b>Phase 2 (Years 5 – 10)</b>			
2A – Street section improvements along North Shore Drive	Lane County Transp.	City Admin/EDC/PW	\$1,860,698
2B - Sidewalk improvements along Moss and Main (unaddressed by 1F)	Lane County Transp.	City Admin/PW	\$585,816
2C - Plant street trees along Moss and Main Streets (downtown segments)	Lane County Transp.	City Admin/PW	\$44,660
2D - Expand pedestrian connectivity from downtown area to the covered bridge.	Lane County Parks, Lane County	City Admin/PRC	\$9,576,000
2E - Construct new city hall	A&D Firm,	City Admin/CC	Pending
2F - Detailed plans for a round-a-bout at North Shore and Pioneer Street.	Lane County Transp./Owners	City Admin/PW	\$70,000
2G - Expand pedestrian connectivity from the downtown to Lowell State Park.	Lane County Transp., OPRD	City Admin/PRC	\$1.6 –3.5 Million
2H - Street Section Improvements for new street connecting Main and North Shore	Lane County, Future Owner	City Admin/PRC	\$313,758
2I – Paul Fisher Park Improvements	UO, OPRD	City Admin/PRC	N/A
<b>Phase 3 (Years 10 – 15)</b>			
3A – Street section Improvements along Main Street (not addressed previously)	Lane County Transp.	City Admin/PW	\$671,777
3B – Street sections Improvements along Moss Street (not addressed previously)	Lane County Transp.	City Admin/PW	\$829,535
3C -Sidewalk improvement along Pioneer Street	Lane County Transp.	City Admin/PW	\$58,800
3D - Plant street trees along Pioneers Street	Lane County Transp.	City Admin/PW	\$24,640
<b>Phase 4 (Years 15 - 20)</b>			
4A – Street section improvements for Pioneer Street (not addressed previously)	Lane County Transp.	City Admin/PW	\$504,875
4B - Round-about at North Shore and Pioneer	Lane County Transp., Owners, A&D Firm, Contractors	City Admin/PW	\$420,000
Lowell Committees: Parks and Recreation Committee (PRC), Economic Development (EDC), Library (LC). (OPRD) - Oregon Parks and Recreation Department, (A&D) – Architecture and Design, (TGM) – Transportation and Growth Management, (ISP) – Internet Service Provider, (ACOE) Army Corps of Engineers, (DLCD) – Dept. of Land Conservation and Development			





#### **IV. Downtown Master Plan Implementation Coordination**

##### ***Lane County***

Lane County Parks is also a critical partner for realizing elements of the Downtown vision. Lane County owns and has jurisdiction over North Shore Drive (west to Moss Street) and Pioneer Street. The Master Plan should convey the County's support of the City's vision and the two agencies acknowledge that they will need to coordinate implementation efforts, including funding and design details related to North Shore and Pioneer Street improvements. Lane County Transportation has been an active contributor and partner in the Downtown Master Planning process.

The County is also a partner for park related improvements. The County manages the Covered Bridge Interpretive Center, which is widely recognized and serves as one gateway to Lowell. Working with Lowell fits within Lane County's recent Parks and Master Plan in terms of its goals (economic vitality, collaboration, connectivity, and vibrancy). Lowell and Lane County are interested in finding recreational activities that can connect County Parks to downtown Lowell, touching on the goals of increased tourism and vibrancy. In a focus group conversation with recreation providers, Lane County staff noted that they foresee Lowell as becoming a "hub" for trail connectivity between Eugene and the Cascades. The Eugene to Crest Trail goes through Lowell.

Connectivity is not limited to roads and trails. Lane County also sees water trails from Dexter Lake onto the Willamette down to Mt. Pisgah. Such an undertaking should be regionally advertised with Travel Lane County. Though limited in its ability to help financially, Lane County Parks is ready and willing to help out as an active partner.

##### ***State of Oregon***

No State (Oregon Department of Transportation) facilities pass directly through the City of Lowell, however state Highway 58, the primary transportation facility supporting Lowell and significant portions of southern and eastern Oregon, is less than a quarter mile from the City.

Oregon Parks and Recreation Department (OPRD) is another key state partner for Lowell in implementation of the Downtown Master Plan. One key project is an improved pedestrian connection between Downtown Lowell and the premiere recreation facility on Dexter Lake, Lowell State Park. Lowell should continue to work with OPRD to secure Local Government grants for Park related infrastructure. The Downtown Master Plan provides a compelling and attractive foundation for grant funding in these areas. The City should continue to track OPRD grant cycles and connect with OPRD staff to communicate local plans, including sharing draft and adopted versions of the Downtown Master Plan.

Oregon Parks and Recreation Department also sponsors the Oregon Main Street, as part of the Oregon Heritage program. OMS is designed to assist with the revitalization of traditional downtowns and historic commercial districts, promote economic development, and encourage historic preservation. The program uses an approach that advocates a return to community self-reliance, local empowerment, and the rebuilding of central business districts based on their

assets, unique architecture, personal service, local ownership and entrepreneurship, and a sense of community. The Oregon Main Street Handbook is a helpful reference for steps related to promoting Lowell's Downtown.

<https://www.oregon.gov/oprd/HCD/SHPO/docs/2018OMSHandbook.pdf>

The Oregon Department of Land Conservation and Development (DLCD) works in partnership with local governments, and state and federal agencies, to address the land use needs of the public, communities, regions, and the state. The Land Conservation and Development Commission (LCDC) provides policy direction for the land use planning program and help carry out the vision of managing urban growth; protecting farm and forest lands, coastal areas, and natural resource lands; and providing for safe, livable communities in concert with the vision of the local communities.

DLCD provided funding for the Downtown Master Plan through its Technical Assistance funding program. DLCD staff have also provided key support in its creation and adoption. The City should remain in close contact with its DLCD regional representative in efforts to realize the downtown vision.

### ***Lowell Schools***

The Lowell School District is experiencing unprecedented growth and support. The passage of local bonds and capital projects underway make Lowell schools a critical partner. All three schools are in very close proximity to the downtown core and overlapping interests are crucial to consider. LCOG and the City of Lowell met with representatives from Lowell Schools, including the Superintendent, Director of the Bridge Charter Academy, and Chairperson of the Lowell Education Foundation. They noted that their primary goal is to increase enrollment. Increased attractiveness of Lowell (including its Downtown) is viewed by education leadership as a mechanism to attract families (students) and teachers/staff. Lowell schools also recognize that activity in Downtown Lowell has immediate benefits to faculty, students and families. Some specific benefits noted in focus groups include the possibility of more and closer food options, and providing out-of-town family members with more to do while they wait for their children to attend special school programs.

The City must place a priority on continuing the partnership schools have with the City of Lowell. The school district and the City should be leveraging shared interests. The school district has expressed, for example, some longer term plans for facilities along its Main Street frontage (including a community fitness center). Opportunities to promote Main Street as a front facing and active space should be strongly encouraged and cultivated by the City. The school is a key partner in making Main Street a more ideal location for "downtown" investments. The City should continue to encourage school leadership participation on City Committees and decision making bodies.

### ***US Army Corps of Engineers***

The City of Lowell's interests are directly tied to the Army Corps of Engineers due to their management of Dexter Lake and nearby Lookout Point and Fall Creek Reservoirs. In 2008, the US Army Corps of Engineers made a decision to update the Dexter Lake Shoreline Management

Plan in response to dealing with a variety of controversial shoreline issues near that time. The scope of the SMP is along the Dexter Lake shoreline and does not have a focus on the downtown core of Lowell. However, if future development occurs along Dexter Lake shoreline, the SMP will be a document in need of consultation.

The City has also contemplated green connections between downtown and public lands nearby. The Corps has park property east of downtown, which could be part of a path corridor connecting recreation areas east and west of downtown. The Corps is an important partner in matters dealing with Dexter Lake. Any efforts at marketing and branding Lowell as a destination and tourism location should involve the Army Corps of Engineers.

### ***Federal Public Land Management Agencies***

The City of Lowell is in very close proximity to Bureau of Land Management & US Forest Service lands. Until the late 2000s, the Forest Service maintained station offices in downtown Lowell. Lowell is a gateway to a number of recreation areas, including the highly visited Fall Creek Recreation Area and the public recreation areas along Highway 58 (Willamette and Deschutes National Forests). BLM and USFS partnerships should focus on grant opportunities from those agencies promoting Lowell as a clear access/embarkation point for these important areas.

### ***Neighboring Communities***

There are a number of unincorporated areas near Lowell that provide partnership potential and should be considered in ongoing planning and implementation efforts. These areas include Dexter, Fall Creek and Pleasant Hill. These communities share social and economic cohesion with Lowell. Efforts to refine needs should consider outreach to these neighboring areas.

### ***Business and Landowners***

The successes of downtown Lowell will rely heavily on the participation and partnership of local businesses and landowners. Retail and service sector activity is an important part of the downtown's economic base; consequently, business owners have a vested interest in the success of downtown revitalization. Retailers are often most interested in, and the most valuable contributors to, downtown promotional activities, though their involvement in other downtown activities can also be beneficial.

Property owners literally own the downtown, and must have a direct interest in the success of the downtown vision. Owners should be active participants in the revitalization process. A focus group with Lowell Downtown business owners revealed an optimism for and commitment to the success of Downtown Lowell. Owners are hopeful that the community will recognize the risks that owners take and that the community can buy-in to concepts that may reflect a new type of downtown.

### ***City of Lowell Decision Makers, Boards and Committees***

The City of Lowell has a number of Boards and Committees that will need play a vital role in various elements identified within the Downtown Master Plan. These groups should be utilized for direction, support and implementation. Beyond City Council, these groups include the Planning Commission, Budget Committee, Economic Development Committee, Parks and

recreation Committee, Library Committee and Blackberry Jam Festival Committee. This memo recommends a number projects where it is recommended that these groups be involved.

## **V. Incentives**

Revitalization of Lowell's Downtown will require actions and investments both by public agencies, such as the City of Lowell and Lane County, and from private property and business owners. Working together these efforts will impact the physical streetscape as well as storefronts and properties adjoining it.

While future private investment and development in properties in Downtown Lowell will play the most important role in transforming the built environment, there are some steps that the City, business organizations, and other stakeholders can take to help incentivize this private investment, attract new visitors, and reinforce the downtown as the heart of the community. The following are some recommended steps to aid in economic development.

### **Storefront Improvement Program**

Storefront improvement programs provide assistance and financial incentive for commercial property owners to reinvest in the facade of their buildings. These programs are a common use of Urban Renewal funding that encourages investment in private property, while emphasizing the building's facade to ensure that there is an outward public impact and community benefit. For a revitalization program, improvements to store fronts work with public improvements to the streetscape to create an overall sense of investment in the area. Storefront improvements might range from simple paint and repair, to awnings, signage, lighting, or more major rehabilitation include structural and window renovations.

Programs can also aid in the design and planning for these projects. There are multiple ways to structure such programs including grants or loans, and many examples from across the region to serve as models.

### **Downtown Branding, Marketing, and Events**

Throughout this planning process the community expressed a desire for a sense of arrival and distinction at downtown. This can be achieved many ways and will already be highly evident by the change in streetscape, landscape, and development character in the Downtown Core.

Gateway features at key entrances to downtown will provide a clear sense of distinction and arrival. The City has contemplated signage and monuments designating arrival in Lowell's downtown. In the Illustrative Plan, a gateway is proposed at the main south entrance of downtown Lowell along Pioneer Street. Another is proposed at the west entrance along North Shore Drive. Archways were contemplated for both, but Lane County, who own both streets prohibits archways on facilities that accommodate freight traffic. Figure X shows some examples of alternatives for these gateway locations. The examples reflect a covered bridge theme. A sign is also proposed as part of the Illustrative Plan. It is proposed to be located at the southwest corner of Pioneer Street and North Shore Drive. Again Figure X provides a conceptualization of what that sign might look like.

In conjunction with the Lowell Economic Development Committee, the City can pursue other tools and means to reinforce downtown Lowell as a unified district and destination. This means messaging and coordination among business owners, the City, and other stakeholders to brand

the district and explicitly advertise events as taking place in “Downtown Lowell.” Businesses can coordinate their approach to such events, such as keeping the same hours, agreeing on sidewalk activities, or creating marketing materials prior to events.

Marketing and brandings efforts can be applied to existing events, such as the Blackberry Jam Festival, or new events made possible by the newly focused Downtown described in this Plan. The street redesign described in this Plan will create excellent new spaces for new events.

Other on-going messaging efforts might include physical improvements such as streetlight banners or signage in the downtown, or small handouts such as a guide to local businesses. The goal of these activities is to ensure that the community does not miss opportunities to brand “Downtown Lowell” as a distinct place in the community.

### **Leverage City Hall and Library Improvements to Strengthen Downtown**

It is crucial to emphasize the degree to which public projects in the area can contribute to the success of downtown and can leverage and mutually-reinforce each other. This planning process has made clear that the eventual redevelopment or likely relocation of City Hall/Library provide important underpinning to the revitalization of Downtown Lowell. A new City Hall and Library presents the opportunity to create model civic buildings in the Downtown Core, bringing customers and activity. Such development can be catalytic of other new development in the area. It has the potential to provide an example of good building design and aesthetics. The City has encountered two possible locations for City Hall and the Library in the Downtown Core area. Both locations present opportunities for the key intersection of North Shore Drive and Pioneer Street.

The volume and type of traffic these uses can bring to downtown will greatly enhance revitalization efforts by bringing greater awareness and more visitors to the area. It will also support existing, and create additional, marketing and event opportunities for local business and boosters.

### **Parking**

There are current, and will be more, off-street spaces throughout downtown Lowell. Many of these spaces could be used by customers or employees of other, nearby businesses. To enable this, the City could initiate collaboration between private property owners to create shared-use agreements. The City may offer incentives for property owners that establish such agreements.

## **VI. Funding Sources**

The following is a list of potential funding sources currently available that may be used to help implement portions of the Lowell Downtown Plan. It is important to point out that the capital improvements proposed in this plan will likely take a number of years to be fully implemented and that several of these sources of funding will need to be used in combination, and that funder change programs and priorities over time. The Lane Council of Governments provides grant writing and resource development assistance to its members.

### **A. Local Sources**

Although outside funding sources are a critical resource local jurisdiction to address needs, every community must plan and prepare to utilize local funding sources wisely to realize its vision. This can range from matching funds that leverage larger outside resources (such as the funding that supported this Downtown Master Plan), to significant local commitment to projects that do not have other viable funding sources (such as the School District Bond measure that the City recently passed). Following are local revenue tools that are used for efforts like downtown projects.

#### ***i. Gas Tax Revenues***

The State collects gas taxes, vehicle registration fees, overweight, and overheight fines, and truck taxes and returns a portion of the revenues to cities and counties. Typically, this funding is used to fund street construction and maintenance but it can be used to make any transportation-related improvements only within the public right-of-way, including sidewalks, intersection upgrades for pedestrians, and bike lanes.

#### ***ii. System Development Charges***

System development charges (SDCs) are often used to fund public works infrastructure needed for new development. The objective of SDCs is to allocate portions of the costs associated with capital improvements to the developments that will increase demand on transportation, sewer, or other public systems. SDCs are not usually used to make general infrastructure improvements. The City of Lowell has adopted SDCs for Parks, Sewer and Water.

#### ***iii. Local Improvement Districts***

There are several types of local funding districts that can be formed to finance different kinds of improvements to downtown streets. Some of these districts can fund capital improvement projects such as sidewalk improvements, while others support smaller projects.

The following are brief descriptions of these various district types and what kinds of improvements they can fund. Each of these funding sources is limited to a specific area where the taxpayers are the primary beneficiaries of the improvements. Each process must be approved by the City Council.



- A **Local Improvement District (LID)** provides funding for local capital improvements such as sidewalks, streets, or bikeways. The assessment formula for an LID can be based on the linear frontage of property, trip generation, or other similar criteria. Individual property owners typically have the option of paying the assessment in cash or applying for assessment financing through the city.
- An **Urban Renewal District** The City of Lowell developed an Urban Renewal Plan with the help of the Urban Renewal Advisory Committee. This committee was comprised of individuals representing varied interests in the Lowell community. The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether or other obstacles to development.

Urban renewal allows for the use of tax increment financing to fund urban renewal projects. Urban renewal is unique in that it brings its own financing: tax increment financing (TIF). Tax increment revenues, the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established, are used to repay borrowed funds. The Urban Renewal Area in Lowell consists of approximately 138.6 acres of land including rights of way. Among the areas included are: Downtown adjacent to Main Street, Moss Street corridor, and the school districts properties. Urban Renewal Districts are typically in place from 20-30 years.

- An **Economic Improvement District (EID)** involves basing assessments on property assessment values or are a simple fee on property. EIDs cannot fund capital improvement projects, but they generally fund smaller projects that complement larger downtown improvements (like events or beautification projects). EIDs are limited to a five-year duration and can be renewed. Several cities in Oregon have EIDs including McMinnville, Corvallis, Baker City and Joseph. EIDs are often managed by a downtown development group. These can be either voluntary or involuntary.
- A **Business Improvement District (BID)** is similar to an EID except that assessments are paid by business owners rather than property owners. BIDs also cannot pay for capital improvements but can fund smaller projects. A BID can have a time limit or it can be perpetual. These can be either voluntary or involuntary.

#### ***iv. Bonds***

Bonds provide a mechanism for obtaining immediate capital financing of infrastructure projects. Repayment of funds from approved bonds is obtained from other revenue sources over a longer period of time. A bond is a formalized agreement by which the bond issuer (borrower) promises to repay the bond purchaser (lender) a certain amount of money at a stated rate of interest on a certain date. Government debt can be incurred at interest rates that are lower than commercial rates because the interest is generally exempt from state and federal income taxes.

Measure 50 places additional limits on bonded debt, some of which had been exempt under Measure 5. For debt that had been exempt, capital construction now excludes reasonably anticipated maintenance and repairs, supplies and equipment not intrinsic to the structure, and furnishings (except those noted). The bond levy may be imposed for no more than the expected useful life of the project.

Listed below are six types of bonds available to municipalities and special districts: general obligation, revenue, assessment, nonprofit corporation, refunding, and certificates of participation.

- **General Obligation (GO) Bonds:** GO bonds are usually those secured by the issuer's promise to levy a property tax to pay the bonded debt principal and interest. They can typically be sold at a lower rate of interest than any other bonds. GO bonds require voter approval, and proceeds may be used only for capital construction and improvements.
- **Revenue Bonds:** While generally bearing a higher interest rate than GO bonds, revenue bonds are secured by a commitment of system user fees or facility revenues, and fees can be increased if needed to pay debt sources.
- **Assessment Bonds (Bancroft Bonds):** Benefited properties are assessed to pay for a portion of the cost of local improvements. After the assessment procedure has been completed, owners of assessed properties have the right to apply to pay their assessment (exceeding \$25) over a period as determined by the municipality, with ten years as the minimum. Assessment bonds are sold by the issuer in an amount equal to the unpaid assessments. The issuer may pledge the city's full faith and credit.
- **Non-profit Corporation:** As traditional methods of financing capital construction become more limited, there may be an increase in financing through non-profit corporations created to issue tax-exempt obligations on behalf of the municipality. The proceeds of the non-profit corporation's bonds are then loaned or otherwise made available to the local government unit.
- **Refunding Bonds:** Current refunding bonds may be sold at a lower interest rate than the bonds outstanding and the proceeds used to redeem outstanding bonds, thus allowing the issuer to continue to pay the original debt at lower interest rates or, alternatively, allowing the debt service on the original bonds to be spread over a longer period of time  
Advance refunding bonds may be issued in advance of maturity or date of redemption. Proceeds from the sale of the advance refunding bonds are placed in an escrow account and invested so there is sufficient money to pay bondholders at the earliest possible call or redemption date.
- **Certificates of Participation (COPs) or Lease Purchase Revenue Bonds:** COPs are a financing technique for facilities, property and/or equipment that utilizes the leasing power of local governments. Unlike General Obligation Bonds, no new tax

levy is authorized; therefore, there is no voter approval requirement. In general, Certificates of Participation represent participation in a tax-exempt lease, which is an agreement between a municipal government and a bank trust department or governmental agency, usually the former. Revenues to pay the COPs can come from a number of sources depending on the type of project financed. For example, COPs issued to finance a community facility or convention center may be paid back from the revenues generated by the facility that are not needed for operations, and special taxes such as hotel/motel taxes or business license fees. When the COPs are retired, the local government owns the project.

**v. *Short-Term Debt***

There are three types of short-term debt: (1) tax and revenue anticipation notes, (2) bond anticipation notes and warrants (Bancroft), and (3) public improvement notes. In all cases, short term debt is incurred based upon, and secured by, anticipated future revenues and a line of credit. Issuing short-term notes allows the issuer to delay long-term financing until the market is more stable.

**B. *Public Grants and Loans***

There are several State and federal grant and loan programs available for economic development or specific transportation issues. Most programs require a match from the local jurisdiction. Most of the programs available for transportation programs are administered through the ODOT or the Oregon Economic and Community Development Department (OECD). Listed below are some programs that may be appropriate for downtown projects.

**i. *State Bicycle and Pedestrian Grants***

ODOT's Bicycle and Pedestrian Program administers programs such as Safe Routes to Schools and All Roads Transportation Safety to assist in the development of walking and bicycling improvements. Projects must be situated within existing street, road or highway right-of-way. Eligible projects include sidewalk infill, ADA upgrades, pedestrian crossings, intersection improvements, and minor roadway widening for bikeways. The maximum grant amount available per project is \$200,000. A voluntary match will count heavily in project scoring. Only one application per city is accepted. Projects that include bikeways and walkways as part of road construction or reconstruction are **not eligible**, as walkways and bikeways must be provided on these projects by law.

<https://www.oregon.gov/ODOT/LocalGov/Pages/Funding.aspx>

**ii. *Special Small City Allotment Program***

The Special Small City Allotment (SCA) Program is restricted to cities with populations under 5,000. No locally funded match is required for participation. Grant amounts are limited to \$25,000 and must be earmarked for surface projects (drainage, curbs, sidewalks, etc.).

The program allows cities to use the grants to leverage local funds on non-surface projects if the grant is used specifically to repair the affected area. Criteria for the \$1 million in total annual grant funds include traffic volume, the five-year rate of

population growth, surface wear of the road, and the time since the last SCA grant. The SCA is managed through ODOT.

<https://olis.leg.state.or.us/liz/2017R1/Downloads/CommitteeMeetingDocument/132464>

**iii. *Statewide Transportation Improvement Program (STIP)***

The Oregon Department of Transportation maintains its regular STIP, and offers two pots of money, Fix-It and Enhance. Proposals can be made to the state via local region offices. Proposals must already be in a local adopted Transportation System Plan. The Cities of Springfield and Coburg received funding for the creation of bike paths since 2011 by utilizing funding opportunities under STIP.

<https://www.oregon.gov/ODOT/STIP/Pages/About.aspx>

**iv. *ConnectOregon***

ConnectOregon is a lottery-backed bond initiative to invest in air, rail, marine, transit, and bicycle/pedestrian infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. ConnectOregon projects are eligible for grants that cover up to 70 percent of project costs. A minimum 30 percent cash match is required from the recipient for all grant funded projects. A successful ConnectOregon project must provide a clear regional benefit. As the result of HB 2017 ConnectOregon funds were earmarked for specific projects. This change sparked much discussion. It is important to note competitive grants may return in future biennia.

<https://www.oregon.gov/odot/programs/pages/connectoregon.aspx>

**v. *Land and Water Conservation Fund (LWCF)***

A federally funded program, but managed at the state level by OPRD, The LWCF grants provide matching grants to state and local governments for acquiring and developing public outdoor recreation areas and facilities. Since 1964, this national grant has awarded more than \$55 million for Oregon recreational areas and facilities.

<https://www.oregon.gov/oprd/grants/pages/lwcf.aspx>

**vi. *Recreational Trails Grant***

Recreational Trails Grants (RTP) are national grants administered by OPRD for recreational trail-related projects, such as hiking, running, bicycling, off-road motorcycling, and all-terrain vehicle riding. Yearly grants are awarded based on funds voted on by the U.S. Congress. The minimum grant award is \$10K, and no maximum. Project sponsors who request \$50K or more are required to make a brief presentation in front of the RTP Committee.

<https://www.oregon.gov/oprd/GRANTS/docs/RTP/2018%20RTP%20Grant%20Manual.pdf>

**vii. *Transportation Safety Grants***

Transportation Safety Grants promote vehicle, pedestrian, bicycle, and motorcycle safety programs. Projects are chosen by problem identification. Applications are typically invitation only.

<https://www.oregon.gov/ODOT/Safety/Pages/Grantee.aspx>

**viii. *Transportation Growth Management Program***

Oregon's TGM Program is a joint effort of ODOT and the Department of Land Conservation and Development (DLCD). TGM supports local government planning that encourages compact, mixed-use, pedestrian-, bicycle-, and transit-friendly development. Pending budget approval by the Oregon Legislature, grants are available every biennium. One of the TGM Program's specific areas of assistance is the Quick Response: Planning and Design Assistance. The Quick Response Program provides free conceptual site planning, urban design, and transportation planning consulting services for developers and local governments. One of the advantages of this Program is that it is available on short notice. Typically, the Quick Response Team can provide assistance within two weeks of a request, and most projects are completed within four to six weeks. The TGM Program can be contacted at (503)-373-0050 to request Quick Response services.

<https://www.oregon.gov/lcd/TGM/Pages/Planning-Grants.aspx>

**ix. *Urban Forestry Grants***

The Oregon Department of Forestry's Urban and Community Forestry Unit supports the stewardship of Oregon's urban and community forests. Part of the program's goal is to foster public awareness of the contributions urban forests make to the quality of life and the environmental and economic well-being of Oregon cities. Through the Urban Forestry activities, on-site technical assistance is available for communities, nonprofit groups, and civic organizations who want to plant and properly maintain trees within their urban areas, especially street trees. Written information on tree protection ordinances, inventories, tree care, planting, tree selection, and urban forest management are also available.

<https://www.oregon.gov/ODF/AboutODF/Pages/GrantsIncentives.aspx>

**x. *Oregon State Parks Local Government Grant Program***

OPRD gives more than \$4 million annually to Oregon communities for outdoor recreation projects, and has awarded nearly \$50 million in grants across the state since 1999. The grants are funded from voter-approved Lottery money. Local government agencies who are obligated by state law to provide public recreation facilities (including Cities) are eligible for Local Government Grants. Eligibility is limited to public outdoor park and recreation areas and facilities. Eligible projects involve land acquisition, development, and major rehabilitation projects that are consistent with the outdoor recreation goals and objectives contained in the Statewide Comprehensive Outdoor Recreation Plan (SCORP). Grant funding is available anywhere from \$40,000 to \$750,000. A 20% match is required for cities with a population under 5,000.

<https://www.oregon.gov/oprd/grants/pages/local.aspx>

### **C. Oregon Tourism Commission**

Matching grants are available from the Oregon Tourism Commission. Funds are for tourism projects such as marketing materials, market analyses, signage, and visitor center development planning. No money is available for construction. The funding cycle varies.

<http://industry.traveloregon.com/industry-resources/matching-grants-program/>

### **D. Community Development Block Grants**

Business Oregon administers the State's annual federal allocation of Community Development Block Grants (CDBG) for non-metropolitan cities. The national objective of the program is "the development of viable (livable) urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income." Eligible projects include downtown revitalization projects such as clearance of abandoned buildings and/or improvement to publicly owned facilities or infrastructure – curbs, gutters, necessary storm drainage, sidewalks, streetlights, landscaping, water and sewer lines, benches as long as they are permanently fixed to the concrete, etc. to help carry out a plan for revitalization of a downtown area. Funding is available on an ongoing basis. Matching funds are required and eligibility is contingent upon community levels of low-moderate income households.

<https://www.orinfrastructure.org/Infrastructure-Programs/CDBG/>

### **E. Lane County Community Development Road Improvement Assistance Fund**

Funding is available from the **Lane County Community Development Road Improvement Assistance Fund** for road improvements that are necessary for community development projects. Eligible projects for the Lane County Community Development Road Improvement Assistance Fund are limited to public road improvements of community development projects in which a city or other governmental entity has agreed to accept jurisdiction of the road improvements following completion of the project. Projects are reviewed twice a year. A subcommittee of the Lane County Roads Advisory Committee reviews the applications, makes a recommendation to the full Roads Advisory Committee, which then makes a recommendation to the Board of County Commissioners for final approval. Funding is from the federal forest revenues the County receives for road purposes.

### **F. Rural Business Development Program**

Lane Council of Governments administers the USDA Rural Business Development Program. The Program provides loans from \$25,000 to \$150,000 to rural areas in Lane County at a low fixed rate. The Program applies to community development projects. The main criteria for this Program is that jobs must be created on a ratio of 1 to \$35,000 loaned. LCOG's Loan Manager Dan Betschart can be contacted at (541)-682-3359 for more information.

The source of the fund is long-term (30 years), low interest rate (1.0%) loans from USDA. The current interest rate we charge on loans to borrowers is 6.0% with a 1.5% loan fee. The interest and fees repay the loan and pay for staffing the program. We have about \$1,500,000 remaining on the loan balances to USDA.

<https://www.rd.usda.gov/programs-services/rural-business-development-grants/or>

## **G. Lane County Economic Development**

Lane County Economic Development has resources for assisting rural communities. These include helping with decision ready and site certification designations, assisting rural communities with an economic development strategy and marketing, facilitating the Rural Tourism Marketing Program – RTMP, and continue to facilitate Transient Room Tax Special Projects Sponsorship / Grant Program. The Lane County Board has also identified rural broadband connectivity as a high priority and Lane County Economic Development staff are available to help communities, including funding of meaningful broadband projects.

<https://www.lanecounty.org/cms/One.aspx?portalId=3585881&pageId=4081111>

## **H. Oregon Federal Lands Access Program**

The Federal Lands Access Program (Access Program) provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands. Funds are distributed by formula among States that have Federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers.

<https://flh.fhwa.dot.gov/programs/flap/or/>

## **I. Federal Appropriations**

Members of Congress often earmark projects for funding in annual appropriation bills. This could be accomplished through a request to Congressman DeFazio or Senator Wyden. The most likely source of funding for projects for downtown projects would be the Veterans', Housing and Urban Development and Other Agencies Appropriations bill, and the Transportation Appropriations bill. These projects are often scrutinized depending on political realities.

## **J. Private Grants**

There are grants available for downtown projects from foundations. One source to look for grants available in Oregon is the Oregon Foundation Databook. The internet is another source to check for grants from foundations. Some foundations do fund jurisdictions and construction projects. It is important to note foundations periodically change their funding priorities, so it is important to review their most current materials.

### ***i. Oregon Community Foundation***

The Community Grants Program is a broadly accessible, responsive statewide grants program. Its long-term goals are to strengthen the social fabric of communities and improve the lives of all Oregonians. This program responds to evolving, community-identified needs and builds civic leadership and engagement. High priority is giving to investments that create positive, substantive change and attempt to resolve problems at their source.

<https://www.oregoncf.org/grants-scholarships/grants>

### ***ii. Kodak American Greenways Grants***

The Kodak American Greenways Awards Program is a partnership program of the Eastman Kodak Company, the Conservation Fund and the National Geographic Society,

that provides small grants to stimulate the planning and design of greenways in communities throughout the country. The organization is interested in funding activities such as: mapping, ecological assessments, surveying, conferences and design activities, developing brochures, interpretative displays, audio-visual productions or public opinion surveys, hiring consultants, incorporating land trusts, and/or building footbridges, planning bike paths or other creative projects. Community organizations (501(c)(3)) are given preference over public agencies.

<http://www.rlch.org/funding/kodak-american-greenways-grants>

**iii. *The Collins Foundation***

The Collins Foundation has a long tradition of service to Oregon and recognizes that serving Oregon today, and in the future, requires new ways to engage diverse communities across the state. The Foundation is committed to incorporating the principles of diversity, equity, and inclusion in all our organizational policies and grant making practices. Key requirements of the grants are projects that directly benefit the residents of Oregon.

<https://www.collinsfoundation.org/submission-guidelines>

**iv. *The Ford Family Foundation***

The Ford Family Foundation is a private, non-profit foundation located in Roseburg, Oregon. The Foundation makes grants to public charities predominantly benefiting communities in rural Oregon and Siskiyou County, California.

<https://www.tfff.org/how-we-work/grants>

**K. Utilities**

Electric utilities may be willing to fund some of the cost of the undergrounding of utility wires. It is doubtful that utilities could pay the entire cost of this expensive project. Lowell's electric provider is Pacific Power Corporation. A number of utilities also have foundations through which they grant funds. Pacific Power has such a foundation.

<https://www.pacificpower.net/foundation>

**L. Banks**

Banks have participated in helping to finance facade improvements in downtowns through a low interest loan program. Wells Fargo Bank has participated in this program in Silverton, Oregon, for example.

**M. Private Developers**

The majority of local streets and sidewalks are paid for at the time of development by the developer, who, where possible, include the cost in the sale price of properties. This will also apply to bikeways, bicycle parking, and transit facilities. The city then is responsible for maintaining improvements within the public right-of-way.

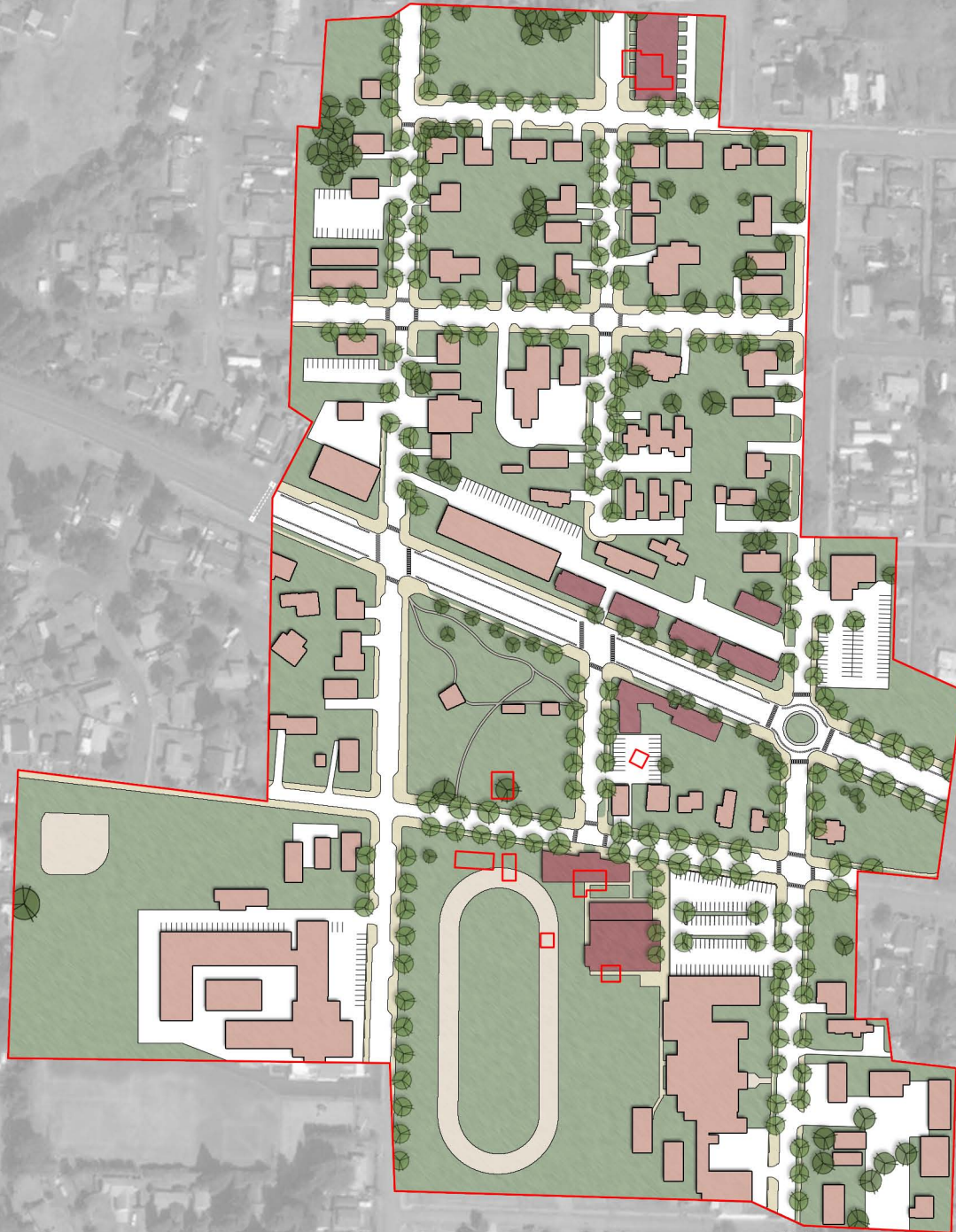
**N. Private Fundraising**

Private fundraising is always an option for projects. The Coburg Community Foundation, <https://www.coburgfoundation.org>, is an example of private fundraising that can benefit a



community and specifically its's downtown. The Silverton Mural Society is another example. They have raised money to create several murals in the City of Silverton. The Mural Society also evaluates proposals for murals in the City.

# Downtown Master Plan - Draft Illustrative



## Planning Level Cost Estimates for Lowell Downtown Master Plan Projects

Project 1F Moss and Main - Rolling Rock Park Sidewalks		Unit	Quantity	Unit Cost	
Sidewalk		Square Feet	5,700	\$ 30.0	\$ 171,000
			Total		\$ 171,000
			Contingency	20%	\$ 34,200
			Engineering	20%	\$ 34,200
			Total Cost		\$ 239,400
Project 1G North Shore Parrallel Parking		Unit	Quantity	Unit Cost	
Parallel Parking		Linear Feet	1,320	\$ 90.0	\$ 118,800
			Total		\$ 118,800
			Contingency	20%	\$ 23,760
			Engineering	20%	\$ 23,760
			Total Cost		\$ 166,320
Project 1H North Shore Rolling Rock Park Trees		Unit	Quantity	Unit Cost	
Street Trees (Rolling Rock Park Side)		Each	16	\$ 550.0	\$ 8,800
			Total		\$ 8,800
			Contingency	20%	\$ 1,760
			Engineering	20%	\$ 1,760
			Total Cost		\$ 12,320
Project 2A North Shore Improvements - Street Section Full		Unit	Quantity	Unit Cost	
Street Trees (North Side)		Each	14	\$ 550.0	\$ 7,700
Paving Traffic Lanes only		Linear Feet	1,320	\$ 130.0	\$ 171,600
Parallel Parking		Linear Feet	1,320	\$ 90.0	\$ 118,800
Curb / Gutter (North and South)		Linear Feet	2,640	\$ 50.0	\$ 132,000
Sidewalk		Square Feet	29,500	\$ 30.0	\$ 885,000
Bumpouts		Each	10	\$ 3,600.0	\$ 36,000
Crossings		Each	11	\$ 850.0	\$ 9,350
Bike Lanes		Linear Feet	2,640	\$ 70.0	\$ 184,800
Striping		Linear Feet	1,320	\$ 2.5	\$ 3,300
Curb Inlets		Each	14	\$ 2,000.0	\$ 28,000
Drainage		Linear Feet	2,640	\$ 43.0	\$ 113,520
			Total		\$ 1,690,070
			Contingency	20%	\$ 338,014
			Engineering	20%	\$ 338,014
			Total Cost		\$ 2,366,098
Project 2B Main - Sidewalks		Unit	Quantity	Unit Cost	
Sidewalks		Square Feet	9,372	\$ 30.0	\$ 281,160
			Total		\$ 281,160
			Contingency	20%	\$ 56,232
			Engineering	20%	\$ 56,232
			Total Cost		\$ 393,624
Project 2B Moss - Sidewalks and Trees		Unit	Quantity	Unit Cost	
Sidewalk		Square Feet	11,550	\$ 30.0	\$ 346,500
			Total		\$ 346,500
			Contingency	20%	\$ 69,300
			Engineering	20%	\$ 69,300
			Total Cost		\$ 485,100
Project 2C Main - Street Trees		Unit	Quantity	Unit Cost	
Street Trees (Main Street)		Each	18	\$ 550.0	\$ 9,900
			Total		\$ 9,900
			Contingency	20%	\$ 1,980
			Engineering	20%	\$ 1,980
			Total Cost		\$ 13,860
Project 2C Moss - Sidewalks		Unit	Quantity	Unit Cost	
Street Trees (Moss Street)		Each	40	\$ 550.0	\$ 22,000
			Total		\$ 22,000
			Contingency	20%	\$ 4,400
			Engineering	20%	\$ 4,400
			Total Cost		\$ 30,800

Project 2D Bike / Ped Connection to Covered Bridge					
Assume Bridge adjacent to water					
		Unit	Quantity	Unit Cost	
Shoulder Work	Linear Feet		1,000	\$ 100.0	\$ 100,000
Path Surface X (concrete)	Linear Feet		24,000	\$ 30.0	\$ 720,000
Path Surface Y (Asphalt)	Linear Feet		1,000	\$ 70.0	\$ 70,000
Bridge	linear Feet		1,200	\$ 5,000.0	\$ 6,000,000
					\$ -
			Total		\$ 6,890,000
			Contingency	20%	\$ 1,378,000
			Engineering	20%	\$ 1,378,000
			Total Cost		\$ 9,646,000
Project 2F Roundabout Plans					
		Unit	Quantity	Unit Cost	
					\$ -
					\$ -
Roundabout Engineering					\$ 70,000
			Total Cost		\$ 70,000
Project 2G Bike/Ped Connection to Dexter Lake (State Park)					
Option 1: Curb/Gutter/Concrete 10' multi use path placed along existing ec					
		Unit	Quantity	Unit Cost	
Shoulder Work	Linear Feet		2,800	\$ 100.0	\$ 280,000
Path Surface: Concrete	Square Feet		28,000	\$ 30.0	\$ 840,000
Curb Gutter	Linear Feet		2,800	\$ 50.0	\$ 140,000
					\$ -
			Total		\$ 1,260,000
			Contingency	20%	\$ 252,000
			Engineering	20%	\$ 252,000
			Total Cost		\$ 1,764,000
Project 2G Bike/Ped Connection to Dexter Lake (State Park)					
Option 2 - Asphalt Pathway located 10 feet from existing edge of roadway					
		Unit	Quantity	Unit Cost	
Shoulder Work-Slope Stabilization	Linear Feet		2,200	\$ 100.0	\$ 220,000
Path Surface: Asphalt	Square Feet		2,800	\$ 70.0	\$ 196,000
Retaining Wall for steeply sloped areas	Square Feet		12,000	\$ 70.0	\$ 840,000
Fill	CUYD		9,000	\$ 150.0	\$ 1,350,000
			Total		\$ 2,606,000
			Contingency	20%	\$ 521,200
			Engineering	20%	\$ 521,200
			Total Cost		\$ 3,648,400
Project 2H New Main / Northshore Connection					
		Unit	Quantity	Unit Cost	
Street Trees	Each		10	\$ 550.0	\$ 5,500
Paving-travel lanes only	Linear Feet		325	\$ 130.0	\$ 42,250
Parallel Parking	Linear Feet		325	\$ 90.0	\$ 29,250
Curb / Gutter	Linear Feet		650	\$ 50.0	\$ 32,500
Sidewalk	Square Feet		3,900	\$ 30.0	\$ 117,000
Crossings	Each		2	\$ 850.0	\$ 1,700
Bumpouts	Each		4	\$ 3,600.0	\$ 14,400
Striping	Linear Feet		325	\$ 2.5	\$ 813
Curb Inlets	Each		4	\$ 2,000.0	\$ 8,000
Drainage	Linear Feet		650	\$ 43.0	\$ 27,950
			Total		\$ 279,363
			Contingency	20%	\$ 55,873
			Engineering	20%	\$ 55,873
			Total Cost		\$ 391,108
Project 3A Main - Street Section Full					
		Unit	Quantity	Unit Cost	
Street Trees (Main Street)	Each		18	\$ 550.0	\$ 9,900
Paving (Main) travel lanes only	Linear Feet		1,125	\$ 130.0	\$ 146,250
Parallel Parking	Linear Feet		1,128	\$ 90.0	\$ 101,520
Curb / Gutter (For paved portions noted above)	Linear Feet		2,256	\$ 50.0	\$ 112,800
Bump Outs	Each		10	\$ 3,600.0	\$ 36,000
Crossings	Each		7	\$ 850.0	\$ 5,950
Striping	Linear Feet		1,125	\$ 2.5	\$ 2,813
Curb Inlets	Each		12	\$ 2,000.0	\$ 24,000
Drainage	Linear Feet		2,256	\$ 43.0	\$ 97,008
			Total		\$ 536,241
			Contingency	20%	\$ 107,248
			Engineering	20%	\$ 107,248
			Total Cost		\$ 750,737

Project 3B Moss - Full Street Section Improvements		Unit	Quantity	Unit Cost	
Paving (Moss - all but the sections noted in Phase 1) travel lanes only	Linear Feet	1,450	\$ 130.0	\$	188,500
Parallel Parking	Linear Feet	1,450	\$ 90.0	\$	130,500
Curb / Gutter (For paved portions noted above)	Linear Feet	2,900	\$ 50.0	\$	145,000
Bump Outs	Each	11	\$ 3,600.0	\$	39,600
Crossings	Each	6	\$ 850.0	\$	5,100
Striping	Linear Feet	1,450	\$ 2.5	\$	3,625
Curb Inlets	Each	14	\$ 2,000.0	\$	28,000
Drainage	Linear Feet	2,900	\$ 43.0	\$	124,700
			Total	\$	665,025
			Contingency	20%	133,005
			Engineering	20%	133,005
			Total Cost	\$	931,035
Project 3C Pioneer Street Improvements - Sidewalks		Unit	Quantity	Unit Cost	
Sidewalk	Square Feet	2,100	\$ 30.0	\$	63,000
			Total	\$	63,000
			Contingency	20%	12,600
			Engineering	20%	12,600
			Total Cost	\$	88,200
Project 3D Pioneer Street Improvements - Trees		Unit	Quantity	Unit Cost	
Street Trees	Each	32	\$ 550.0	\$	17,600
			Total	\$	17,600
			Contingency	20%	3,520
			Engineering	20%	3,520
			Total Cost	\$	24,640
Project 4A Pioneer Street Improvements		Unit	Quantity	Unit Cost	
Paving-travel lanes only	Linear Feet	1,050	\$ 130.0	\$	136,500
Parallel Parking	Linear Feet	1,050	\$ 90.0	\$	94,500
Curb / Gutter	Linear Feet	1,050	\$ 50.0	\$	52,500
Bump Outs (called out elsewhere)	Each	8	\$ 3,600.0	\$	28,800
Crossings	Each	8	\$ 850.0	\$	6,800
Striping	Linear Feet	1,050	\$ 2.5	\$	2,625
Curb Inlets	Each	10	\$ 2,000.0	\$	20,000
Drainage	Linear Feet	1,050	\$ 43.0	\$	45,150
			Total	\$	386,875
			Contingency	20%	77,375
			Engineering	20%	77,375
			Total Cost	\$	541,625
Project 4B Roundabout Construction		Unit	Quantity	Unit Cost	
Roundabout		1	\$ 350,000.0	\$	350,000
				\$	-
				\$	-
			Total	\$	350,000
			Contingency	20%	70,000
			Total Cost	\$	420,000