



A Master Plan For Historic Bandon

This document is presented to the
members of the Planning Commission,
Common Council and citizens of
Bandon, Oregon. September 1982

jeffery s. wilson

Acknowledgments

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A special thanks is extended to all who attended the citizen participation meetings and gave freely their enthusiasm, ideas and dreams for a new Bandon. This work is dedicated to their hopes and ambitions for Bandon.

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Introduction

The rebuilding of "Historic Bandon" has been a common concern of the people of Bandon since the great fire of 1936. A plan for the reconstruction of Bandon was proposed in 1937 but due to complications from the depression it was not implemented. However, interest in rebuilding remained strong. More recently a Comprehensive Plan was completed in 1978 which designated the historic area as a special and unique place recommending its revitalization. A follow-up report "Study for Historic Bandon 1980" examined a number of possible reconstruction scenarios. In 1981 "Bandon By The Sea: Analysis and Preliminary Design Recommendations for Historic Bandon" detailed design possibilities for the ideas considered in previous works as well as new concepts. The city received in 1981, as a result of its planning and development efforts, a grant from the Department of Housing and Urban Development for the redevelopment of the historic area. This master plan considers the previous efforts of the citizens of Bandon and represents the current hopes, dreams and aspirations for the historic area. As a master plan this document is designed to function as a guide and workbook for the revitalization of Historic Bandon.

Citizen Participation Process

The Master Plan For Historic Bandon is a collection of ideas, hopes and dreams generated by the citizens of Bandon. Through a series of public meetings, all-day discussion sessions and questionnaires, general and specific ideas for the renovation of Old Town were articulated.

The first meeting addressed the issues and goals relevant to Old Town. A brainstorming session assisted in uncovering the concerns and desires individuals had as well as the direction Bandon's character might take. The second and third meeting involved the delineation of circulation pattern proposals, location and nature of various major elements, public design improvements and private design guidelines. Between meetings several impromptu and scheduled small workshop discussion periods addressed concerns and ideas of individual citizens. The final public meeting examined the draft master plan and private design criteria. Alternatives were suggested and, as necessary, incorporated into the final draft for submission to the City Council and Planning Commission for review.

How To Use The Plan

Organization

The Master Plan for Historic Bandon is organized into three main parts. Part One deals with the issues and goals, delineated by the citizens of Bandon through a citizen participation process that address the revitalization efforts. The history and contemporary patterns and the special character of Old Town Bandon are also discussed.

Part Two examines the generalized plan for the Old Town area while delineating specific public improvements that support a desired theme: "a friendly historic seaport village." Parking and circulation patterns, utilities, parks, viewpoints, street furniture, entrance arches and plant materials are discussed in detail. Phases of the public projects are specified as well.

Part Three consists of the suggestions for individual block improvements and the design guidelines for private rehabilitation and new construction. This section is also published separately as an aid to individuals wishing specific guidelines for the design of their structure. Detailed are the guidelines for form and materials to be used in new construction siding. Covered walks, signs, colors, accents, and landscaping possibilities are examined in detail. The approval process for individual building design and facade rehabilitation are also included here.

The entire booklet is designed in a workbook format. Space is provided to jot down notes and ideas to assist in the planning, evaluation and design of individual projects. An individual seeking information on remodeling or constructing a new structure in Old Town might begin by examining the scope of the public improvements and plan then, depending on the nature of the project, carefully examine the relevant private design guidelines presented here. The final proposal would then be presented to the design review board through the building permit process.

It should be remembered that many of the ideas and guidelines discussed here are just that--guidelines, not hard rules. This plan represents the generalized wants and needs of the residents of Bandon and Old Town but we realize as projects materialize new ideas are created and should be incorporated, as needed, in the plan.

Issues

The residents and property owners of Old Town Bandon are concerned with a variety of issues that directly or indirectly effect future development of the area. The principal concerns are arranged here under generalized headings.

Land Use

- Many existing parcels are under-utilized.
- Vacant land detracts from the overall image of well being and tends to accumulate trash, etc.
- Several vacant parcels are used for storage inappropriate to surrounding structures and land uses.

Economy

- The fishing and timber industries are unstable and have been declining in recent years affecting other small businesses.
- Tourism is the principal industry for the Old Town area. It tends to be seasonal which means that local incomes fluctuate greatly.
- A new, more visible, tourist information center is needed.
- Bandon needs to be identified as a destination point for tourists while maintaining livability for residents.

Energy

- Energy costs are rising sharply endangering some businesses' and residents' ability to keep up with payments.

Environment

- Bandon's physical environment is unique and people come to Bandon for its awesome coastline and striking beauty. Development should not alter this.

Circulation

- Tourist circulation tends to bypass Old Town area.
- There is not a distinctive corridor to the ocean front.
- There is a potential parking problem for tourists and a need to identify future sites.
- There is inadequate pedestrian access to water front.
- A public transit station which serves Old Town as well as the remainder of the City is needed.
- Sidewalks and streets are not conducive to pedestrian circulation.

Structures

- The majority of existing structures need structural repair.
- Several structures are beyond repair and should be removed.

Character

- Standards to maintain architectural unity are needed.
- The overall appearance of the infrastructure i.e., overhead wires, signs, etc., detracts from the image of Bandon as a historic seaport town.
- The historical entrance area should be re-built.

Goals

With respect to the issues relevant to the rehabilitation of Old Town Bandon the following goals are presented. They are arranged as statements under specific headings and are followed by a brief explanation.

Land Use

Improve Access and Usability of Historic Old Town.

- To strengthen economic concerns within Old Town Bandon the general access must be improved for vehicular and pedestrian traffic by altering land use patterns.

Preserve Historic Character

- All new developments and alterations of existing land use patterns must preserve and enhance the historic image of the area.

Encourage Marine Related Business Along Waterfront

- Create special zones or areas for marine businesses that will enhance Bandon's use by commercial fishermen.

Maximize People-Oriented Spaces

- Strive to enhance and create new areas exclusively for pedestrians in such a manner as to emphasize Bandon's Old Town historic character.

Promote Infill Developments

- Promote the infilling of vacant lands with appropriate structures and/or pedestrian open space.

Economy

Diversify Economic Base

- Encourage business concerns that will be mutually beneficial and encourage locally owned and operated enterprises.

Long Term Economic Stability

- Encourage only those activities that will contribute to long term economic vitality and diversity.

Provide a Tourist Information Center

- Encourage the relation and expansion of the tourist information center to a highly visible location.

Energy

Encourage Energy Conservation and Development

- Provide local incentives for weatherization and retrofitting of existing buildings to solar based technologies and preserve solar access to all possible structures.

Develop Energy Use Standards for New Structures

- Develop design criteria for new construction projects that establishes specific criteria for energy conservation and new energy technologies.

Environment

Maximize Diversity

- Assure long term preservation and enhancement of natural resources. Restore, where possible, natural conditions.

Protect Land and Waterfront from Environmental Degradation

- Protect riverfront and estuary from pollution.

Protect Bluff Area from Erosion

- Develop standards for development that assures erosion control of unstable slopes.

Circulation

Provide for Tourist Parking While Improving Maximum Pedestrian Circulation

- Improve parking areas by consolidation while providing for non-conflicting vehicular and pedestrian traffic. Encourage the development of public transportation at several scales, with associated service facilities.

Provide for Bicycle Transportation

- Establish a designated bikeway along First Street that extends to the jetty area.

Provide for Pedestrian Access to Waterfront

- A walk along the waterfront should be developed.

Improve Visibility of the Entrance to Old Town

Improve Sidewalks for Pedestrian Safety

- Repair and redesign existing sidewalks to reflect historical precedents and provide for pedestrian safety.

Structures

Establish Design Guidelines

- Create a set of design criteria for rehabilitation and new construction projects that helps maintain architectural unity.

Character

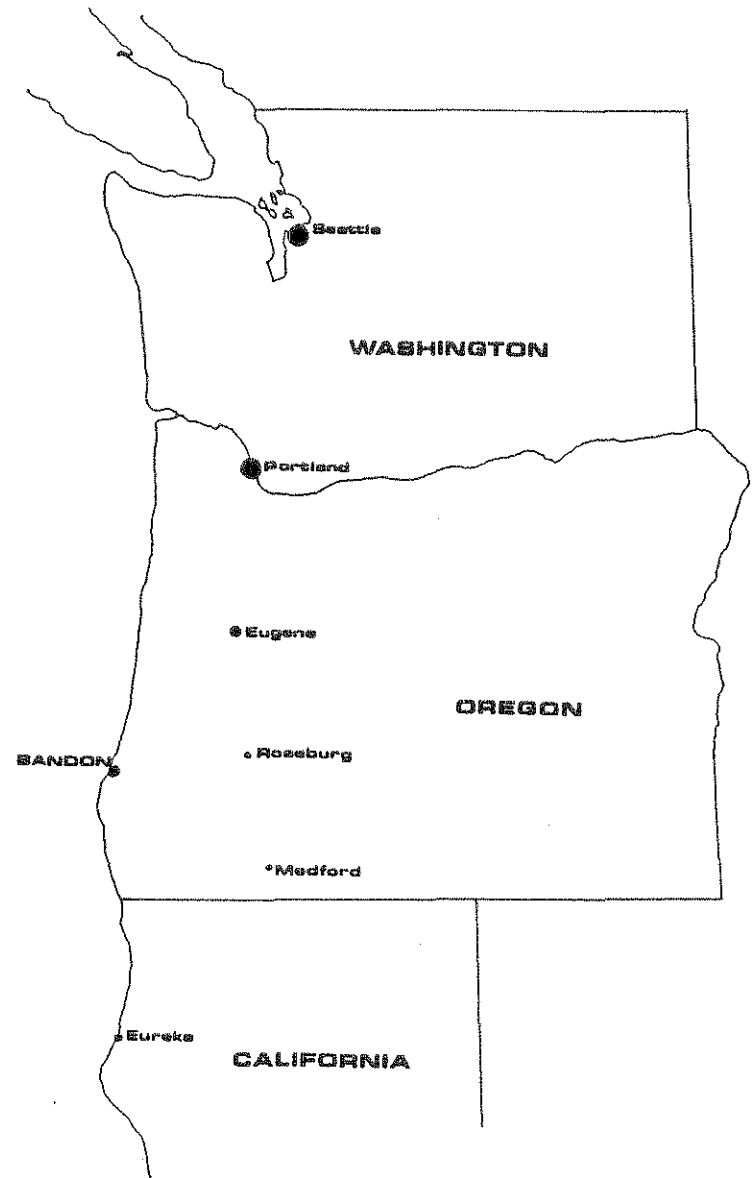
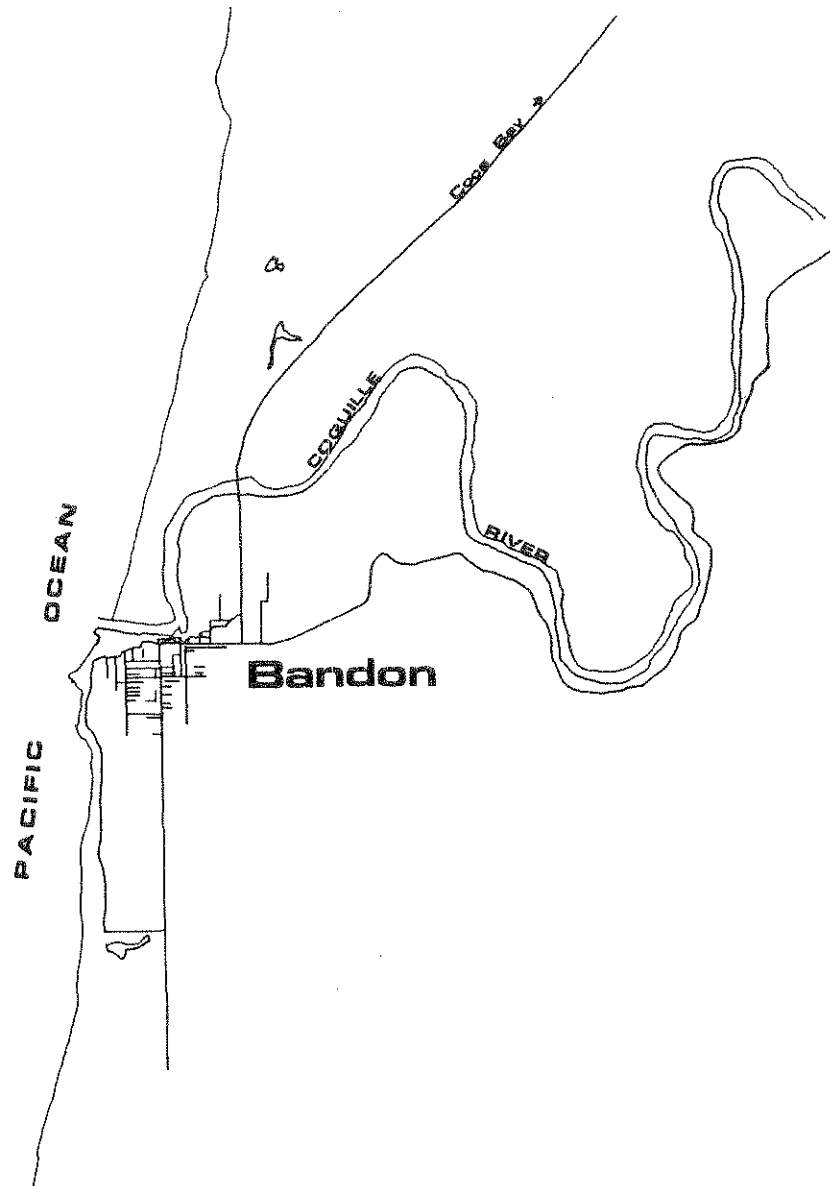
Protect and Enhance Town Image

- Reinforce small town fishing village atmosphere by enhancing historical character and establishing design criteria for future construction projects.

Plan for the Reconstruction of an Entrance Arch

- Develop a process for the creation of a design and construction competition for the building of two entrance arches.

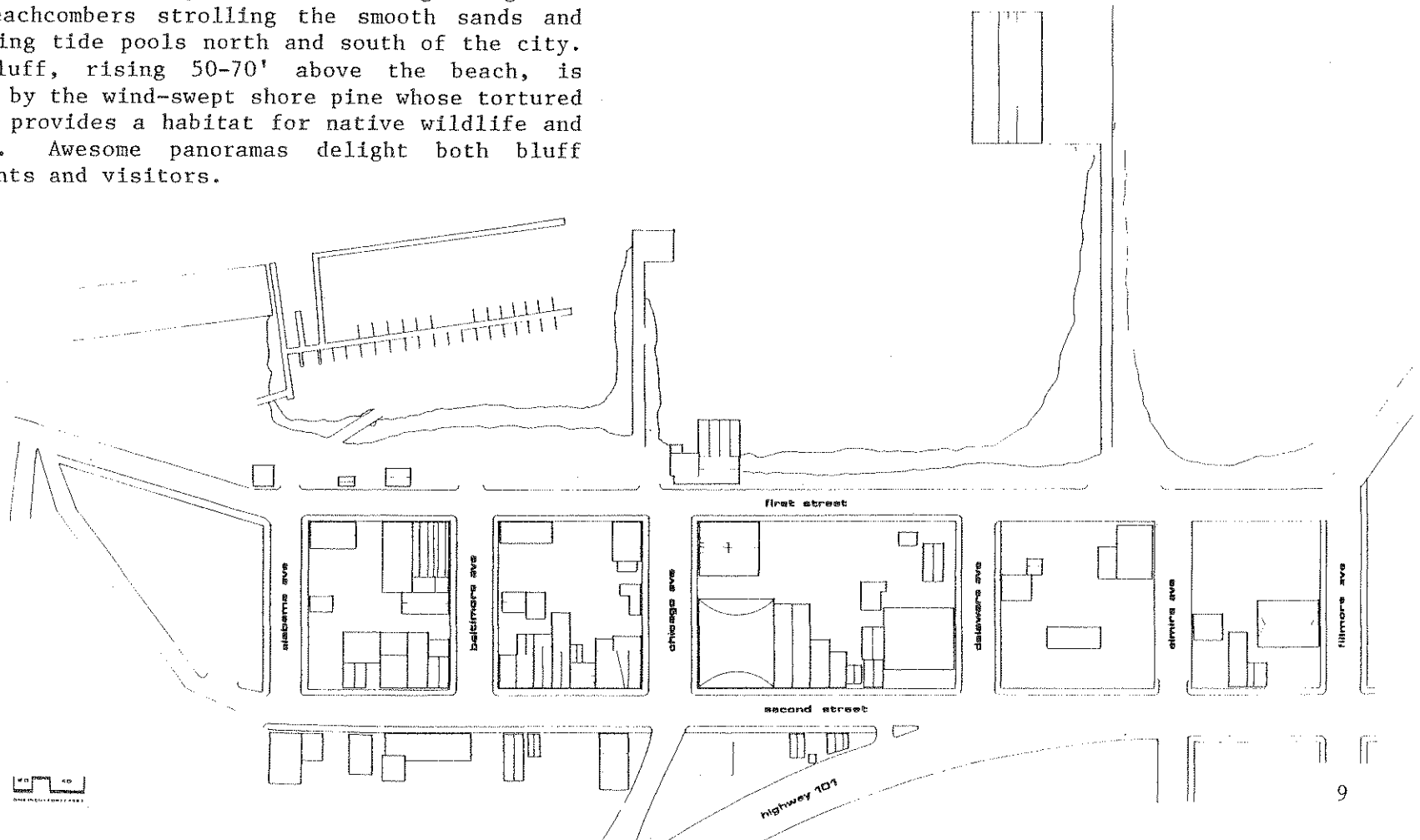
Location



The History And Character Of Bandon

Bandon's unique character is the product of its location, history and people. Located at the mouth of the Coquille River on Oregon's southern coastline, Bandon is surrounded by striking natural beauty. Basaltic sea stacks punctuate the offshore coast and provide a striking background for beachcombers strolling the smooth sands and exploring tide pools north and south of the city. The bluff, rising 50-70' above the beach, is marked by the wind-swept shore pine whose tortured beauty provides a habitat for native wildlife and plants. Awesome panoramas delight both bluff residents and visitors.

STUDY AREA



Indians

The Nasomath Indians were the first to inhabit the riparian and coastal areas surrounding Bandon. They depended heavily on salmon and shell fish as well as edible native plants for their sustenance. The Nasomaths built vertical plank log houses from the vast timber forests which grow to the coastal edge.

White Settlers

Jedediah Smith, probably the first white man to visit the area, crossed the Coquille River just east of its mouth. However, pressure to settle the area only began with the discovery of gold at Whiskey Run in the early 1850s. Inevitably friction between the white immigrants and Indian groups led to numerous conflicts. In 1856, with the defeat of the Nasomath villagers, the survivors were sent to the Siletz Reservation, closing the era of Indian settlement.

In 1853, Tommy Lowe, Chris Long and William Buckhorn Wykewike were granted Donation Land Claims on the site of present-day historic Bandon. Wykewike and a partner operated a ferry across the Coquille River to Bullards Beach. Bandon, then known simply as Ferry, was little more than a camp for miners and ferrymen. Not until 1969 did the first commercial cargo of lumber, from sawmills in the Coquille Valley, cross the rough bar at the mouth of the Coquille River.

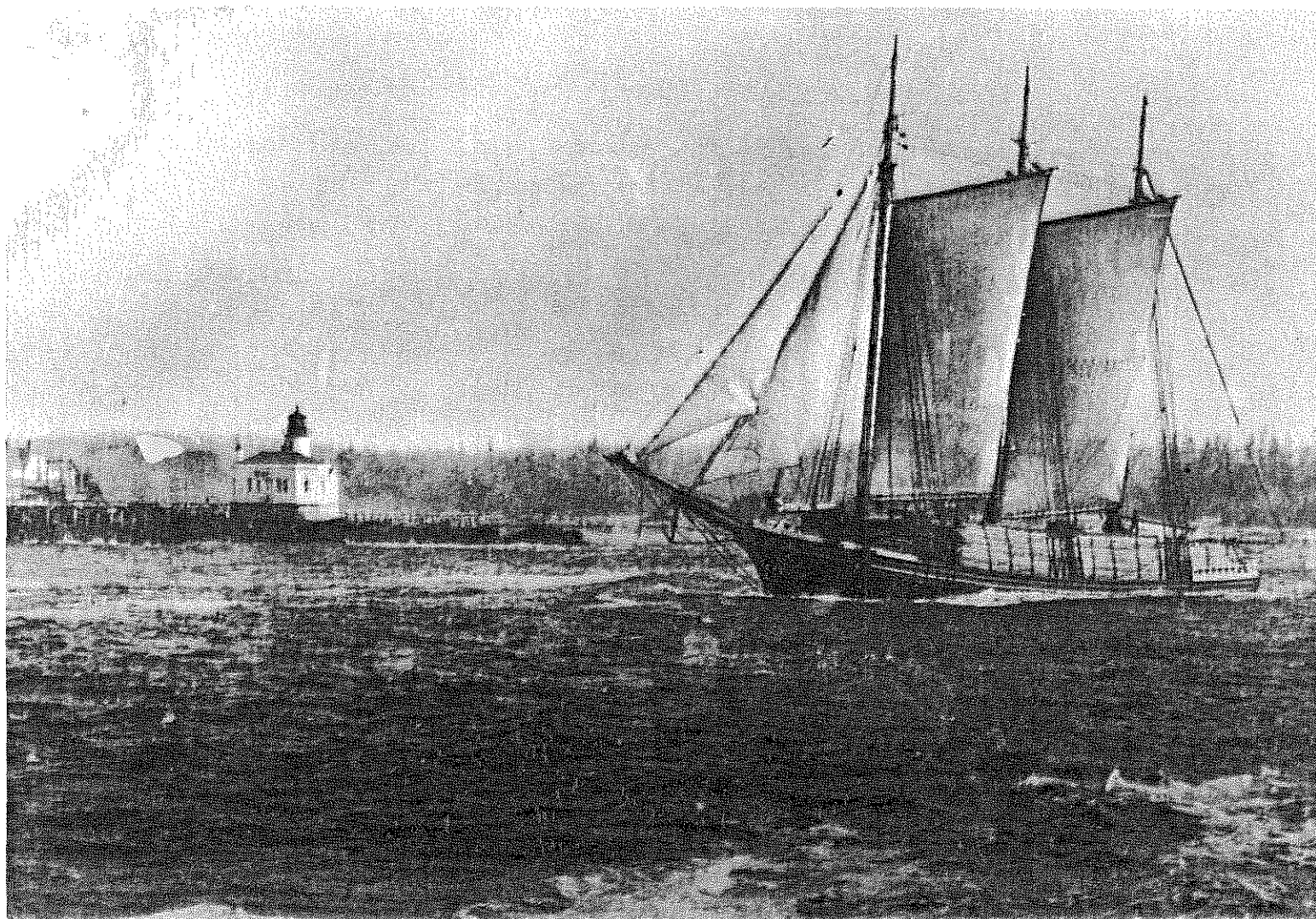
When the Irish immigrant George Bennett, later to be a prominent Bandon citizen arrived in 1873, only one house existed at the base of the bluff. More Irish immigrants arrived in 1874 and they changed the name, Ferry, to Bandon, after Bandon, Ireland.



First Street - 1890s

Commercial Development

Commercial activity in Bandon increased with the arrival of the first steamer, the "Myrtle," and the tugboat, "Katie Cook." Shortly thereafter, Bandon developed sawmills, a fishing industry, and a newspaper. In 1888 Bandon was described by George Bennett: "At present, there are three hotels, two stores, a Roman Catholic Chapel, wharves, a ferry and other improvements. Bandon is quite a health resort, and, in truth, it would be difficult to find a locality better adapted to the restoration or preservation of exuberant health." In 1889 the streets of Bandon were platted.



Lumber Schooner Carrying Cargo Over the Couquille Bar at Bandon



Bathers at Face Rock. Ca. Early 1900s

Bandon boomed between 1900 and 1920, the population nearly tripling from 645 to 1803. Part of this rapid growth can be attributed to the supplying of lumber needed to rebuild San Francisco after the 1906 earthquake. New industries, including salmon canneries, a broom factory, match factory, a foundry, pipe plant, brewery, and woolen mills were also built by 1920.

Three shipyards, employing 100 men, formed the center of Bandon's maritime industry. During subsequent years, numerous ships were built in Bandon. Bandon's wharves covered the entire waterfront from the Bandon Fisheries pier to the Robertson's Concrete building, and could accommodate a dozen schooners and steamers at the same time. Twenty seagoing vessels scheduled trips between Bandon and San Francisco, while others developed routes to Portland. In 1912, a total of 300 vessels entered Bandon harbor. Cheese, milk, bark, lumber, and coal were shipped from Bandon's docks.



Pre-Fire First Street. Ca. Early 1900s

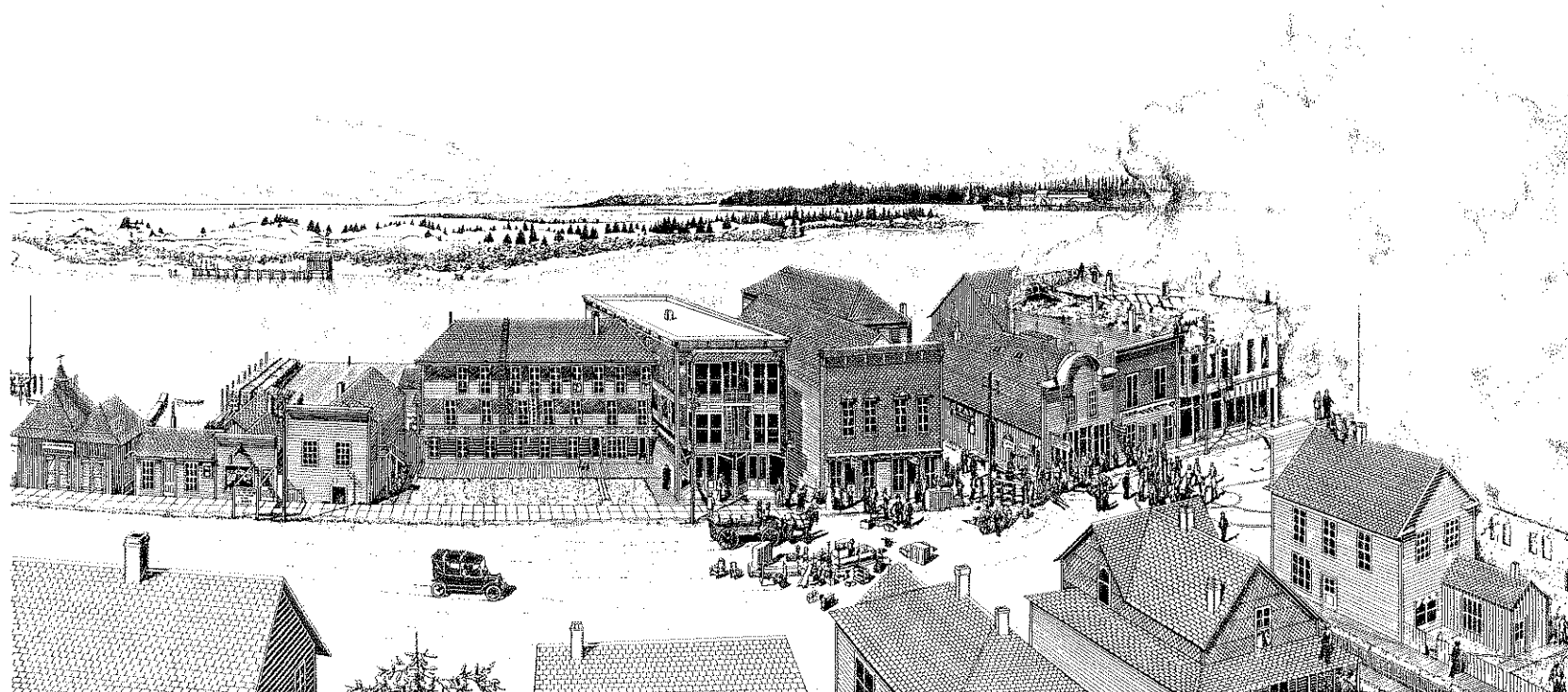
Tourism

Bandon became known as a tourist resort and thousands of people journeyed there, often by horse and wagon, from such places as Roseburg, Grants Pass, Coquille, Myrtle Point, and even Portland. Some camped in tents on the beach, while others registered at one of three historic Bandon hotels.

Fires

On June 9, 1914 Bandon suffered its first disastrous fire. The fire decimated most of Bandon's business district on First Street between Oregon Avenue and Cleveland Avenue. The damage to the businesses within this block was estimated at \$200,000.

Following the 1914 fire, the population and prosperity of Bandon declined, the major blow coming on the evening of Saturday, September 26, 1936, when a second major fire virtually destroyed the town. The fire began as a slash burn near Bear Creek. Fed by a dry wind, the fire spread westward and northward, consuming almost the entire historic Bandon area.



The 1914 Fire rendered by T. W. Rutledge, courtesy Bandon Historical Society

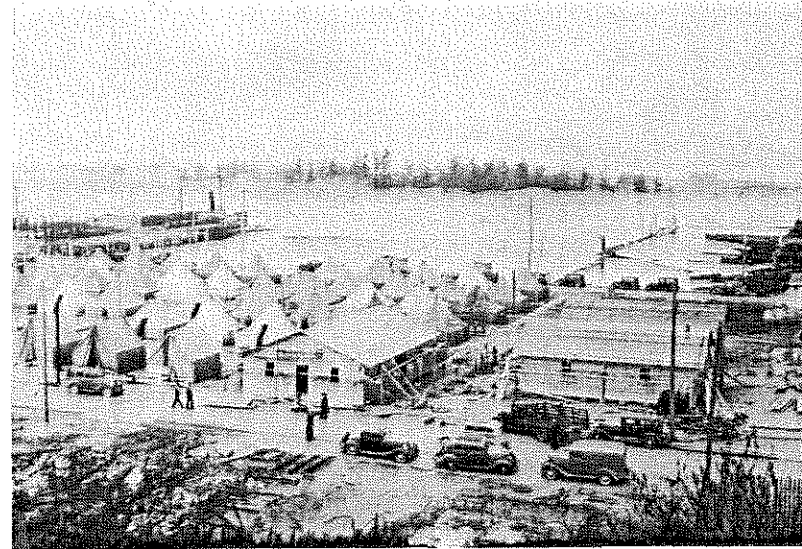


After the 1936 Fire. Looking southeast from Second Street

1936 Plan of Bandon

Following the fire in 1936, a tent city emerged on the site of historic Bandon, and the Oregon State Planning Board was consulted to draw up a new plan for the area. The plan, released six months later, presented a series of proposals which would have focused Bandon's new commercial center on top of the bluff, to the west of the coast highway. The Old Town Waterfront area was envisioned as a marine-industrial area, while the South Jetty area was planned as a park. The plan suggested controls to preserve the architectural quality of the area, and also presented a property pooling agreement whereby landowners would receive land of value equal to that land which they donated to the pool.

Problems of resolving conflicts and ironing out differences remained unresolved. Many persons who had lost property became disgruntled. The City of Bandon, like many small cities during the Great Depression, had considerable debts, which, after the fire they had no way of repaying. A loan from the Disaster Loan Corporation was needed to finance the plan, but the loan application was refused. This refusal and the failure of the City to use public lands more effectively towards implementing the plan have been identified as the primary cause for the plan's ultimate defeat.



Tent City Erected After 1936 Fire

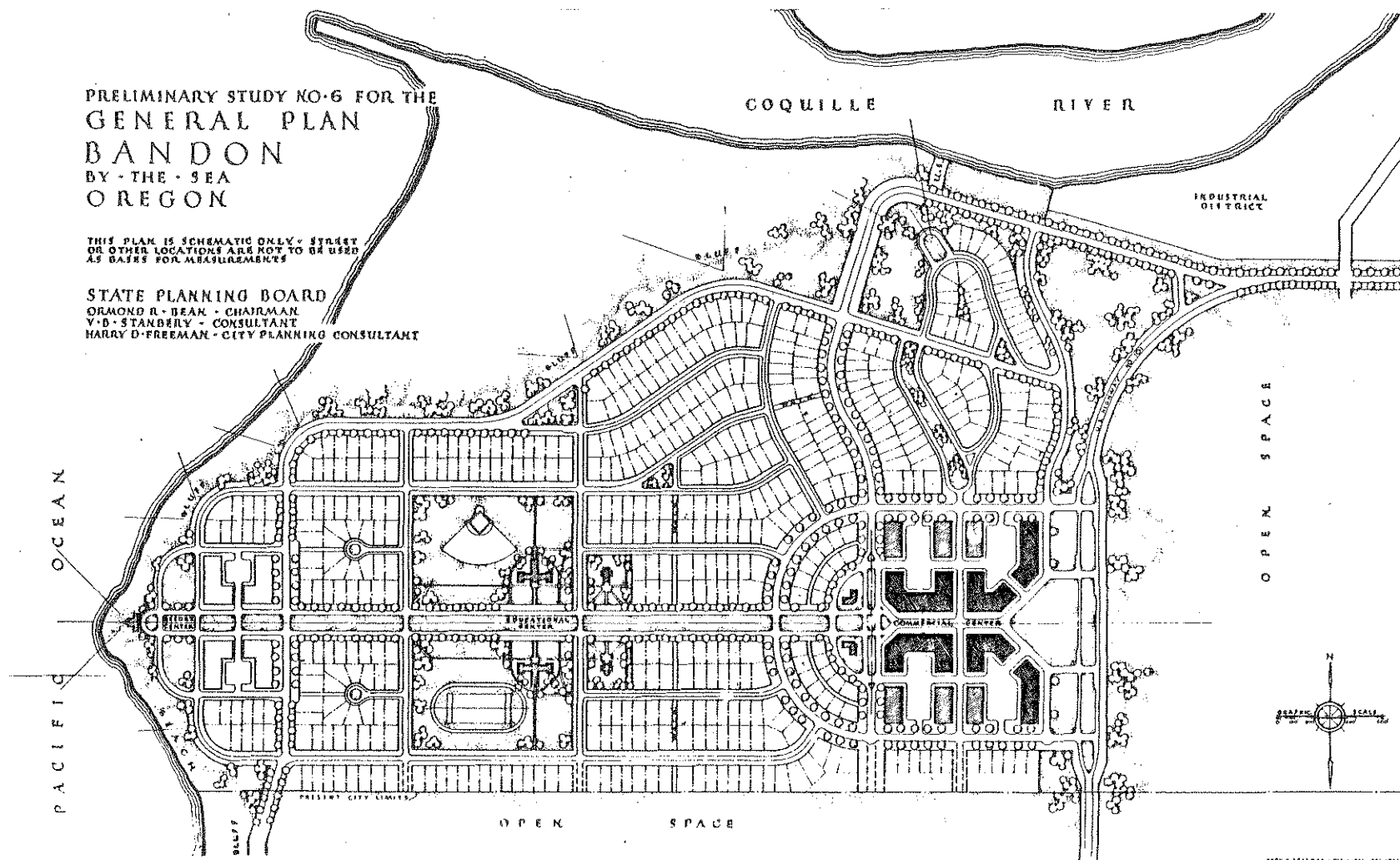
As a result, permits were issued for the construction of temporary buildings, many of which remain standing today. The Red Cross and the Works Project Administration were both involved in the reconstruction efforts. Second Street became the new center of the Old Town area; even today most of the First Street area has not been rebuilt.

In 1963, Bandon prepared a comprehensive plan which provided for commercial-industrial uses in the Old Town Waterfront area, and for a park in the Jetty area. In 1978 a new comprehensive plan was prepared. The area known as Historic Bandon was designated a tourist commercial zone.

PRELIMINARY STUDY NO. 6 FOR THE
GENERAL PLAN
BANDON
BY THE SEA
OREGON

THIS PLAN IS SCHEMATIC ONLY - STREET
OR OTHER LOCATIONS ARE NOT TO BE USED
AS BASES FOR MEASUREMENTS

STATE PLANNING BOARD
ORMOND R. DEAN - CHAIRMAN
V. D. STANBURY - CONSULTANT
HARRY D. FREEMAN - CITY PLANNING CONSULTANT



1937 Plan for Bandon--Not Implemented

notes:

Character

Although fire turned much of Bandon's historical landscape to ashes, the character of its past remains in its historic buildings, its wharf, street patterns, and lighthouse. The constant reminders of the sea, the river, the bluff, and compelling views, all help us restructure times past within the vitality and convenience of the present day. And the people of Bandon want to build on their past in planning a bright future.

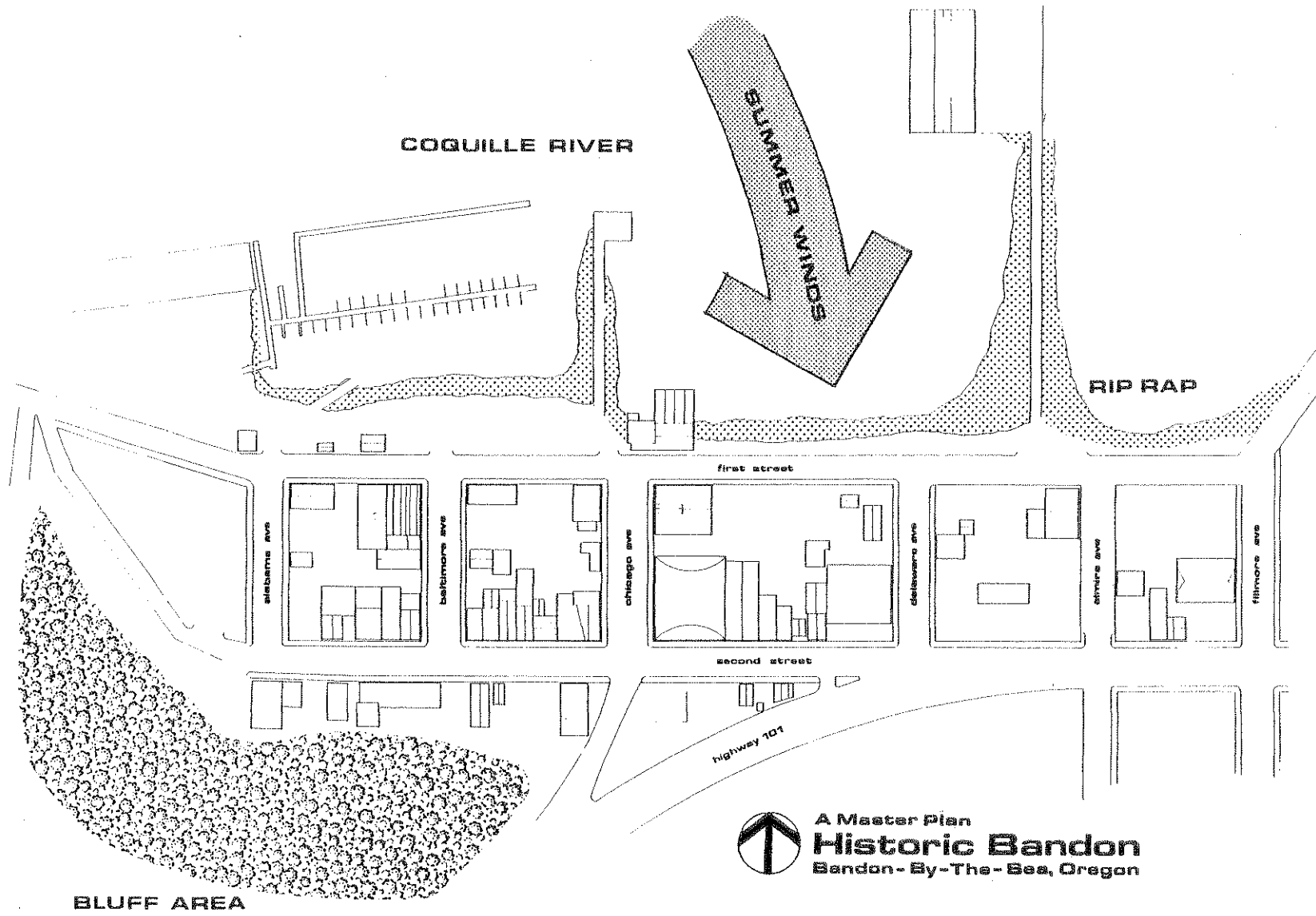
The desire to "rebuild" is still as strong as it was in 1936 when the headline "Bandon Must Rebuild," first appeared in The Western World and people were still living in tents. Despite many adversities, Old Town has continued to evolve from a tent city to a unique coastal community. As new groups moved to the area they added new dimensions to the historic nature of Old Town by interpreting the essence of Bandon in their own way. The result--a peaceful community of artists, crafts and business people, shop and restaurant owners, as well as both long-time and newly arrived residents. In a few words, Bandon's character is built on its past and its present--a welcoming, small seaport community. This essence needs to be preserved and enhanced as Bandon continues to rebuild itself.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no text or other markings on the paper.



Bandon Waterfront. Ca. Late 1800s

Natural Features



A Master Plan
Historic Bandon
Bandon - By-The-Sea, Oregon

Contemporary Patterns

The success of new plans rests in part on the understanding of both historic precedents and contemporary patterns. The major elements and subtle nuances which give Old Town Bandon its present character are discussed below.

Landforms, Plants, and Animals

Old Town Bandon is uniquely located between the foot of a bluff and the Coquille River. The geologic structure exposed in the bluff is complex. Layered down during the Jurassic period, 155 million years ago, the sandstones, siltstones, volcanic rocks, chert and blue schist of the Otter Point formation have been eroded into at least two terraces--one above the bluff and one at sea level. Changes in the level over the last 2 million years have resulted in the ocean's eroding the relatively level surfaces as marine terraces we see today. The process continues today with the erosion of the sea stacks, cliffs to the current level of the ocean. The result is the spectacularly bold juxtaposition of sea, rocks, cliffs, and beach of Bandon's scenic coastline. (See Inventory of Coastal Resources, City of Bandon, for more information.)

The present-day bluff began to form with the relative uplift of the marine terrace following the glacial retreat about 10,000 years ago. The soils at the top of the bluff have formed on sands, silts, clays, and gravels which were laid down as the ancestral Coquille River changed its course, meandering from as far north as Whiskey Run to its present location. In the Old Town area the soils of the bluff are classified into two

types--sandy loam on the upper level areas and steep sandy loam on the bluff scarp. The latter is extremely susceptible to erosion.

The majority of Old Town Bandon, below the bluff, rests on man-made land. Originally much of this area was occupied by the river, the structures having been built on piles over the water. After the fires, debris and other landfill eventually replaced the pilings. Today the area appears to be a natural low terrace.

The vegetation in the Old Town area is limited to vacant lots, steeper bluff slopes and upper terrace surfaces. Shore pines, Sitka spruce, Douglas firs and Monterey cypresses rise above an undergrowth of willows and gorse. The built-up area is largely barren of any vegetation at all. By contrast, the river frontage of Old Town teems with animal life as do the estuary and the dunelands within view to the north.

Fish and shell-fish are an important resource for Bandon. Striped bass and shad spawn in the estuary. Anadromous fish including chinook salmon, coho salmon, steelhead, and sea run cut-throat move through the estuary. Softshell clam beds, which are located by the mouth of Ferry Creek and by the South Jetty are of great importance to the area.

Off-shore marine mammals, including whales (especially California grey whales and sperm whales), sea lions, elephant seals, harbor seals, and sea otters frequent the near shore ocean waters. Sea lions and harbor seals also occupy the rocks and pilings south of the old jetty and those within the estuary as far up-stream as the Bandon Fisheries plant. California ground squirrels, deer mice, Douglas squirrels, moles,

beavers, muskrats, nutria, raccoons, skunks, and brush rabbits still live in the surrounding area. River otter, mink, and black-tailed deer have been eliminated from the local area.

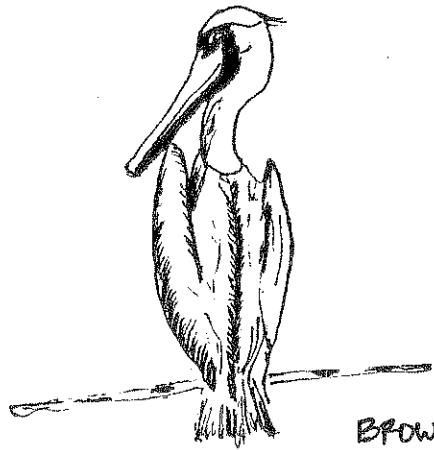
Birds are the most easily observable wildlife in the area. The estuary shorelines, tidal flats, South Jetty lagoon, Groos Creek, Ferry Creek, tides and the bluff provide important food sources and habitat areas.

Among ducks and geese are black brants, gadwalls, pintailed ducks, scaups (greater and lesser), common golden eye, bufflehead, oldsquaw, harlequin duck, red-breasted manganer, American widgeon, green winged teal, canvass back and mallards. Other birds found in the area include California quails, belted kingfishers (known to nest on the bluff) night-hawks, California brown pelicans, and Chinese ring-necked pheasant.

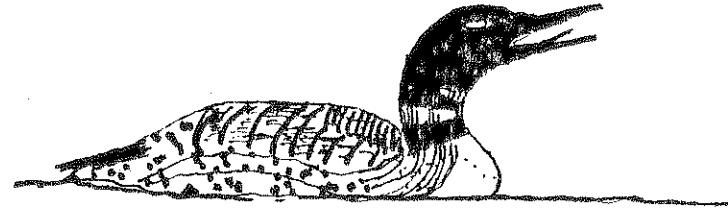
Shorebirds include black oyster-catchers, turnstones (black and ruddy), quillemots, phalaropes (northern and red), grebes (western, horned, piebilled), cormorants (Brandts, double-crested, pelagic), American coot, egrets (common and snowy), herons (great blue and green), marble godwits, loons (common, artic, red-throated), scoters (surf, black, white winged), murres, greater yellowlegs, sandpipers (western, sanderlings, dunlins), wandering tattlers, surfbirds, black bellied plovers, gulls (Glaucous, western, blue, Bonapart's), caspain tern, snipe, dowitcher, willets, and other species.

The bluff is important as a nesting area for songbirds, and as a habitat for small animals eaten by birds of prey. The following songbirds are known to nest in the area: robins, Swainson thrushes, violet green swallows, barn swallows, chestnut backed chickadee, wrenit, white crowned sparrow, song sparrow, red-winged blackbird, Wilson warbler, American goldfinch, and the house finch. Other songbirds sighted in the area include golden crowned kinglets, orange crowned warblers, crows cedar waxwings, and Brewer's blackbirds. Birds of prey such as red-tailed hawks, cooper's hawks, sharp-shin hawks, peregrine falcons, and the American Kestrel have been observed in the area.

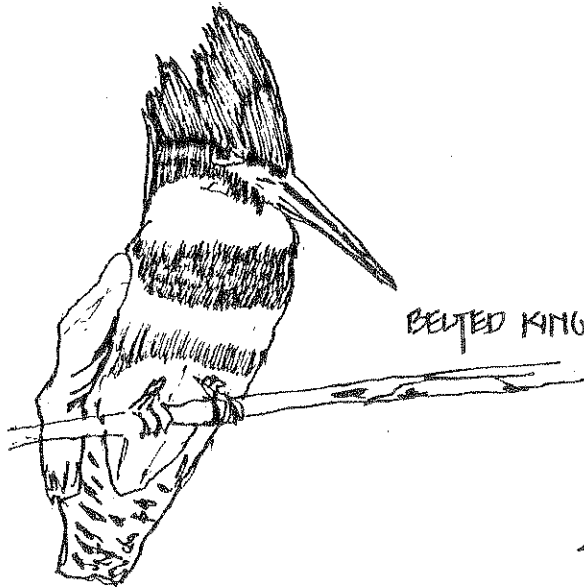
Bandon has a mild marine climate. The mean temperature is about 50° F in January and 60° F in July. Rainfall averages around 60 inches a year, most of which falls during the winter months. From May through August the coastline is subject to fairly strong winds from the northwest. Winter winds of less velocity are generally from the south.



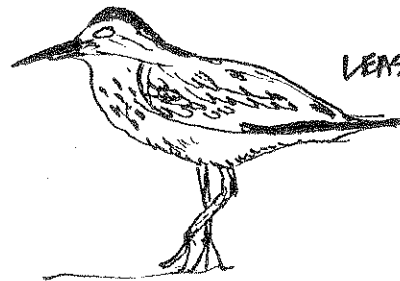
BROWN PELICAN



COMMON LOON



BELTED KINGFISHER.

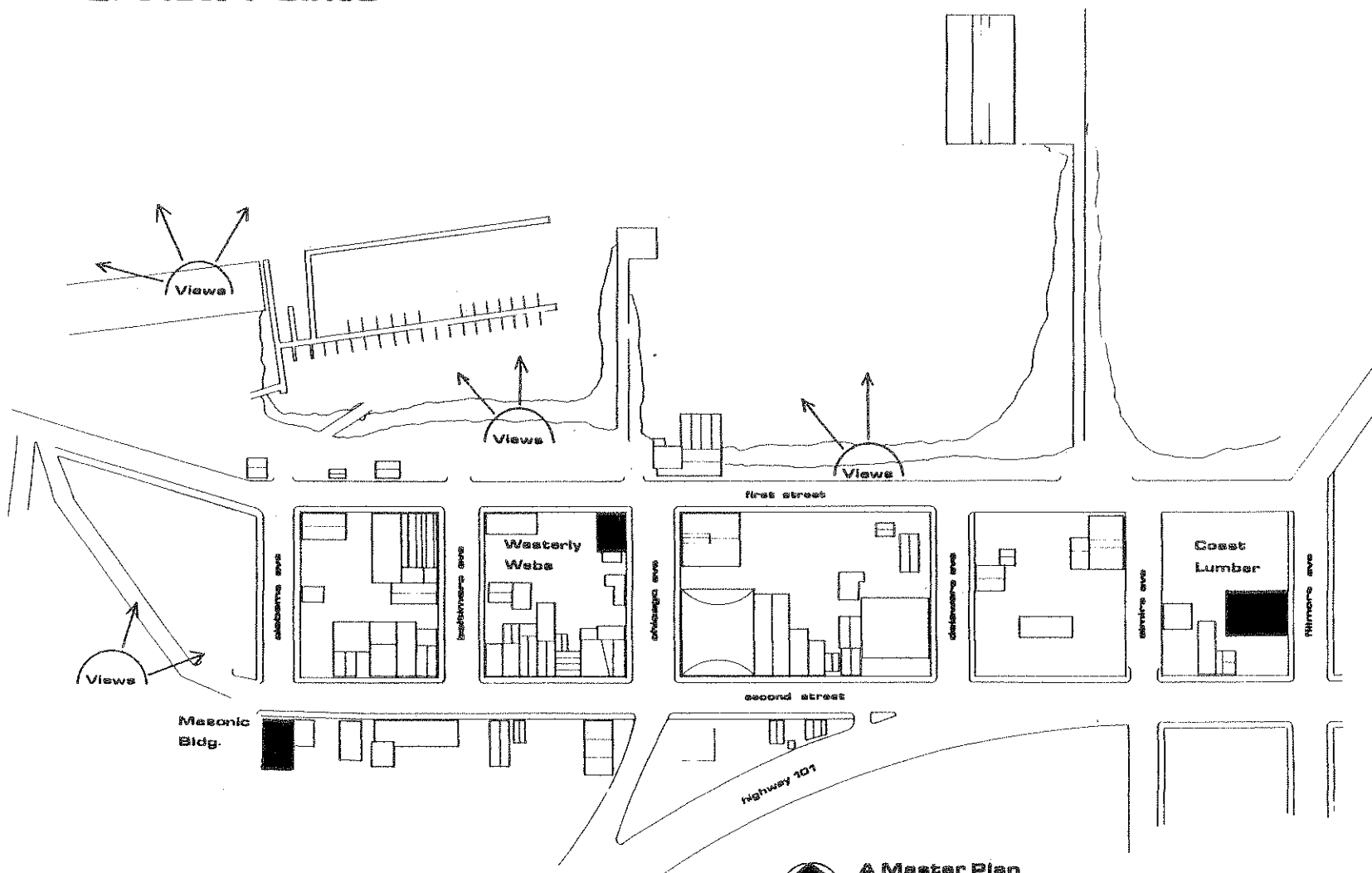


LEAST SANDPIPER



GREAT BLUE HERON

Historic Structures & View Points



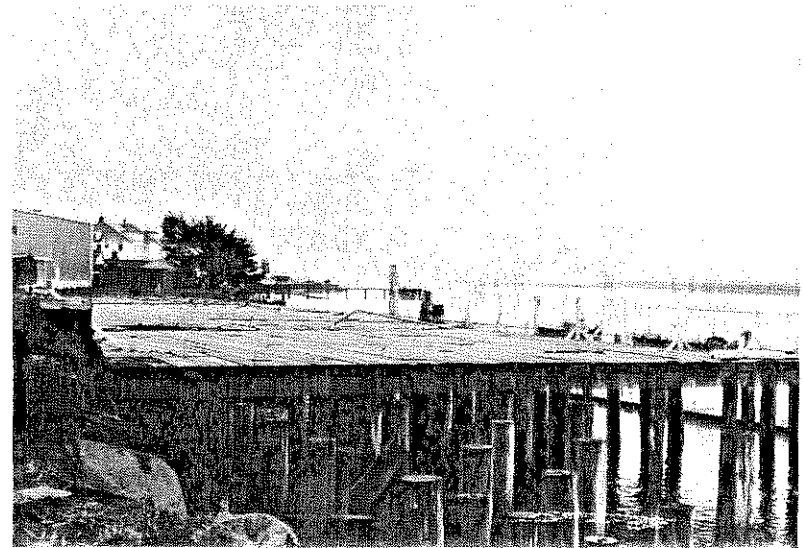
A Master Plan
Historic Bandon
 Bandon - By-The-Sea, Oregon

Historic Structures

Three historic structures that escaped the fires still stand in Old Town Bandon. The Masonic Building, formerly a bank on Second Street facing Alabama, dominates most of Old Town. The Bandon By The Sea apartment building with a weaving shop below faces the waterfront on First Street. The Coast Lumber building is a large wooden frame structure on Fillmore that miraculously survived the fires, however, it is deteriorating and may disappear soon.

Viewpoints and Special Places

Old Town Bandon has a number of special places worth preserving and enhancing: the bluff to the south of Second Street, the waterfront, and the wharf area. The bluff affords an excellent view of Old Town, the Coquillle estuary, and the lands beyond. The area might be developed to control erosion and to add natural beauty to the urban scene. The waterfront is a diverse area that provides a number of interesting sights, sounds, and smells where the land meets the water. The wharf, a remnant of the historic wharves that once lined the river, offers good viewpoints up and down the river including one of the light-house. It is an excellent location for small shops or restaurants.



Existing Dock on Waterfront

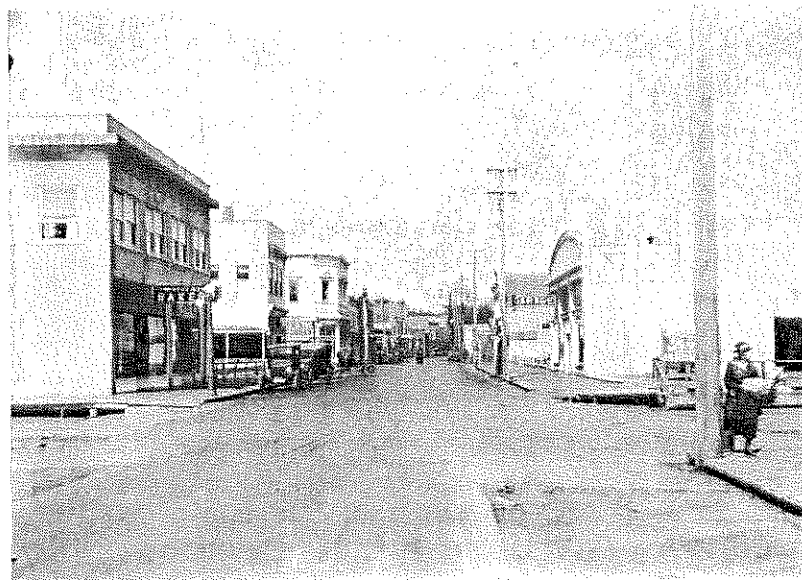
Historic Features

Until the fire of 1936, historic Bandon had several notable features. Perhaps the most striking of these was the Old Town waterfront which was built over the water and supported by pilings. The streets such as Second Street were, for the most part, built of wooden planks.

Behind Oregon Avenue and elsewhere, wooden staircases ran up the bluff from the Old Town. Wooden walkways ran along the wharves, bridges connected them and the different parts of Old Town. The Coast Highway ran behind the present City Hall, down Chicago Avenue, and out to the ferry, which carried cars and people across the river. At the junction of Chicago Avenue and Second Street, a wooden arch welcomed visitors to the city.



Second Street Looking East



Planked Streets

Most of historic Bandon's buildings were wooden frame, two-story structures. The Gallier Hotel had three stories; the First National Bank was made of concrete. The second floor was often above a first-floor family business. These buildings commonly had pitched roofs behind false front facades, which lined the sidewalks. Overhanging porches or awnings supported by posts shaded the front doors which were set back into the facade, resulting in bay windows, which were used for displaying goods.

From the Old Town business district, a wooden walkway extended out towards the jetty from the end of First Street. From this point--near what is today the Robertson's Concrete building--the walkway ran along the base of the bluff to the area below the end of present-day Garfield Avenue, where the Wigwam Dance Hall entertained visitors with its carousel and other attractions. From the dance hall, the walkway ran out to the river, continuing to the end of the South Jetty.

Utilities

The existing utilities consist of some new construction and some repaired older facilities. The water and sewage systems desperately need repairing. Many of the lines have not been replaced or repaired since the first fire or 1914. Sewage often backs up in times of high water. The telephone and electric utility poles and wires detract from the area's historic character and visual appearance.



Second Street Looking East

Structures

Many temporary buildings, constructed after the 1936 fire, have lasted until the present. Some of them are intermediate in height between the larger historic buildings and the lower newer buildings. They are usually wooden box-like structures with clapboard, stucco, or shingle exteriors. Their facades, hiding flat or low-pitched roofs, have been altered often with a covering of boards and battens, shingles, or clapboard siding. Many of these buildings were intended to house small shops and remind one of historic Bandon: the small group of stores on Baltimore Avenue have covered wooden porches overhanging the sidewalk; others have awnings which cover 2/3rds of the width of the sidewalk.

These "temporary" buildings as well as the historic buildings suffer from two particular problems: weak foundations and fire hazards. Most of the buildings were set on old wooden pilings which have since deteriorated. They need to be replaced with concrete, floodproof foundations. Any change in the use of these buildings that increases their assessed value by 50% requires that the buildings be brought up to code. This demands a financial outlay beyond that available to most potential occupants of the present vacant buildings. Because they are built of wood and lack adequate fire safety equipment, most buildings in Old Town are fire hazards. Such safety equipment as firewalls, automatic sprinkling systems and other items which can improve the fire safety of these wooden buildings is sorely needed.

Transportation Patterns and Parking

The automobile and pedestrian circulation patterns are an integral part of the manner in which one perceives the character of Old Town Bandon. The ease with which an auto can enter, tour and park determines in part the uses which may be made of many of the vacant parcels and the vitality of the businesses in the area. At present the major entrance to Old Town is from the north off Highway 101 onto Second Street. The second major entrance, from the south onto Chicago Avenue, is not well defined. From the northeast traffic can also enter Second Street from Fillmore. West of Chicago traffic is one-way on Second Street. Alabama is also one-way. This creates a partial loop for autos and trucks. All other streets are two way. First Street is used for commercial truck traffic predominately relating to the fishing industry.

Public parking facilities are minimal in Historic Bandon. On-street parking as well as off-street parking at businesses serves the parking needs. The only sizable public parking lot is at the County park by the South Jetty. The Port of Bandon also provides public parking along the waterfront and has plans to increase its parking capacity in order to accommodate increased demand generated from the proposed expansion of the boat basin.

Diagonal parking is allowed on Chicago between First and Second. Elsewhere on-street parking is parallel. Off-street parking is accommodated by vacant parcels within Old Town. Parking becomes difficult only during the tourist season. It will be more difficult when vacant land is developed unless other space is provided.

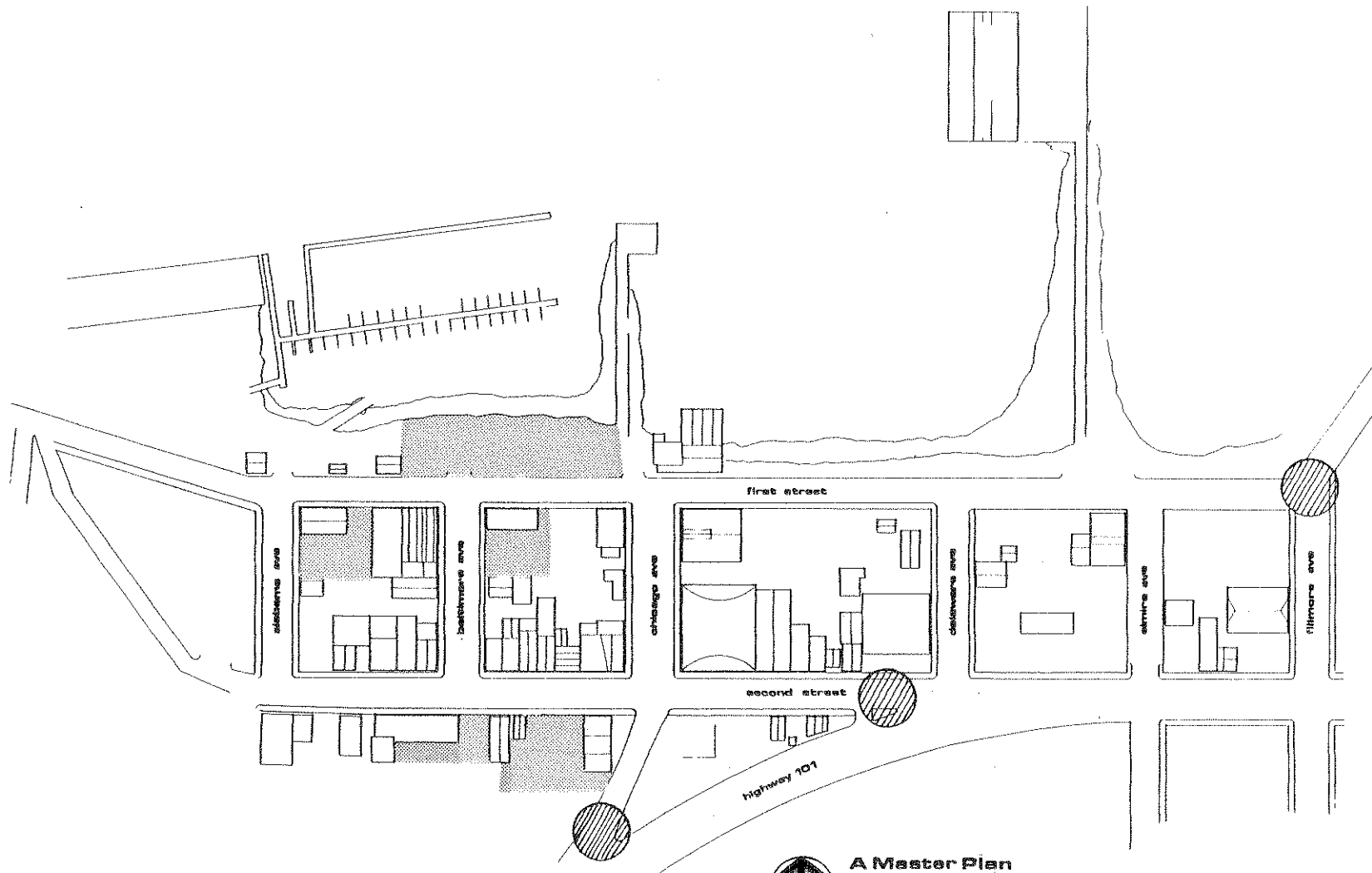
No facilities exist for parking oversized vehicles (trucks, vans, or recreational vehicles). This leads to problems during the summer season when tourists with RVs cannot find parking. Large vehicles parked on streets also hide potential attractions--shop windows, signs, displays; block views of scenic attractions--the bluffs, the river, the estuary; and obstruct drivers' visibility at intersections. The present restrictions placed on parking large vehicles along sections of Second Street are widely believed to be ineffective.

That retail stores must provide one parking space for every 400 square feet of floor space poses some problems for potential new businesses in Old Town. Most existing buildings are situated forward on their lots, abutting the sidewalks, and the rear part of lots are without alleys or other access. As a result, most existing businesses cannot fulfill the parking requirements on their own lots.

Streets in the Old Town waterfront area have pedestrian sidewalks with the exception of Elmira Street, the north side of First Street from Fillmore to the Cleveland Avenue intersection, the south side of First Street from Chicago to Fillmore, from Alabama to Cleveland Avenue and a section of Chicago Street.

First Street has been designated as part of the coastal bikeway although no special facilities mark its course through Old Town. The Greyhound bus stops at Fillmore and Second Street and provides the only mass transit link to Old Town.

Parking Areas & Entrance Sites



A Master Plan
Historic Bandon
 Bandon - By-The-Sea, Oregon

Land Use and Ownership

The Old Town area is comprised of a variety of land uses and owned by many people. The waterfront, mostly owned by the Port of Bandon, consists of a wharf, which needs repairs, a small boat basin, a fish off-loading dock, vacant land, which is now used for parking, and storage, and a tidal flat designated for development as a new boat basin. The port office, a public restroom, and wholesale/retail fish shops are the major waterfront buildings.

The two blocks between Fillmore and Delaware Avenues and First and Second Streets are privately owned by several people. Mostly undeveloped now, these two blocks will become better building sites because they overlook the location designated for new boat basin facilities.





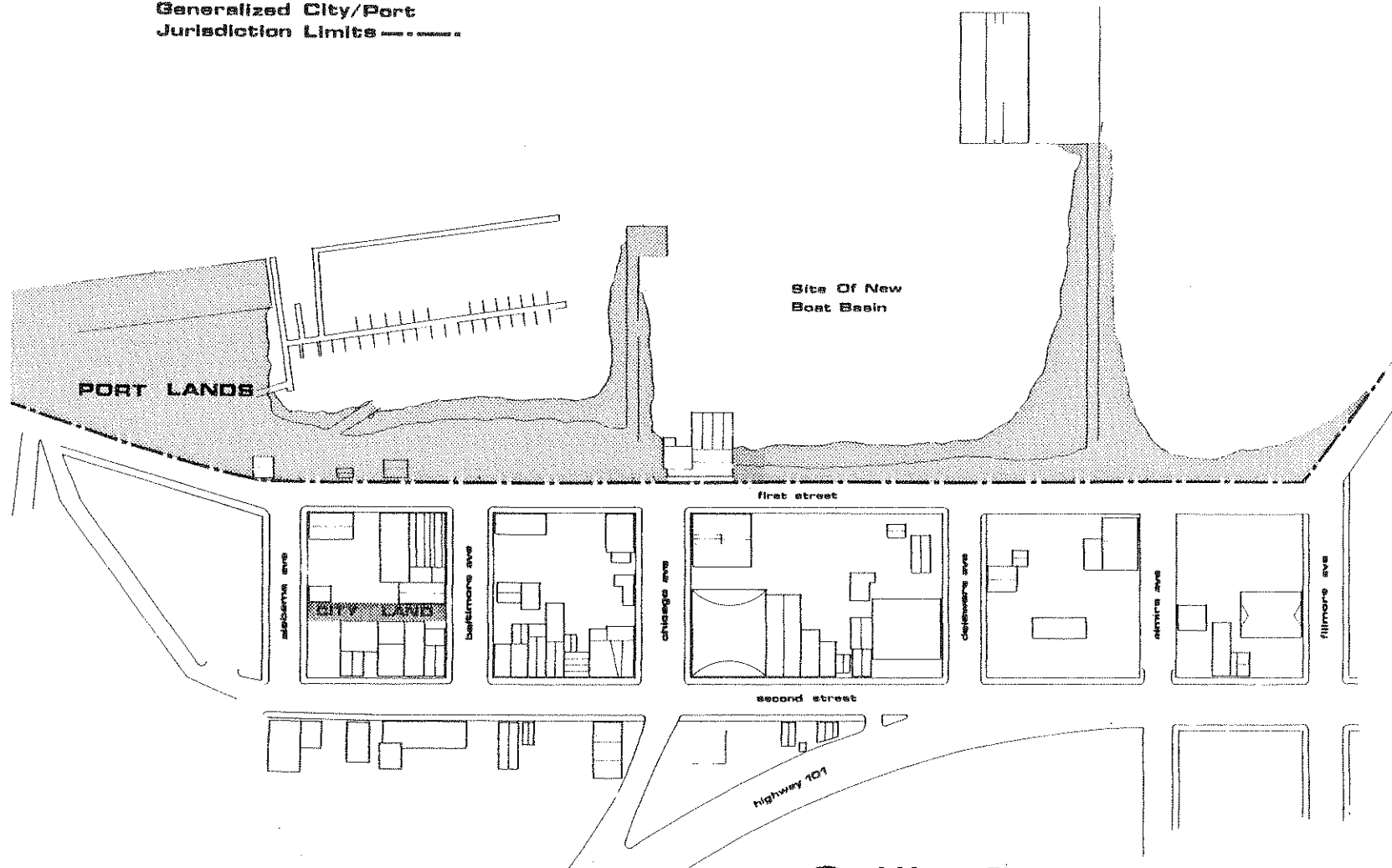
The elongated block between Delaware and Chicago is also privately owned. However, only a portion of the north side facing First Street is vacant. The retail and wholesale businesses that occupy this block, include a hardware store, craft shops, a youth hostel, a movie theater, a day-care center and buildings used for storage. The store fronts are generally in good shape with the small structures between the movie theater and hardware store forming an attractive group. The vacant land to the north is a prime location for waterfront related business development.

To the south the triangular block that fronts Highway 101 marks the entrance to Old Town for people arriving from both the north and the south. The privately-owned structures, developed only on the east point of the triangle includes a small restaurant, a smoked-fish shop, and a bookkeeping firm. The remaining land is used for storing new farm equipment. The unoccupied portion of this triangular block would be an excellent location for a visitor information/transit station, one of the keys to redeveloping Old Town Bandon.

West of the entrance triangle and south of Second Street a group of post fire buildings and one historic structure sit just below the bluff. Several are simple frame structures housing small shops. One building is faced with stucco originally with 'art deco' relief forms. The vacant land between the buildings, now used for parking, is disorganized and inefficiently used. Bandon's major historic structure--the Masonic Building--dominates the block. An art gallery, a

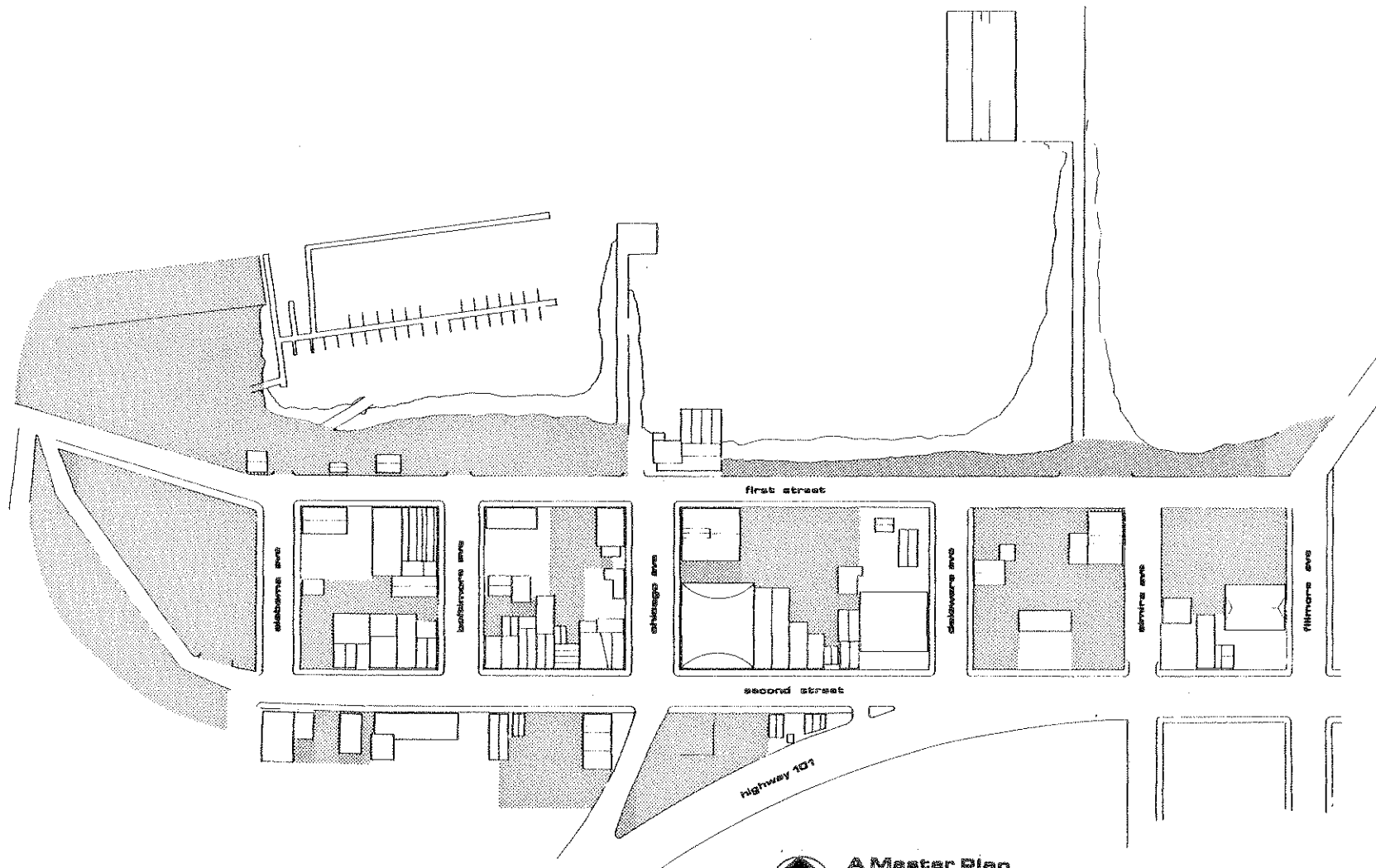
Land Ownership

Public Land 
 Generalized City/Port
 Jurisdiction Limits 



A Master Plan
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 Bandon - By-The-Sea, Oregon

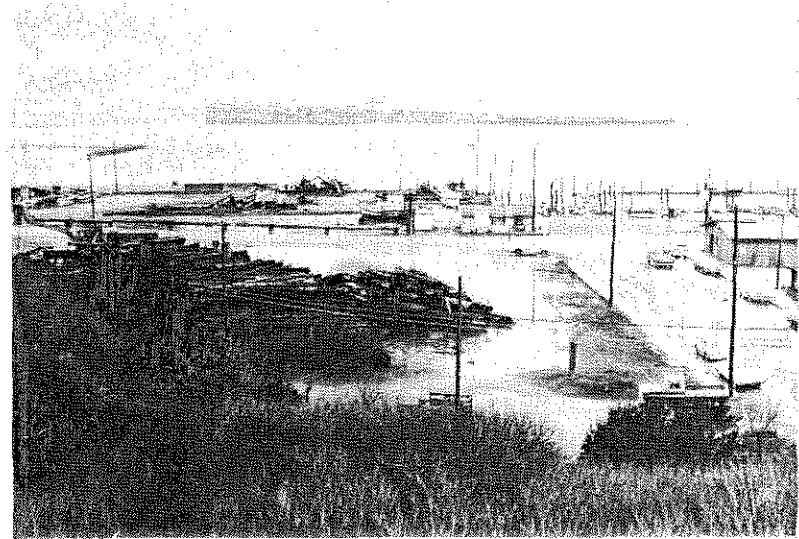
Under Utilized Lands



A Master Plan
Historic Bandon
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barber shop, a chiropractic clinic, an antique store, a restaurant, several apartment buildings and a museum occupy this import section of Old Town. The bluff to the south of this area is vacant and might be developed if special care is taken to prevent erosion of the face of the bluff.

The two blocks between Chicago and Alabama Avenues are densely occupied. The block between Chicago and Baltimore Avenues is privately owned. Along Second Street, it presents a unique facade consisting of wooden boards and battens and shingles. Only two structures and several large parcels are vacant and occupy the north side of the block. Some of the vacant land is used for parking. Small craft and clothing shops, taverns, and restaurants dominate this block. The vacant land could be partially developed for parking and new structures. The block bounded by Baltimore and Alabama possesses some interesting possibilities for future development. Consisting of a large feed and seed/hardware establishment, several small craft shops, restaurants, a tavern, and a professional office, this block is privately owned except for an alley right-of-way. Vacant land is used for parking. The alley and vacant land fronting Alabama and Second Street is suitable for future projects.



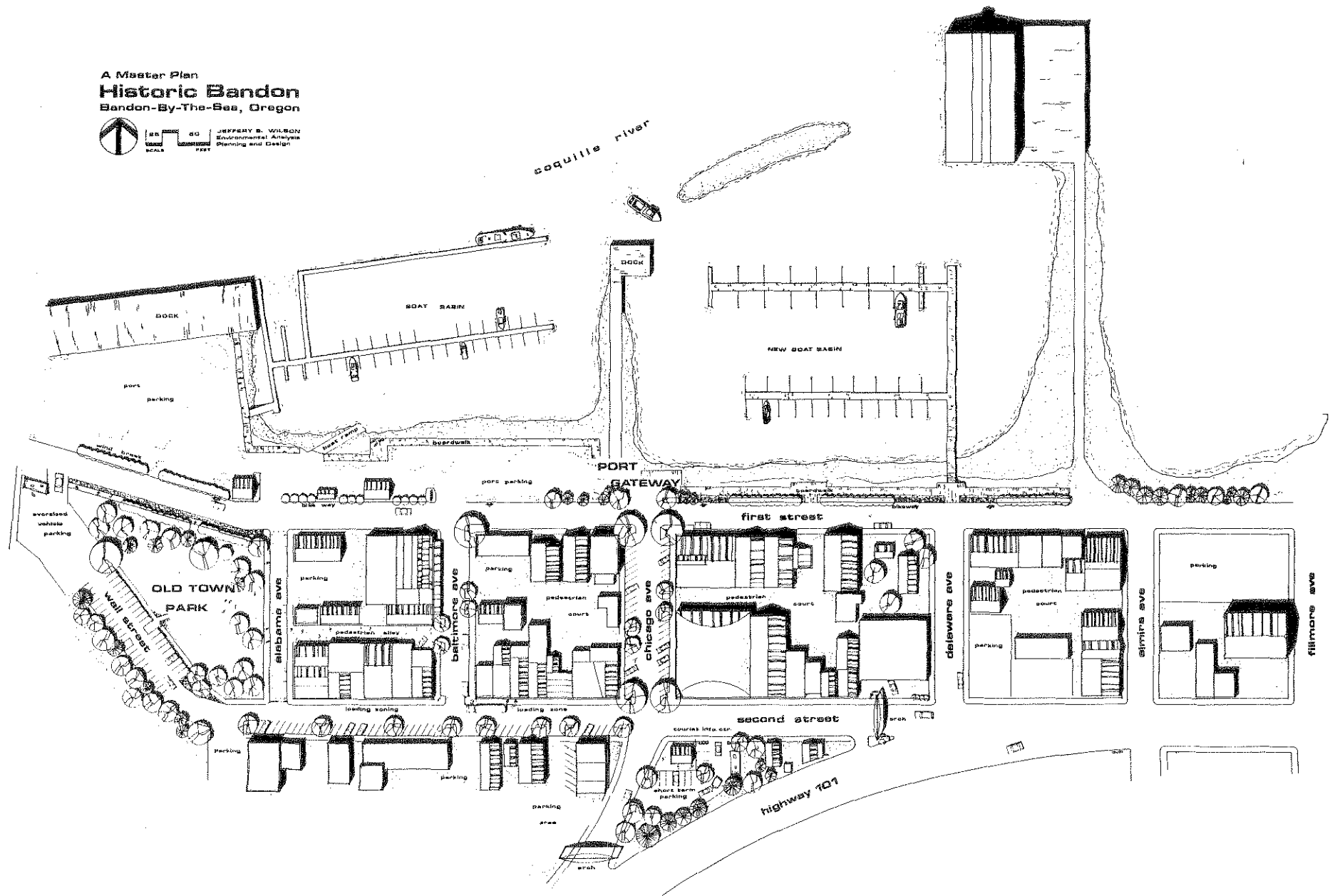
Vacant Block West of Alabama

The block, north of the platted street that runs along the bluff between First and Second Streets, is now the site of log storage. One man owns this old center of Bandon's business district. To the south, the bluff slopes are overgrown with shore pine, cypress and gorse. Oregon Avenue curves down the hillslope forming the boundary of the study area.

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 Bandon-By-The-Sea, Oregon



JEFFERY B. WILSON
 Environmental Analysis
 Planning and Design



Public Improvements

Introduction

This renovation proposal for Old Town Bandon integrates land use, circulation, and utility plans. It creates a hospitable framework for unifying the existing features of Old Town around the theme of Bandon--Historic Seaport Village. Additional consideration such as the making of small parks and the providing of natural areas and viewpoints are also included. Guidelines for appropriate street furniture, signs, and plant materials are integrated within the renovation plan.

Land Use Plan

The land use plan considers the long-term economic stability of Old Town Bandon and the strong historical nature of the area. It seeks to preserve and enhance its unique small seaport character first by proposing a new historic/tourist commercial zone and second by establishing a set of design guidelines. The zoning proposal will require amendment of the current city ordinance to facilitate implementation of the guidelines and limit uses to compatible commercial, residential, and public facilities, as well as create open spaces, which will enhance the historic seaport character of Bandon. The land use plan designates specific city blocks or smaller parcels of land for use as public areas including parks, walkways, and parking lots. Other smaller parcels are set aside for later development.

Present building regulations of the tourist commercial zoning designation are adequate in that they allow for the construction of new businesses which are compatible with surrounding enterprises. However, the size, scale and character of new and remodeled structures need to be unified through the use of specified design guidelines which also emphasize the historic seaport theme. Building height, mass and bulk should be controlled by specific ordinances which will help integrate the buildings among themselves and with their surroundings.

The land use plan also considers the areas which surround Old Town--specifically, views of the river, the lighthouse, certain natural areas, and the waterfront area to the west of Old Town are integrated with the plans for Old Town. These special areas must be part of the land use plan if the historic seaport character of Bandon is to be enhanced.

Design Concept

The element of this master plan that will have the greatest effect on the quality of Bandon's future is the design concept. The design concept is the framework for planning land use, traffic circulation, and both public and private improvements and rehabilitations.

The design concept for Bandon's Old Town focuses on the identification of three areas in Old Town, which because of their historical, contemporary, and natural patterns, have become important nodal points. The ways in which these nodes are developed and linked is integral to planning Old Town.

The first node is the entrance to Old Town--from the south along Chicago Street and from the east along Second. The visitor as well as the long-time resident generally enters Old Town from one of these two points. Old Town presents itself here initially.

The end of Chicago Street facing the river is a second major node. Although less important at present than the main entrance to Old Town, this node is the gateway to the river and the sea.

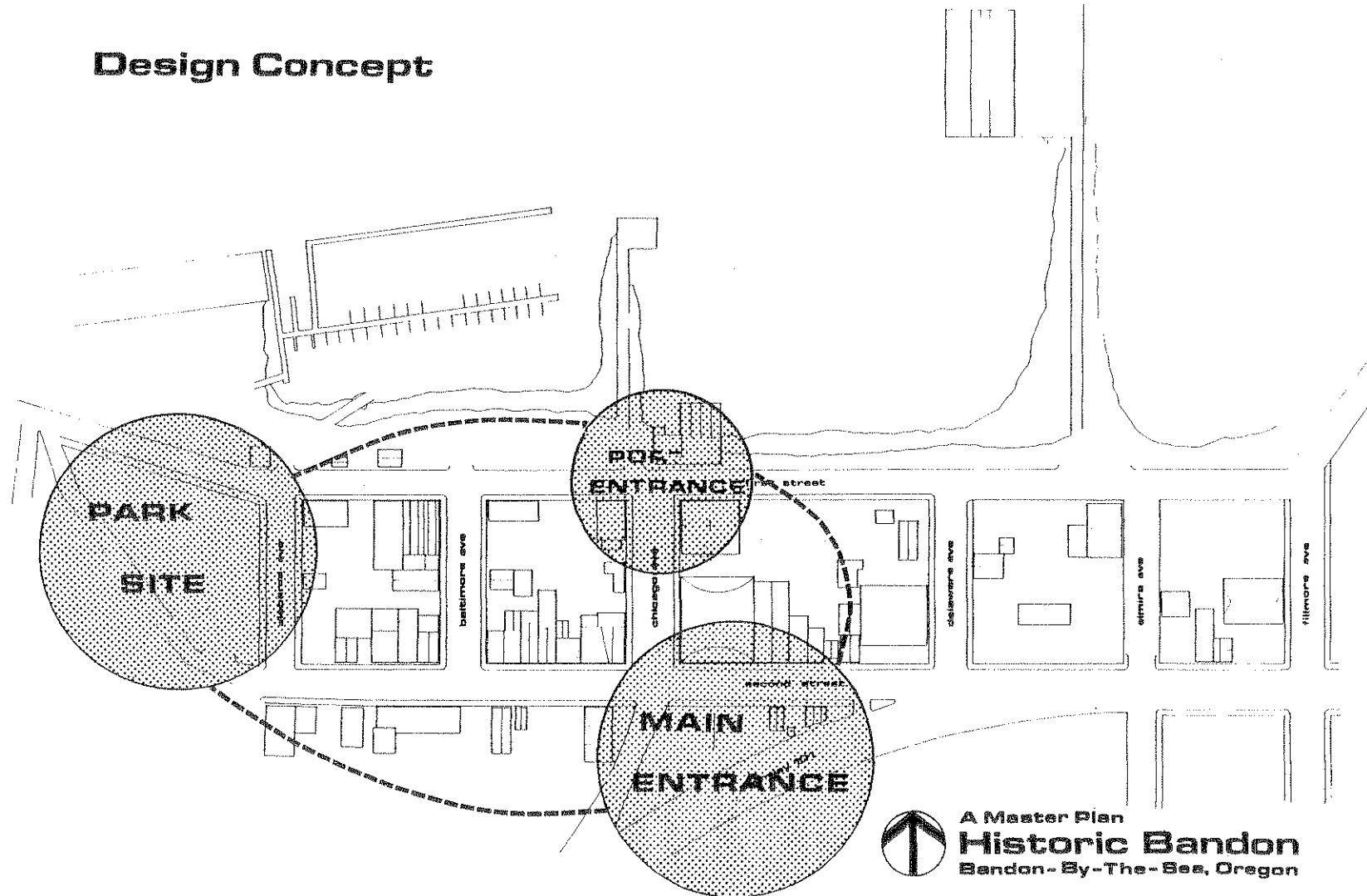
The third node is the vacant block east of Alabama Street. It is centrally located and links the waterfront to Old Town. The area might be developed publicly as a park.

The plan for linking the three nodes by special land uses complete the basic design concept.

If the rehabilitation and enhancement of Old Town Bandon is to be successful, plans for the nodes and links must reflect a general theme that is inclusive in nature and broad in scope. Large elements such as (1) the buildings which house the businesses and shops and (2) the public areas which are used for parking, recreation, or access as well as the particulars of paving, walkways, and street furniture should reflect this general theme and help organize a spatial and sensory environment which reflects Bandon's character and originality.

In short, the design concept unifies the physical environment, historic character and contemporary uses of Old Town Bandon. It should promote and enhance the various large- and small-scale elements which reflect the theme--friendly historic seaport village.

Design Concept



A Master Plan
Historic Bandon
 Bandon-By-The-Sea, Oregon

Theme

A theme is defined as the underlying essence of Historic Bandon's character. It is the perceptions, ideas, and feelings evoked by a particular landscape. In Bandon's case the theme is derived from Bandon's past and its present--its physical and cultural surroundings. Generally, the word character can be substituted for theme although character can more often be thought of as existing while theme is oriented toward the future.

Through a series of citizen participation meetings the major articles associated with Bandon's theme were delineated. As a painter evokes a theme with colors we used words. Seaport, small town, friendly village, coastal art village, historic area, cranberry capital of the west, coastal craft community, fishing and lumber were some of the words on our palette. From these we articulated a summary that expressed the mood and perception of Bandon residents--"friendly historic seaport village." Each word in the theme evokes an image, an idea and a mood. Together they project the essence of Bandon today and the goals for the future. All rehabilitation and development in Old Town will echo, in spirit, this theme.

Materials

In many ways the history of Bandon is the history of the wood products industry in the area. Wood is and has been the dominant natural resource and much of the economy revolves around its use. In both economic and physical terms wood has dominated Bandon's character. Although the sea and its fish resources have played important if not equal character development roles wood has been the building block used in most of Bandon's historic structures. Wood sidewalks, planked streets, wood structures with intricate wood siding and carved decorative ornaments adorned the historic facades and streets of Bandon. It was, and is, wood docks that fishing boats tie up to and unload their catch. Everywhere one turned, in historic Bandon, wood dominated the structural landscape. Given its long precedent, most of the recommendations for new development and rehabilitation will involve wood as a unifying element between the present and the past.

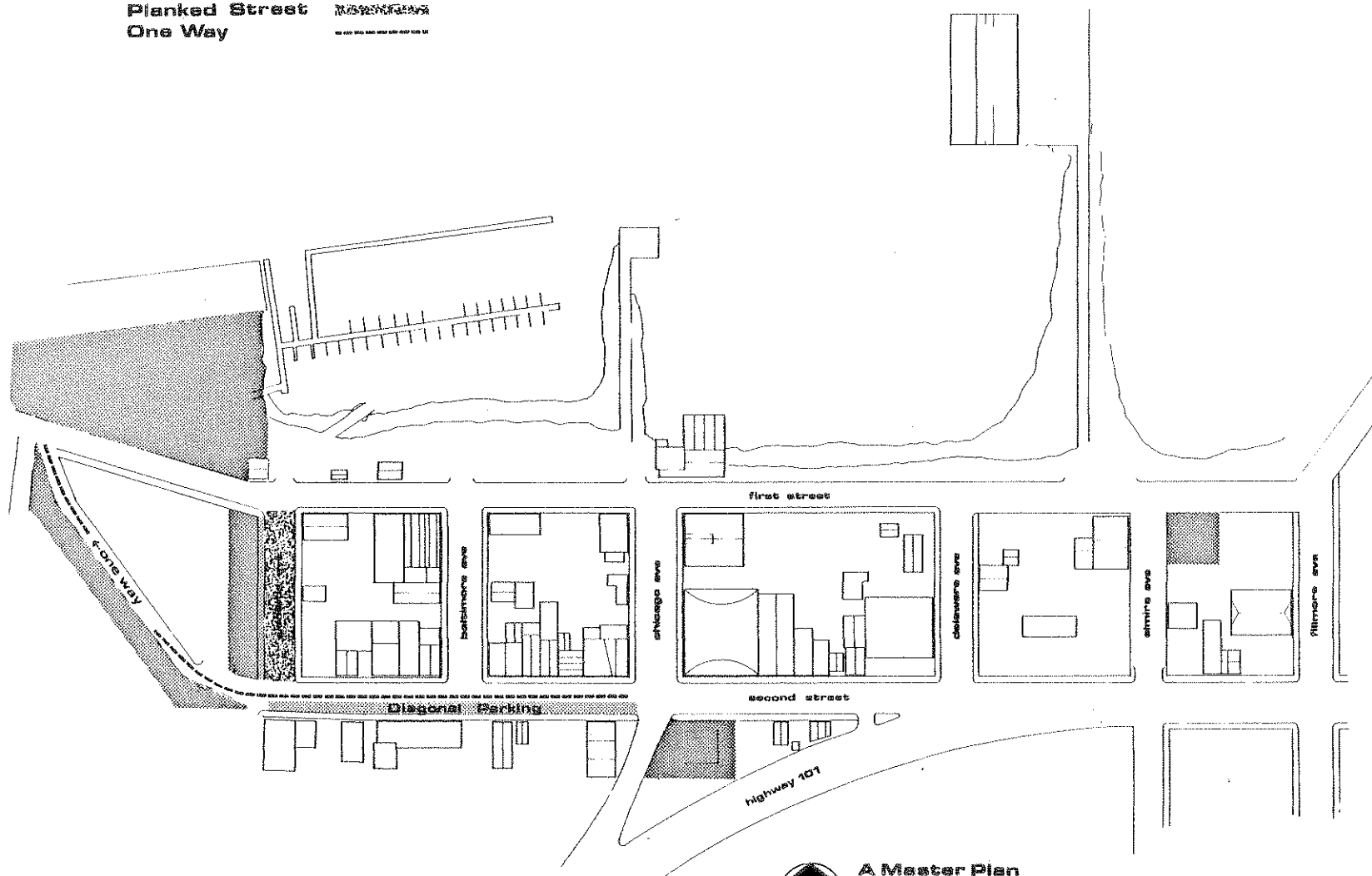
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Circulation Plan

Public Parking
Planked Street
One Way



A Master Plan
Historic Bandon
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Circulation Plan

The first section of the circulation plan lays out and designates traffic patterns and parking areas in such a way that congestion is reduced during the peak tourist season, delivery vehicles can easily reach their customers and pedestrian traffic is promoted by providing adequate parking in and near Old Town.

Wall Street, as an extension of Second Street, should be made a one-way street flowing west. All other existing one-way streets will remain unchanged. This one change will create a circular loop around Old Town.

Alabama Street should be designated a "historic planked street." Between First and Second Streets Alabama will be planked--as all of Bandon's streets once were--and closed to vehicular traffic during special events. The planked street will create an open pedestrian area which will front on to the park, proposed for the area to the west.

Small off-street parking lots are carefully placed throughout Old Town to encourage drivers to leave their vehicles and tour Old Town on foot. A limited number of small off-street lots are also designated for the convenience of building tenants.

On-street parking will be left unchanged except for the addition of diagonal parking along the south side of Second Street on the north side. Over-the-curb, "loading-zone-only" designations as well as "limited-time" parallel parking should be allowed.

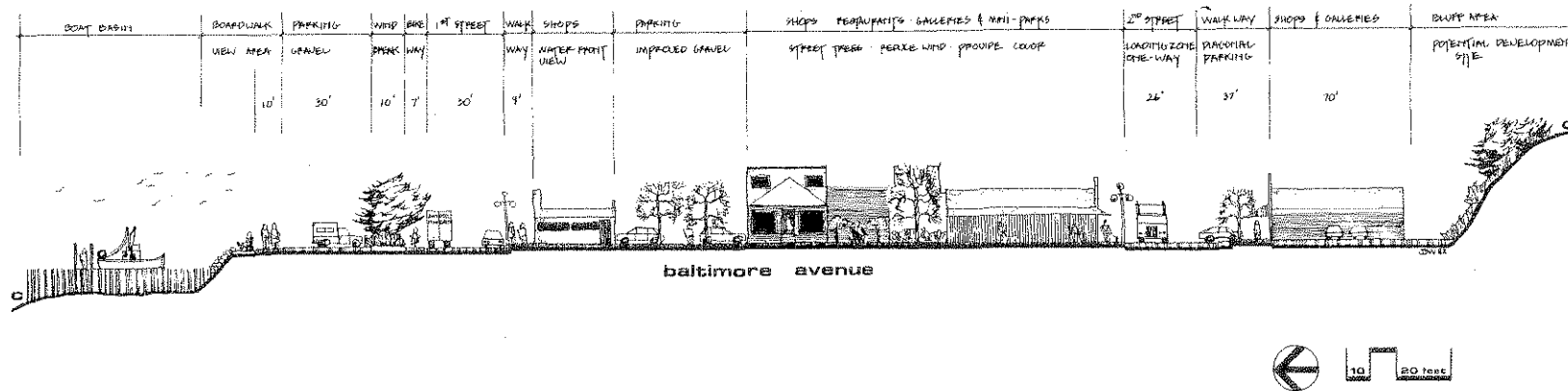
Pedestrians

The second part of the circulation plan designates a system of pedestrian pathways. In addition to existing sidewalks, the plan calls for the addition of boardwalks, vehicle-free alleyways and distinctive design elements used to channel or protect pedestrian traffic. Where repairs are necessary in sidewalks, the use of inlaid wood beams are encouraged to simulate and invoke the historic nature of Old Town. At specific high traffic corners the use of the "safe cross" is recommended.

A pedestrian pathway is designated for the alley between Alabama and Baltimore Streets. This alley provides a link between the site of the proposed Old Town park and the small businesses within Old Town proper. Smaller shops could open out onto this walkway. Given the occasional windy conditions along the Oregon coast, this protected, inner-block pedestrian way will encourage shoppers to take their time. Renovation of the alleyway should take on a historical theme consistent with the details of the design guidelines. The surface of the path itself may combine a variety of elements, e.g., stone and timber, which emphasize local materials. The essence or character of this alley should be warm, friendly and inviting: a place to enter and slowly move through. Full advantage of sunny locations along the pathway should be taken; they are excellent places for sitting or conversation. Basically this alleyway is proposed as an outdoor room for both residents and tourists.

Off-street parking should be located strategically along pedestrian routes and walkways. The distance from vehicle to business should not be more than 400 feet--approximately one and one

Section c c'





half city blocks. Within Old Town when pedestrians and vehicles meet, pedestrians should be given the right-of-way and a maximum speed of 15 mph should be established and enforced throughout Old Town. Coverings for some sidewalks, attached to buildings, are described in the private design criteria section; they should further encourage pedestrian traffic.

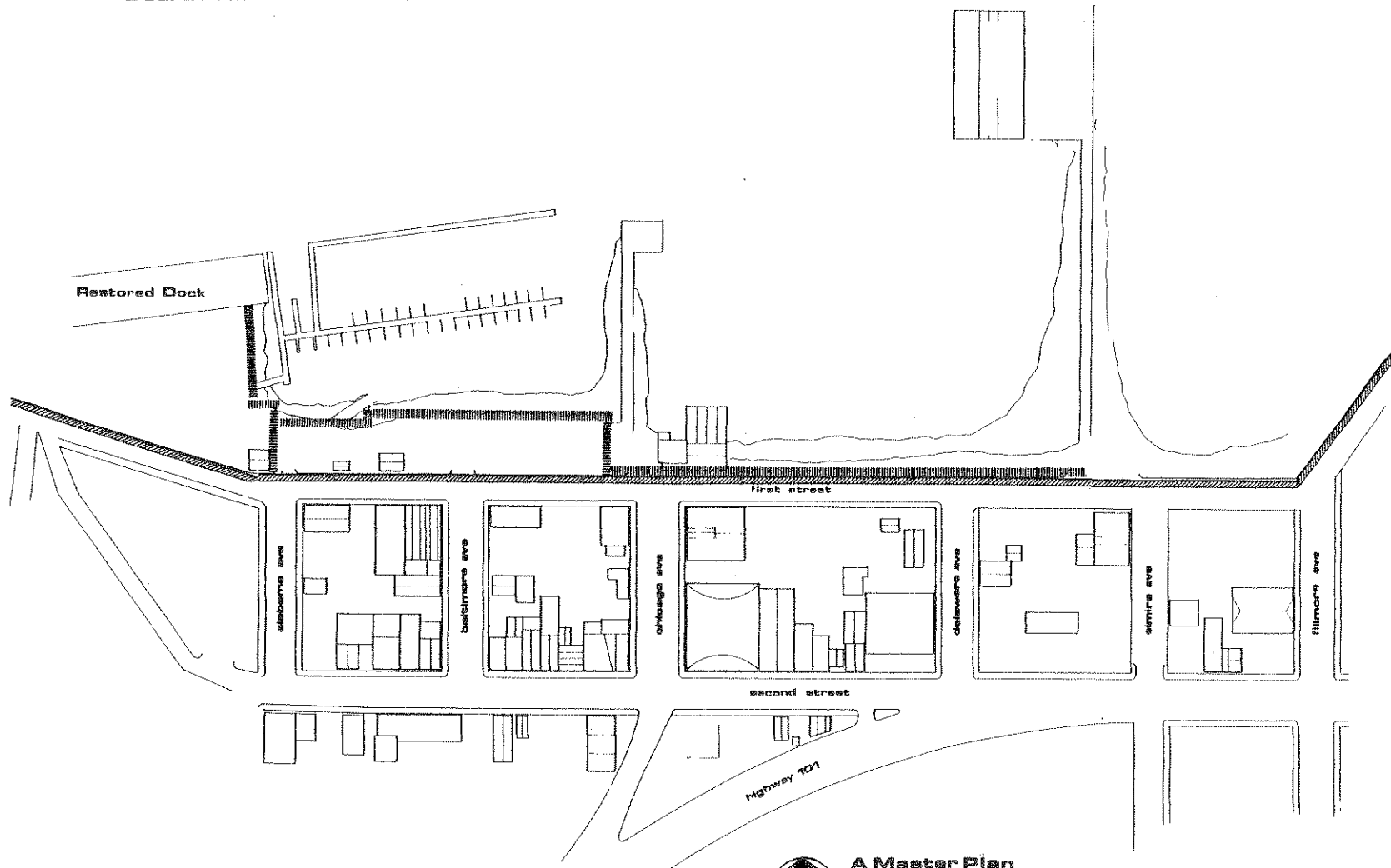
A boardwalk running the length of the waterfront through Old Town is recommended. This walk should be equipped with distinctive viewpoints for observation, historical markets for information, and comfortable wood benches for resting. This walk coupled with the development of a new boat basin, new businesses, and new windbreaks should be more an integral part of a visit to Bandon or a place for the midday breaks of local workers.

Bikeways

The third part of the circulation plan involves the integration of a bikeway along First Street. First Street, along with the Jetty Road to the west, has been designated as a portion of the Oregon Coast bikeway system. The design recommendation is based on the concept that bicycles should be considered equal to cars, separated from them wherever possible. The bikeway between Fillmore Avenue and Chicago Avenue should be at grade with the proposed boardwalk but separated from it by a vegetation windbreak and screen. It should be separated from vehicular traffic by design barriers. From Chicago Avenue west to Jetty Road the bikeway should be separated from the boardwalk and, where possible, from car traffic.

Circulation Plan

Bikeway 
Boardwalk 



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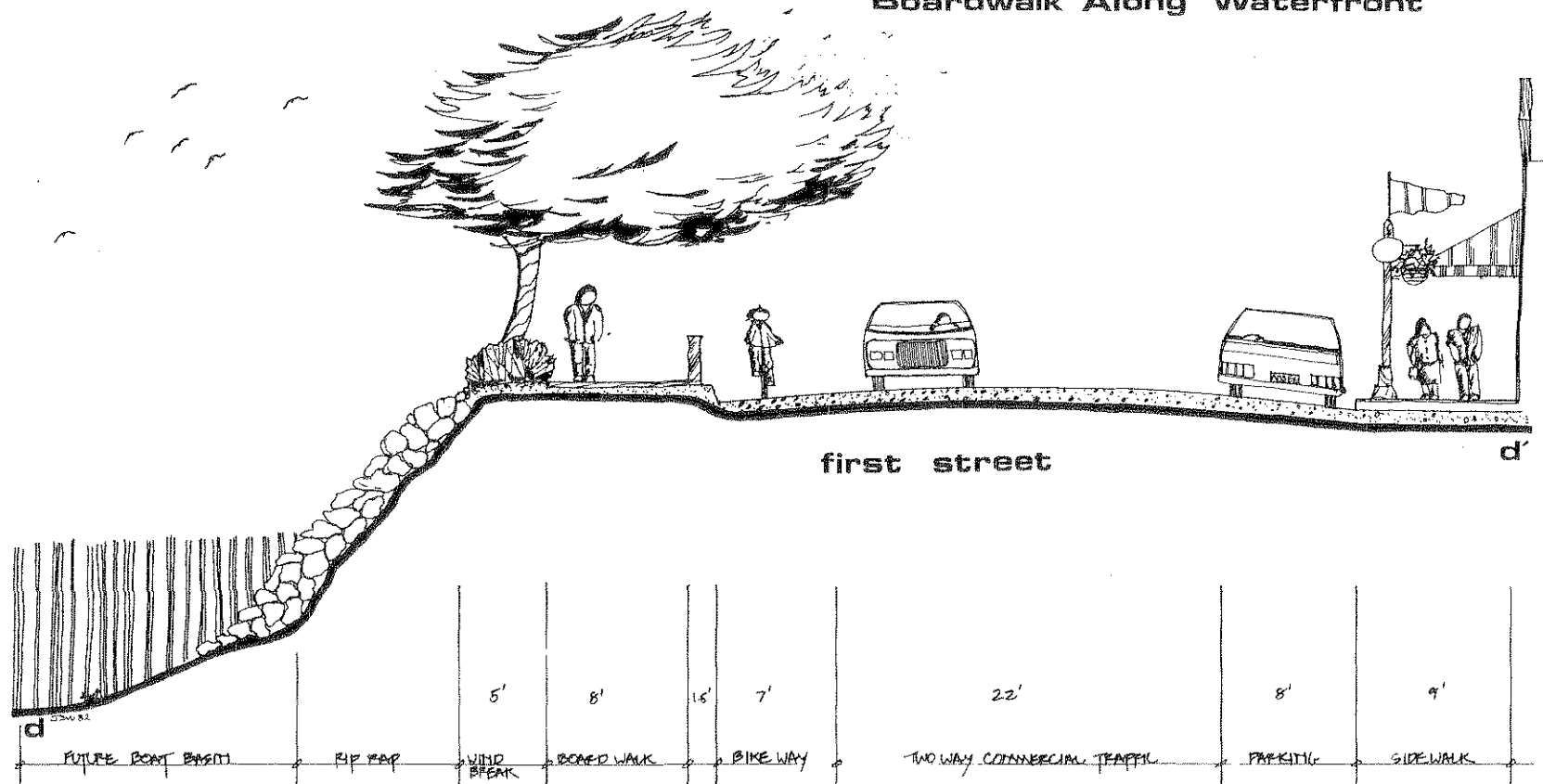
Although often unnoticed, the location of major utilities such as water, sewer, telephone and electric lines form another base for redevelopment. Bandon in the late 19th and early 20th century did not have an integrated sewer system; it lacked telephones and electric services, and water was carried in wrapped wooden pipes. Over the years improved services were supplied, mostly piece-meal. The result is a complex mix of separate services, some not working too well. The overhanging wires severely detract from the aesthetic qualities of the landscape while the unseen sewer and water lines continually break down disrupting necessary services.

Fourth, the above-ground utilities such as electric wires, telephone poles, street lights and associated cables and connections should all be located underground in Old Town. The access boxes to underground facilities can be combined with street furniture, such as planters, and become an asset to Old Town.

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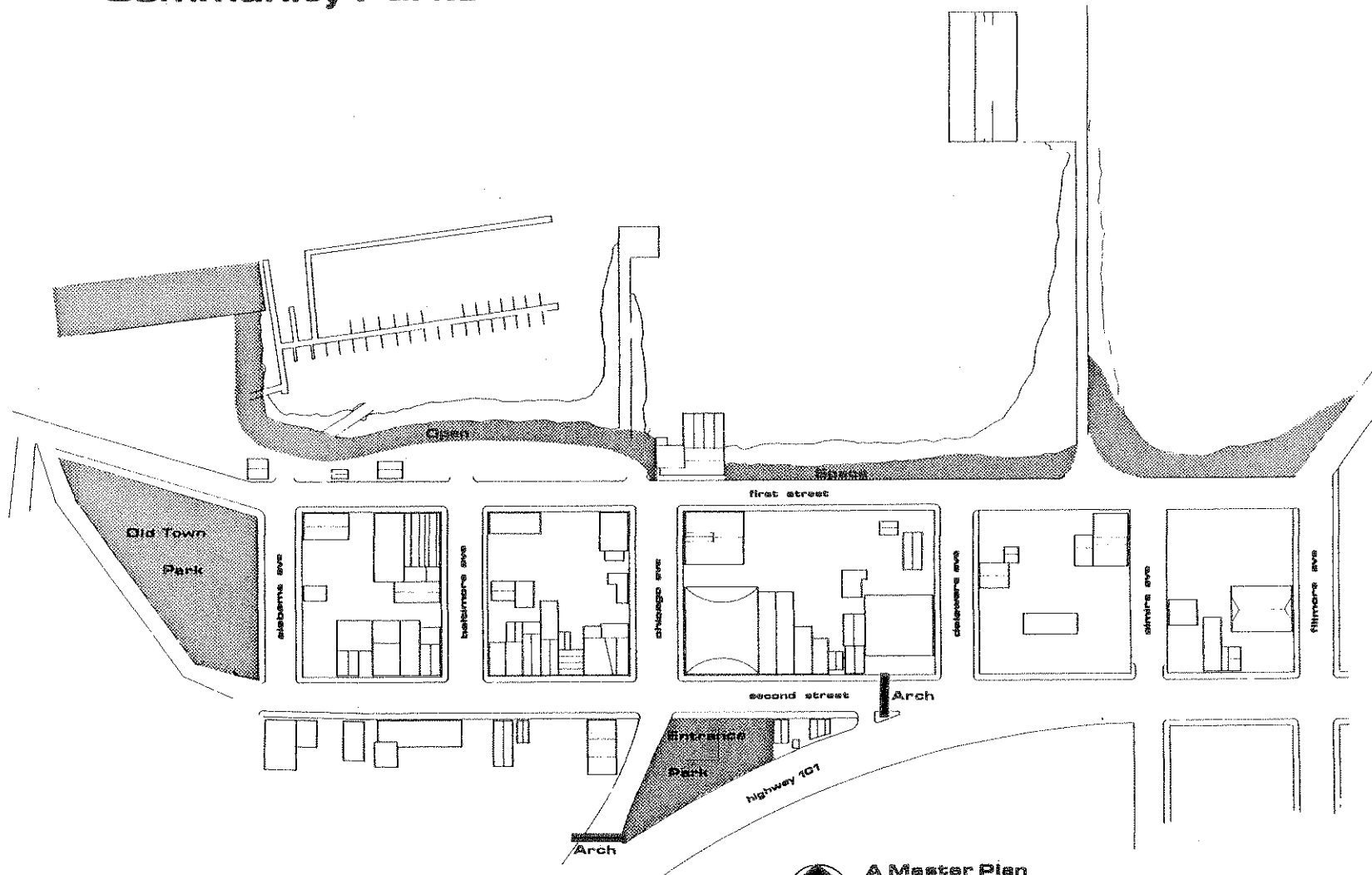
Boardwalk Along Waterfront



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Open Space & Community Parks

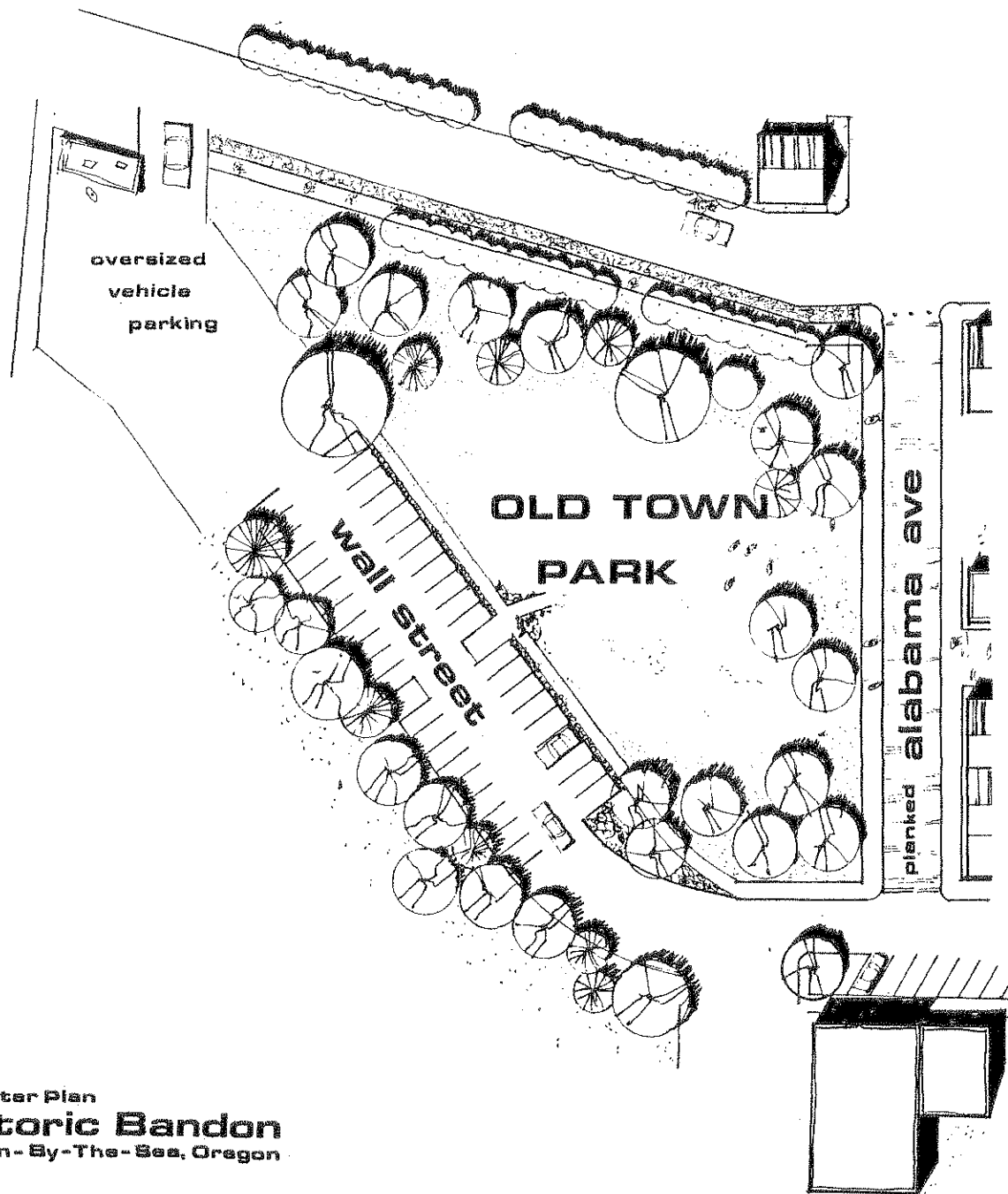


A Master Plan
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Specifically, two community parks and one open space/development zone are proposed. Each of these spaces is unique, both functionally and structurally. They are designed to create a pleasant interface between the natural and the built environments while providing for specific needed functions.

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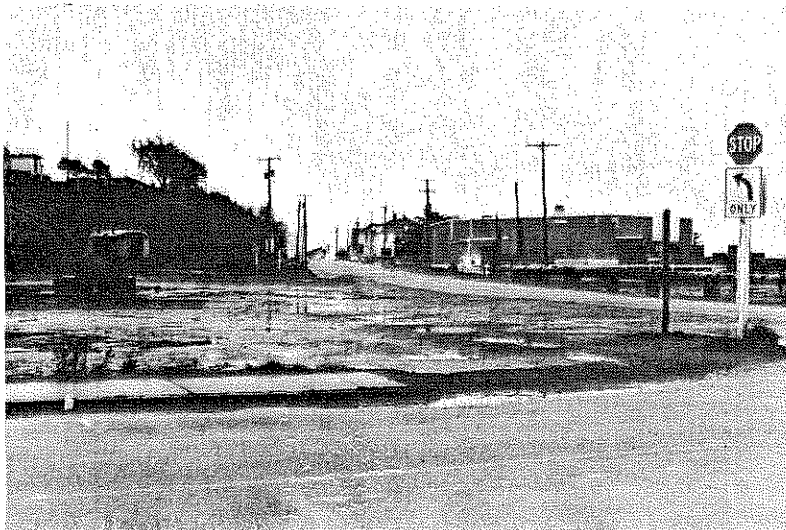


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An Old Town Park

A park to be built south of First Street and west of Alabama will become a major integrating feature of Old Town. It will be the hinge or gateway to the waterfront area and a visual link with the bluff. A community activity center, the park will become a place for outdoor gatherings, art shows and displays of unique native plant materials.

Small dispersed parking lots, located around the park, will help alleviate parking congestion in Old Town at the same time providing space for park users. Fronting the proposed planked street along Alabama, this area should be an excellent new focus for Old Town Bandon.



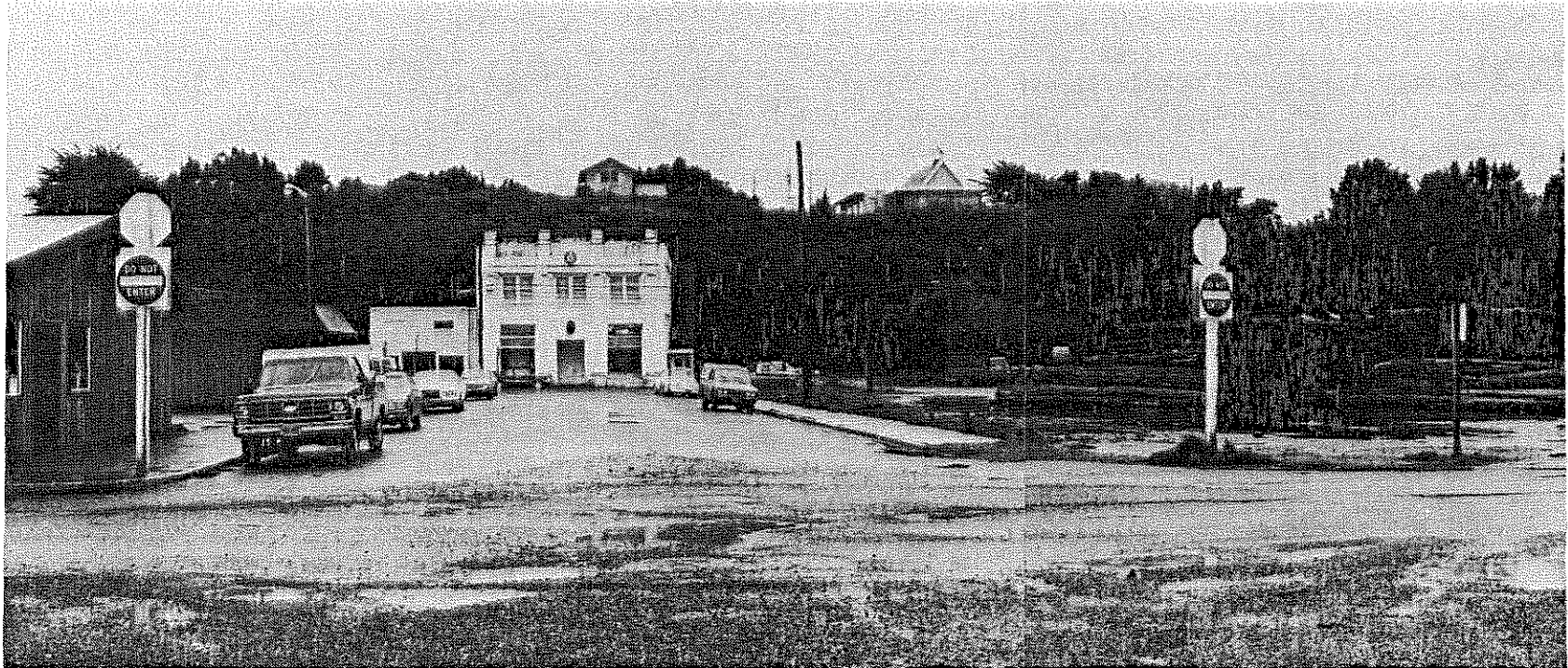
Existing Proposed Park Site

Structures within the park should blend with surrounding architecture and conform to adopted historically oriented design codes. Wind breaks and boardwalk extensions from First Street will enhance usability and access. Of course, sunny spots should be developed with benches and social areas. Special viewpoints should be accented with appropriate historical markings and signs.

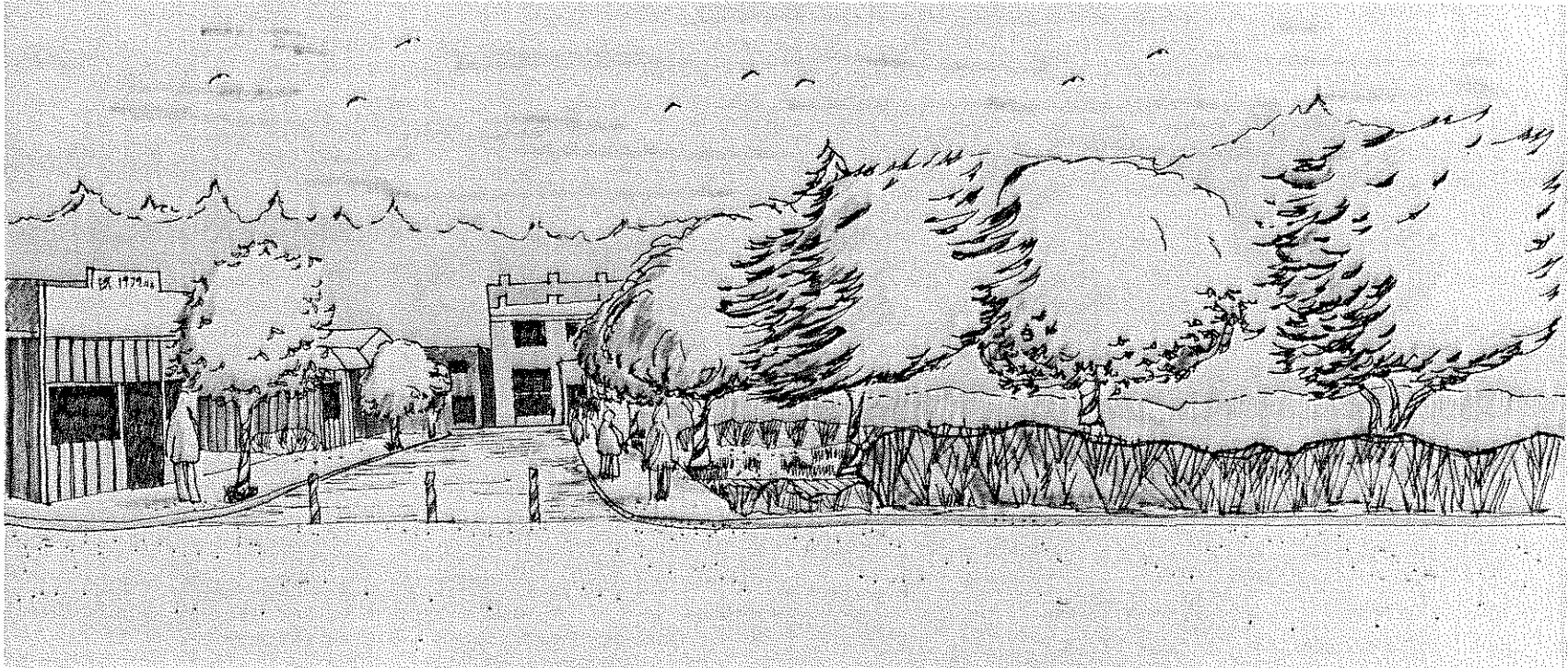
Space within the park should be developed into a public square--a place for outdoor plays, club gatherings, and small fairs. The park should be oriented towards the community. Although because of its unique and usable character, visitors will enjoy it too.



Proposed Walkway to Waterfront Along First Street



Alabama Avenue and Proposed Park Site



Proposed Alabama Street Renovations and Park

Entrance Arch

Within entrance park, one or two new arches will symbolize the passage of people to the revitalized Old Town. Until the 1936 fire, Bandon had an arch marking the gateway to the city. It, like the hundreds of other entrance arches scattered throughout many towns and cities during the early part of this century, clearly marked the entrance to town and announced "welcome."

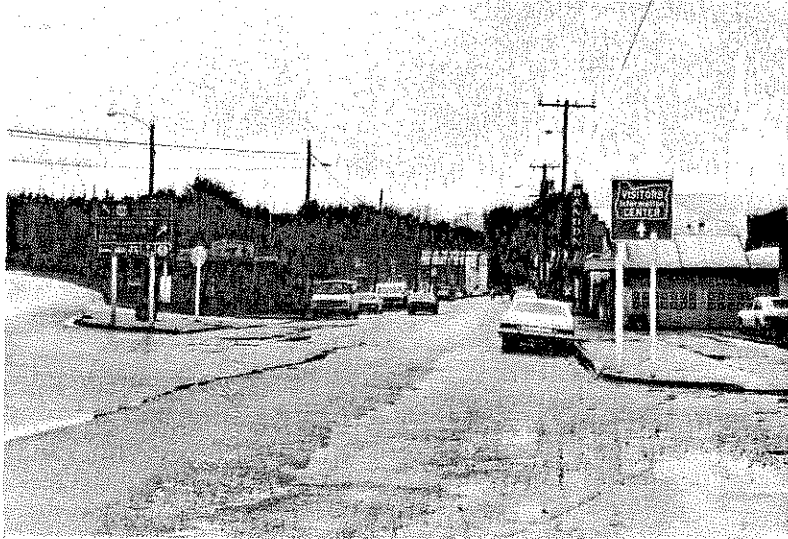


Historic Arch at Chicago Avenue on 2nd Street

A new entrance arch for Old Town should become--for the citizens of Bandon--a unifying symbol of the town's renewed vitality. It should provide an enthusiastic spark to motivate individuals in their respective rehabilitation efforts.

The arch, visible to highway traffic for 8-10 blocks, would also clearly designate the boundary of Old Town. To pass beneath it would be to pass into another place and time--the unique landscape of Old Town Bandon.

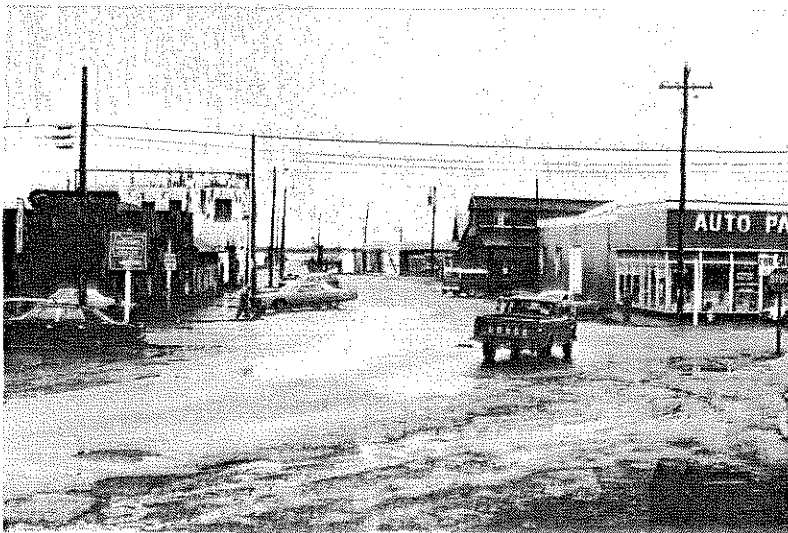
Possibly two arches should be constructed, one on Second Street facing east and one on Chicago Avenue as it meets Highway 101. With two arches the gateway would be even more obvious to traveler and resident alike.



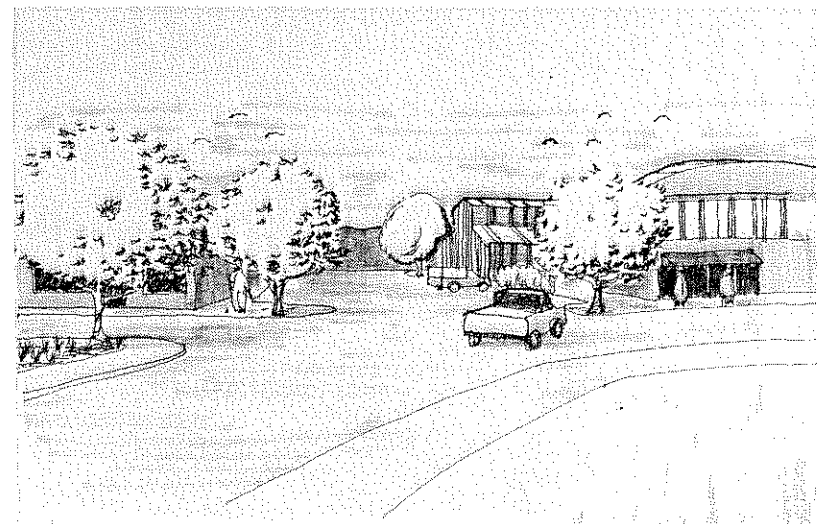
North Entrance Arch Site



South Entrance Arch Site



Chicago Street Looking North



Chicago Street Gateway to the Port

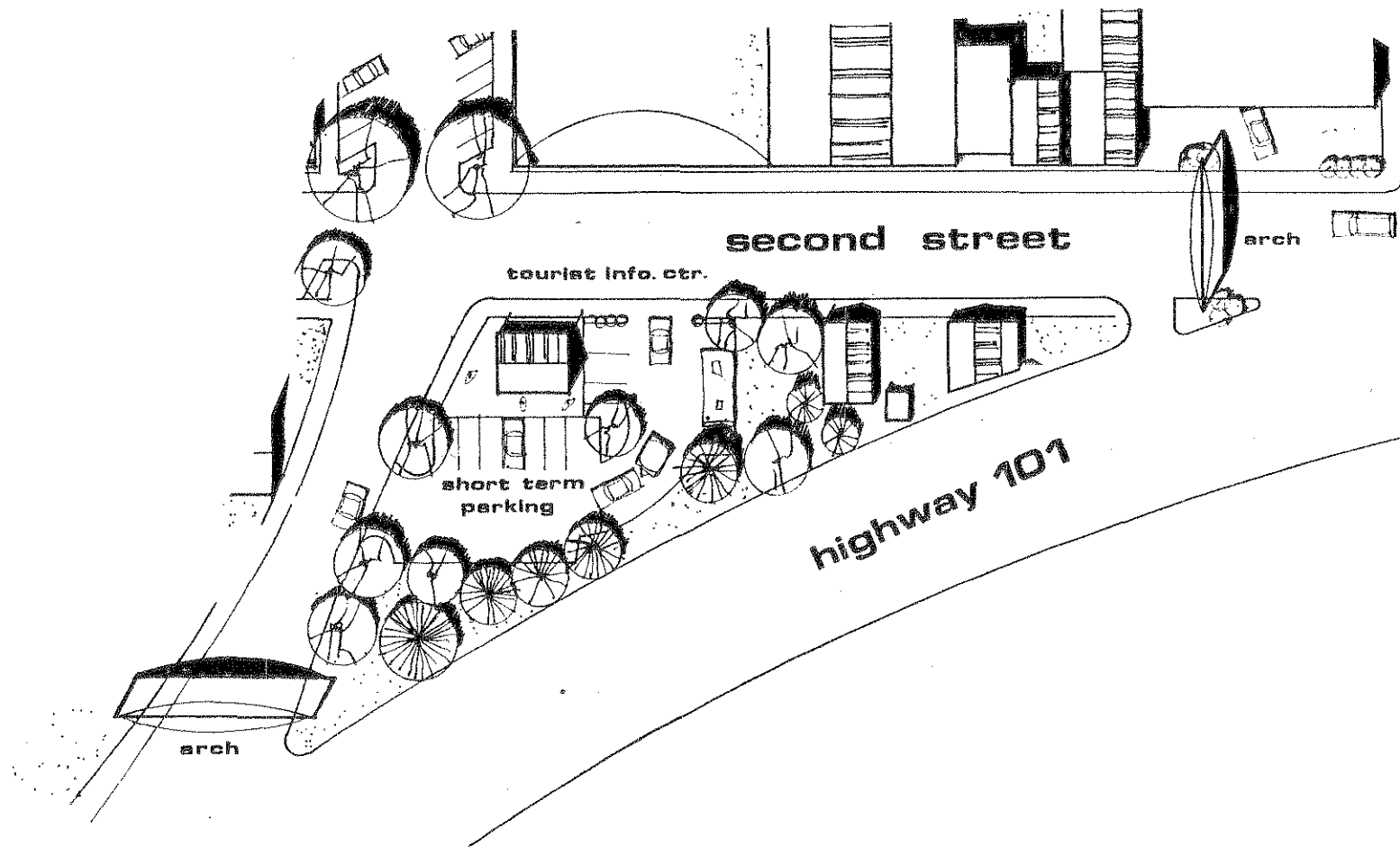
An Entrance Park

The second park should be established within the triangular block south of Second Street and east of Chicago Avenue. This unique location--the basic entrance to Old Town from both north and south--function as the main gateway to Bandon By The Sea. One or two arches will symbolize the entrance park and an information center will be its major structure. The center conforming with the new design guidelines should explicitly express the historic seaport character of Bandon. As a public structure with enclosed display area, it should also demonstrate solar and energy-saving technology. The surrounding landscaping should complement and enhance the building's design and function. Staffed by volunteers during the peak visitor season, the information center should be a self-contained unit during the off season and evening hours with appropriate visual displays and handouts. A small parking lot adjacent to the center should serve only short-term visitors who are seeking information. Special considerations for oversize vehicles must be made.

Colorful low-maintenance vegetation will be planted in the entrance park. It will provide seasonal variety and focus interest on the center and the arches as well as blending well with the other street trees of Old Town.



Site of Proposed Information Center

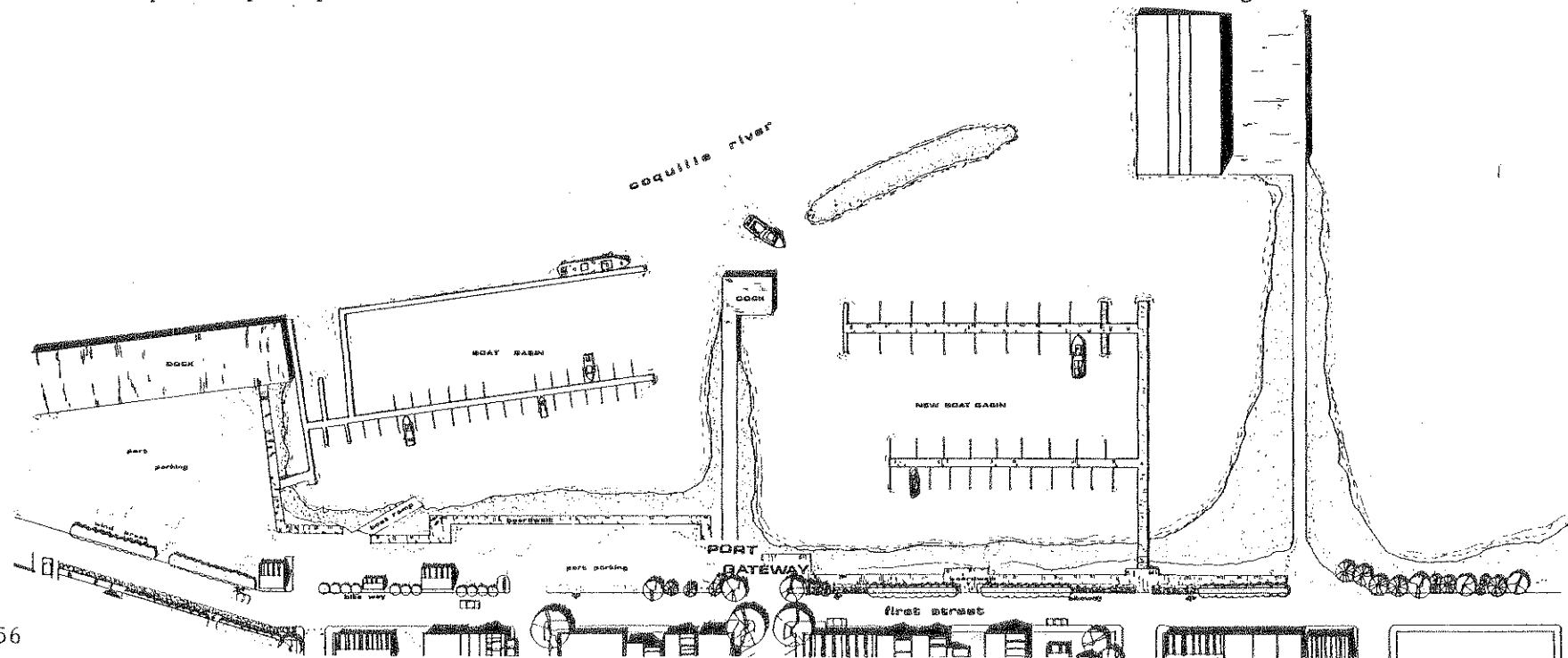




Proposed Open Space Area on Waterfront

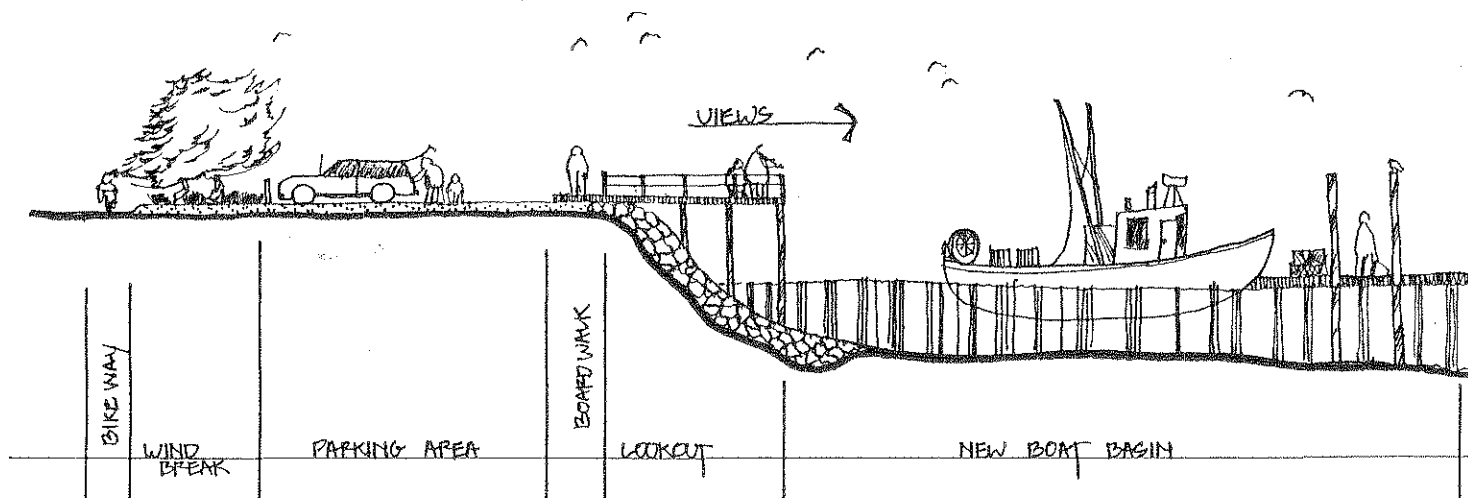
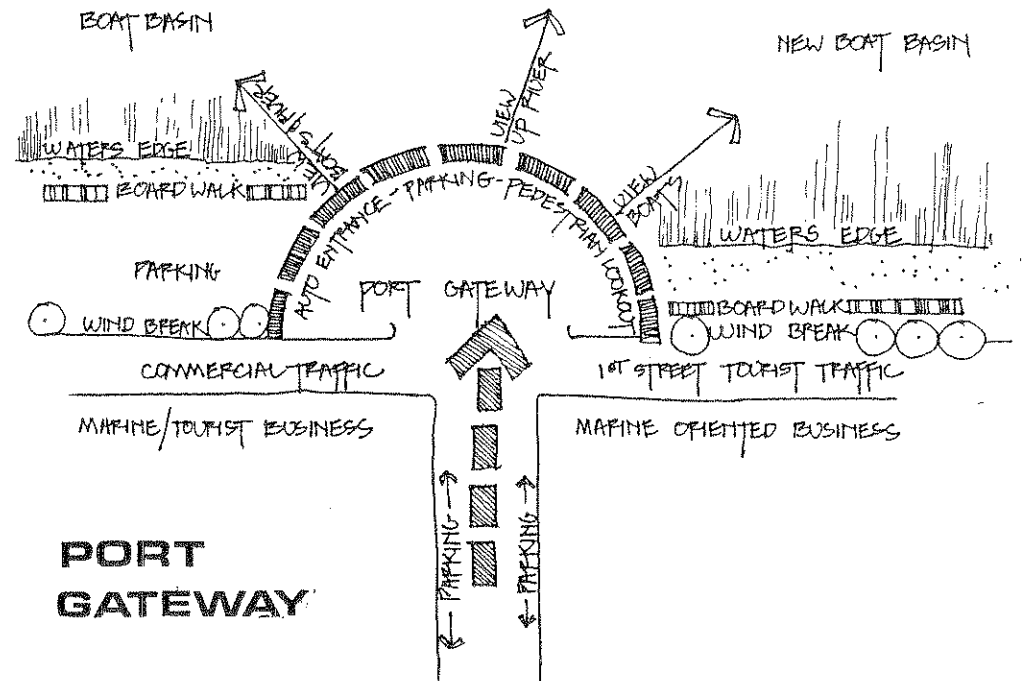


Site for Board Walk Along First Street



Waterfront Open Space

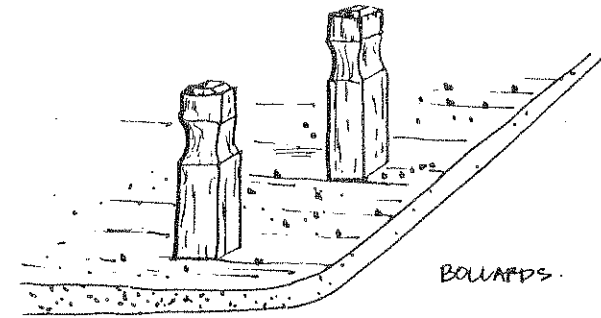
A special open space area is proposed for the river waterfront and will be a part of the boardwalk promenade and waterfront bikeway. Views and sunny sitting places should be emphasized. Any new development along the waterfront should be limited to the block between Chicago Avenue and Baltimore. It should be no more than one story and be accessible from both First Street and the waterfront. Views from structures on the south side of First should be preserved. Wind breaks and screens can lessen the impact of north winds in the summer while not blocking major views.



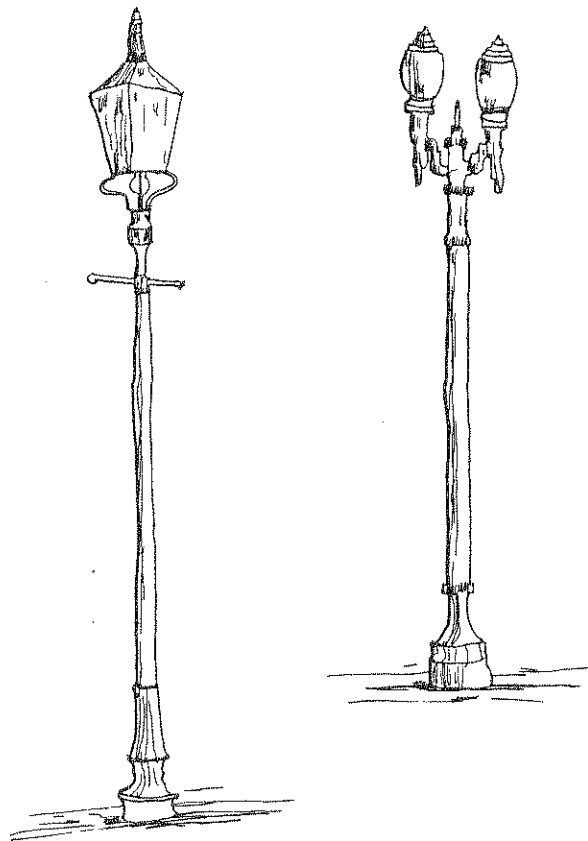
Street Features



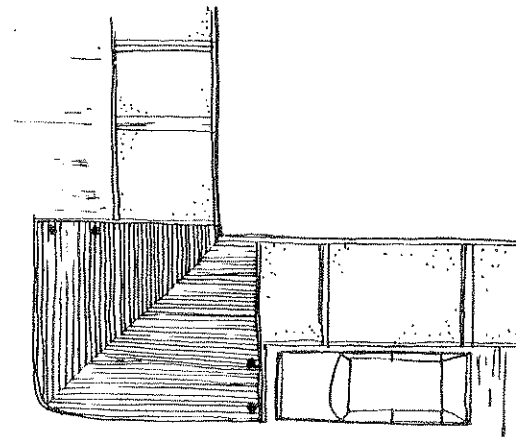
STANDARD STREET INFORMATION SIGNS
CONSTRUCTED FROM WOOD.



BOLLARDS.



STREET LIGHTS



SAFE CROSS LOCATED AT MAJOR
PEDESTRIAN CROSSINGS.

Street Furniture, Signs and Other Details

The land use and circulation plans are supported by (both large and small) design elements which accent and enhance the image of an historic seaport and the distinct character of Old Town. Street furniture such as benches, planters, trash containers, and lighting fixtures provide continuity and substance to the community design. Signs, both public and private, further contribute to the general ambiance of the streetscape. The design recommendations presented here (and the representative elements are intended to) build on Bandon's historic integrity, while improving the visual and physical comforts of Old Town's streets. It should also be noted that overuse of particular (or combining) elements can adversely affect the desired goal. Uncoordinated design and location of individual elements can also create visual chaos. (Therefore subtle, thoughtful and coordination should be watchwords in the design process and subsequent designs.)

Benches are a common element in most historic and modern-day streetscapes. They come in all sizes and shapes, colors and textures, so care must be taken in seeing that they are attractive and will be used.

Bandon's benches should be of wood; they should reflect the historic seaport image as well as the nature of the local craftspeople. The benches should above all be comfortable and situated in sunny locations which are shielded from the wind. Consideration must be given to what one would look at while sitting down. And the benches should be placed where people congregate to talk or rest.

With the abundance of fine local craftspeople good benches can be designed and built in Bandon, further contributing to the evolving local character of Old Town.

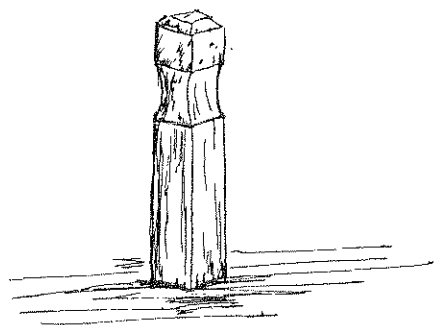
Planters

Although street trees and flowers are commonly planted along city streets, they form no part of Bandon tradition. Many people have come to believe that the coastal wind and rain does not favor growing street trees or other ornamental plants. However, numerous trees do grow well, some even thrive in Bandon's climate. These plants and their characteristics are discussed in the section called "Plant Materials." The containers are discussed here.

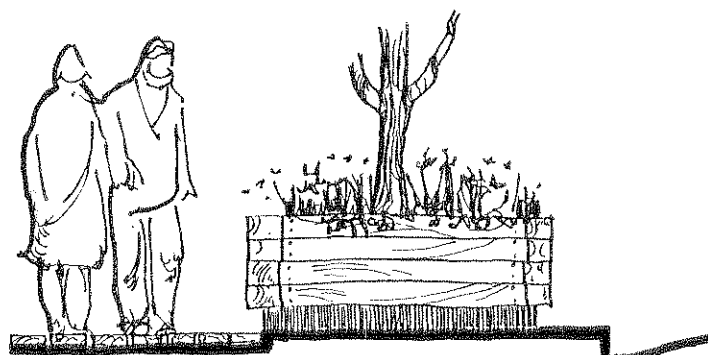
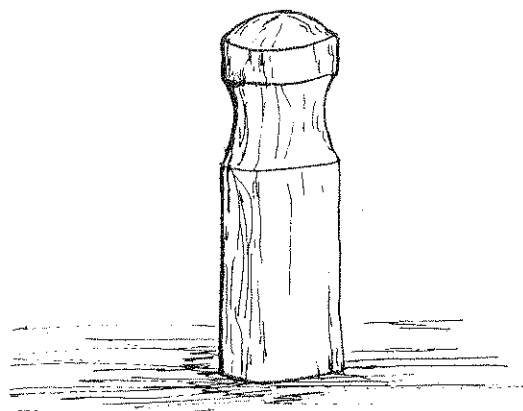
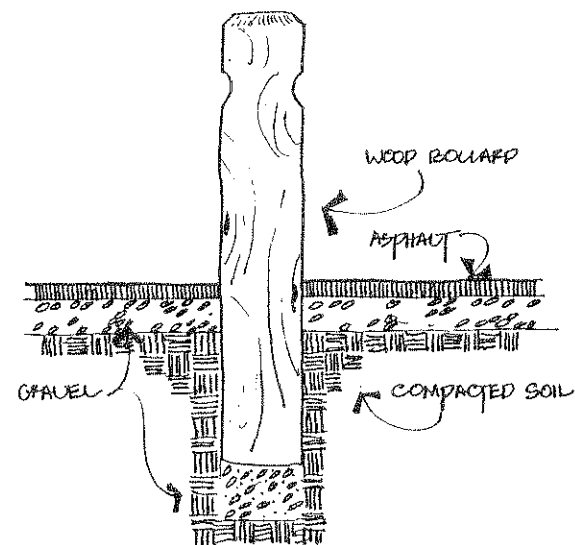
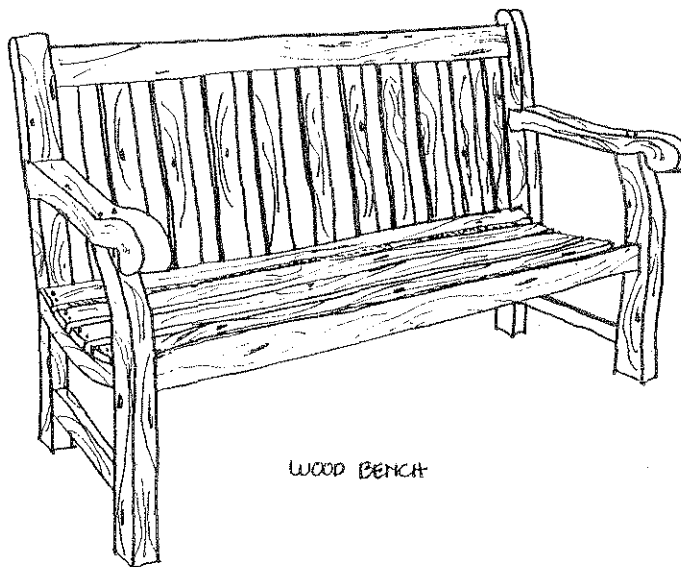
Two basic types of street planters are recommended for Old Town: flower planters and larger flower/shrub/street tree planters. The planters should be built of wood and blend well with the other surrounding wooden structures. They can be a subtle addition to the streetscape. The larger planters must be used to screen large parking areas such as the proposed diagonal parking on Second Street. They can also be used to divert traffic and to frame distinctive views. The smaller planters should be used sparingly and most probably be built and maintained by local businesspeople. The larger planters should be the city's responsibility.

Many Old Town residents have expressed their desire to get appropriate trash recepticals included in the renovation efforts. Considering the amount of trash that can accumulate in a small, heavily used area, this is a legitimate concern. Trash recepticals should be placed at

Street Furniture



WOOD BENCH



WOOD PLANTER FOR STREET TREES.

strategic locations along major walkways. They should be built out of wood similar to the planters, either standing alone or being a part of the larger planters.

Historically, Bandon had street lanterns built out of cast iron with round white glass globes. Their design was common for the period and some remnants of the style can be seen in a number of towns and historic districts in Oregon. The present need for lighting is relatively low. Except for the restaurants and taverns, the majority of Old Town business/tourist activity occurs during daylight hours. However, with redevelopment this may change to some extent. Corners, major pedestrian ways and parking lots should be sufficiently lighted for safety but not so extensively that the ambience of an evening by the sea is compromised. The recommended lighting for Old Town is a uniquely designed wood standard with globes reminiscent of historic features but reflecting the evolving contemporary redevelopment efforts. As an added feature, and adaptation for hanging baskets and flags might be included. These features can be placed on the light standards during specific celebrations and festivals. Like most of the street furniture, street lights can be built locally.

Public signs are generally standardized by city, state and federal agencies. Often this reduces costs and produces easily recognizable instruction symbols but does little to accentuate unique landscapes. Old Town Bandon has many of these standardized directional signs which detract from the scene. These can be changed to a unique and historically oriented set of public signs. Built of wood, possibly carved, signs can provide standardized symbols while adding an attractive appearance to the streetscape. They should

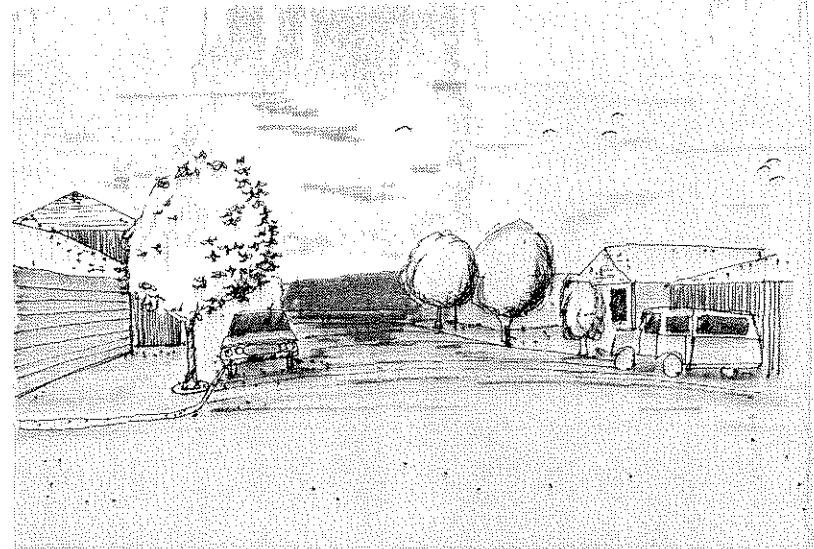
reflect the area's image and possibly use the archway or the lighthouse, a seagull, logo on each sign. Like other street elements, they should not be overpowering or intrusive. They offer subtle background information. Although they are not major structures or art pieces, they can help unify the streetscape and give an added backup to the overall image of Old Town.

With the addition of one additional accent element, the bollard, Old Town Bandon streetscape will be complete. The bollard primarily used for moorage of vessels is a common element in a waterfront landscape. They visually speak of boats, seascapes, fishing and the mystery of long ocean voyages and far-off places. Bollards are varied in design as they are in number. Each port and waterfront has a unique set of bollards. Old Town Bandon can adroitly use the bollard as both a design image building element and for its functionality. The bollard can be used to protect pedestrians on walkways, divide areas, divide traffic and mark parking areas.

The design of the bollard should be reflective of the historic image and be constructed of long lasting sturdy wood. The old telephone poles as they are removed might be cut down and carved into bollards. Overuse should be carefully guarded against--it is better to have too few than be too undated.



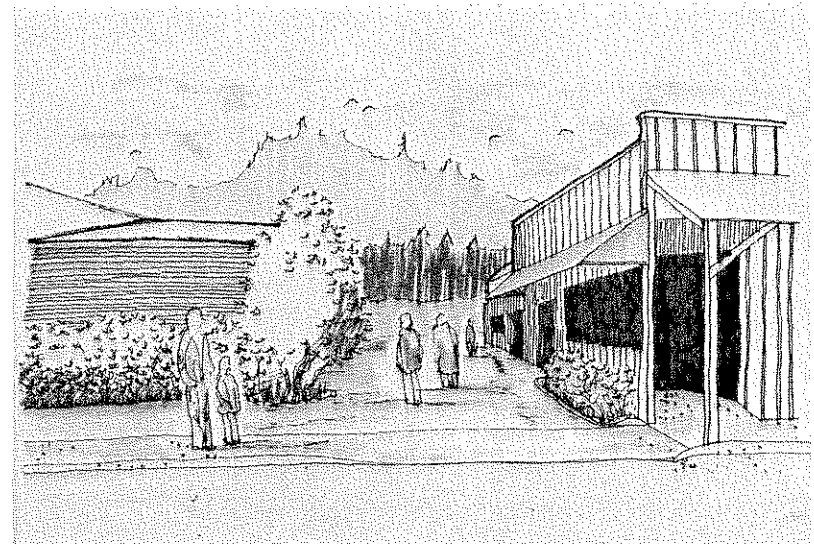
Existing Baltimore Avenue



Baltimore Avenue with Street Trees



Existing Alleyway Between Baltimore and Alabama



Pedestrian Alley Improvements

Plant Materials

The climate of Bandon is mild, rarely freezing nor baking. This means that it is an environment in which a wide variety of interesting plant materials can thrive. The main limiting factors are wind and salt spray; however, with appropriate planting methods and materials even these hazards can be overcome.

The following is a list of plants best suited to the Bandon area. As the microclimatic conditions vary greatly within the Old Town waterfront area, the specific plants should be chosen accordingly.

The plants are listed in two forms: by general category--trees, shrubs, and ground covers--and by special use considerations--color, wind, tolerance, etc. This is but a general overview of the possibilities.

<u>Scientific Name</u>	<u>Common Name</u>
<i>Acer macrophyllum</i>	Big Leaf Maple
<i>Acer palmatum</i>	Japanese Maple
<i>Chamaecyparis</i>	Cedar Species
<i>Crataegus</i>	Hawthorn
<i>Cornus nuttallii</i>	Pacific Dogwood
<i>Cryptomeria japonica</i>	Japanese Cryptomeria
<i>Cupressus macrocarpa</i>	Monterey Cypress
<i>Ligustrum</i>	Priuet
<i>Picea sitchensis</i>	Sitka Spruce

<i>Pinus contorta</i>	Shore Pine
<i>Pinus radiata</i>	Monterey Pine
<i>Pinus thunbergiana</i>	Japanese Black Pine
<i>Pinus sylvestris</i>	Scotch Pine
<i>Platanus acerifolia</i>	London Plane Tree
<i>Prunus</i>	Ornamental Plums
<i>Pseudotsuga menziesii</i>	Douglas Fir
<i>Umbellularia californica</i>	Oregon Myrtle

<i>Abelia</i>	<i>Abelia</i>
<i>Acacia</i>	Wattle or mimosa
<i>Berberis</i>	Barberry
<i>Ceanothus thyrsiflora</i>	Blueblossom
<i>Chamaecyparis</i>	False cypress
<i>Cistus</i>	Rock Rose
<i>Cotoneaster lactea</i>	Cotoneaster
<i>Cytisus; Genista</i>	Brooms
<i>Daboecia</i>	Heath
<i>Erica</i>	Heather
<i>Escallonia</i>	Escallonia
<i>Hebe</i>	Veronica, speedwell
<i>Ilex</i>	Holly
<i>Juniperus</i>	Juniper
<i>Leptospermum laevigatum</i>	Australian tea
<i>Mahonia aquifolium</i>	Oregon grape
<i>Myrica californica</i>	Pacific wax myrtle
<i>Osmanthus</i>	Osmanthus
<i>Photinia fraseri</i>	Photinia
<i>Pieris japonica & forrestii</i>	Pieris
<i>Pittosporum</i>	Pittosporum
<i>Raphiolepis</i>	Indian hawthorn
<i>Rhamnus alaternus</i>	Italian buckthorn
<i>Rhododendron</i>	Rhododendron & azaleas
<i>Thuja</i>	Arbortivae
<i>Vaccinium ovatum</i>	Evergreen huckleberry
<i>Viburnum</i>	Viburnum

<u>Scientific Name</u>	<u>Common Name</u>
Arctostaphylos uva-ursi	Bearberry
Baccharis pilularis	Dwarf coyote bush
Cotoneaster dammeri & species	
Frageria chiloensis	Beach strawberry
Gaultheria shallon	Salal
Hypericum	St. Johnswort
Oxalis acetosella	Oxalis
Polystichum	Fern
Rosmarinum officinalis	Rosemary
prostratus	
Vinca major & minor	Periwinkle

SPECIAL USE PLANT MATERIALS

The following is a list of plant materials for special uses.

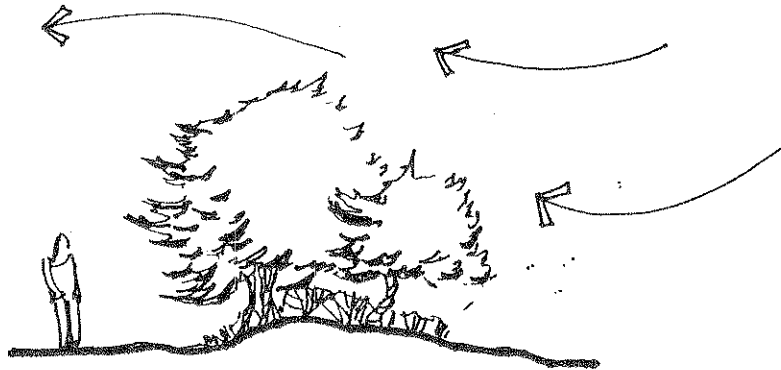
<u>Scientific Name</u>	<u>Notes</u>
Large Scale:	
Ulnus rubra	Native, good in wet conditions
Pinus contorta	Native, good in widy coastal areas
Plantanus acerifona	Good street tree
Umbellularia californica	Takes wind & salt nature
Picea sitchensis	Wet soil conditions, nature

Wind Breaks:

Pinus contorta	Native species
Quercus ilex	Tends to be shrubby in constant wind
Pittosporum crassifolium	Excellent seaside plant
Cupressus macrocarpa	Unique shapes in wind
Platanus acelifolia	Large scale wind break

Color and/or Specimen Trees

Cornus nuttallii	Spring flowers
Pinus thunbergiana	Interesting shapes
Platanus sp.	Fall color
Acer macrophylla	Fall color
Prunus sp.	Need wind protection. Spring and summer colors
Rhododendron sp.	Spring showy flowers

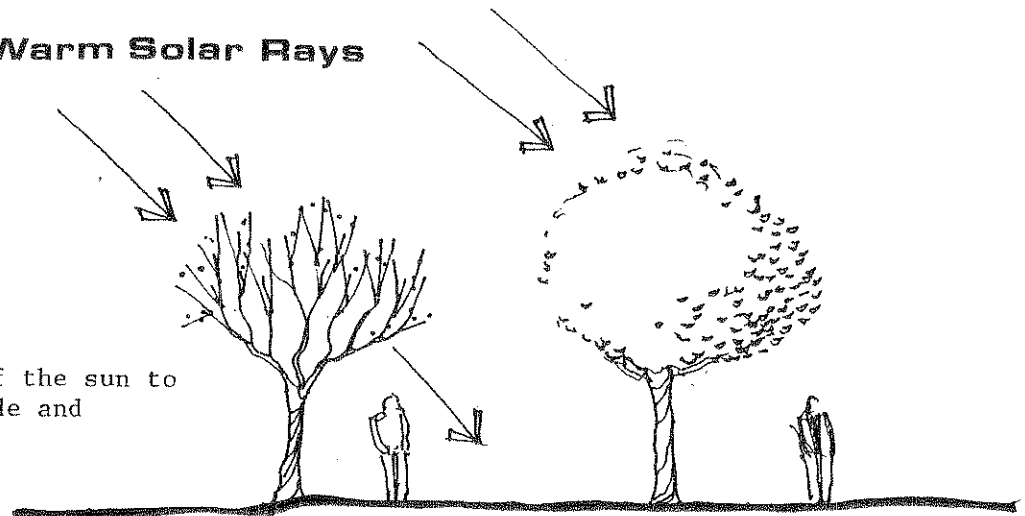


Deciduous and evergreen trees can be situated to block the wind and provide pleasant outdoor spaces.

Wind Breaks

Warm Solar Rays

Deciduous trees can allow the warming rays of the sun to filter through in winter while providing shade and protection in summer.





Bandon Street Scene. Note distinctive architecture.

Private Improvements

Introduction

The renewal of Old Town Bandon is not only the responsibility of public or governmental bodies. Public improvements are to be implemented to provide an infrastructure for subsequent private renovation in Old Town. Public and private efforts should support one another--the benefits of one will build on the other.

Design guidelines for private rehabilitation are just that--guidelines. They are merely a number of suggested treatments for facades and landscaping which support the theme of Old Town as a historic seaport village.

The general and specific concepts developed here emerged from citizen participation planning and design sessions which were subsequently presented, reviewed, and approved by citizens' committees. But they now should be included as an amendment to the city's zoning ordinance. A specific design ordinance for Old Town coupled with a citizen design and development review board will help guide the area's development in the intended direction.

This chapter presents a series of recommendations and design guidelines at various scales and levels of detail, as well as suggested methods for implementation.

Historic Precedents

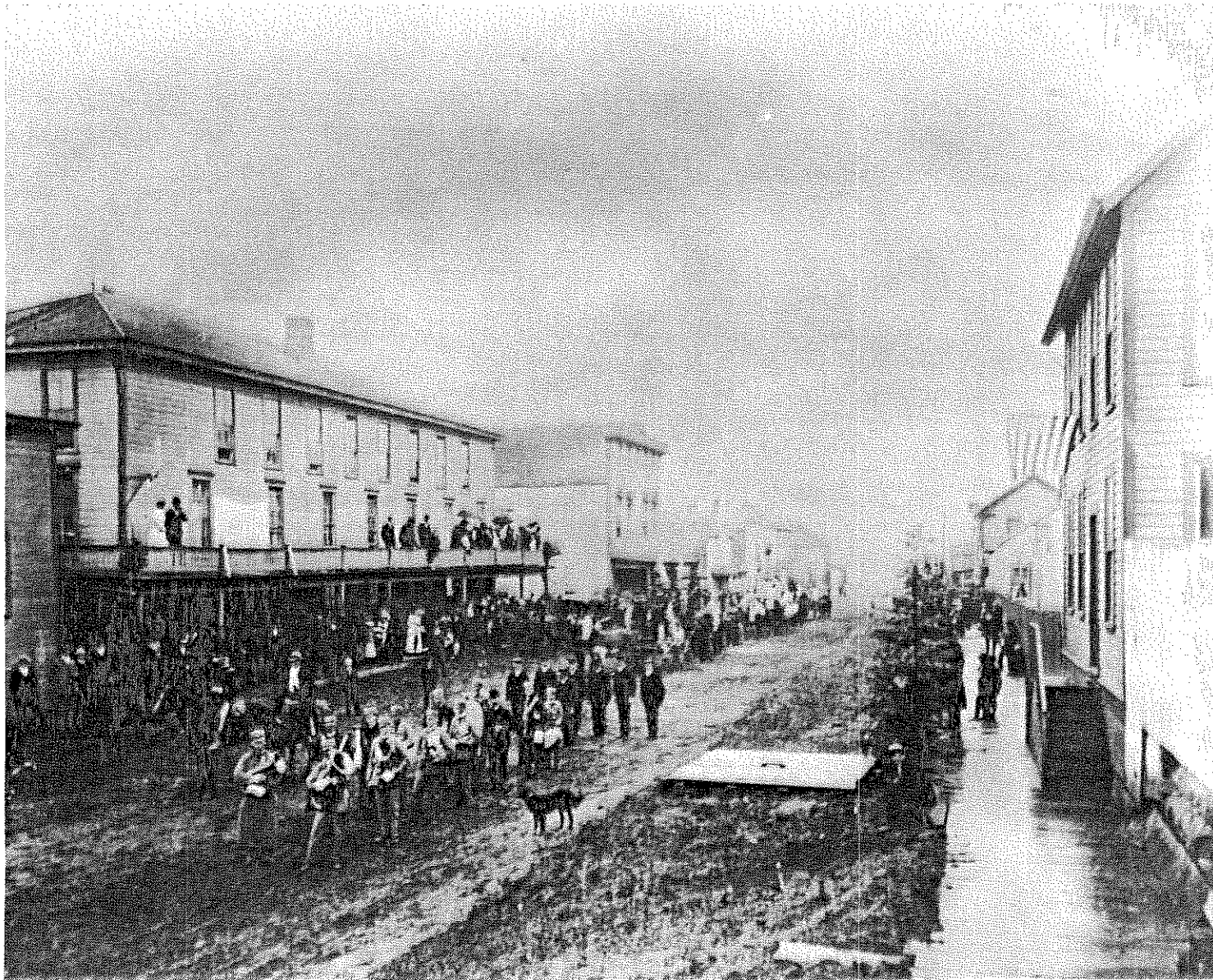
The theme of Old Town Bandon's rehabilitation efforts centers on the creation of the atmosphere of a small town fishing village. It is intended that this goal be accomplished by enhancing the historical nature of the town through the use of special design criteria. Unfortunately, few examples remain of historic Old Bandon. We are, therefore, required to rely on photos and written descriptions as well as interviews with people who knew Bandon before the fires. This section briefly details some of the major elements that serve as historical precedents for a new set of design guidelines for private development.

The majority of the structures built in the late 1800s and early 1900s were built of wood. Wood was the logical choice because it was easily available from the local forests and mills. The buildings shared identifiable common elements which can be used in future construction to reinforce the historic theme of Old Town.

Many historic buildings had false wooden facades, others were faced with stone. Both were chosen to make the building appear grand. Typically the false front hid two- or three-story, pitched roof structures. Generally the recessed doorways divided symmetrically placed bay windows which were used for displaying the shop's wares. Bay windows, punctuated several second story facades. Usually the window panes in the first story windows were large while those in the second story and side windows were smaller and clustered and set in fixed or double-hung frames.

Often an overhanging balcony protected the pedestrian and served as a porch for second story residents. Canvas awnings protected some store windows although they were rolled up on windy days.

The buildings were usually covered with wooden clap boards. Boards and battens were often used on warehouses or smaller buildings.



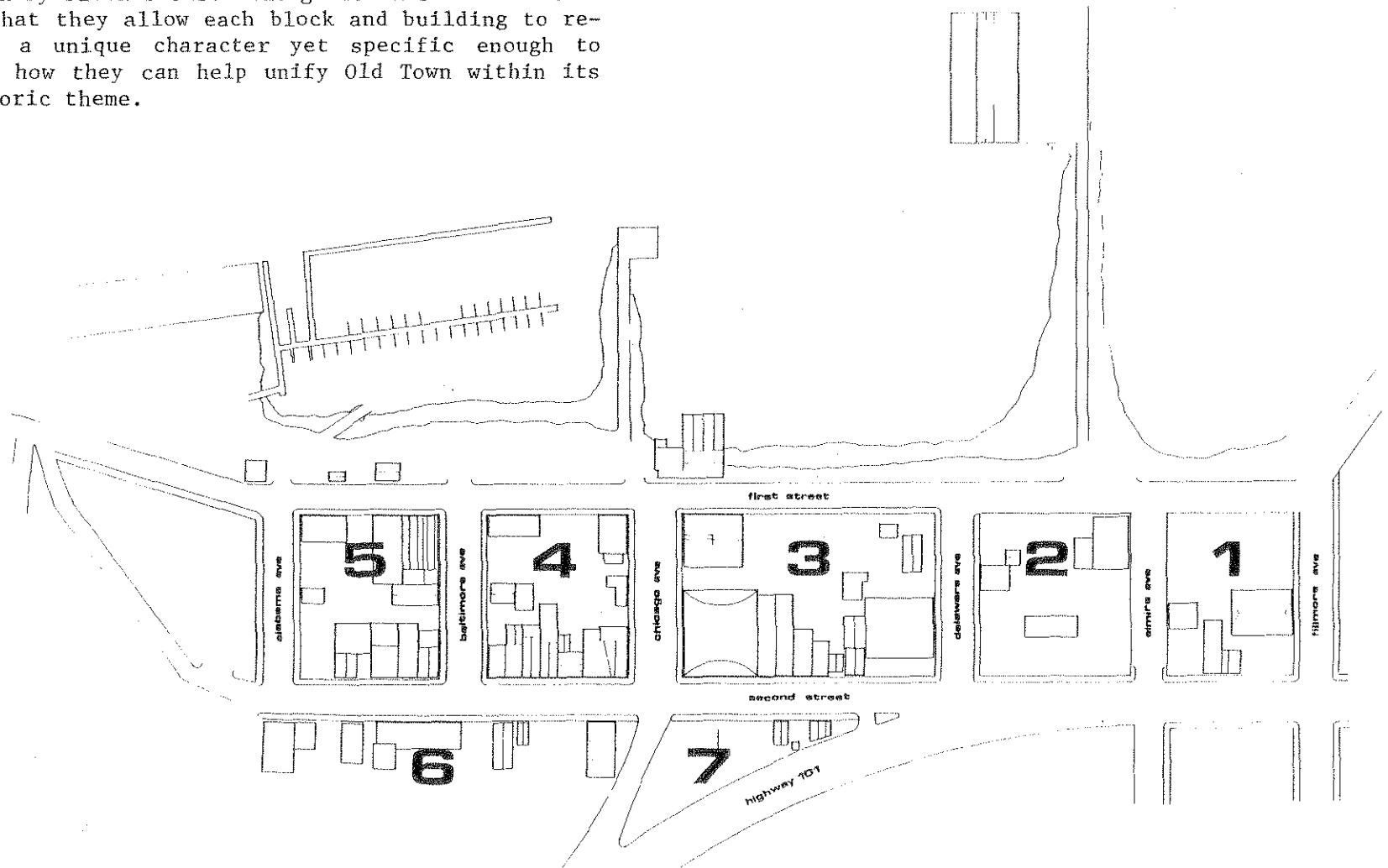
Street Scene. Note balconies and clapboard siding.



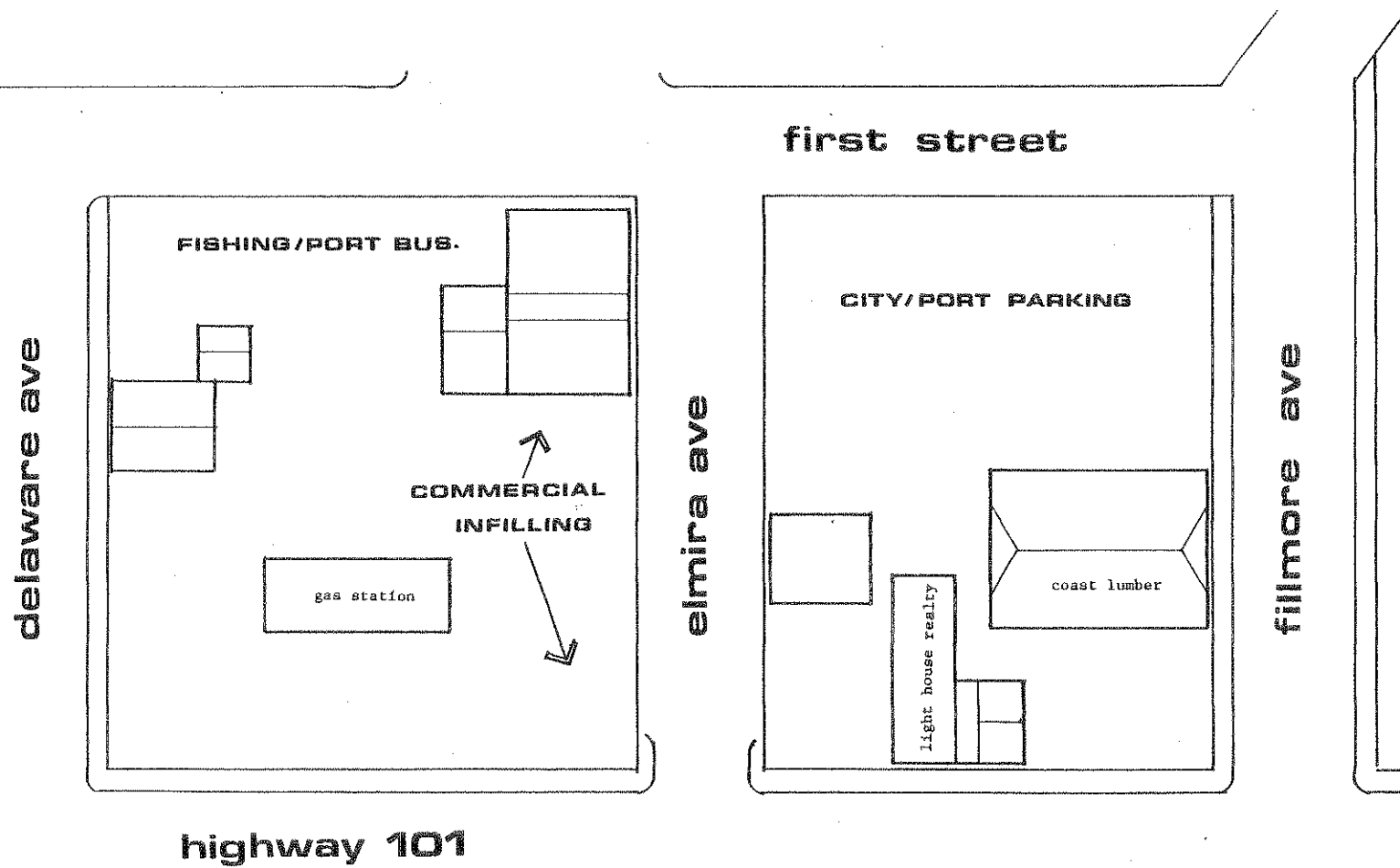
Alabama Avenue. Note awnings, windows, bay windows.

Block Inventory

The following recommendations for private rehabilitation and development are examined on a block-by-block basis. The guidelines are flexible in that they allow each block and building to retain a unique character yet specific enough to show how they can help unify Old Town within its historic theme.



Block One & Two



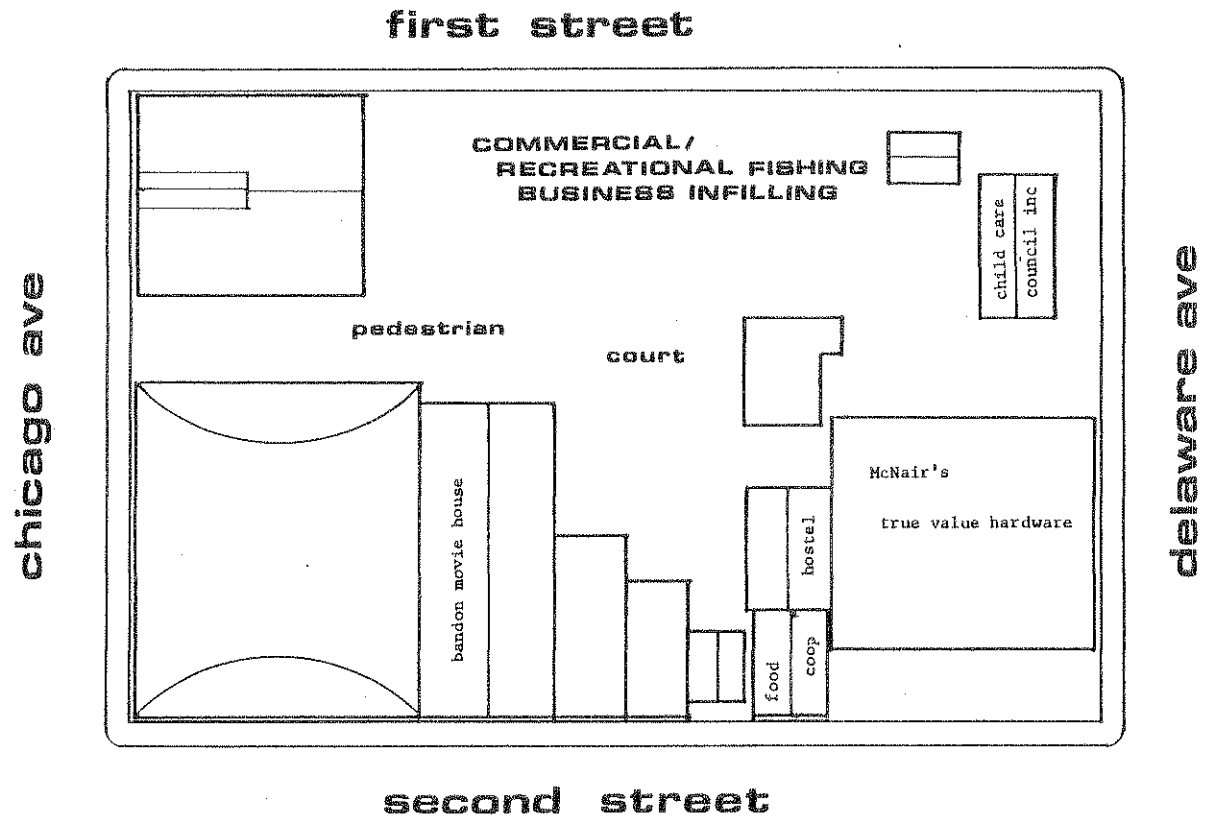
Block One & Two

Most of the two blocks between Fillmore and Delaware and First and Highway 101 is vacant. The structures have deteriorated seriously--possibly beyond repair. This would be an excellent location for overflow parking lots both for the city and Port of Bandon. Any new structures or rehabilitation of properties fronting Highway 101 should consider that their location will have a visual impact on incoming travelers. Although the official entrance to Old Town is farther west, the image of Old Town extends to these blocks. This area is well suited for larger structures, auto and commercial and recreation fishing related activities. Obviously the parcels facing the waterfront and new boat basin are excellent sites for fishing or other water-related businesses. The opposing side of the block is appropriate for highway-oriented business.

notes:

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Block Three



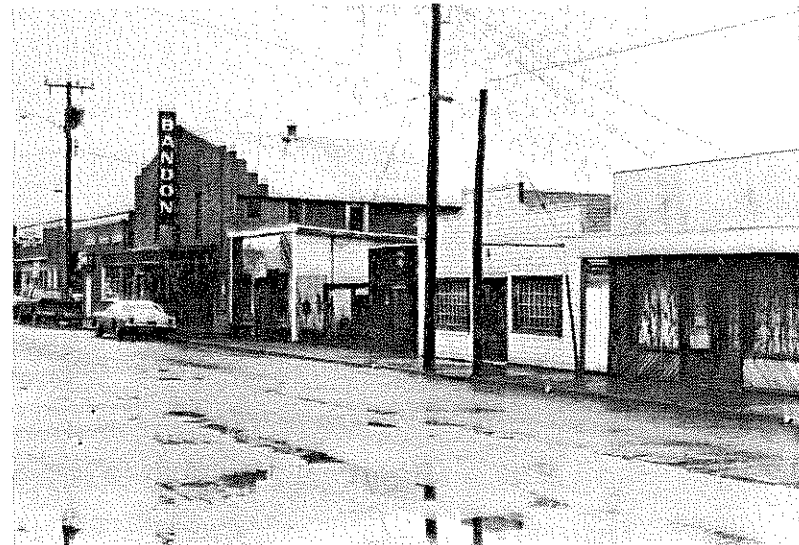
Block Three

The elongated block between Delaware and Chicago has a number of distinctive structures and newly renovated facades, which support the theme of historic Bandon. Between the hardware store and former auto parts store lie the most interesting structures. Of these the theater is visually dominate. Its art deco facade does not fit well with the historic theme; however its unique character should be preserved. With minor facade and some major structural work this building might become a show piece for Bandon. The smaller, single story wood structures to the east already help create a quaint seaport atmosphere; they may need only minor structural rehabilitation. If any of these buildings are replaced, the new structures should keep to one story. If the new structures were set back 8-10' from the sidewalk, a two-story structure would be suitable. A small outdoor room could be constructed in the setback which would serve as a small oasis off the busy street. Providing spaces for people to sit and look out, this could be an excellent site for a street cafe.

notes:

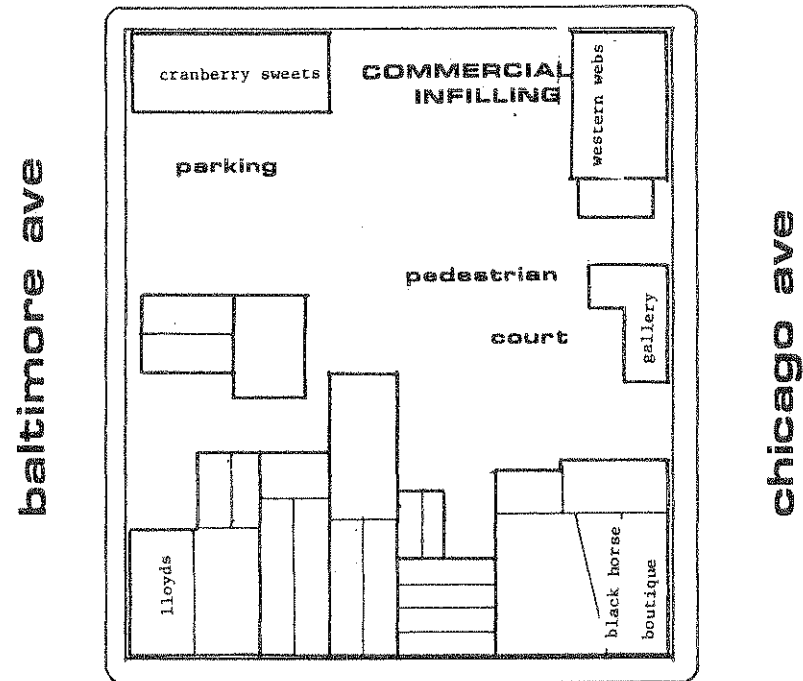
The hardware store could be greatly improved visually and lend itself to the main entranceway by adding planters and colorful vegetation. The parking lot would remain the same size but its auto-dominated appearance could be masked by appropriate trees, shrubs, and flowers. Eventually the cinder block structure might be faced with board and batten siding to blend with the historic theme. On the southwest corner the former auto parts store could be greatly improved with canvas awnings and wood facing. This building is especially important as it is the first major structure spotted by a traveler entering Old Town from the south.

The north side of this block is predominately vacant. New developments here should include small parking facilities and be oriented to the waterfront. Two-story structures would afford excellent views from the top story. A small hotel for fishermen along with various service-type businesses, e.g. laundromat, would be a fine asset to the new boat basin.



Structures Fronting 2nd Street Block Three

Block Four



Block Four

The block between Chicago and Baltimore Streets contains a number of recently improved structures. In particular, the facades of these structures strongly project the desired image--seaport village. The use of natural wood in siding and shingles gives the buildings fronting Second Street a weathered look. The historic image might be amplified by the use of smaller wood signs eliminating larger plastic signs. The shifting of long-term parallel parking to diagonal parking on the south side of Second Street will greatly improve shop visibility and the pedestrian way on this block. Shops here should capitalize wherever possible on the sun and warmth for pedestrians and sitting places.

Along Baltimore new construction should be slightly set back again using the sun for plants and sitting places. The parking lot next to the Cranberry Sweets shop should be formalized to maximize vehicle use and masked to some degree, from pedestrian view. Street trees combined with private landscaping will greatly improve the ambience of this side of the block.

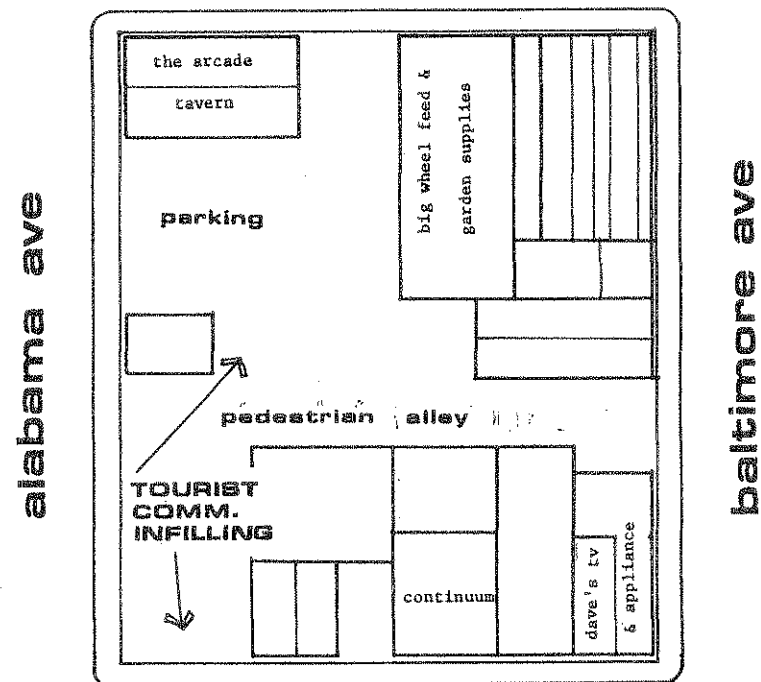
To the north side of the block facing the waterfront rehabilitation of the landscape might take several forms. New structures could be used to fill in the large vacant parcels. These should blend with any new structures facing the waterfront on the blocks to the east. Two-story balconied buildings would be most appropriate. A

small interior shopping area could be developed on the interior of the block. This wind sheltered area could maximize the use of solar warmth and provide an interior link between adjacent blocks. Small parking areas can also be included but should never dominate the landscape. The historic, Bandon By The Sea apartment building should be accentuated with landscaping and sitting places. This building rests on the corner that could become central to the port's development program and improvements to the structure should emphasize the port and fishing activities.

The east side of this block is dominated by a small art gallery. Coupled with development and rehabilitation on the opposite side of the street this part of Old Town can become a major thoroughfare for visitors moving to the port. As such, structures should play off the nautical theme using historic-looking wood facade materials. The open parcels between the boutique and art gallery might become a gateway garden to interior block development.

notes:

Block Five



Block Five

The last full block in the Old Town area is between Baltimore and Alabama. This block is strategic to rehabilitation and development efforts in the west end of the area. The structures fronting Second Street have good potentials for improving Old Town Bandon's image. The facades could be altered to a narrow clap board type siding reminiscent of historic structures. Sidewalk overhangs could be improved and altered to appear as second story balconies. Second story windows could be improved to a multipaned or bay windows. These changes would greatly enhance the historic sense of the town.

The vacant lot on the corner of Alabama and Second Street is an excellent location for new structures constructed in an historic facade. These two buildings could be built and the corner structure should front both Second Street and Alabama while the other building fronts Alabama and the mid-block alley. To maximize space and views both of these two buildings should be two stories. A park, discussed in Chapter Two, on the opposing block along with the improvements on Alabama in in-block alleyway could truly make this area a major node of future activity.

The two existing structures facing Alabama Street might be slightly altered to present an historic image. In particular the Arcade Tavern might construct a western store-front facade and improve the surrounding parking lot with screening vegetation. Facing the waterfront are the sides of the Arcade Tavern and Big Wheel Feed & Garden Supply. The Big Wheel's board and batten siding

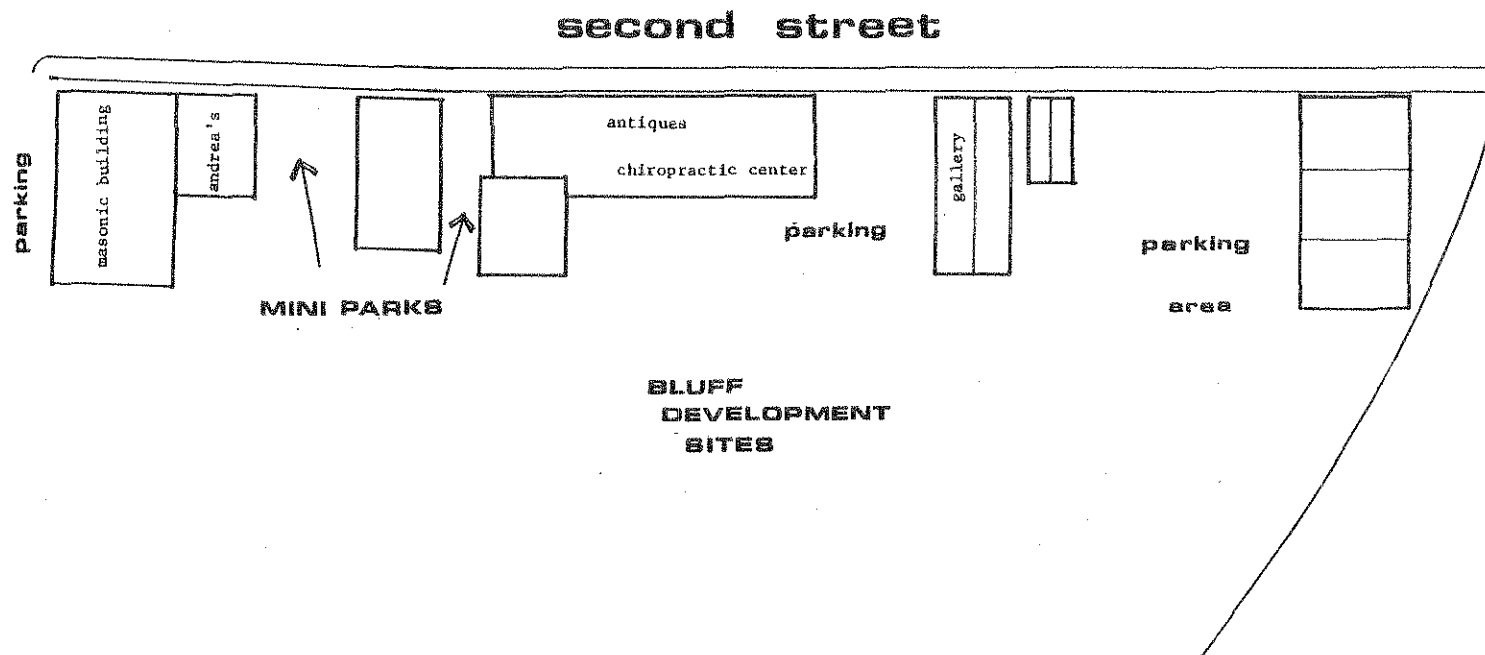
and western facade blends well with the intended theme. With the improvements to the facade as mentioned as well as the addition of plant materials to the parking lot entrance this side of the block will fit quite well into the overall rehabilitation scheme.

The side of the block facing Baltimore has already been improved greatly. The covered walk and western facades give a historic ambience to the streetscape. Special consideration might be made toward the development of a formalized pedestrian entrance to the mid-block alleyway would be the only major improvement suggested here.

The improvement of the alleyway between Alabama and Baltimore was detailed in Chapter Two. Private development here might take several forms: the construction of small new buildings facing inward to the alley, opening up existing structures onto the alley and the addition of smaller shops within larger structures facing the alleyway.

notes:

Block Six



Block Six

The structures fronting Second Street, on the south side, from Alabama to Chicago Avenue for the most part post fire. Only the Masonic Building is a historic structures. Its size and architecture dominates the end of Old Town. Simply painting and accentuating the distinctive design features of this former bank would greatly improve the historic nature of the area. The adjacent building, Andrea's, lends itself well to the historic theme. Semi-bay, display windows and a second story apartment blend well with other existing and recommended improvements. The vacant lot next to Andrea's would make an excellent mini park, outdoor eating area. Ideally a garden park could be developed here to complement views from the enclosed eating area and adjacent apartment building.

The wood framed two-story building east of Andrea's could easily be improved with paint and/or new siding. The east side might be opened up to a new garden area on the small vacant lot. Again this small park or garden would be shared by the opposing building. Care should be taken with this structure's rehabilitation because of its size. A strong use of colors might detract from rather than enhance its appearance. Balconies might be a welcomed addition for residents and neighbors.



Structures Along 2nd Street

The next structure to the east houses several businesses. Originally decorated in a semi "art deco" mode of the '40s it has recently been painted and divided into manufacturing, retail and professional spaces. The addition of awnings to break up the expanded nature of the building as well as new planter boxes and small hanging wood signs would be an aesthetic asset. If any wood facing were added, it should be board and batten which would help reduce the strongly linear appearance. Possibly each business could individualize its shop and make it appear that there were two or three different buildings closely spaced in keeping with the precedence set throughout Old Town.

Further east, the vacant parcel now used as an informal parking lot could be improved with the addition of screening vegetation. The alignment of parked cars could also be improved to maximize the number of vehicles the space could handle. The adjacent structures to the east, River End Art Gallery, and Carl's Barber Shop simply need the addition of attractive paint and trimming to show off their details. The large vacant lot to the east should be formalized into public parking. This might actually extend up the hill a ways in a series of tiers. Care should be taken to minimize the visual impact of parked cars. Liberal amounts of plant materials in the form of screens and barriers will be needed.



Looking West on 2nd Street

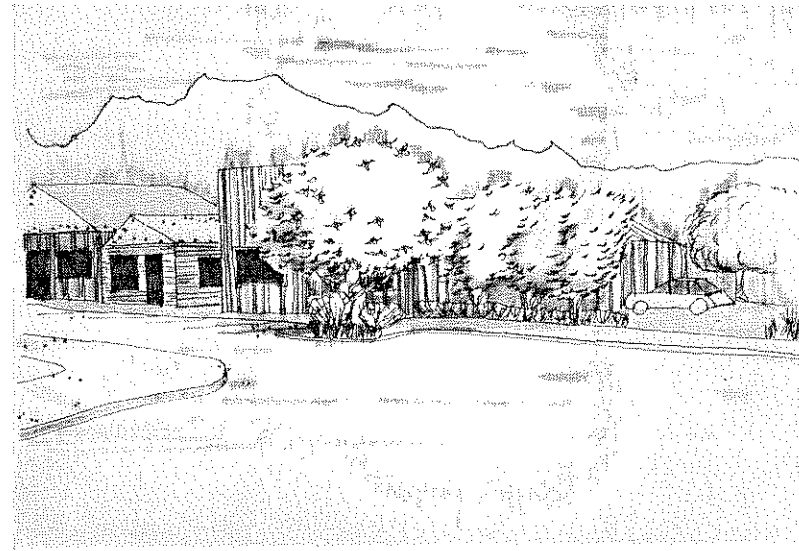


Proposed Site for Formalized Parking

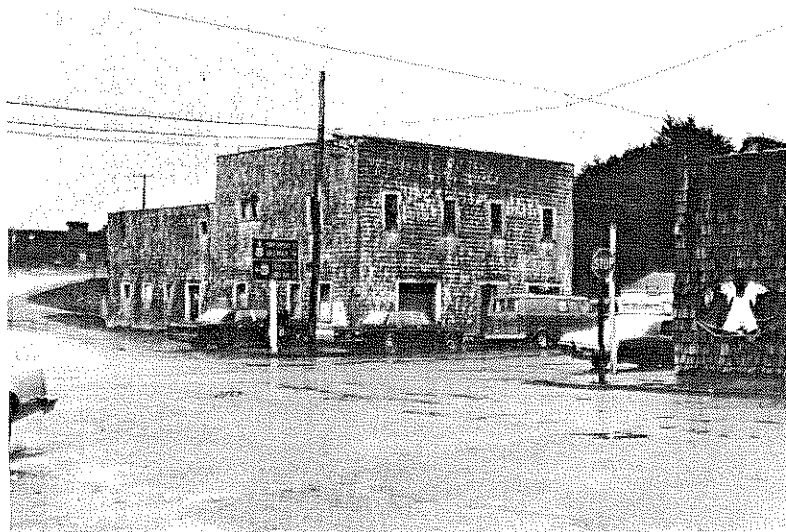
The last building in this strip on the corner of Chicago and Second Street might be treated similar to the elongated structure further west or simply used as a larger containment structure. The outside shingles should be stained to blend with the opposing block's woodwork. Details might be highlighted with paint.



Existing Structure on 2nd Street



Potential Improvements Masking Parking Lot with Vegetation and Street Trees

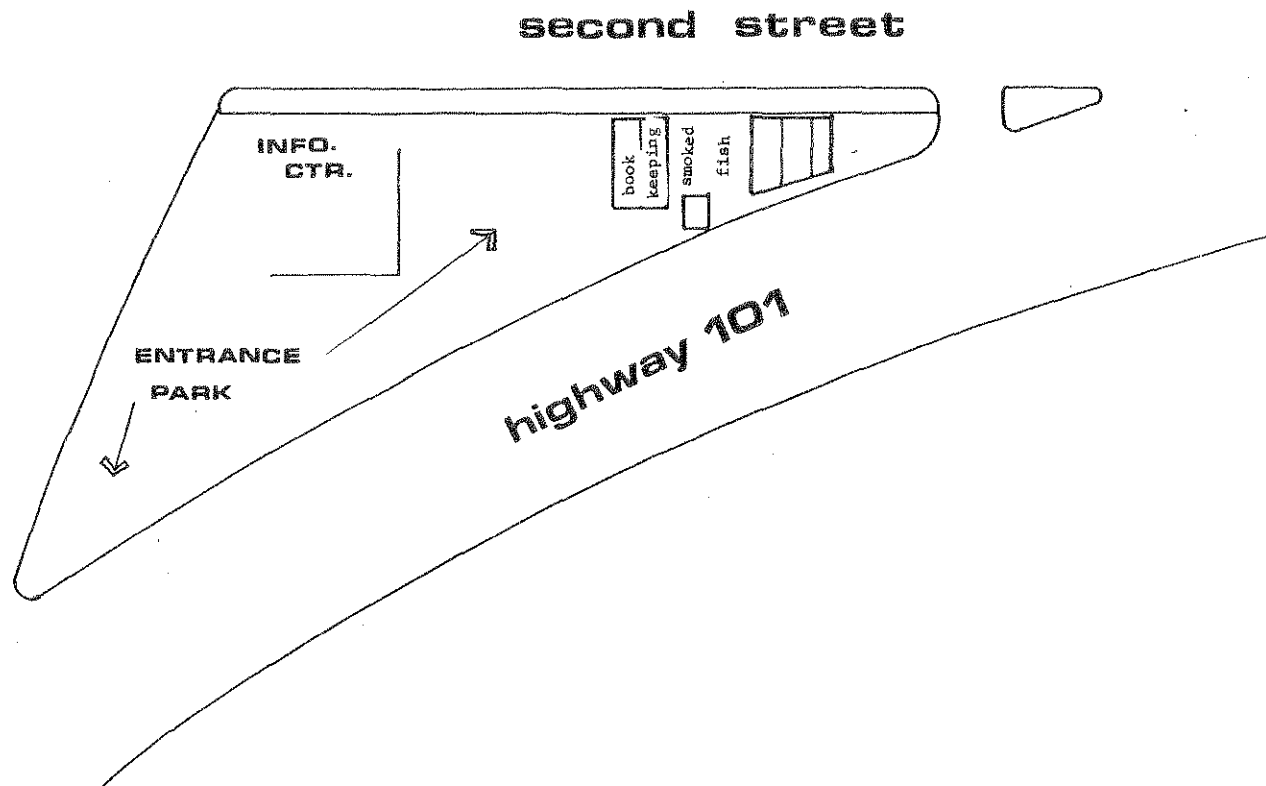


Existing Corner of Chicago & Second Street



Intersection of Chicago & 2nd Street
with Safecross and Street Trees

Block Seven

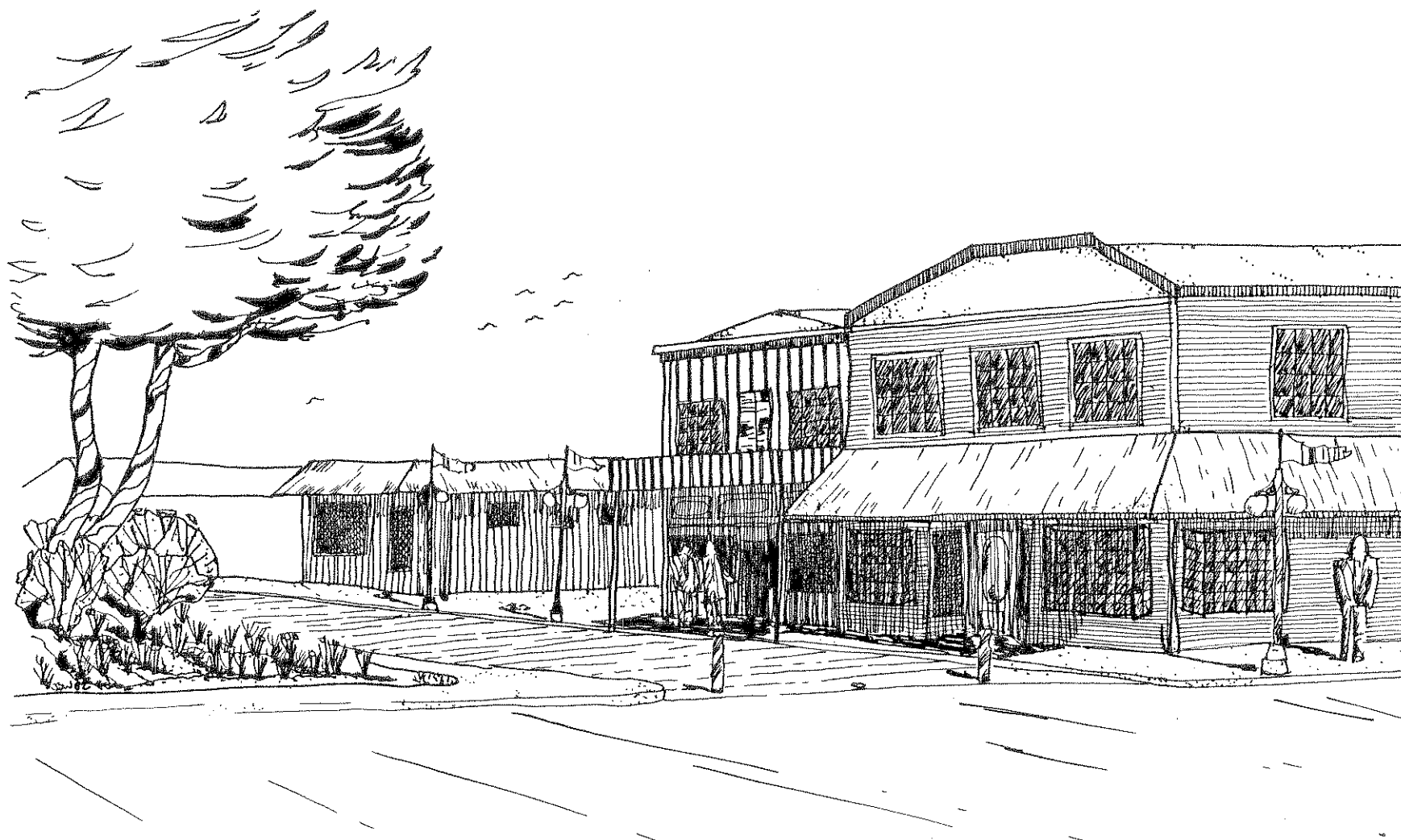


Block Seven

The triangular block to the south fronting on Highway 101 and bounded by Chicago and Second Street is an excellent location for a public visitor's center as discussed in Chapter Two, Land Use Section. The private structures here already lend themselves to the seaport village image so little facade work would be necessary. New structures might face Second Street as well as toward the new visitor's center. Small parking facilities might be combined with a public lot here. One story structures are most appropriate here to preserve highway views into the area. In addition, new structures as well as rehabilitation efforts should echo, in some measure, the entrance arches planned for Second Street and Chicago Avenue.

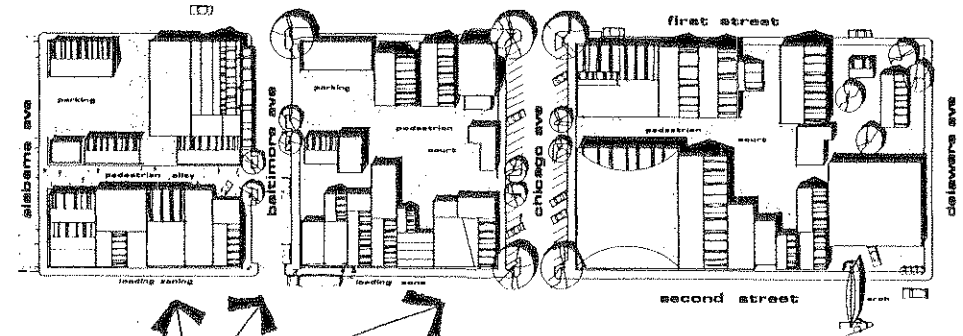
notes:

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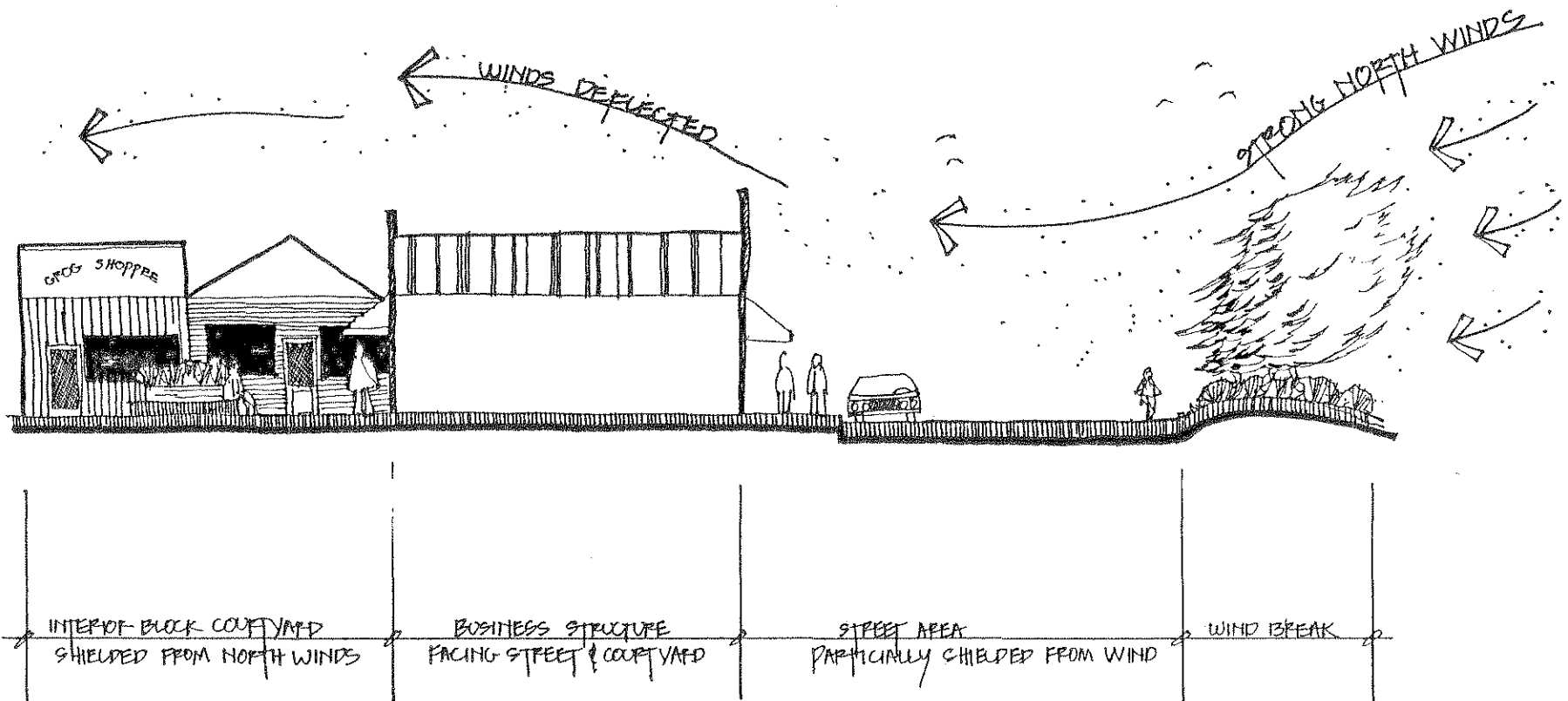


Potential Infill Development Along Alabama Ave.

Utilizing Block Interiors



Pedestrian Courts



Design Guidelines

These guidelines detail the specific elements that express the character of Bandon positively. A prospective developer or remodeler will use them to help design both new or rehabilitated structures. The guidelines are not firm commands or restrictions, rather they are suggested as ways of encouraging individuality and creativity within the theme of Bandon--Seaport Village. Following the design guidelines, are design review procedures, recommendations for the establishment of a citizens' design review board.

How to Use Design Guidelines

The specific design guidelines apply to everything from small details to larger scale content of buildings. The list below notes the guideline for larger features first. During the design development phase of a prospective project, an individual, contractor, architect, can piece together an appropriate individualized design using the guidelines presented here and his/her own ideas. There are, however, a few watch words to follow.

° Context--Remember Your Neighbors

No matter how unique a new structure, its design should consider surrounding buildings and landscapes. A 'too big' or 'too flashy' or 'too different' structure does not contribute to the overall character of Old Town Bandon in a positive way. All designs must consider the structural and visual landscapes nearby.

° Character--A Historic Friendly Seaport Village

All renovation or new developments must reflect the intended theme for Old Town Bandon--a friendly, historic, seaport village.

notes:

The theme of Old Town must be reflected in the form and structure of all new and remodeled buildings.

Size: Not more than 75 percent of a developed lot should be covered by a structure.

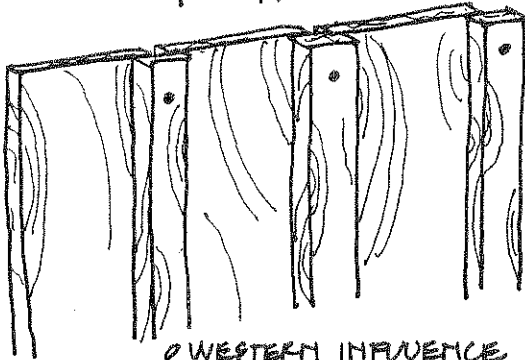
Historically wood has been the dominant construction material in Old Town Bandon. Wood offers a wide variety of forms and textures that contribute to a structure's uniqueness. Weathered, stained and painted wood facades all contribute to a seaport character. Wood also has a warmth few other materials possess and if used well greatly enhances even the most ordinary structures. For the majority of the rehabilitation efforts wood should be the principal building material, especially on facades.

notes:

Blank lined paper for writing.

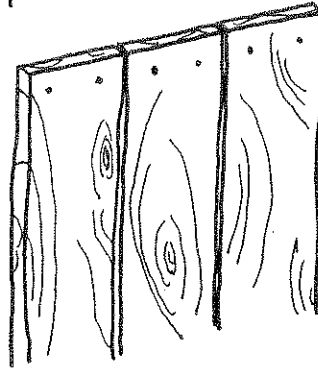
Vertical Siding

BOARD & BATTEN



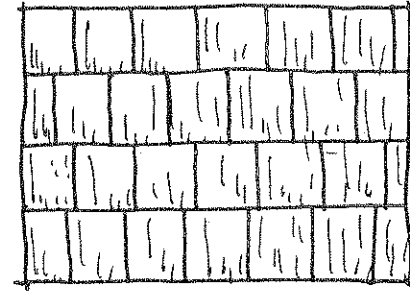
- WESTERN INFLUENCE
- ACCENTUATES HEIGHT

PLANKING

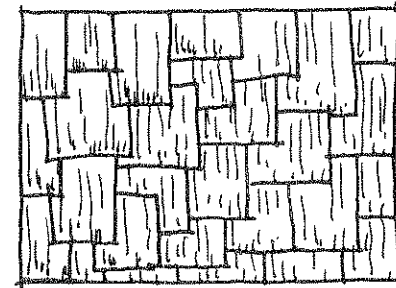


- USE TO COVER SMALL AREAS

Shingles

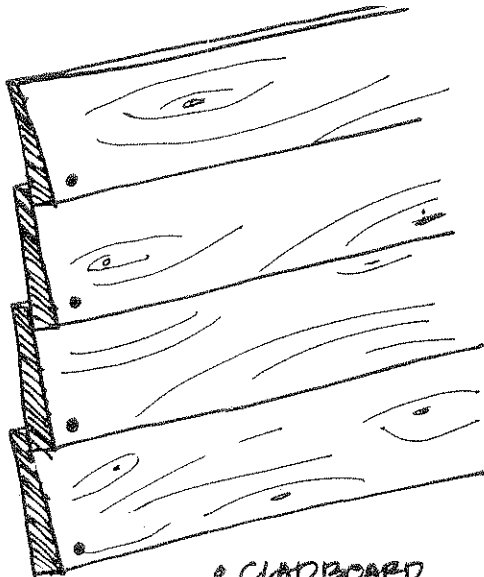


- SQUARE BUTT
- BLENDS WELL W/ CLAPBOARD

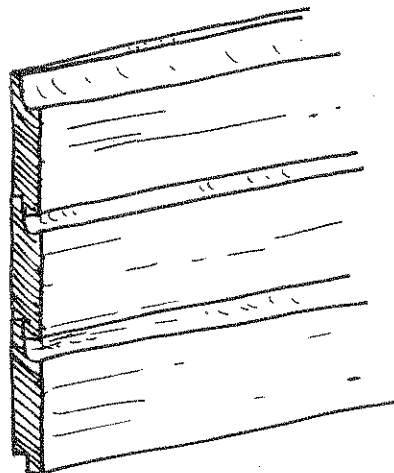


- HAPHAZARD MULTIMENT
- AVOID OVER USE

Horizontal Siding



- CLAPBOARD



- DROP SIDING

Siding

Several types of wooden siding specifically accentuate the intended theme. They are grouped in four categories: vertical, horizontal, diagonal and shingle.

Vertical siding is limited to a board and batten style such as found on The Big Wheel Feed & Garden Supply. This type of siding can be used to represent a historic "western" appearance. If overused it might detract from efforts to give a seaport character to Bandon.

Horizontal siding is much more versatile. Several types were used historically and can be seen in Bandon today. Drop siding commonly used on Victorian houses can add a distinctive style to some structures; often this siding should be painted. Beveled or clapboard siding used on most of Bandon's buildings before the fire, is probably the most common siding for historical reconstruction. It can be easily installed and be painted, stained or allowed to weather.

notes:

° Shingles

Shingle siding, a common Oregon product, is represented in Bandon today on many structures. Its use is encouraged. However, overuse tends to detract from its effect. Two types of shingling styles are appropriate for Old Town.

Square Butt Shingles

The square butt shingle style is the traditional method for shingling structures. The Old Coast Guard building along the waterfront is an excellent example. It can be used on large and small buildings lending an air of uniformity and structure. Painted, stained or allowed to weather, they are equally attractive.

Random or Irregular Shingles

Random arrangement of shingles has become more popular to give a rustic appearance to structures. Several examples exist in Bandon such as Bandon Art Glass and help add a specific small village character to the streetscapes. Unlike the square butt style this technique of shingling does not lend itself to painting. Natural stain is more appealing. Overuse of random shingling should be guarded against as it will detract from the subtle nature of other improvements and appear "overly quaint."

Covered Walks

Bandon is known for its warm people, unique atmosphere, and glorious beaches. However, it is also known for its wind and rain. To make wind and rain into positive experiences--at least to minimize their negative impact--sheltered places for people to walk, sit and talk need to be developed. Historically Bandon businesses have provided some form of covered walk for the passing pedestrian. These covered spaces keep people dry in a downpour and allow them to stand and inspect merchandise in the store windows.

The second story porch was common on many larger structures. This afforded protection for pedestrians below and a place for street viewing for second story residents. The single overhang, usually supported by heavy-duty guywires or chains, was also common. It is no longer considered attractive and is not recommended here. The porch covered walk is an excellent choice for larger structures. Views from the porch as well as streetscape appearance should be carefully considered. Some existing guywire supported overhangs could be converted to a working or facade porch overhang. Awnings were the most popular sidewalk cover. They accented the building as well as the business housed within.

The Awning

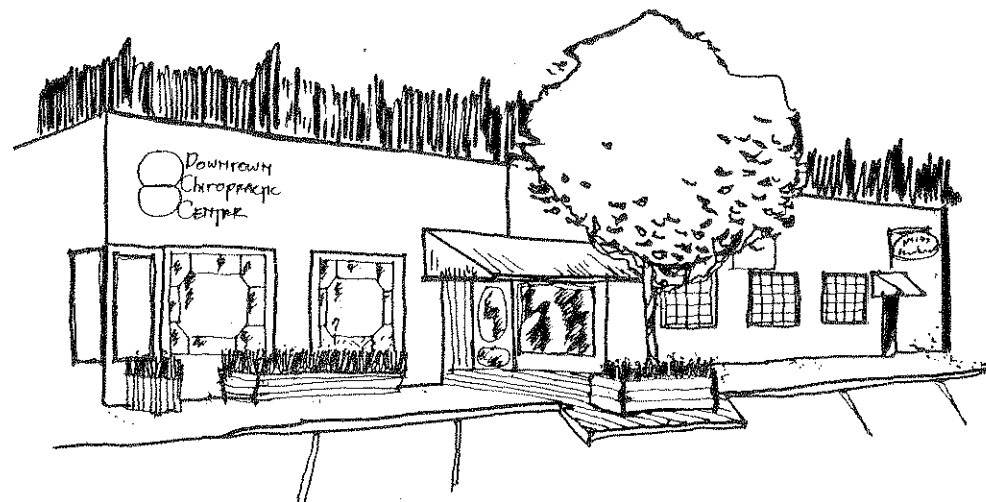
The use of awnings is a good choice for many shops. They can also become advertising signs. Due to the occasional windy conditions along the coast, care should be taken to provide protection for the awnings. They should be reasonable in size and easily retractable.

Covered porches, balconies and awnings are all recommended for use in renovated buildings.

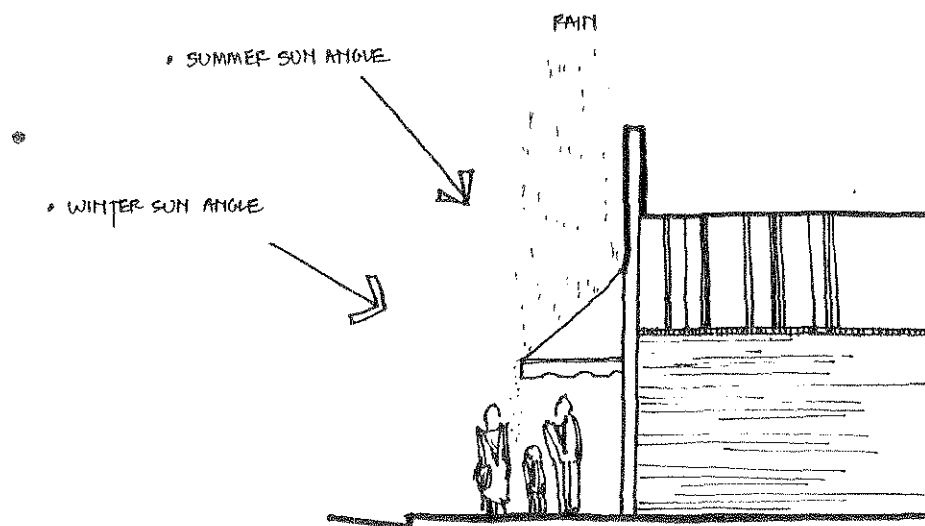
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Covered Walks



- AWNINGS USED TO IMPROVE BUILDINGS' IMAGE AND PROJECT ENTRANCE



- AWNINGS AND OVERHANGS USED TO PROTECT PEDESTRIANS FROM RAIN AND DISPLAYS FROM TOO MUCH SUN

notes 109

[illegible]

Signs To Avoid

- ° Too many signs are hard to read and contribute to a cluttered appearance
- ° Avoid nationally advertised trademark signs--they reduce individuality
- ° Signs should not compete with building architecture
- ° Signs should be simple and easy to read by those in vehicles and/or pedestrians
- ° Flashing, brightly lit signs detract from historical theme



Signs

Most if not all businesses want and need signs advertising their work, product or service. The image and quality of an establishment can be either enhanced or lowered by the sign it displays. In this sense a poor sign is a poor advertisement.

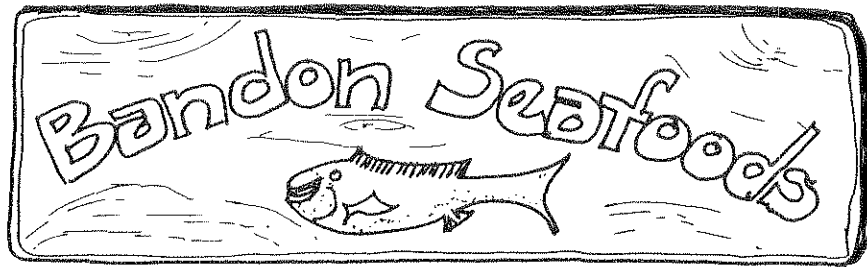
A sign can give both pedestrians and motorists information about your business--basically who you are and what you offer. They can lead a person out of a car into your establishment as well as lure them off the street. The simplicity, visual quality and uniqueness of the sign go a long way in achieving the goal of "telling em' what you got."

However, too many signs cramed together flashing "eats," "good food," Low rates," "Bob's Palace of Fine . . .," etc. may have the opposite effect. The resultant visual clutter detracts from the unity of the streetscape and confuses people. In addition, if each business could erect any size sign it desired some signs might be obscured. A sign war could erupt with everyone building bigger and flashier signs. A quaint Irish pub could be visually overpowered by a 50 foot barber pole. The entire landscape would suffer greatly from this and one can point out many examples in cities and towns throughout the west. To control this chaos, sign ordinances are generally enacted by concerned citizens and business owners. With this in mind, the following guidelines are recommended.

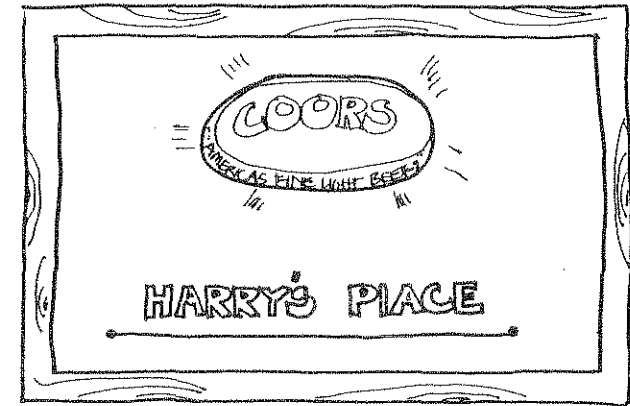
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Signs

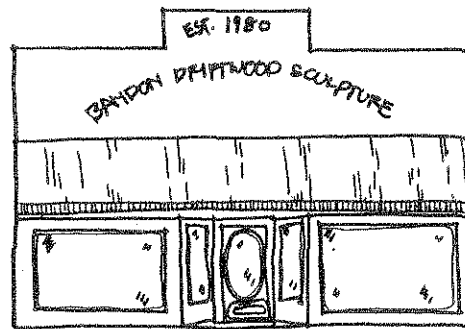


- GRAPHIC SYMBOLS ARE EFFECTIVE IN COMMUNICATING PRODUCT/SERVICE
- INDIRECT LIGHTING TO AVOID GLARE
- WOOD CARVED SIGNS TO ACCENT HISTORICAL SEAPORT THEME

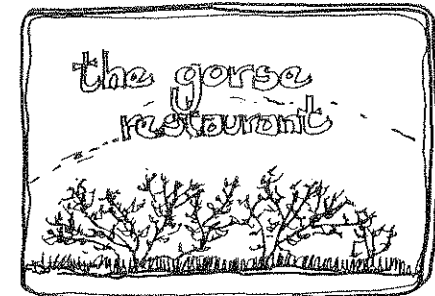


- WINDOW NEON TRUERN SIGNS SHOULD BE CAREFULLY PLACED AND KEPT TO A MINIMUM TO AVOID CLUTTERED APPEARANCE

- SMALL WOOD CARVED PEDESTRIAN SCALE SIGNS



- SIGN LETTERS ATTACHED DIRECTLY TO STRUCTURE W/OUT SUPERFLUOUS BACKFALLING



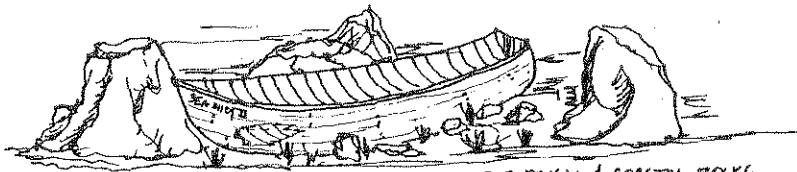
- BUSINESS NAME MIGHT REFLECT HISTORICAL THEME.

Sign Guides

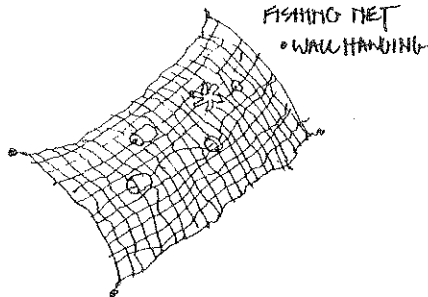
- ° The best size for a sign is difficult to judge. Some large signs attached directly to a structure in the form of a mural or decorative letters are real assets while a 40' billboard on top of a shop is not. Basically a sign should not dominate visually or structurally the building or surrounding landscape.
- ° Signs should be simple and uncluttered with superfluous information. Symbols rather than words often help simplify a sign.
- ° Signs should be designed in scale with the building. They should complement the form and style of building.
- ° Signs for nationally advertised products should be avoided. They usually do little for the visual quality of the business front and clutter the streetscape. Coke, Pepsi, etc. are examples of highly popular national signs. Small commercialized signs, "Oly," "Bud," etc. are acceptable if they are a major portion of your business, e.g. a tavern. They should, however, be placed with care.
- ° Plastic commercial signs, e.g., "eat here," are unacceptable. They detract from the historic theme and do little to evoke the feeling of quality and uniqueness present in Old Town.
- ° Carved or painted wood signs blend well with the historic village atmosphere. They need not be large and can be mounted in a variety of ways: hung over the sidewalk from decorative iron or wood supports, attached above an awning, or fixed to the side of a building.
- ° Before building or ordering a new sign, examine the "big picture." Look around at your neighbors. What type of signs do they have? Do they fit into the theme and will yours? Will your sign be an asset to the streetscape and Old Town? Will it say what you want, who you are and what you have to offer?
- ° New businesses might consider using names that evoke the character and history of Bandon. For example: The Gorse Restaurant, Portside Inn, the Great Fire Laundromat, Planked Street Boutique, etc.
- ° Lighting for signs is best achieved by using an indirect source to reduce street glare. Side or bottom lighting is often effective. Brilliantly lit signs and flashing arrows are inappropriate in a historic area.

Accents

Accents are loosely defined as small design elements used to accentuate or enhance a building facade. Some examples are: bollards, old ropes, fishing nets, old dingy boats, carved rock, driftwood and various types of direct and indirect lighting. In general these features should be used sparingly and with consideration of surrounding neighbors and the streetscape. A restaurant with a nautical theme using 200 imitation seagulls on and around the building might detract from the intended Old Town theme and dissuade customers without hats.

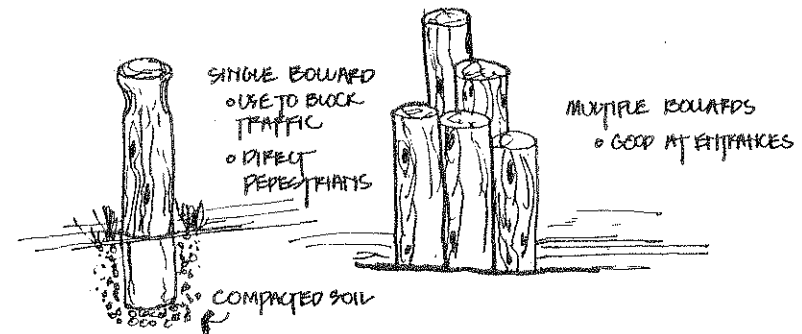


OLD DINGY & COASTAL ROCKS
• USE IN LAQUER AREAS
COURT YARDS ETC
AVOID OVER USE



FISHING NET
• WALL HANGING

notes:



Windows

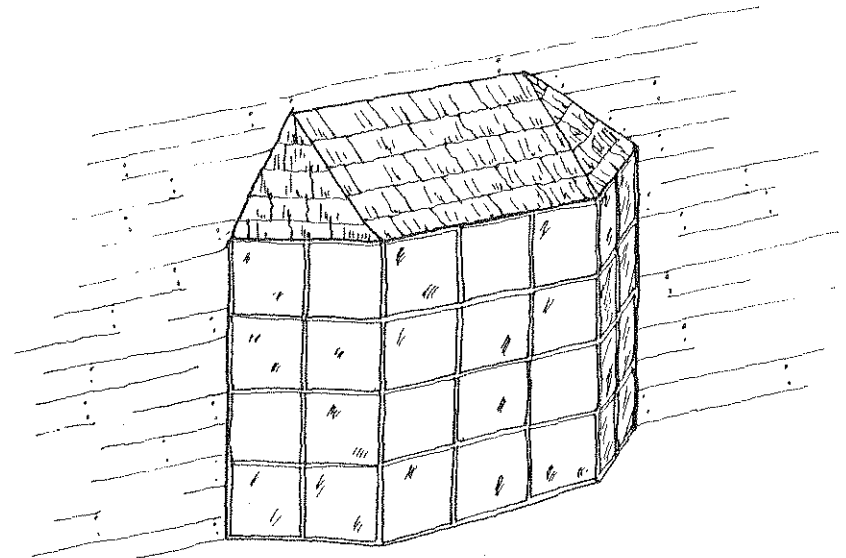
Historically, the structures in Bandon typically had bay display windows with a recessed entrance on the first floor facing the street. This type of window configuration is recommended for new structures and major remodeling projects. Double hung windows set flush with the facade or included in a bay window overhang were common on the second story. The second story bay window is especially recommended as it gives an historic feel to individual structures and the overall streetscape.

Large single pane display windows are acceptable for store front fascades. In addition, multi-paned bay windows are recommended for display windows at street level. Small bay windows also create unique display areas for examination by passing pedestrians.

notes:



RECESSED ENTRANCE & STORE FRONT DISPLAY WINDOWS



BAY DISPLAY WINDOW

Color

Some structures, both existing and planned, are well suited for painting. In particular stucco and concrete facades. Structures faced with wood, e.g., clapboard and square butt shingles, can also be painted. In many ways paint is one of the best defenses against the elements. Traditionally most wood structures were painted to protect against rot and decay (for example, the old Coast Guard buildings' square butt shingles are painted with a traditional Coast Guard white).

Paint can also be used to highlight natural wood facades and add a level of distinction to a structure. Ornamental objects such as overhangs, cornices and figures are best painted. A new paint job on even somewhat delapidated building fronts gives a fresh and bright appearance. The following details the general design guidelines one should consider before planning a new paint job.

General Considerations

It is important to consider the concept, discussed earlier, "remember your neighbor--context" before beginning a painting project. Unlike natural wood facades, paint can easily be overdone and appear fake or garish. If all the buildings on your block have a mix of subtle wood and painted facades and you paint yours hot pink with black trim, it will stand out obtrusively. Each structure should strive to complement its neighbor.

Landscape vegetation can be used to accent and subdue bright colors. If landscaping is to be used, the type, tone and texture should be considered.

A general rule of thumb with painting should be "if in doubt use subtle subdued colors."

notes:

° Selecting the colors

There is some difficulty in specifically describing exact colors. Therefore use the following guidelines merely as general rules of thumb. First examine the structure as a whole.

Consider its shape, proportion and arrangement of individual parts and their relationship to each other. Can you see the roof or is it a store front facade? Is the building set back from the street or adjacent to the sidewalks? What is the texture, three dimensional or flat? Is the structure a rectangle, square, tall or short? Do you want to accent its accents and play down the defects? These questions will help you decide on the type and quality of paint to be applied.

There are certain parts of buildings that are traditionally painted with one color while other elements are trimmed in a complementing color. Other elements are best left unpainted. Don't paint random stained shingles, brick, stone, chimneys, or the roof. Do paint clapboard siding (unless it is to be stained), window mouldings, moving parts of wood windows, stucco, and concrete siding and doors.

Limit the number of colors used to two or three. Generally a lighter color should be selected for the main body while darker shades are used for trim and window mouldings. This will help brighten the streetscape on overcast days.

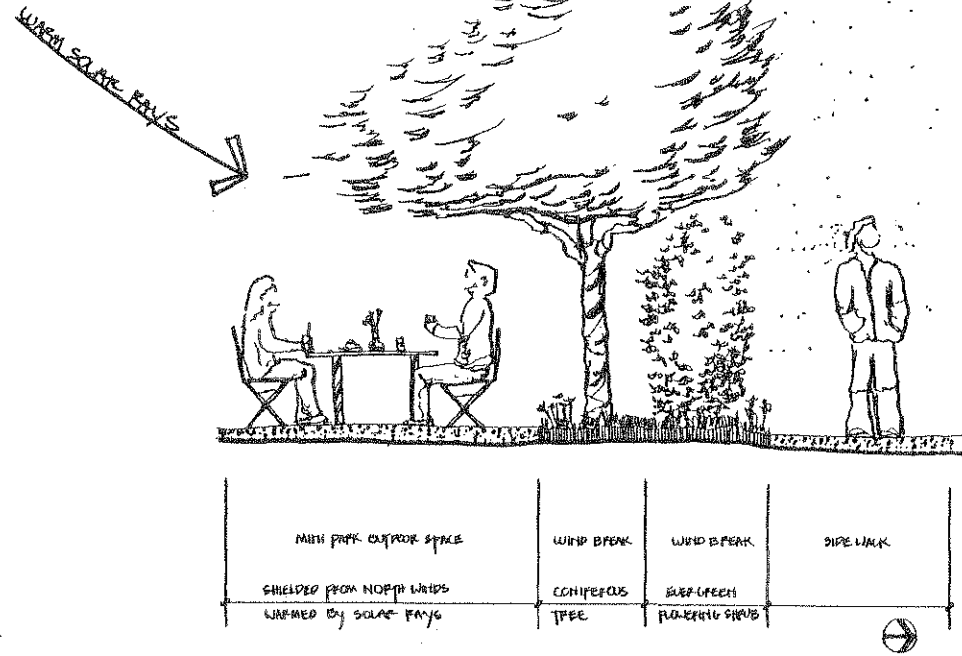
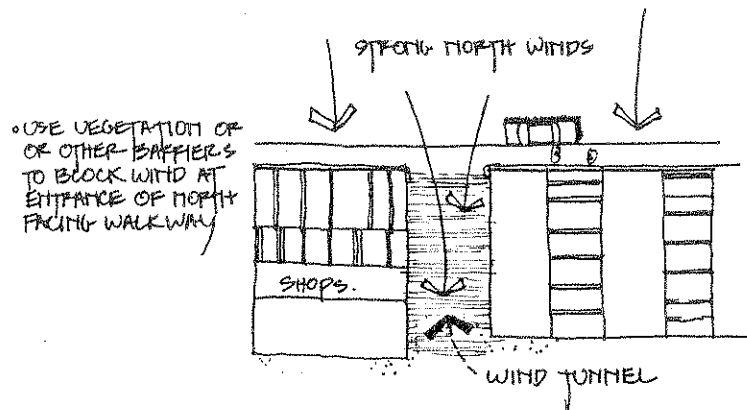
Do not use extremely brilliant colors for the main body of the structure. True blue, green, red and even white are just too strong. Subtle muted tones are best and off whites tend not to shock the eye.

Color can be used to enlarge or shrink the appearance of structures. For example, dark colors can make small areas more intense. Darks can also be used on larger areas as a background field for small murals or lightly colored ornamentation. A dark color should not be used for single-color paint jobs.

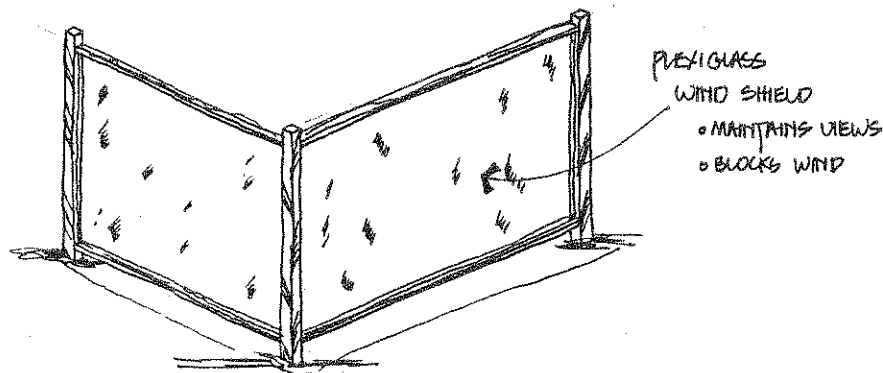
Light colors help subdue large structures and lighten their massive nature. Light color is best on the larger facades like the Masonic Building on Second Street. New England coastal white is a standard type color used for coastal structures and is appropriate on some of the shingled and clapboard sided structures. Usually the entire structure is painted one color but the use of contrasting colors on windows, doors and trim is encouraged.

Avoid combining warm and cold colors, like red and blue. Although it might appear impreceptable, this combination of colors with equal intensity visually stuns or confuses the eye.

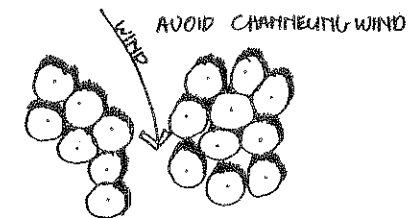
Landscape Concepts



Mini Park Wind Break



Wind Shield



Landscaping

Landscaping of private property in the Old Town area is strongly encouraged. Vegetation can be used to highlight entrances, shelter outdoor areas from wind, brighten front and backyard spaces and provide a cheery atmosphere for residents and visitors. Landscaping can take many forms and be used at several scales--from a small rock driftwood entrance garden to a promenade leading to a back open restaurant or more shops. The following is offered as a set of general guidelines for the prospective business landscaper.

- Again, like the previous guidelines, examine what your neighbor has done or is planning. Maybe you could work together to save costs and minimize your labor and time. Also look at what has been done or is planned on the public level. The city's work might complement or overshadow your ideas.
- Keep it simple! Many a garden is planted with great zeal only to collapse from the weight of maintenance. It is better to have a few well kept flowers and shrubs to hundreds of dead and dying plants.
- Small planters should be easily visible and placed prominently to avoid a fall by a pedestrian.
- Window planters are excellent if they cannot be bumped into.
- Hanging baskets should be placed above head level.

- Choose plants that complement each other in tone and texture. Also select flowering plants that will cheer on each season with a succession of newly blooming flower varieties.

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The Design Review Process

--How to have your plans approved

Preliminary Inquiry

The first step in having a rehabilitation plan or new structure approved is a visit to the city's building permit office for your copy of the Master Plan and/or design guidelines.

Designing Your Project

With your copy of the design guidelines, review the ideas discussed as they relate to your proposal. Combine the ideas you feel best for your building and/or site to develop a preliminary plan.

Submission

Together with your building permit the following materials should be submitted detailing the scope and nature of your project.

- ° A location/context map illustrating the relative location of the prospective development and surrounding elements.
- ° A specific building site plan which should include at a minimum:
 - elevations and plan view at a specified scale
 - utility connections
 - vegetation analysis and future plans
 - construction areas
 - project boundaries

- ° A detailed floor plan which should include:
 - window and door locations
 - walls and partitions
 - stairways wheelchair ramps
 - all decks and porches
 - outside lighting
- ° Elevations for all sides of the structure:
 - they should be at the same scale as plans
 - door and window openings
 - all materials and finishes
 - signs and graphics
 - all exterior features
- ° Color Schemes
 - samples
 - textures

Planning and Design Review Board

After your plans and specifications have been submitted with the building permit application, the design review board will examine the material and recommend issuance of a building permit or alterations as necessary to comply with the design guidelines. The design review board will meet at regularly scheduled intervals and citizens can attend to voice support or opposition for specific projects.

Design Review Board

A design review board has two principal functions: review of development proposals and facilitator between permit and granting authority and prospective developer. The review board can have specific legal authority through the zoning ordinance or aid prospective developers who submit proposals on a voluntary basis. Given the complexity and confusion possible in a voluntary compliance program it is suggested that the design review board be given legal authority to review and recommend changes and compliance achievement for any rehabilitation and new development within the Old Town area.

The design review board should be an extension of the planning commission which already has the duty of approving various development projects. The board should consist of three (3) planning commission members, two property owners from the Old Town and one citizen at large and one member of the Port Commission all appointed by the entire planning commission.

The purpose of the design review board should be:

- ° To foster the theme for Old Town Bandon.
- ° To stabilize, improve and protect property values.
- ° To strengthen local economy.

The function and duties of the design review board should be:

- ° To review all plans for construction, demolition and alteration within the boundaries of Old Town.
- ° The authority to pass on the appropriateness of all plans for construction, demolition and alteration before a permit shall be issued; including the power to deny issuance of a permit if the proposal is determined to be inappropriate, but only on a 2/3 vote of a quorum of voting members on the review board.
- ° Decisions as to appropriateness shall be made in terms of the following considerations:
 - ° The location, placement, design and character of the proposed change and/or development.
 - ° The content and intention of the master plan for historic Bandon as it is officially adopted by the City Council.
 - ° The compatibility of the proposed action with the design guidelines presented and adopted in the master plan.
 - ° Factors such as aesthetics and economics which the review board may deem to be appropriate relevant to the time the decision is made.
 - ° The board should confine its decision only to the exterior aspects of any rehabilitation or development visible to the public and should not concern itself with interior changes if they do not effect the exterior appearance.

Implementation

By the end of 1982, Bandon will have adapted a comprehensive plan, as required by the State, which will guide the City's development during the next 20 years. The City's zoning ordinance will be designed to carry out the provisions of the plan. In order to implement the recommendations contained in the Master Plan it must fit into this planning structure.

This Master Plan complies with the intent and purpose of the Draft Bandon Comprehensive Plan. One of the objectives of the land use goals in the comprehensive plan is to: "Place tourist commercial uses in areas frequented by tourists, e.g., Beach Loop Road and the old downtown." Further, the plan states that the purpose of the tourist commercial classification: "is to designate areas for commercial activities which are especially oriented toward tourists and travelers."

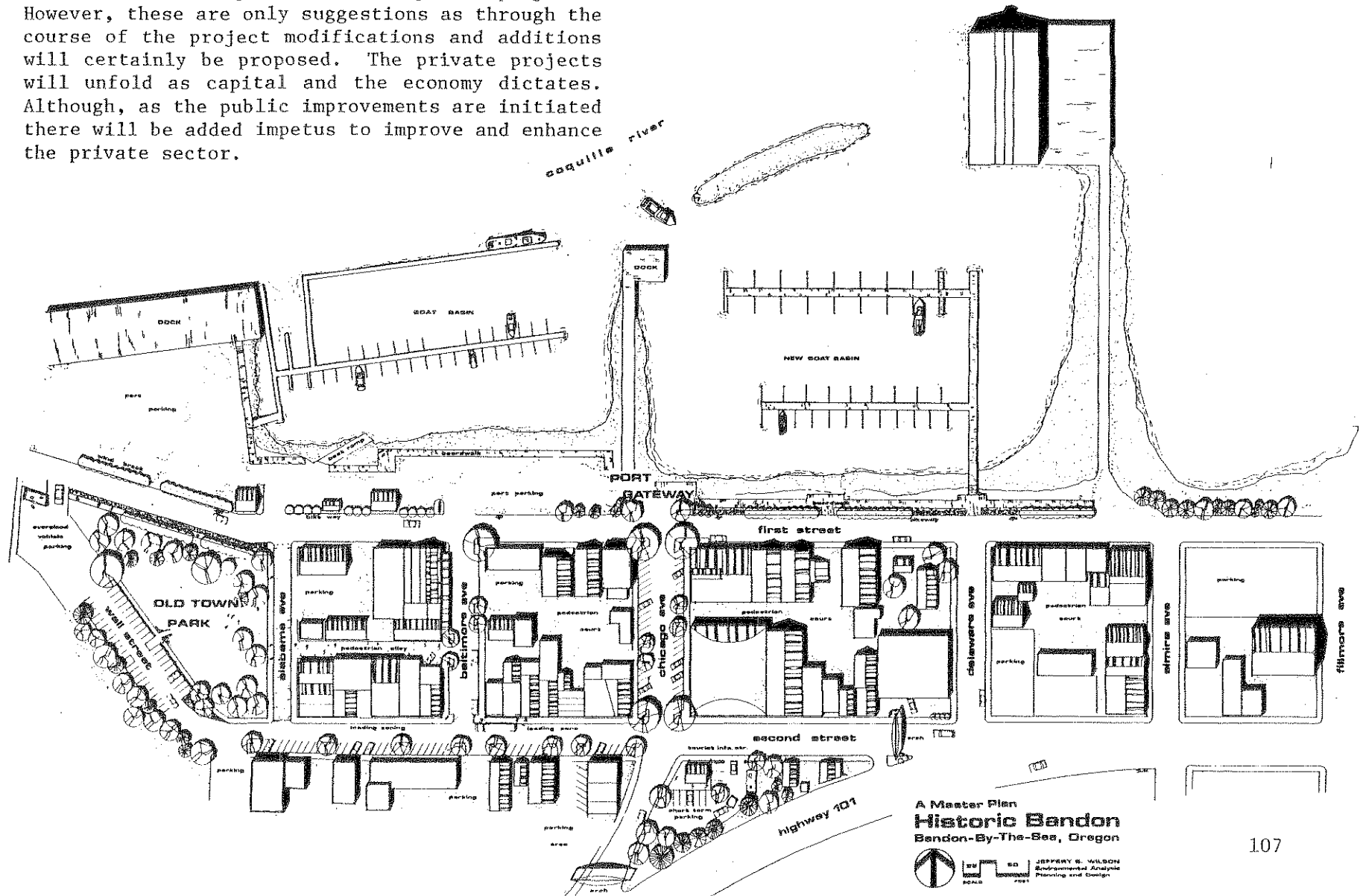
The Old Town area currently has a Marine Commercial (C-J) zoning designation. When the Comprehensive Plan is in place, the zoning ordinance will have been revised to designate the Old Town area as a Tourist Commercial (C-1) zone, to better reflect its emerging character. Certain uses are permitted outright, including: (1) museums, tourist information centers, parks, and recreational facilities; (2) gift, art, specialty, and handicraft stores; and (3) eating and drinking establishments. In addition, certain other uses are allowed, subject to conditional approval by the planning commission and city council. These include: (1) motels; (2) certain residential uses; (3) seafood sales; (4) retail trade establishments; (5) personal service establishments; (6) grocery and food stores; and (7) resorts.

Elements of the design guidelines contained in the Master Plan should be added to the existing Tourist Commercial zoning designation to form a Special Historic Tourist Commercial district. These should be in the form of standards which would need to be met before the building permit could be issued. A Design Review Committee should be set up to determine compliance with the standards. The Committee would review each building permit application for the Old Town district, and provide findings to the Planning Commission. In addition, the Committee should monitor the overall effect of the new zone designation, and recommend changes in allowed or conditional uses, if needed.

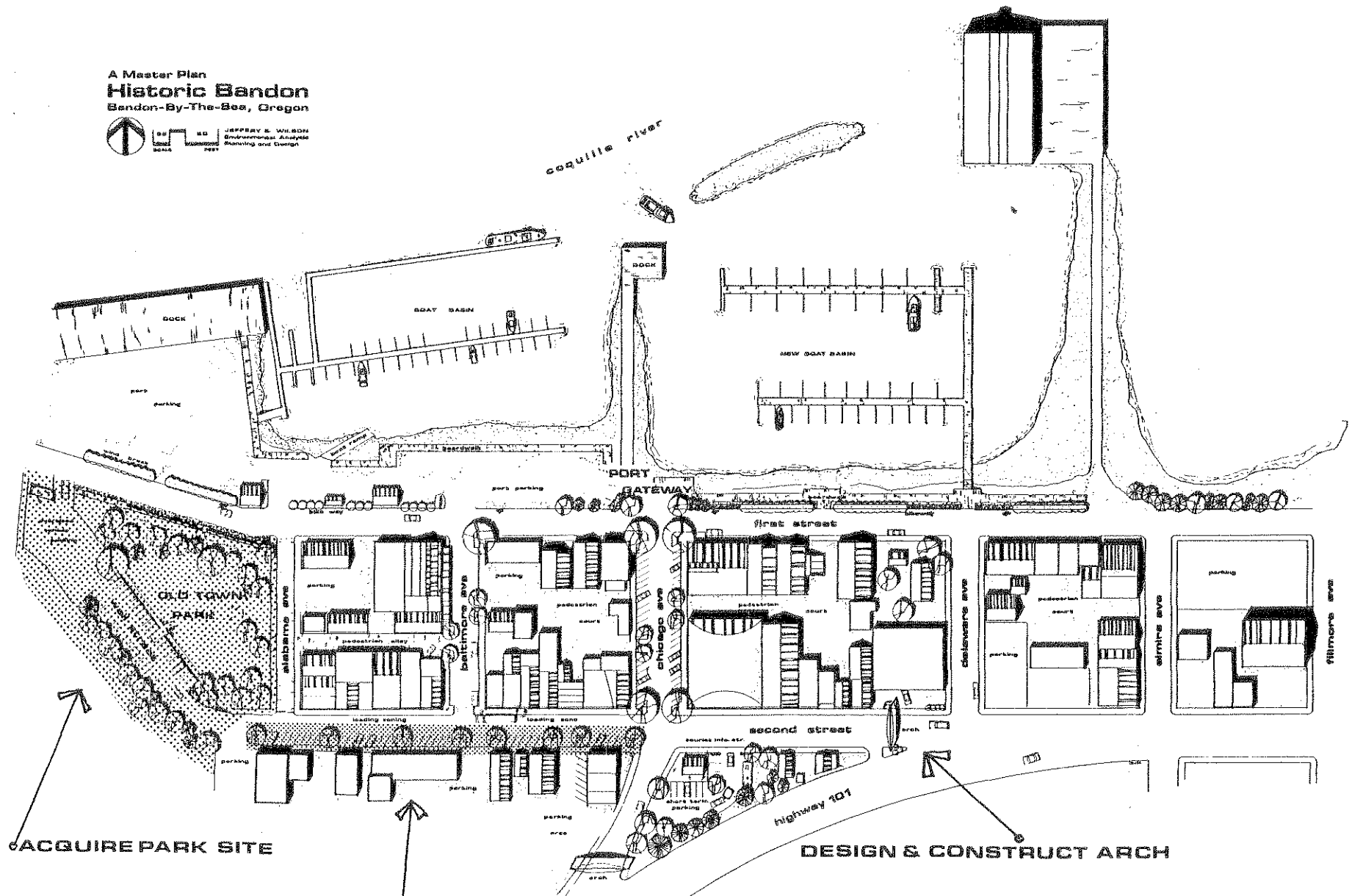
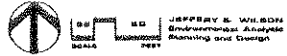
At present, the area to be covered by the new zone designation is the area covered by this plan. At a later date, identical standards could be applied to the waterfront area to the west, pending additional study and planning efforts.

Phasing Of Public Projects

The implementation of the master plan is broken into three phases for the public projects. However, these are only suggestions as through the course of the project modifications and additions will certainly be proposed. The private projects will unfold as capital and the economy dictates. Although, as the public improvements are initiated there will be added impetus to improve and enhance the private sector.



A Master Plan
Historic Bandon
 Bandon-By-The-Sea, Oregon



Phase One

Phase One

Phase One begins with the adoption of a master plan for historic Bandon and the designation of a new zoning for the area. During this phase much of the infrastructures for future projects are initiated. Utilities are rebuilt and placed underground. As utility access boxes are located along Second Street diagonal parking islands with planters, benches and street trees can be established. Property needed an Old Town park and/or the entrance park should be acquired. The entrance arch should be designed and built during this first phase as well. The arch will become a symbol for the revival of Old Town and the new spirit of community commitment. As a rally point the new arch will help spur on private investment and illustrate that historic Bandon is "rebuilding."

- Adopt master plan for historic Bandon.
- Designate new zoning for the area.
- Utility renovation and relocation.
- Diagonal parking along Second Street.
- Street trees, planters and benches along Second Street.
- Acquisition of property for parks.
- Design and construction of entrance arch(s).

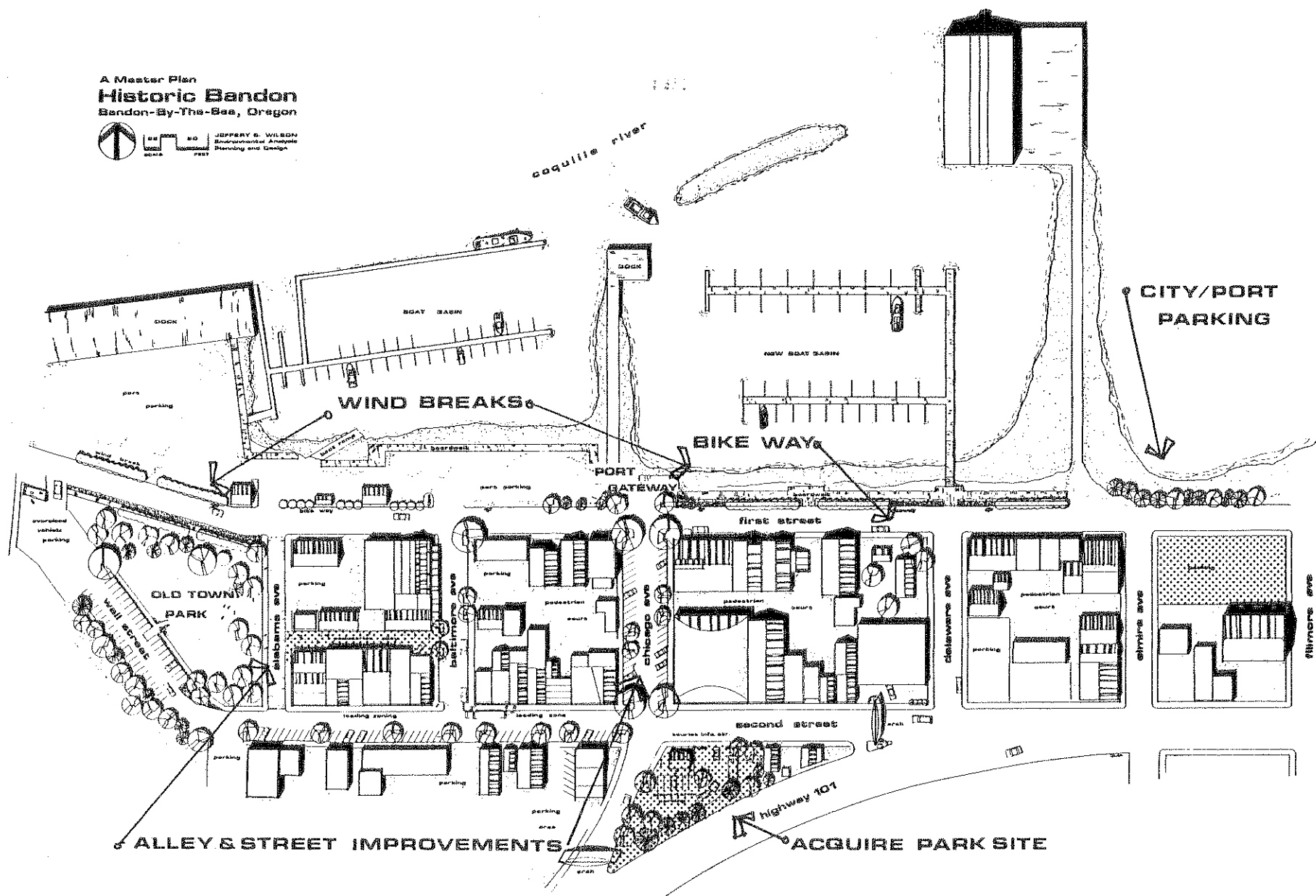
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A Master Plan
Historic Bandon
 Bandon-By-The-Sea, Oregon



JEFFERY S. WILSON
 Environmental Analysis
 Planning and Design



Phase Two

Phase Two

Phase Two builds on the initial developments of Phase One. Now that the utilities are rehabilitated and the power poles removed, new construction of public and private projects can proceed. In particular, establishing the Port gateway should be a priority. The parking along Chicago should be clearly designated and broken up with safe crosses for pedestrians. Street trees, planters and bollards should be strategically located along Chicago to lead the visitor to the Port area. Along the Port waterfront area windbreaks can be established with consideration towards future developments such as boardwalks and bikewalks. The alley between Alabama and Baltimore can be improved during this phase with new paving materials for pedestrians. Private improvements along the alley will proceed as the pedestrian way is improved. Parking areas at the entrance of Old Town and near the new boat basin should be established now and possibly depending on funding an entrance park with information center could be constructed.

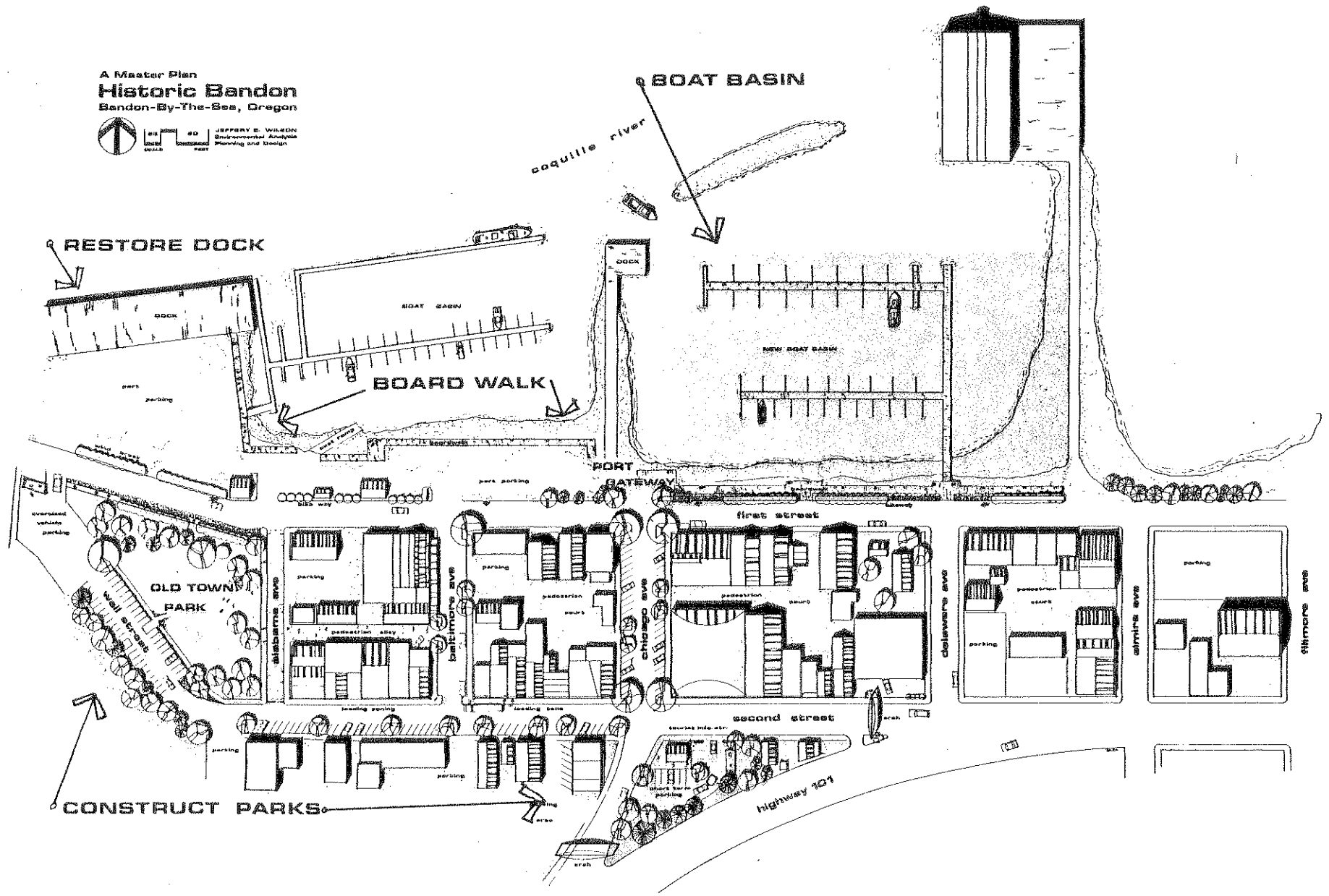
- ° Chicago Street improvements "Port gate-way.
- ° Street trees on Chicago.
- ° Wind breaks on waterfront.
- ° Alley pedestrian way improvement.
- ° New public parking areas.
- ° Entrance park development.

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A Master Plan
Historic Bandon
 Bandon-By-The-Sea, Oregon

JEFFREY E. WILSON
 Environmental Analysis
 Planning and Design



Phase Three

Phase Three

Phase Three is basically a continuation of projects begun during Phase Two with the addition of several new elements. Depending upon the success in acquisition of land for public improvements during Phase One and the availability of funding, a park might be designed and constructed on the triangle block west of Alabama. This park, coupled with the creation of a pedestrian street on Alabama, will link up the pedestrian alley between Baltimore and Alabama, forming a major outdoor space for festivals, art displays and weekly/monthly craft marts. Public parking for cars as well as oversized vehicles can be provided along the bluff in the predominately shady area freeing sunny zones for people. Along the waterfront a boardwalk with viewpoints for tourists and residents should be constructed to link up with the existing dock. The dock can be restored and used for commercial fishing interests as well as tourist viewpoints and fishing access. The streets Fillmore, Elmira, Delaware, and Baltimore that have not been improved with planters and street trees in previous phases should be designed and built in accordance with new private construction in the area.

- Park design and construction.
- Alabama Street improvements.
- Waterfront boardwalk.
- Dock reclamation.
- Street trees.

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Funding And Long Range Financial Planning

In order to effectively implement the Old Town Master Plan, it is strongly recommended that the community consider a long range financial strategy. To do this, the city must weigh its existing and potential sources of revenue from Old Town, against expenditures for operation, maintenance, and capital improvements to the area. There are several ways in which the citizens of a community can assume the burden of financing projects. Tax revenues, bonds, and outside sources (e.g. grants-in-aid) are all methods of revenue collection. The question of as to how Old Town improvements should be financially supported is a sensitive one, as some projects could be considered important to the entire community, while others have more localized benefits. Some sources of revenue would spread the financing burden throughout the entire city while others assess the burden to a specific segment. This section presents examples from the entire range of financing options available for the Old Town area.

An effective financial strategy should couple the efforts of the city with those of the private sector. Active support of private groups representing property owners and merchants is needed to attract interest in activities and proposals for the Old Town area. Continuing improvements to individual businesses will largely be financed through the private sector. Several sources of funds available to individual businesses are outlined in the second part of this section.

INSTRUMENTS AVAILABLE TO THE PUBLIC SECTOR

Options available to the public sector for Old Town Improvements range from programs that would involve the entire city to those which would be supported only by the Old Town area. These are outlined below.

General Sources Of Revenue: 'Pay as you go' Financing

Generally an effort is made to provide for capital improvements on a cash basis. This is the ideal method when the cost of the required facilities can be financed from general revenues or with a short term tax levy. The installation of some utilities, or the paving of streets which can be achieved through progressive functioning stages can be most economically achieved through this type of financing.

"Pay-as-you-go" financing has a very important advantage over borrowing funds; it does not entail interest costs. Even though government can borrow money at a much lower rate than private enterprise, the final cost on a serial bond issue at current rates will add about 50% to the total cost in interest over a twenty year period.

Furthermore, a city's credit is not unlike that of an individual. Establishing credit is wise, but to operate at or near the maximum limit of one's credit will leave no room for further financing when a real emergency arises.

Reserve or Sinking Funds

When major capital improvements are anticipated in advance of need, some cities attempt to withhold funds from operating budgets each year in order to provide a reserve of sufficient size to meet the anticipated costs. Most cities find this difficult to achieve, however, since there are rarely funds in excess of current needs.

Even when reserve funds are created there is no guarantee that the money will be available for the planned capital improvement on the prescribed target date since there is always a strong temptation to meet budget deficits by tapping reserve funds.

Furthermore there is always a possibility in a rapidly growing community that desirable sites for a required capital improvement will be lost to other uses; or greatly increased land values, together with the increased cost of construction, will measurably reduce the advantages supposedly gained through a sinking fund. In spite of these problems sinking funds are useful and to an extent are utilized by the city within reasonable limits.

Bonds

The city can also attract initial financing through the sale of municipal bonds. Usually, these bonds are either general obligation bonds or revenue bonds. General obligation bonds are backed by the full faith and credit of the municipality and its tax revenues. Usually these bonds are used for capital expenditures of clear community need. These bonds usually sell at the lowest interest rates but are ultimately retired by the tax revenues of the municipality. General obligation bonds can be sold to provide large amounts of capital needed for a project, but eventually this capital and the interest are repaid by present and future taxpayers. Municipalities are limited in the amount of general obligation debt they can assume and approval of a bond issue requires voter approval.

Revenue bonds are backed by revenues which are to be raised through specific projects. For example, revenue bonds could be sold to provide capital for public parking lots. A revenue source such as parking meter fees or parking ticketers would have to be used to retire the debt incurred through the sale of the bonds. Revenue bonds are thus actually repaid by those who use the capital facilities, rather than taxpayers. Although less restrictive upon the issuing municipality, revenue bonds require higher interest rates to sell since there is always some uncertainty about the adequacy of the designated revenue source.

Urban Renewal District

The urban renewal district is used to specifically direct funds into areas in need of considerable capital improvements both public and private. In principle, it is based upon the logic that these improvements will increase assessed values and generate greater tax revenues. The increased tax revenue resulting from the improvements is called the tax increment. Tax increment financing is the primary revenue source of the urban renewal district.

An urban renewal district is organized with considerable power to fulfill its plan for the revitalization of the district in question. The urban renewal agency may be the municipality or an appointed board or commission. The agency must develop a specific plan for the urban renewal area.

The plan must cover a complete analysis of existing conditions within the urban renewal area, and specify the projects, programs, and their related costs. Among the powers of the urban renewal district to fulfill its plan are the following: acquisition of property, by condemnation if necessary; reconstruction, repair or demolition of buildings or service facilities acquired by the district or municipality; and assistance to dislocated persons or businesses.

To finance the urban renewal district, a variety of methods can be used including revenue bonds, municipal allocations, short term borrowing and outside governmental assistance. However, tax increment financing usually represents the major source of finance for the district. Once the urban renewal plan has been approved, the current level of assessment is frozen by the assessors office. Upon this frozen assessed value, all

taxing districts will then apply their tax rates. Any increase in the value of the property will then be subjected to the same tax rates of all taxing districts; however, the revenue gathered from the increased value will go to the urban renewal agency. As properties increase in value, the revenue accruing to the urban renewal district will also increase. The urban renewal district may, without requiring an election, sell tax increment bonds to attract capital for its projects. These bonds are backed by the tax increment of the district but can be expected to sell with higher rates of interest due to the uncertainty of rising assessed value.

The urban renewal district can have a fiscal impact upon other governmental bodies levying taxes within the urban renewal district as their revenue from the district will be frozen without a change in tax rates. The taxpayer is not directly affected because his tax rates are not changed, yet he is financing improvements in his own area. The urban renewal district is required to prepare an annual statement which among other items reports upon this fiscal impact. Recent actions by the Oregon Legislature have made some aspects of tax increment financing and urban renewal districts a bit more complicated. These changes would need to be explored.

It is clear that the urban renewal district could finance many of the projects outlined in this plan. Its funds could be used to leverage private or outside funds for renewal projects. At present, Newport, Oregon has been successful in using an urban renewal district to revitalize its waterfront area.

Federal and State Grants in Aids

Over the years, the Federal government has shown deep concern over the plight of the urban areas. Toward resolving some of their deficiencies, Congress has implemented many "grants-in-aid" programs. The initial stages of Old Town's revitalization process has been made possible by the Department of Housing and Urban Development (HUD). Their Community Development Block Grants (CDBG) is one of the broadest programs available through the Federal government.

To list all of the grant possibilities would require a sizable book. Furthermore, the stature of most programs is constantly shifting. Consequently, the city should continually explore all grant possibilities for Old Town, including funds for parking, open space, and other capital improvements.

Special Assessment Districts

Another method of financing a program directed at a localized area is by levying taxes against properties within the area. As such, Special Assessment Districts are usually used to finance a specific set of local capital improvements such as roads, parking, sidewalks, parks, water, sewer, or reconstruction projects. In special assessments, the city or other local government body assumes the responsibility for managing the project. The special assessment district assesses property owners who will benefit from the cost of the desired public improvements in that area. To be equitable, the level of cost paid by property owners should be related to the level of benefit they receive from the projects of the district. In Bandon most special assessments are applied based upon the square footage of lot size, although a different method such as assessed value, zoned land use, or street frontage, could be used as a basis for special assessments.

In Oregon, special assessments can be paid through the Bancroft bonding procedure. The full assessment improvements is levied upon the property owner at the time of the formation of the special assessment district. The Bancroft procedure enables a property owner to defer the full payment of the assessment initially. Instead, he can pay the assessment over a twenty year period with a 7% interest charge. The municipality levying the special assessment can then sell general obligation bonds to finance the balance of the capital expenditures. These bonds are then retired as payments are received from property owners.

FUNDING INSTRUMENTS AVAILABLE TO THE PRIVATE SECTOR

Downtown Development Corporations

Communities throughout the country have created downtown development corporations to provide financing for a program of downtown improvements. These corporations can promote their business districts, organize special events, and organize programs directed at problems such as parks, parking and other special features. They can purchase, assemble, and lease properties for fulfillment of their objectives. These companies draw their financing from member contributions, member dues or the sale of stock. Generally, wide membership of local businesses, property owners and representatives of local government are needed to provide both leadership and financing for an effective program of downtown improvements.

These development corporations can be either profit or non-profit corporations. Generally, a profit oriented corporation would expect that the projects financed by the corporation will generate a profitable return. As such, development corporations for profit will be less able or interested to fund projects of public improvements. Generally, these types of development corporations draw their financial support through sale of stock shares. The ability of the corporation is limited in terms of attracting governmental and tax deductible contributions.

Non-profit downtown development corporations can provide a wide range of public projects without draining the financial resources of the city. Non-profit development corporations can attract governmental assistance and contributions or dues to the corporation are tax deductible. Dues can be assessed based upon sales of

merchants, assessed property values, or through some other formula. Membership within the corporation can be open to all local merchants, property owners, citizens and governmental representatives as well as persons outside the community.

Support and financing of the program of the development corporation is based upon voluntary participation and support. As such, it can only have a beneficial impact as it will not impose any higher tax burdens upon the community.

Financing Sources for New Businesses

Besides sources of funds typically available through private sources (i.e. commercial banks, savings and loan associations, personal finance companies, commercial finance companies, insurance companies, and mortgage bankers) there are several government programs designed to provide financing to individual businesses. Many of these are at lower-than-private interest rates to encourage the growth of a variety of small businesses. For most programs it is required that you apply first to a private source for a loan. If that loan application is turned down and if you meet other eligibility requirements, a loan through one of the programs listed below may be possible. Small business owners should be aware that these programs are continually changing in response to changing economic conditions.

1. Small Business Administration (SBA)

The SBA has a comprehensive program of loan assistance for the small business operator. They provide extensive assistance and counseling in the field of small business management. The SBA also helps small businesses get their share of government contracts (procurement assistance). The two

forms of loan assistance most frequently granted by the SBA are (1) the guaranteed loan program, and (2) Direct Loans. Other programs are available. In order to be eligible, a business must be small (SBA definition), and must show that the financing sought is not available through normal lending channels.

Guaranteed Loans: The guaranteed loan program provides a government (SBA) guarantee of up to 90% or \$500,000 of your bank loan. If an application for a loan from a bank is turned down, they may be willing to finance it with an SBA guarantee. Most SBA loans fall into this category.

Direct Loans: These are the least often used of all SBA programs. A business must be a sound risk and must obtain a letter from a bank stating that it declines to participate in any form of a loan to the business. Although the maximum allowable amount for an SBA direct loan is \$100,000, the Oregon office generally funds requests for amounts closer to \$50,000. The interest rate on SBA direct loans is significantly lower than that from private sources. Funds, however, are limited.

Other Loans: Other programs provided by the SBA cover a wide range of situations. Programs available include loan assistance for minority enterprises, businesses run by the handicapped and economically disadvantaged, businesses suffering from economic or physical disasters, and businesses hurt by government actions. The SBA also funds groups of small businesses formed to purchase raw materials or equipment for their individual uses (pool loans). It may provide a guarantee for a line of credit from a bank for a small business.

Small Business Investment Corporations (SBICs): SBICs are privately-owned independent investment firms licensed by the Small Business Administration (SBA). Most financing from an SBIC is done by purchase of stock or "Convertible Debentures" (loans which can be converted into stock at a later date in lieu of repayment). SBICs do make some direct loans at moderate rates of interest. Only small businesses are eligible for funding, and small business is defined according to several criteria by the SBA. At present there are three active SBICs in Oregon.

Farmers Home Administration

The Farmers Home Administration has a loan guarantee program for rural areas. They will guarantee up to 90% of a business or industrial loan for most purposes, including working capital. In some special cases where a guaranteed loan is not available, FmHA may directly make and service the loan. A rural area is defined as any area outside the boundaries of a city of population 50,000 or more and its densely populated urban areas. Priority is given to applications from businesses located in open country, rural communities, and towns of population 25,000 or less.

Economic Development Administration

The EDA has direct loans and loan guarantee programs for business and projects in areas experiencing high unemployment. Loans or loan guarantees are made to businesses that show promise of increasing employment in the area. EDA assistance is available for financing of both fixed assets and working capital. The EDA will also guarantee repayment of leases on commercial real estate and equipment.

Port Revolving Loan Fund

Local port districts may apply for funds from the state (Department of Economic Development) for port development projects. If you are planning to build, expand, or purchase equipment for a business on port-owned land or with a port related purpose, you may be eligible for such a loan. Loans are usually mid-range (maximum of \$250,000) and interest is the same as the current average prime rate. The advantage of a port loan over other government sponsored programs with lower interest rates is that it takes less time to complete the loan arrangements.

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