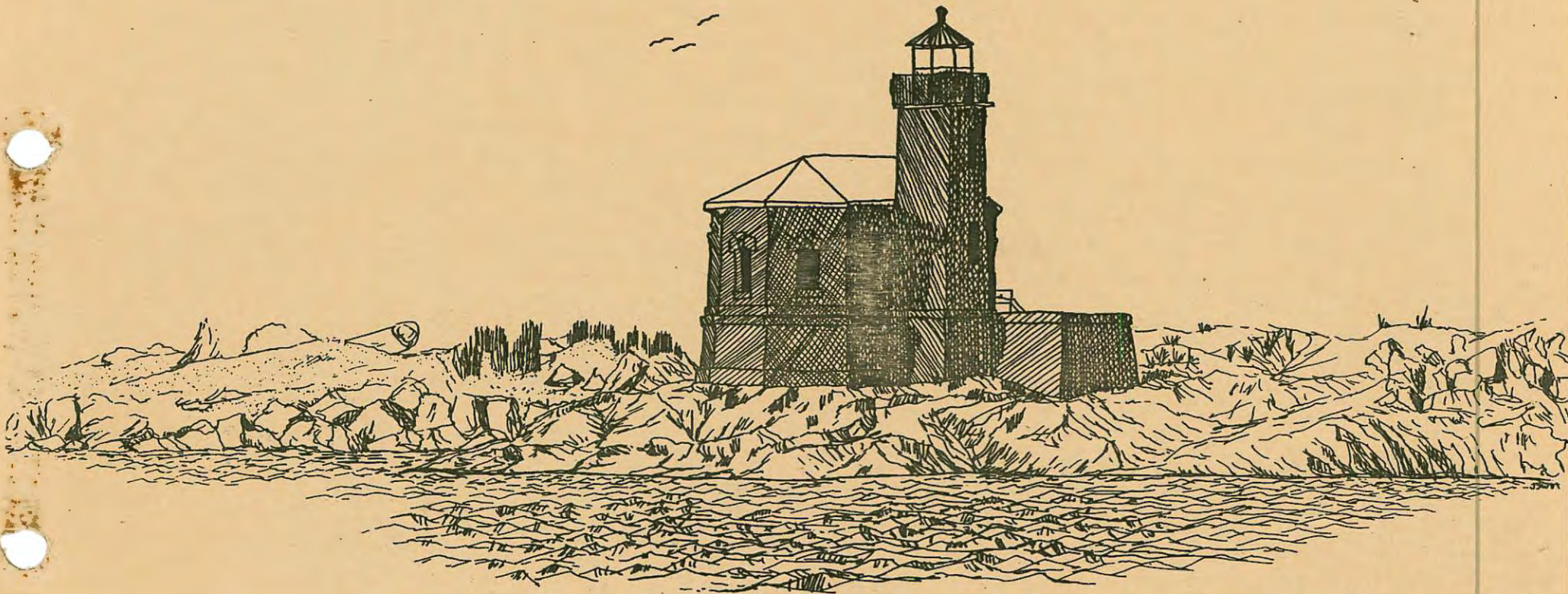


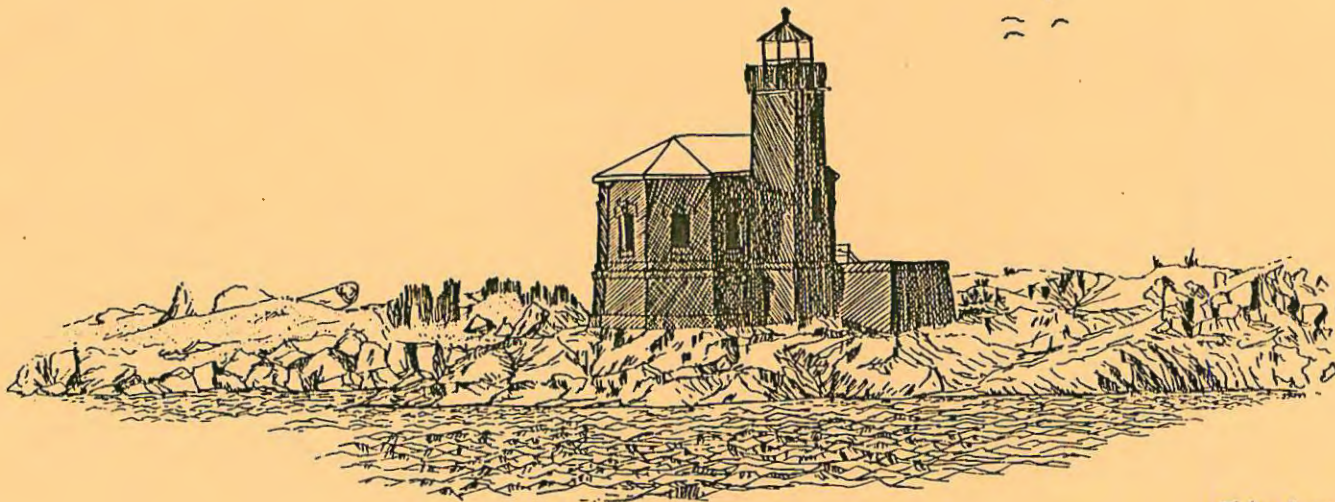
bandon by the sea . . .



analysis and preliminary
design recommendations
for historic bandon

bandon by the sea ...

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for historic bandon



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funds provided by the City of
Bandon, Oregon.

Jeffery S. Wilson
Landscape Architect/Geographer
2650 University Street
Eugene, Oregon 97403

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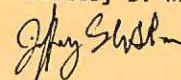
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A special thanks is extended to the people of Bandon who gave their time, ideas and thoughts of their town and home to the stranger who asked so many questions.

Jeffery S. Wilson



introduction

Bandon is a small coastal Oregon town that has a rich and diverse history with a potential to become an important tourist destination and commercial center in the future.

The citizens of Bandon are concerned with the prospects and ramifications of increased development. They want to preserve yet enhance the quality and character of their city. This work is an outgrowth of the concerns. It is basically organized as a workbook, for individuals and citizen groups, to facilitate ideas and designs relevant to the redevelopment of the historic Bandon area.

purpose

The purpose of this work is twofold: to synthesize briefly planning and research documents done in the past for the City of Bandon and; based on this work and continued analysis array, in sketch form, recommendations and designs for the historic Bandon area.

scope

The scope of this work varies in scale and depth with respect to the specific design issue. The recommendations are presented as possibilities rather than final designs. Further study and design, with a citizen design review committee and appropriate consultant, is recommended for specific projects.

organization

The structure of this report is broken down into three main sections:

Site Analysis, which includes goals and issues that were both established in past reports and formulated during this work, an inventory of the natural systems at work in the Bandon area, and an overview of the historical and contemporary cultural patterns reflected in the landscape. This section forms the basis for decisions and design concepts developed in the next section.

Design Recommendations, which are a compilation of past citizen committee and City Administrators' ideas, and new concepts and designs gleaned from the site analysis section and outside consultants.

Implementation concepts and mechanisms which include the basic outline for setting up a design review committee, phasing of the various recommendations so they might build upon each other, possible funding sources, as well as ideas concerning community involvement and design.

issues ...

The following is a list of goals and issues specific to this study. They were initially addressed by the Citizens Committee led by Diane Chappell and published in "Study for Historic Bandon: Waterfront and Jetty Areas," by William Connelly. Similar issues and goals were also delineated in the Bandon comprehensive planning process and published in "The Bandon Comprehensive Plan 1980". The goals and issues outlined here are essentially a distillation of those presented in the above publications with additional elements added during the research stage of this work.

land use

- Under utilization of existing spaces in Oldtown/Water Front area.
- Vacant parcels detract from the overall image of the historic area.
- Expansion of port's boat basin may cause parking of congestion problems.

economy

- The timber industry is declining.
- The fishing industry is relatively unstable.
- The tourist industry has been based on pass through auto traffic along Highway 101 (1) fuel prices may drastically alter this.
- The retirement community is expanding.

energy

- Energy costs are rising.
- Bandon may become a wind power generation area.

environment

- Estuary lands cannot be developed.
- The Coquille River is eroding a large section of the South Jetty area.

circulation

- Tourist circulation tends to by pass oldtown 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 need exists for a public transit station which services oldtown as well as the remainder of the City.

character

- A need exists for some standards to maintain architectural unity.
- The overall appearance of the infrastructure i.e., overhead wires, signs, etc., detracts from fish village image and historical character.
- Sidewalks and streets are not conducive to pedestrian circulation.
- Bandon needs to be identified as a destination point for tourists while maintaining livability for residents.

goals ...

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.

land use

Improve Access and Useability of Historic Old Town

- In order to strengthen economic concerns within Oldtown 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 Water Front

- 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 Oldtown historic character.

environment

Maximize Diversity

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

Protect Land and Water Front from Environmental Degradation

- Protect river front and estuary from pollution.

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.

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.

character

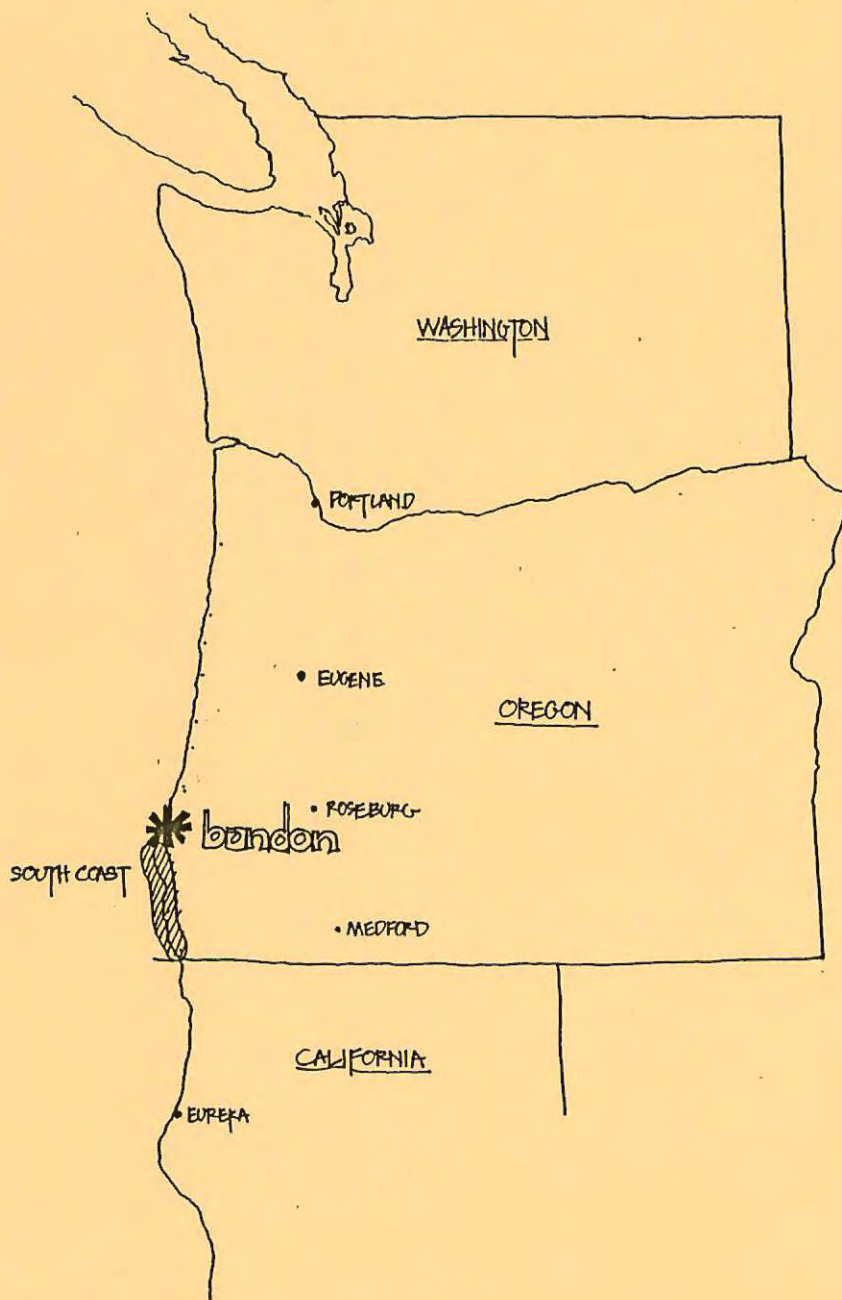
Protect and Enhance Town Image

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

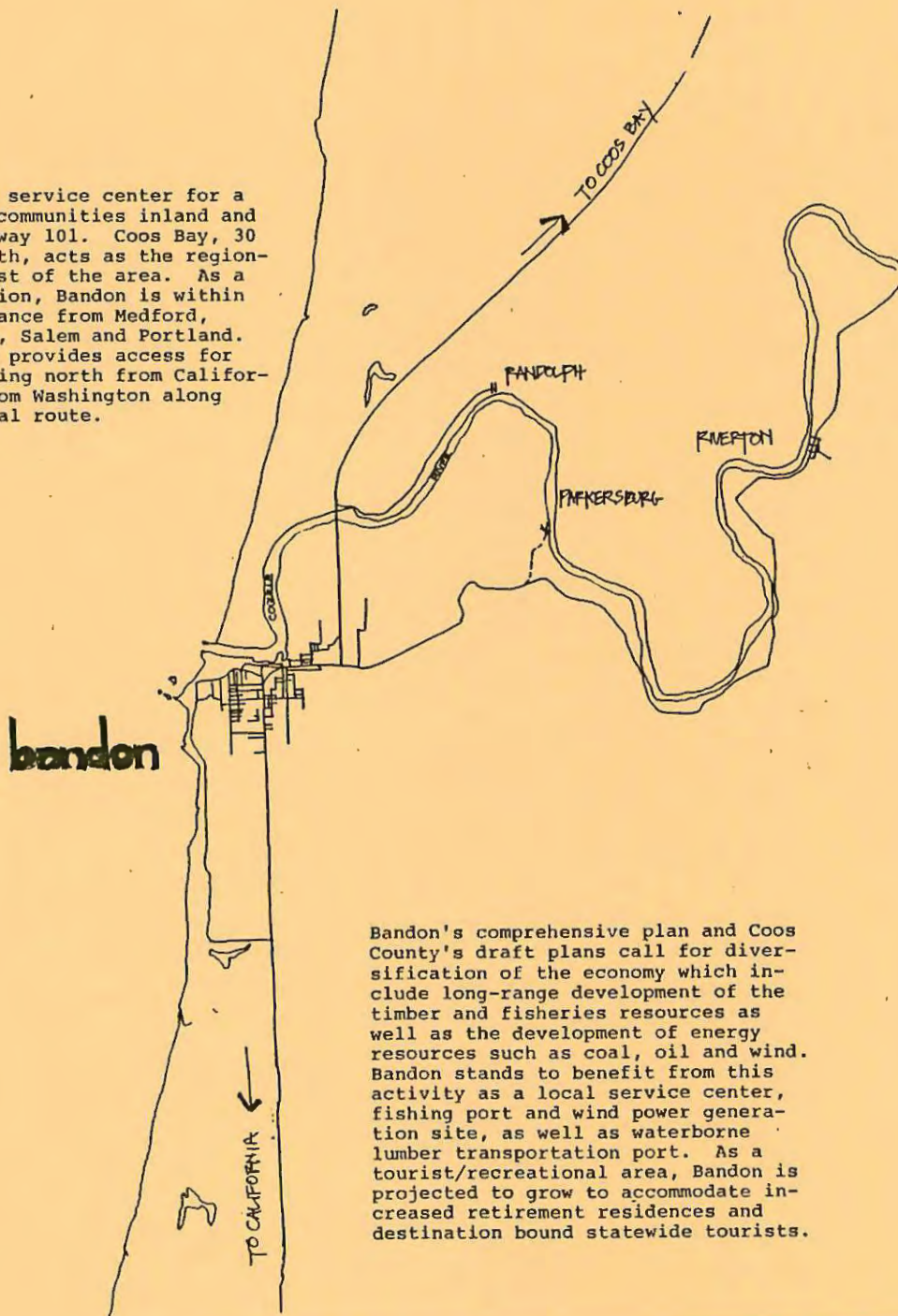
area description

The city of Bandon is situated at the mouth of the Coquille River on the Oregon Coast. The city's location is unique in that it is surrounded by a rich diversity of natural and cultural resources which include timber lands, fisheries, tidal estuaries, agricultural lands as well as some of the most scenic locales along the Oregon Coast.

It is important to note that the area around Bandon is one of last vestiges of non-commercialized coastline in Oregon. As such it should be considered a unique area worthy of careful protection



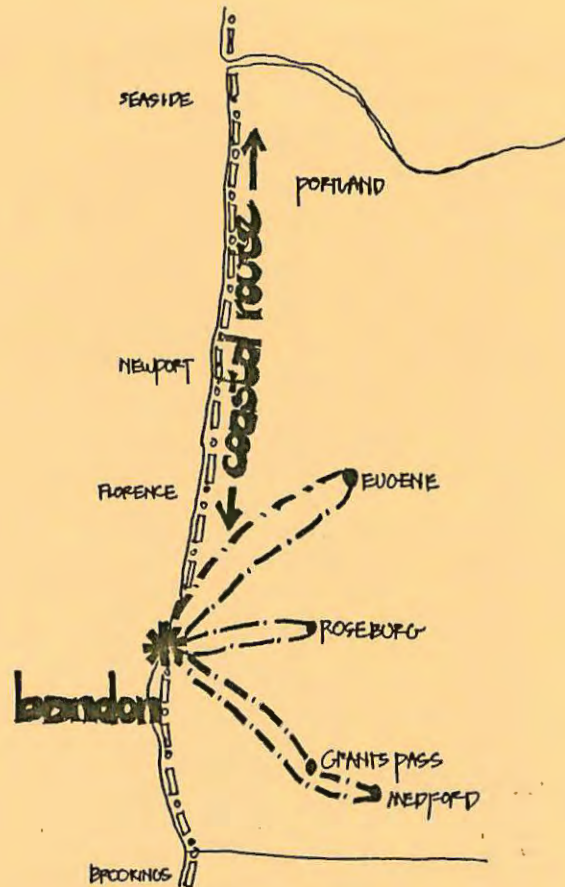
Bandon is a service center for a number of small communities inland and south along Highway 101. Coos Bay, 30 miles to the north, acts as the regional center for most of the area. As a tourist destination, Bandon is within easy travel distance from Medford, Roseburg, Eugene, Salem and Portland. Highway 101 also provides access for tourists travelling north from California and south from Washington along the scenic coastal route.



The area's relative isolation from major population centers is both an asset and constraint to future growth and economic stabilization. The relatively pristine natural areas of the coast dunes and adjacent riverine systems services as a major attraction to incoming retirement residents and regional West Coast tourists. However, with increased gasoline costs, auto based transportation will be confined to 500 miles or less for vacation bound tourists. Bandon will receive fewer long distance tourists who generally stop over in Bandon on the way to other destinations, but will experience increase in the number of state tourists visiting Bandon as a destination point.

Bandon's comprehensive plan and Coos County's draft plans call for diversification of the economy which include long-range development of the timber and fisheries resources as well as the development of energy resources such as coal, oil and wind. Bandon stands to benefit from this activity as a local service center, fishing port and wind power generation site, as well as waterborne lumber transportation port. As a tourist/recreational area, Bandon is projected to grow to accommodate increased retirement residences and destination bound statewide tourists.

Today, Bandon's industries are saw-mills, fisheries, agricultural processing and tourism. Within the historic Bandon area, facilities for tourism and fisheries exist and can be improved. Other businesses which produce goods for local use can also be located in the area. Such businesses can potentially grow and develop larger markets, as have Cranberry Sweets and Westerly Webs. With rising energy costs and growth in the Bandon community, the Oldtown area may become attractive for more small to moderate scale industries. The eastern end of the Oldtown area is probably the best location for such industries. For marine industries, space is provided along the waterfront. For small scale or cottage industries, some development in the jetty area may be appropriate.



For the fishing industry, the prime need is for the expansion of the existing boat basin and the adequate maintenance of the navigation channel. The proposed boat basin expansion will provide a stimulus to increase development in the Oldtown waterfront area, and offer opportunities for new fishing, boat repair and other marine related firms. It will also create opportunities for charter boats which will enhance Bandon as a tourist destination. The expansion will provide greater revenue sources with which the port can better maintain its facilities and the river channel. Expansion of the fishing industry should stimulate the creation of new retail and service oriented businesses, as more fishermen will consider making Bandon their home.

At one time Bandon was an important tourist destination. Now Bandon has become more of a "point along the route" rather than a destination. Within Bandon itself, this trend can clearly be seen as tourist oriented businesses are locating along the coastal highway and Beach Loop Road rather than in the historic Bandon area. The trend could be altered by encouraging tourists and tourist businesses in the historic Bandon area, where visitors could park their automobiles and enjoy Bandon's attractions on foot.

destination bound tourism

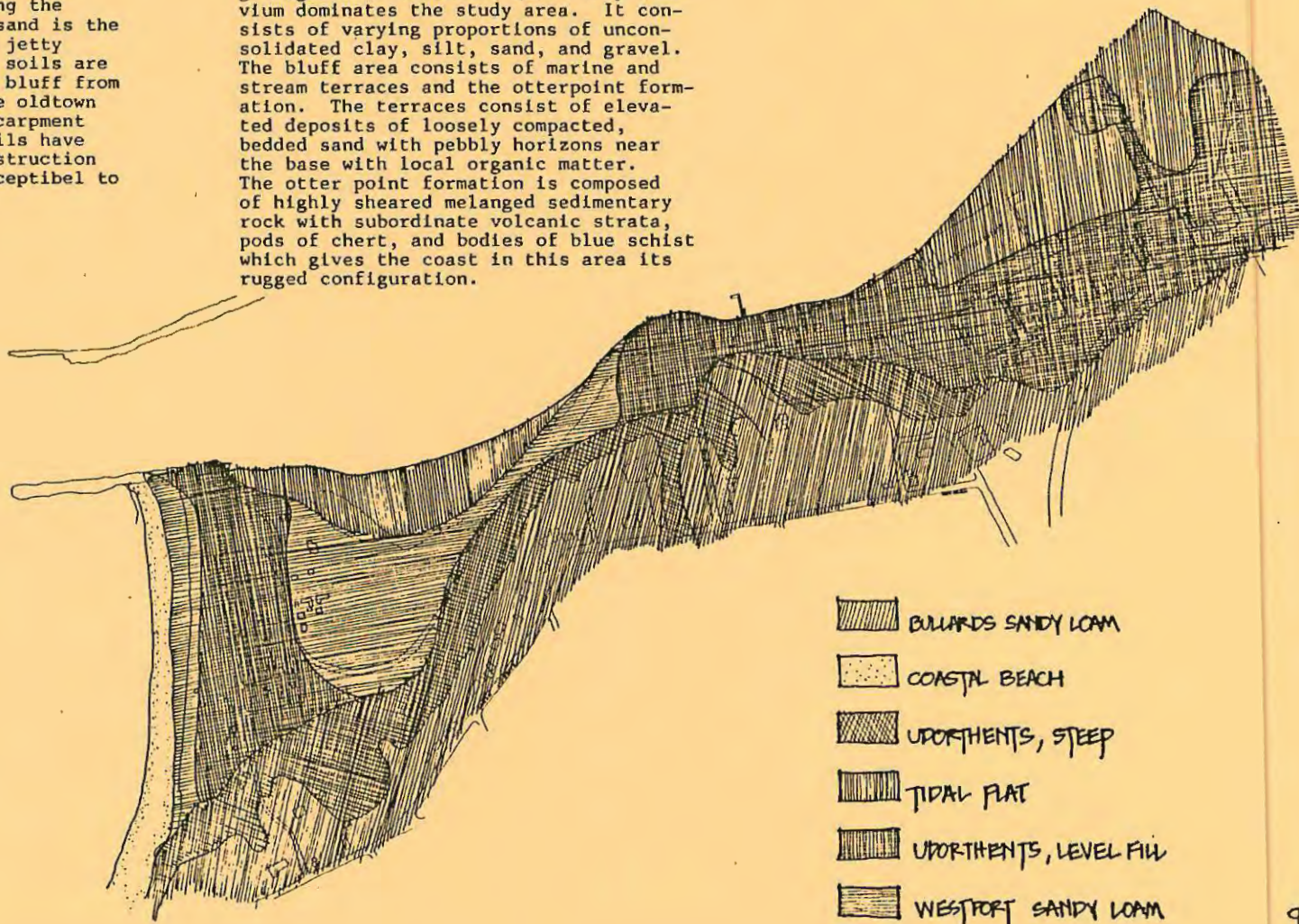
Bandon also needs additional space for its residents. Many people, both retired people and those who work in other communities are attracted to the idea of living in Bandon. To accommodate these demands, adequate space and opportunity for new residential areas, both homes and apartments, are needed.

natural systems

soils and geology

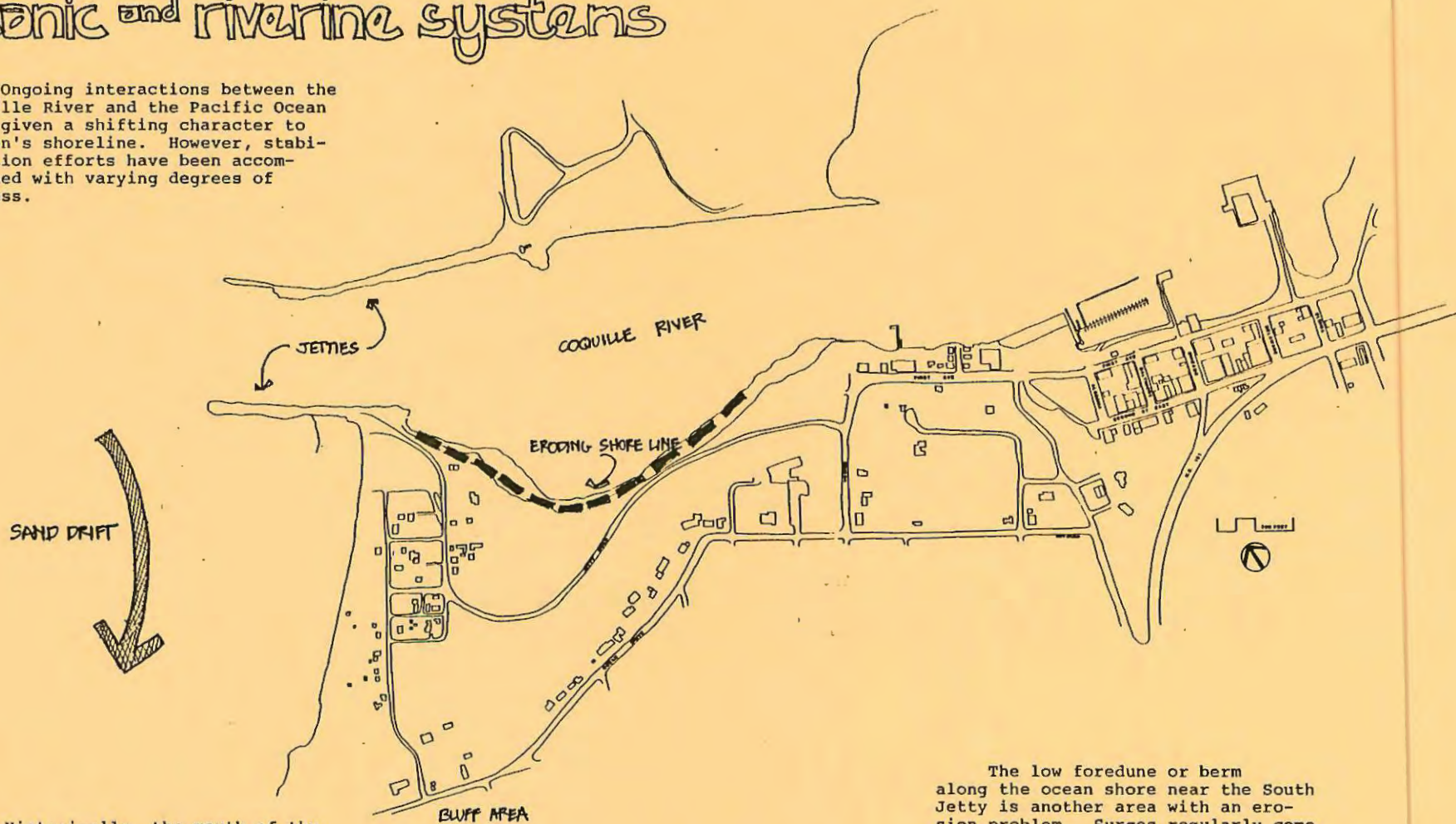
Three major soil types are found in the area. Coastal beach soils occur in a narrow band along the shoreline. Westport loam sand is the dominant soil of the south jetty flats. Terrace escarpment soils are found along the top of the bluff from the coastline back into the oldtown area. Both the terrace escarpment and Westport loamy sand soils have severe limitations for construction as they are especially susceptible to erosion.

Bandon rests on several distinct geological formations. Quaternary alluvium dominates the study area. It consists of varying proportions of unconsolidated clay, silt, sand, and gravel. The bluff area consists of marine and stream terraces and the otterpoint formation. The terraces consist of elevated deposits of loosely compacted, bedded sand with pebbly horizons near the base with local organic matter. The otter point formation is composed of highly sheared melanged sedimentary rock with subordinate volcanic strata, pods of chert, and bodies of blue schist which gives the coast in this area its rugged configuration.



oceanic and riverine systems

Ongoing interactions between the Coquille River and the Pacific Ocean have given a shifting character to Bandon's shoreline. However, stabilization efforts have been accomplished with varying degrees of success.



Historically, the mouth of the Coquille River shifted alternately to the north and south, as material built up either on the spit or the base of the bluff. Between 1860 and 1880, the river mouth shifted south against the face of the bluff, but the construction of the jetties between 1903 and 1908 restored the mouth to its approximate 1860 position. While the river's mouth is now stabilized by the jetties, erosion problems still occur along the river's banks.

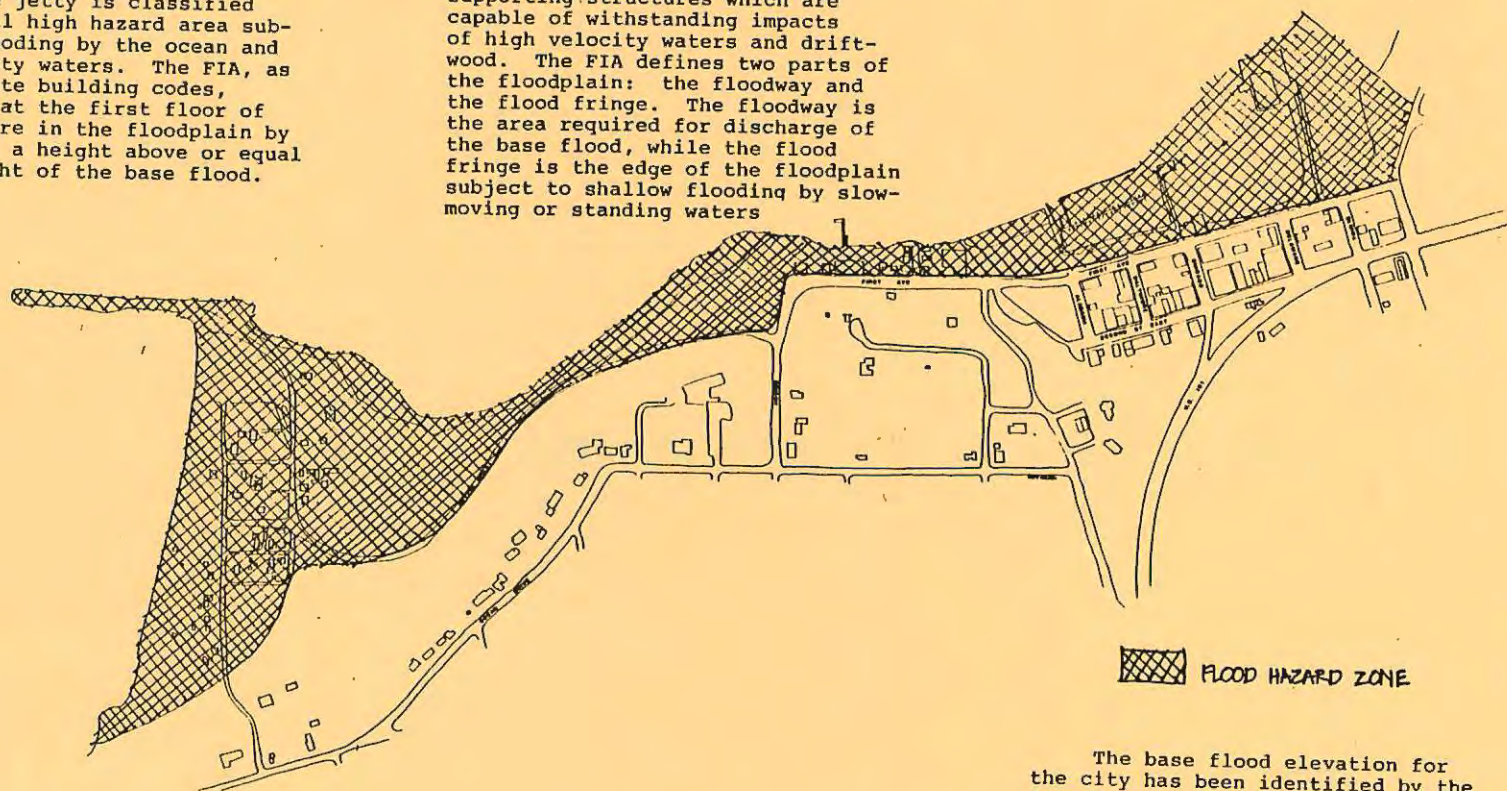
The intertidal area south of the old jetty is an area which has periodically experienced flooding and severe erosion. At times, floodwaters and driftwood have even blocked Jetty Road in this area. Along the Oldtown waterfront, bulkheads and riprap have been used to prevent water entry, and these methods appear to have dealt adequately with the erosion problem.

The low foredune or berm along the ocean shore near the South Jetty is another area with an erosion problem. Surges regularly come to its very base, and in some places undercutting can be observed. Driftwood has accumulated above the level of the berm at several places in the area. Much of this area has been platted on city maps. Controversy exists over whether this accumulated driftwood presents a hazard or serves to stabilize the beach. To some extent, jetty construction has eased the erosion problem in this area by causing the beach to grow wider.

Flooding

Much of historic Bandon lies within the 100-year floodplain, as identified by Housing and Urban Development's Federal Insurance Agency (FIA). The area south and east of the jetty is classified as a coastal high hazard area subject to flooding by the ocean and high velocity waters. The FIA, as well as State building codes, requires that the first floor of any structure in the floodplain be elevated to a height above or equal to the height of the base flood.

Construction in coastal high hazard areas must satisfy an additional requirement calling for supporting structures which are capable of withstanding impacts of high velocity waters and driftwood. The FIA defines two parts of the floodplain: the floodway and the flood fringe. The floodway is the area required for discharge of the base flood, while the flood fringe is the edge of the floodplain subject to shallow flooding by slow-moving or standing waters.



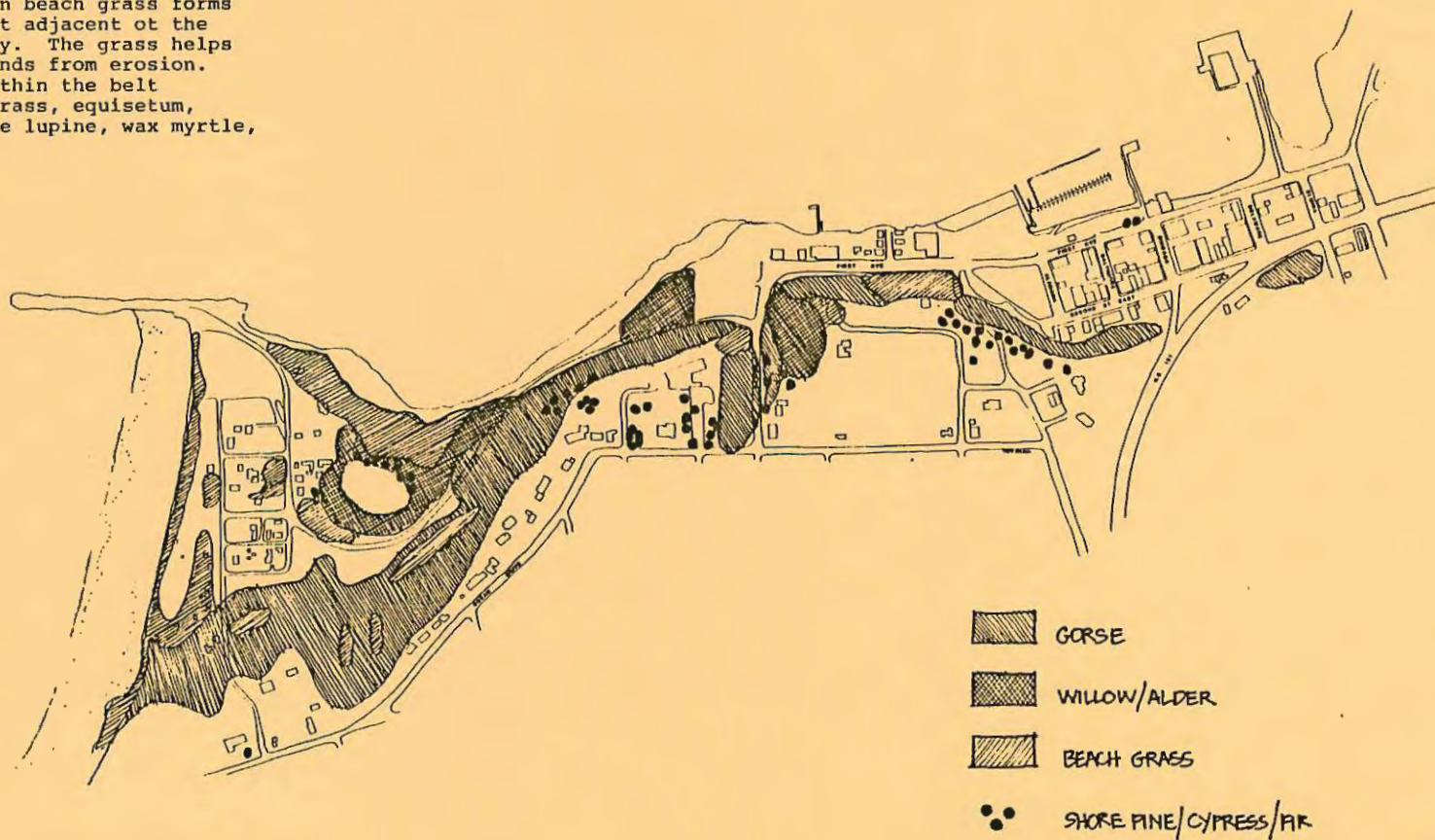
Since any fill or other obstruction in the floodway might result in higher flood levels for other parts of the nearby community, additional restrictions apply to activities within the floodway.

The base flood elevation for the city has been identified by the Army Corps of Engineers as 8 feet above Mean Sea Level. The floodway extent had not been defined for Bandon at the time of this study.

vegetation

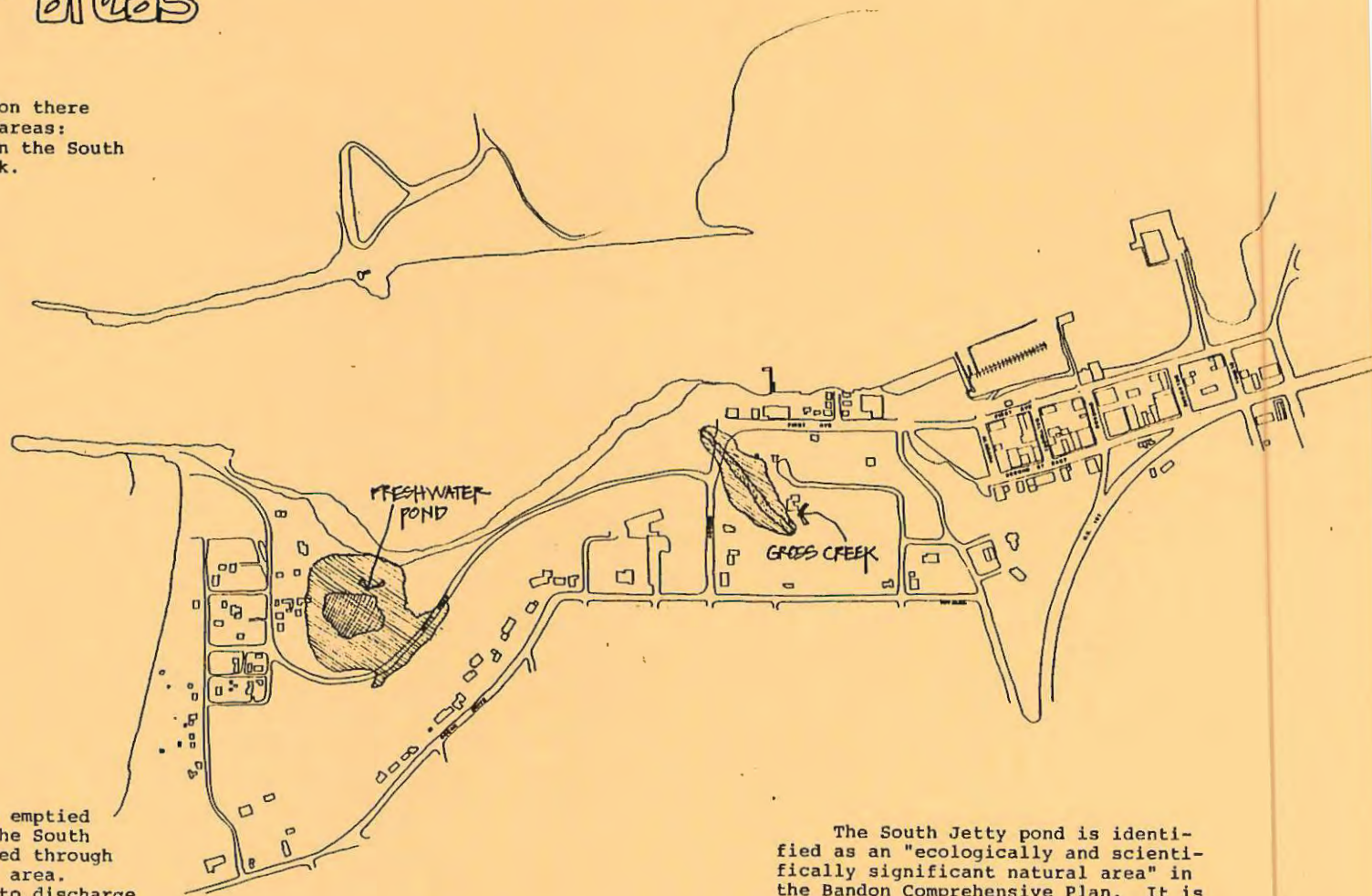
There are a limited number of plant species in the study area. The combination of sandy soils, cool, dry, windy summers and wet winters reduces the plant diversity. Gorse, originally imported from Ireland for use as ornamental borders, is the predominant plant species. Gorse is distributed throughout Bandon and is considered to be a fire hazard. A small stand of European beach grass forms a vegetative belt adjacent to the ocean and estuary. The grass helps stabilize the sands from erosion. Other species within the belt include: dune grass, equisetum, coyote bush, tree lupine, wax myrtle, and shore pine.

generalized associations



freshwater areas

Within historic Bandon there are two major freshwater areas: a large freshwater pond in the South Jetty area and Gross Creek.



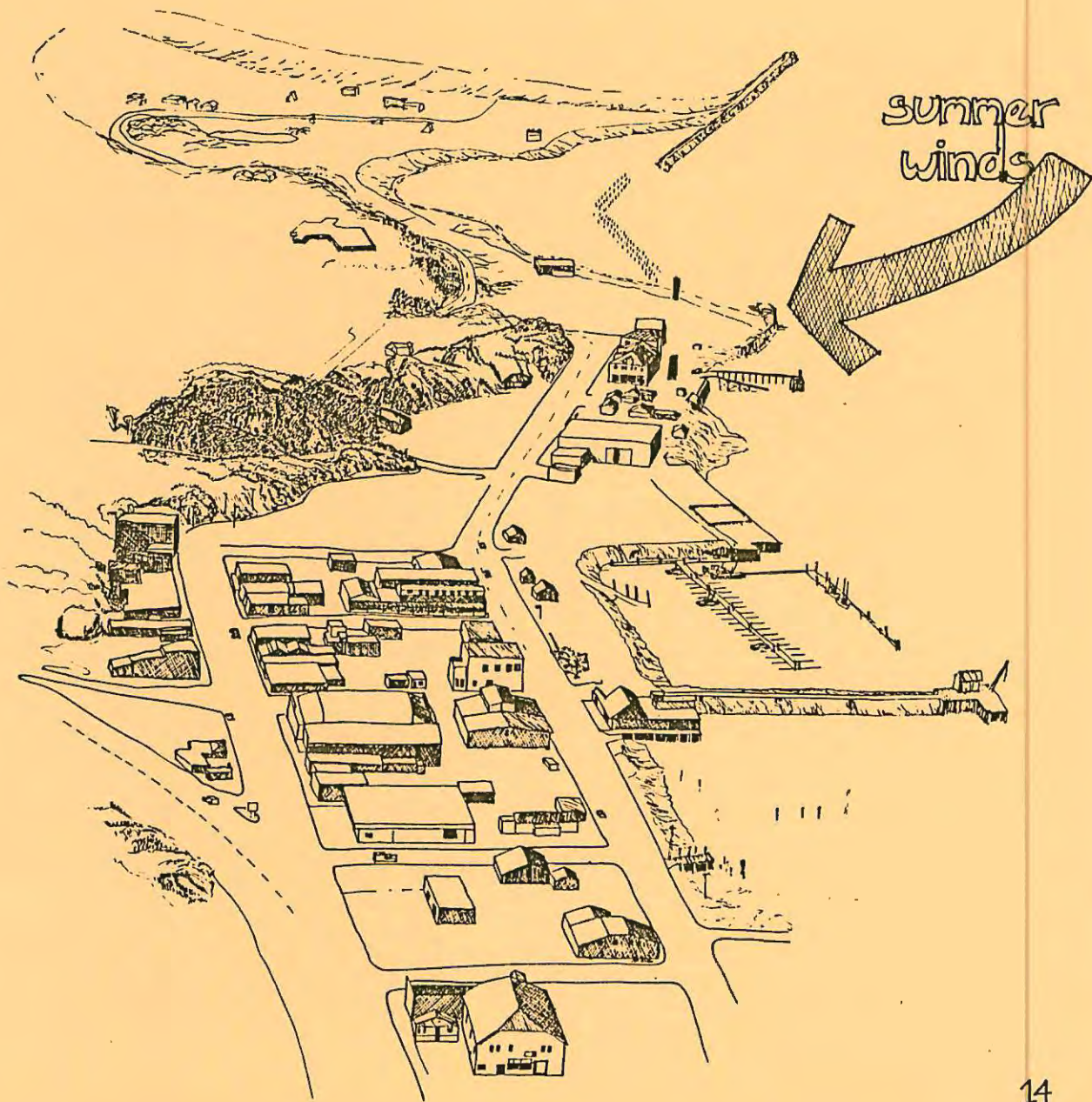
Gross Creek formerly emptied into a backwater behind the South Jetty, but is now channeled through Robertson Concrete's work area. Despite having been used to discharge sewage and street runoff from areas of Bandon to the south, it is surrounded by dense vegetation and provides habitat for wildlife; beavers have been reported in the area. Much of the upper creek is in city ownership while the lower parts are in a combination of private, public, and right-of-way ownerships. A view of the creek can be obtained from the pullover near the intersection of Jetty Road and Edison Avenue.



The South Jetty pond is identified as an "ecologically and scientifically significant natural area" in the Bandon Comprehensive Plan. It is unique as a freshwater area adjacent to the estuary and the ocean, and provides habitat for a variety of birds and small mammals. This pond must be spring-fed, since it lies close to the level of the water table. At one time this area was part of the estuary and was subject to tidal waters.

climate

Bandon is blessed with 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.



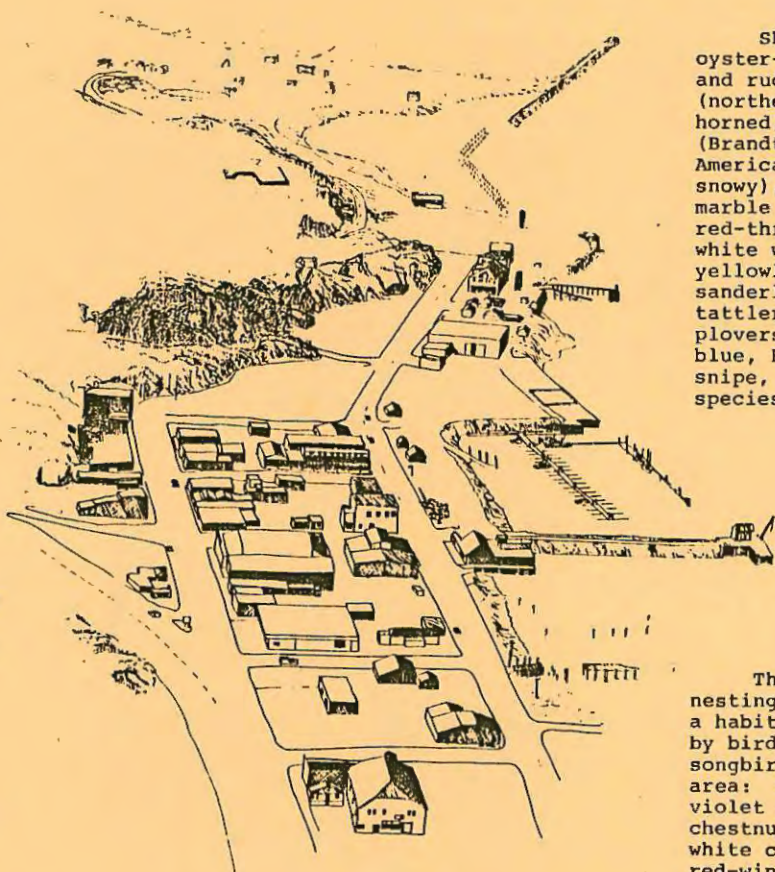
wildlife

As historic Bandon lies along the Coquille estuary and adjacent to the ocean, the area provides a suitable environment for a wide variety of wildlife. The greatest diversity occurs among bird species.

Fish and fish-related wildlife are an important resource for Bandon. Fish which spawn in the estuary include striped bass and shad. Anadromous fish moving through the estuary include chinook salmon (both spring and fall, coho salmon, steelhead and sea run cutthroat. Of particular importance in the area are softshell clam beds which are located by the mouth of Ferry Creek and by the South Jetty. These intertidal areas also provide important habitats and food sources for a great number of fish and birds.

Animals found within the historic Bandon area are also varied. Off-shore marine mammals may be observed, including whales (especially California grey whales and sperm whales), sea lions, elephant seals, harbor seals, and sea otters. Sea lions and harbor seals are also found in the rocks and pilings south of the old jetty and also in the estuary upstream as far as the Bandon Fisheries plan. Other mammals observed in the area include California ground squirrels, deer mice, Douglas squirrels, moles, beaver, muskrat, nutria, raccoon, skunk, brush rabbits, and formerly, river otter, mink, and black-tailed deer. Many of the small mammals are food to larger animals and birds of prey. Other animal life such as reptiles, amphibians insects and invertebrates, although not inventoried here on a species by species basis, are present in the area.

Birds represent the most 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 merganser, 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), guillemots, 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), murre, greater yellowlegs, sandpipers (western, sanderlings, dunlins), wandering tattlers, surfbirds, black bellied plovers, gulls (Glaucous, western, blue, Bonaparte's), caspian 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.

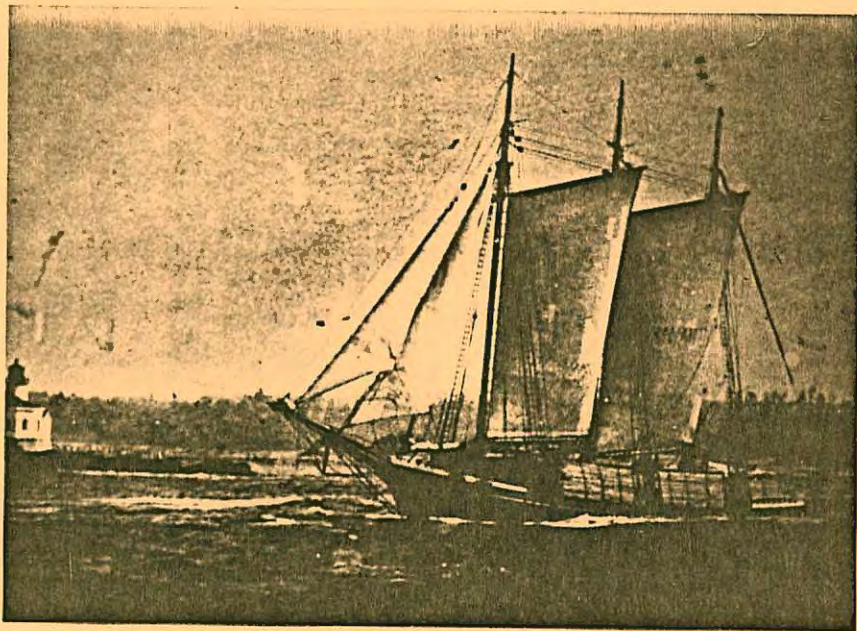
The following birds of prey have been observed in the area: red-tailed hawks, cooper's hawks, sharp-shin hawks, peregrine falcons, and the American Kestrel. The peregrine falcons are known to feed upon water-fowl in the South Jetty lagoon.

historic context



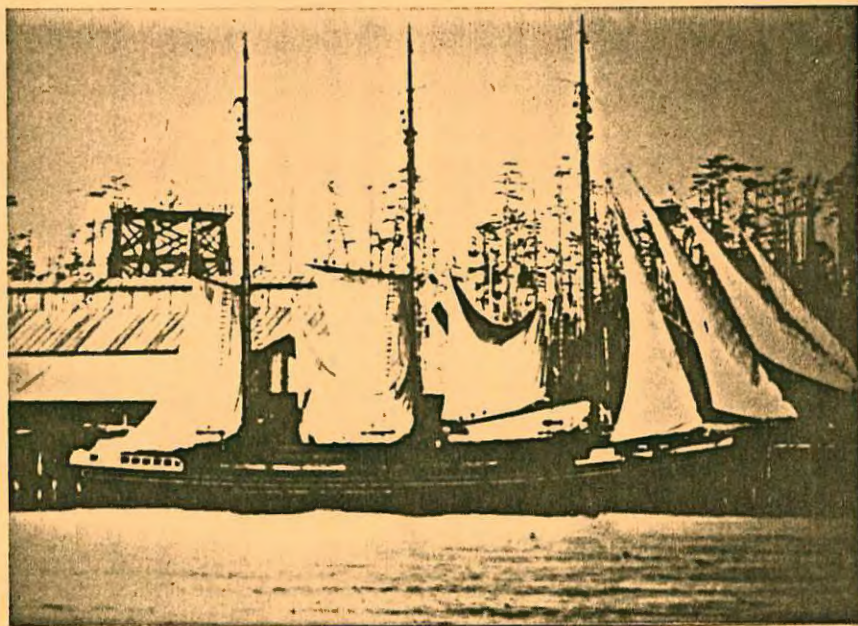
indians and early settlement

The Nasomah Indians inhabited the area around the mouth of Coquille River before the white settlers. They occupied a transitional area between the Indians of the northern and southern Oregon coastal areas. They lived in vertical plank houses as the southern coast Indians did. When gold was discovered in the 1850's, increasing pressure was brought upon these Indians by white immigrants to the region. An Indian attack against the lost T'Vault party precipitated two attacks by white settlers against Indian villages, which closed the era of Indian settlement in the Bandon area. In 1856, the Indians in the area were defeated and sent to the Siletz Reservation.



Jebediah Smith passed through the Bandon area during his travels along the Oregon coast and crossed the Coquille River east of its mouth. The first real pressure for settlement in Bandon began in the 1850's with the discovery of gold at Whiskey Run. In 1853, Tommy Lowe, Chris Long and William Buckthorn Wykewike (Bill Buckhorn) obtained donation land grants on the site of present-day Bandon. Wykewike and partner John Sanders operated a ferry across the river connecting the Oldtown with Bullards Beach. In 1869 the first cargo of lumber, from sawmills in the Coquille Valley, was carried out to sea over the Bandon bar.

When George Bennett arrived in 1873 there was only one house at the base of the bluff. More immigrants from Ireland soon arrived and in 1874 the town, formerly called "Ferry," was renamed Bandon. Commercial activity in Bandon increased with the arrival of the first steamer, the "Myrtle," and the tugboat, "Katie Cook." Shortly thereafter, Bandon developed sawmills, the 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.



Three shipyards, employing 100 men, ushered in the period of Bandon as a center of maritime commerce. During the 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 had regular trips between Bandon and San Francisco, while other 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.

the boom era and fire

Bandon boomed between 1900 and 1920 and the population nearly tripled: from 645 in 1900 to 1,803 in 1910. Part of this rapid growth can be attributed to the rebuilding needs of San Francisco after the earthquake. New industries which became established in Bandon during this time included salmon canneries, a broom factory, match factory, a foundry, pipe plant, brewery, and woolen mills.



Bandon became known as a tourist resort and thousands of people journeyed there, often by horse 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.

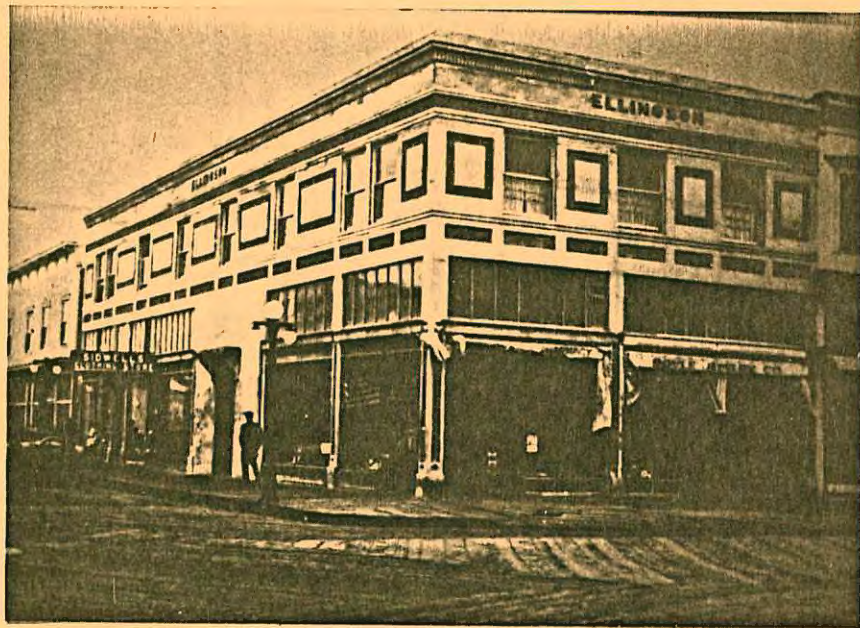
On June 9, 1914 Bandon suffered its first disastrous fire. The fire decimated most of Bandon's business district and destroyed most of the buildings on First Street between Oregon Avenue and Cleveland Avenue.

Prior to the fire, there had been 17 small business within this block and the fire's damage was estimated at \$200,000. Following the fire, the population and prosperity of Bandon declined. On the evening of Saturday, September 26, 1936, Bandon was virtually destroyed by its second major fire. The fire began as a slash burn near Bear Creek. Fed by a dry wind, the fire spread westward and northward, and destroyed almost the entire historic Bandon area.

historic features

Until the fire of 1936, historic Bandon had several notable features. Perhaps the most striking of these was the construction over the water. Nearly the entire Oldtown waterfront was supported by pilings over the water, and the streets were for the most part built of wood plank. All of the Second Street was originally built in this manner.

Behind Oregon Avenue and in other areas, wooden staircases ran up the bluff from the Oldtown district. Wooden walkways ran along the wharves and connected different parts of the Oldtown. Many streets were linked by small bridges extending over the water. The coastal highway at that time ran behind the present-day 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.



Most of historic Bandon's buildings were wood-frame, two-story structures (the Gallier Hotel had three stories). A few buildings, such as the First National Bank, were made of concrete. Many of the two-story structures were residences on the second floor with the family business on the first floor. These buildings commonly had pitched roofs behind false front facades, and overhanging porches supported by posts. Some possessed awnings in place of overhanging porches. Another characteristic feature was the set-back nature of the front doors, creating bay windows which were used for display of goods. Most of the buildings were located on the edge of the walkway, rather than set back.

Historic Walkways

From the Oldtown business district, a wooden walkway extended out towards the jetty from the end of First Street near what is today the Robertson's Concrete building. From this point, 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 shoreline and extended out to the end of the South Jetty. The walkway was built on pilings over water in many places, and near the Wigwam there was a small drawbridge in the walkway to allow the passage of horse teams hauling timber from the river beach to the bluff.

In 1878, Major Bolton for the U.S. Army Corps of Engineers recommended that funds be provided for the construction of two jetties at the mouth of the Coquille, designated to stabilize the mouth of the river near its former location in 1860. By 1884, initial construction of the jetties began.

The jetty area has long been an area of particular importance to Bandon. The South Jetty pond had been used as a swimming hole, and the boardwalk provided access to the beaches and shoreline for both local residents and tourists.

Shipwrecks

The jetty area has been the scene of numerous marine disasters, due to the treacherous waters surrounding the jetty and the problems of navigating across the Bandon Bar, especially in rough seas. Numerous vessels have wrecked in this area.

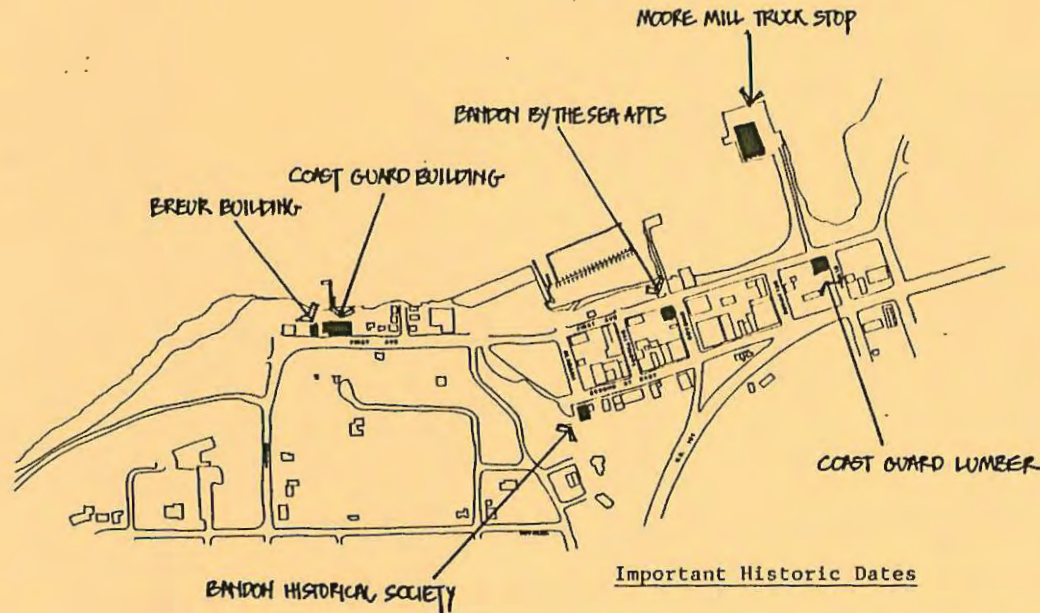
Planning efforts after the fire

Following the fire of 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 Oldtown 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 with the plan soon arose, however. During the process of resolving conflicts and ironing out differences, time was passing on. Many persons who had lost property became disgruntled with the plan. The City of Bandon, like many small cities during the depression, had considerable debts, and after the fire had no way to repay these debts. 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 causes for the ultimate defeat of the plan.

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 Oldtown Waterfront area, and much of the First Street area has not been rebuilt to its former level of development.

In 1963, Bandon prepared a comprehensive plan which provided for commercial-industrial uses in the Oldtown Waterfront area, and for a park in the Jetty area.



Important Historic Dates

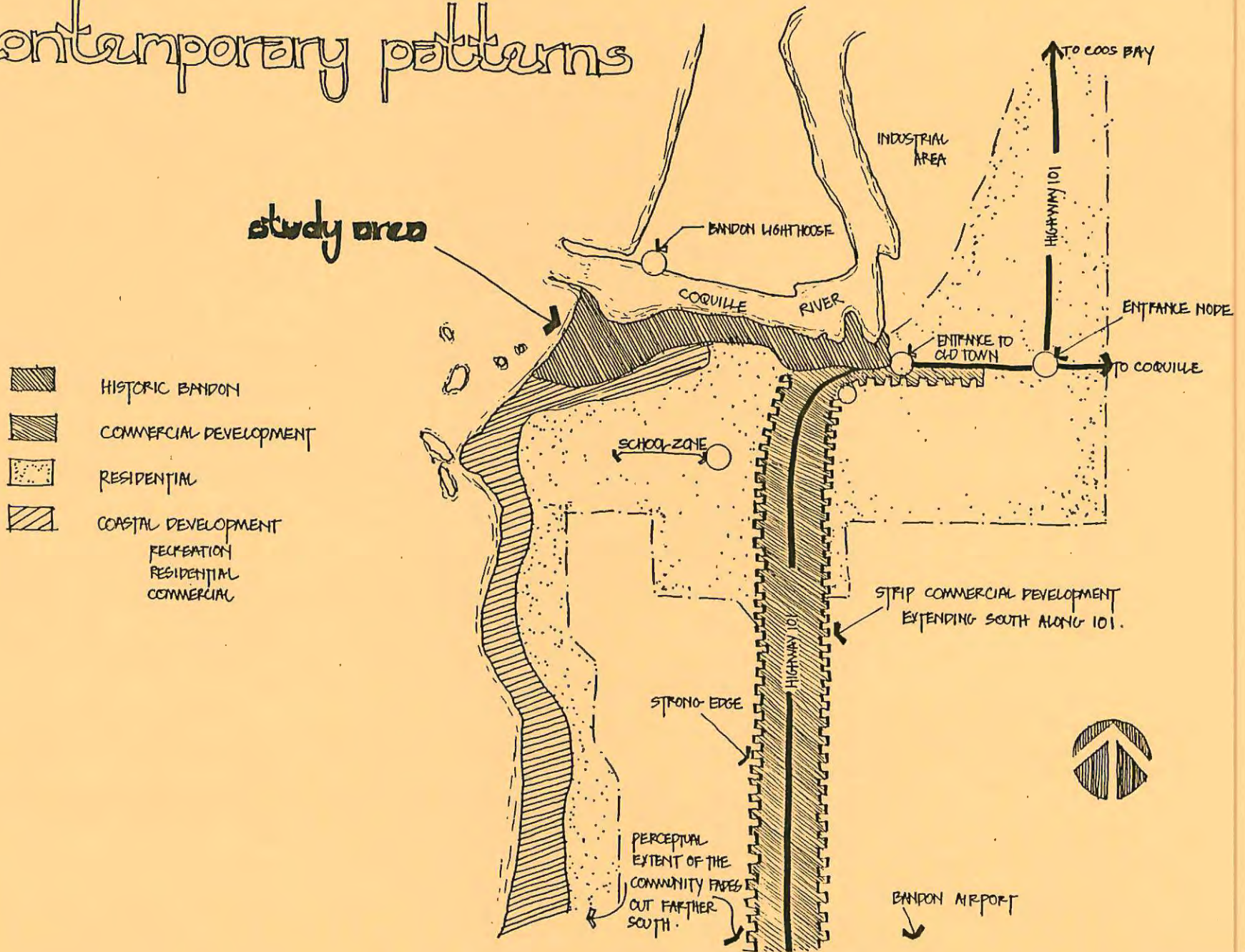
Gold discovered Whiskey Run	1850's
Indians sent to Reservation	1856
Donation land grants	1853
First lumber ship crosses bar	1869
Berry becomes Bandon	1874
Jetty construction	1884
Streets platted	1889
Boom era	1800-1910
Disastrous fire	1914
Second fire	1936

remnant historic features



It is important to consider the historical events that have affected Bandon when contemplating future development and alterations. The historical artifacts of past activities contribute to the special character of Oldtown Bandon. However, new developments shouldn't necessarily be tied to architectural forms of these remnant structures. Although, the past with respect to particular types of buildings, circulation patterns and functions should be echoed in future developments in some measure.

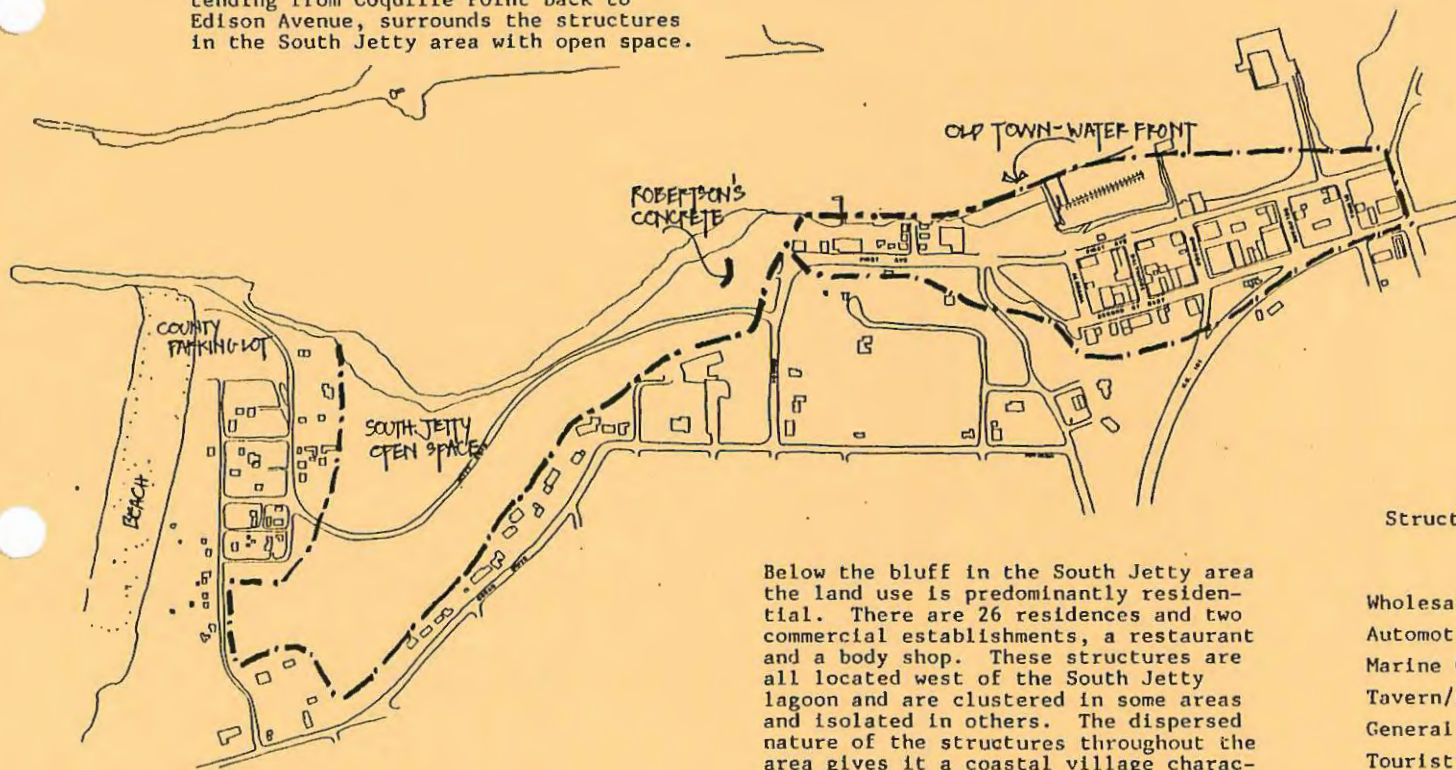
contemporary patterns



general land use characteristics

The South Jetty area is characterized by open space which extends along the entire shoreline area from Coquille Point, north to the jetty, and then east along the river shoreline to the Robertson's Concrete work area. In addition, the entire bluff slope, extending from Coquille Point back to Edison Avenue, surrounds the structures in the South Jetty area with open space.

The Oldtown Waterfront area is one of the two distinct commercial centers in Bandon. In general, the area is characterized by general retail, tourist-oriented retail, restaurant and tavern and commercial/light industrial-related activities. Between buildings there are a number of vacant lots as well as vacant structures. The following table details the structural use in the area.



Below the bluff in the South Jetty area the land use is predominantly residential. There are 26 residences and two commercial establishments, a restaurant and a body shop. These structures are all located west of the South Jetty lagoon and are clustered in some areas and isolated in others. The dispersed nature of the structures throughout the area gives it a coastal village character. Although the entire area has long been platted into lots and streets, relatively few have actually been built. The county maintains a large parking lot by the jetty for its park. East of the jetty lagoon the entire flat area is presently open space. The Robertson's Concrete work area represents the most intensive industrial use of land in the historic Bandon area (with the exception of Moore Mill).

Structural Use in Oldtown Waterfront

	Number	% of Total
Wholesale	5	7%
Automotive	2	3%
Marine Commercial	5	7%
Tavern/Restaurant	6	8%
General Retail	10	14%
Tourist Retail	11	15%
Personal Services	3	4%
Public Facilities	4	6%
Financial Services	4	6%
Vacant Buildings	11	15%
Residences	11	15%
TOTAL STRUCTURES	72	100%

economic and demographic patterns

Historically, Bandon has had a greater diversity of basic industries and firms producing goods for local use than currently exists. Among these former businesses were dairies, cheese factories, breweries, bakeries, butcher shops, woolen mills, machine shops, cranberry and agricultural processing, shipbuilding, sawmills, and fisheries. In this regard, Bandon was similar to many other isolated communities where local needs had to be met from local firms. Today, improved transportation, better processing and other factors have led to centralization in industry, with firms selling in large market regions at lower prices than local firms.

Bandon has four basic industries: Lumber and wood products, agricultural processing, fisheries, and tourism. To some extent, parts of all of these industries are found in historic Bandon. The most significant industries in historic Bandon are fisheries and tourism. The boat basin of the Port of Bandon has facilities for 40 commercial boats and 20 sport boats. However, due to the limited space and rough conditions, few fishing vessels are based in historic Bandon on a year-round basis. The existence of the fishing and sport vessels has a stimulative effect upon the economy of Bandon. Tourism is also a vital industry in historic Bandon, as many of the shops and businesses in the area rely upon tourist traffic. However, historic Bandon today does not have hotel or motel facilities; such facilities can be found in other parts of Bandon.

The Oldtown waterfront section is one of Bandon's commercial centers. Second Street probably represents the densest concentration of businesses within the entire City. Some of the buildings and properties in the Oldtown waterfront area have been vacant for a considerable period of time. There is still ample room for growth and expansion of this business district, however, the disrepair of many buildings may make the area somewhat unattractive for the location of new businesses.

Demographically, Bandon is characterized by a relatively large number of elderly persons. The percentage of the city's population made up by this age group has been growing rapidly in recent years, reflecting Bandon's attraction as a retirement community. There is some evidence to suggest that young families are also moving to Bandon, for school enrollment has begun to increase after several years of decline.

From 1970 to 1977, Bandon's population increased at an average annual rate of approximately 3%, or about 50 persons per year. If this growth rate continues, it can be expected to provide an economic stimulus to the area, but will also impose demands for additional housing and public facilities. These demands will be felt by the historic Bandon area, which offers considerable vacant land and numerous vacant buildings.

In 1970, the mean family income in Bandon was \$8,753 per year, almost \$2000 below that of the state as a whole, and \$1400 below the mean family income of Coos County. At this time Bandon had approximately 17.1% of its population (696 persons) classified as living below the poverty level. This is high as compared to Coos County (10.1%) and the entire state (11.2%). Bandon had approximately 12% of Coos County's persons living below poverty level in 1970.

Second Street is the principal transportation corridor through the historic Bandon area. It extends westward from U.S. 101 to Alabama Avenue. Alabama Avenue runs north to First Street. First Street is a two-way street which connects with Edison Avenue and Jetty Road. The Jetty Road is the only paved road in the South Jetty area. This corridor handles most of the east-west traffic and serves as the principal link between the Oldtown waterfront and Jetty areas.

In the Oldtown area, all roads are paved with the exception of Wall Street. Paved streets which extend up the bluff and out of the historic Bandon area include Chicago Avenue, Oregon Avenue, and Edison Avenue. Madison Avenue, presently a steep unimproved road, provides the only access from the jetty area to the top of the bluff. In the Jetty area, Madison, 5th, 4th, and 3rd streets are marked and used but have not been paved. Residents use other routes in the area, but they do not conform to platted streets or alleys.

Most streets in the Oldtown waterfront area have sidewalks with the exception of Elmira Streets, 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. There are no sidewalks in the Jetty area. No paths or exclusive lanes for bicycles exist in either the Oldtown waterfront area of the Jetty area. The only mass transit serving the area is the Greyhound bus station on Fillmore and Second Street.

transportation and parking

Parking

The historic Bandon area presently has few public parking facilities; street parking and off-street parking at new businesses are relied upon to meet parking needs. The only sizable public parking lot exists by the South Jetty at the County park. 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 boat basin expansion.

The South Jetty area is predominantly residential with off-street parking provided by the two businesses there. There is not a parking problem at this time, however, if the area is to accommodate a higher density residential or commercial development, a problem might arise in the future.

A parking problem in the Oldtown waterfront area could arise if private vacant areas presently used for public parking were to be closed to parking. However new areas may open up with new development.

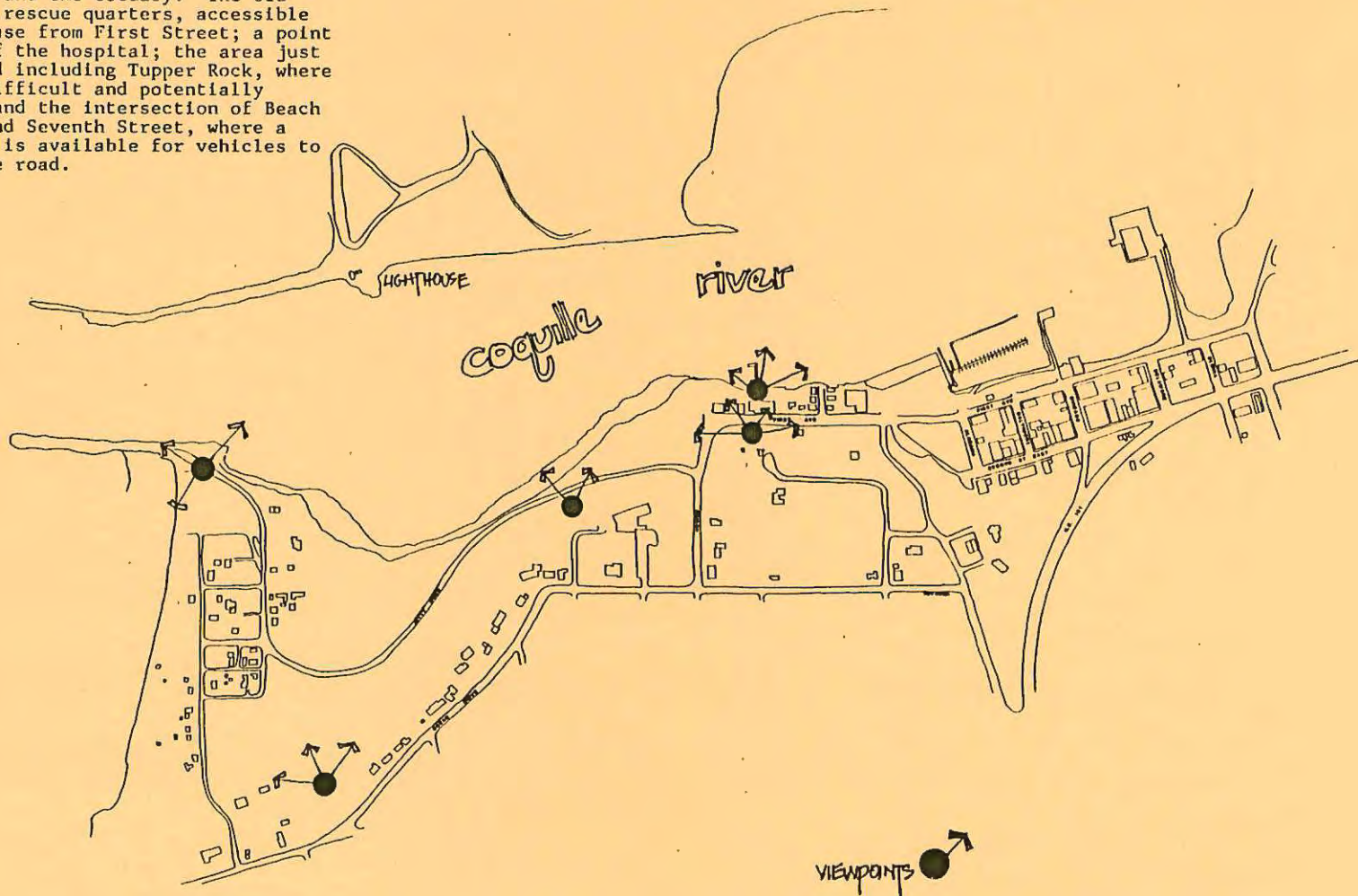
Other parking problems also exist in the area. The accommodation of oversize vehicles (trucks, vans, or recreational vehicles) is a problem because there are no facilities other than street parking for them. This leads to problems during the summer tourist season, as tourists cannot find parking. Large vehicles parked on streets also restrict various views of highways and intersections, shops and their display windows, and views of shopkeepers out onto the streets or the waterfront. Presently, restrictions on large vehicles have been established along sections of Second Street, but this is widely believed to be ineffective.

There are various requirements for off-street parking in Bandon's parking ordinance. For example, retail stores must provide one space for every 400 square feet of floor space. For the Oldtown waterfront area this ordinance poses some problems for potential new businesses.

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. For new businesses on vacant lots, fulfilling parking requirements could be met by providing parking in front of the building adjacent to the sidewalk; however, this would be incompatible with the existing buildings and may pose hazards to pedestrian traffic.

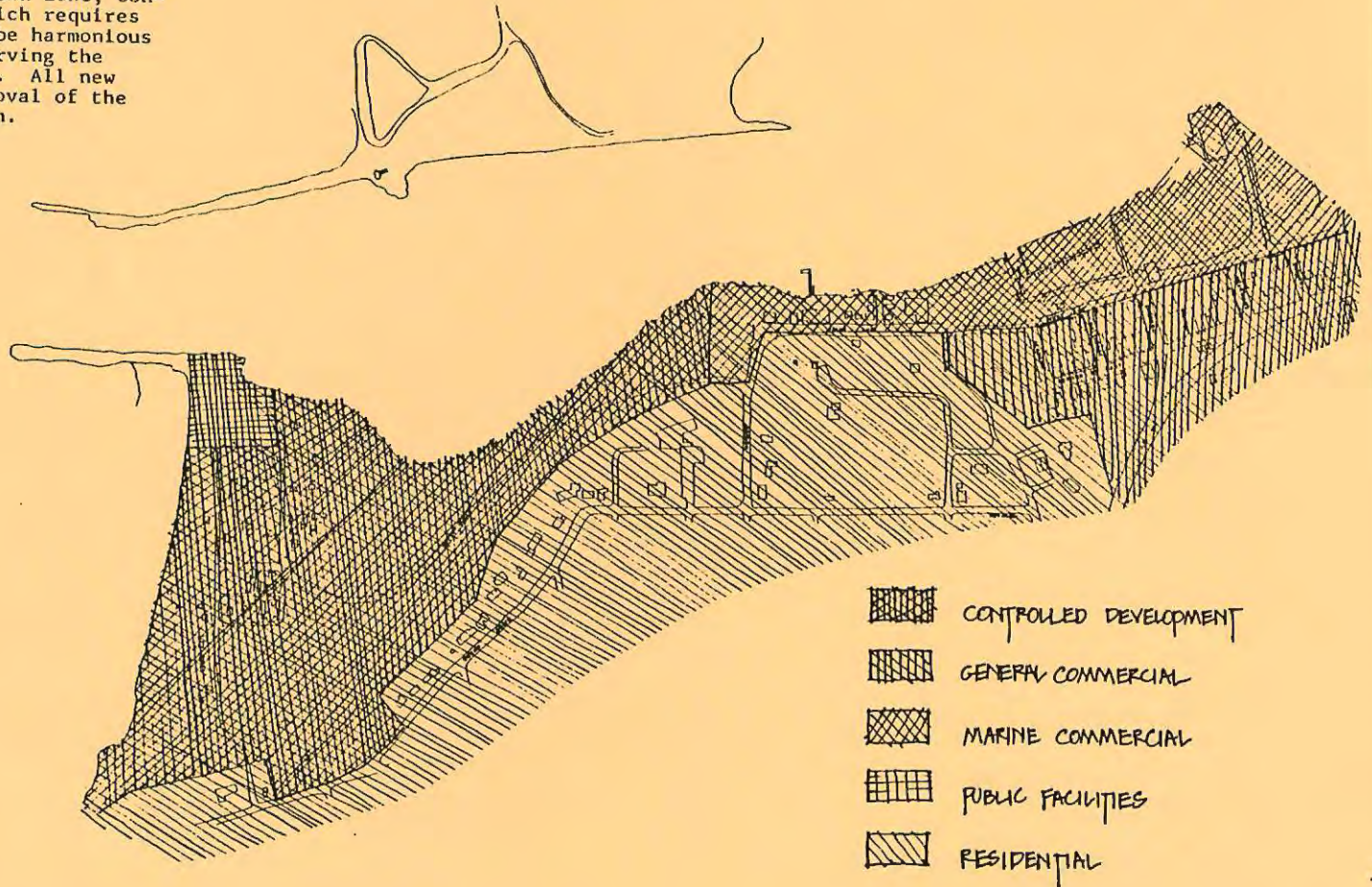
scenic viewpoints

Several points along the top of the bluff provide excellent views of the historic Bandon area and the estuary: The old Coast Guard rescue quarters, accessible by a staircase from First Street; a point just west of the hospital; the area just south of and including Tupper Rock, where access is difficult and potentially dangerous; and the intersection of Beach Loop Road and Seventh Street, where a small space is available for vehicles to pull off the road.



Commercial, and the other areas south of First Street are General Commercial. Commercial zone is intended to protect waterfront space for marine-dependent and marine-related uses. It will allow some other uses but only on a conditional basis. The General Commercial zone allows a large variety of commercial uses outright, with some other uses allowed conditionally. The Residential zone allows only a narrow range of other uses on a conditional basis. The South Jetty area has its own zone, Controlled Development-2, which requires that all new development be harmonious with the concept of preserving the coastal village character. All new development requires approval of the Bandon Planning Commission.

zoning



structures

After the 1936 fire, many of the buildings constructed in the area were intended to be temporary structures, but have lasted until the present. Many of these buildings are between the greater height and scale of the historic buildings and the lower height of the more recently constructed buildings, and are usually constructed of wood with clapboard, stucco, or shingle exteriors. They are generally box like structures with either flat or pitched roofs. Many of these buildings feature false front facades which project above the roof on the street side. The facade of many buildings have been altered, covered, or replaced. Although most of these buildings are located right on the sidewalk, some are set slightly back. The doors of several buildings are set back behind the front wall, creating bay windows. The fact that many of these buildings were intended to be small shops is clearly apparent. Some of the buildings recall designs of historic Bandon, such as the small group of stores on Baltimore Avenue which have covered wooden porches overhanging the sidewalk. Other buildings have awnings or similar overhangs which generally cover 2/3 of the sidewalk space.

These temporarily constructed buildings and the historic buildings suffer from two particular problems: foundations and fire safety. Most of the buildings were set on old wooden pilings which have since deteriorated and are in need of replacement with concrete floodproof foundations. As any change in the use of these buildings affecting their assessed value by 50% requires that the buildings be brought up to code, a severely limiting financial outlay is required of new businesses locating in presently vacant buildings. Due to the wooden construction and to the lack of adequate fire safety equipment, the area has been identified as a fire hazard. Such safety equipment as firewalls, automatic sprinkling systems and other items which can improve the fire safety of these wooden buildings is sorely needed.

The historic Bandon area features two concentrations of buildings which are separated by an open area along Jetty Road. The South Jetty area is predominantly a residential area while the Oldtown waterfront is mostly a commercial area. Despite this separation, there are some architectural characteristics shared in common between the two areas. Both areas have mostly wood buildings. Many, especially in the Jetty area, have natural wood exteriors with a fairly rough textural quality. Most buildings are single-story although there are two-story buildings in both areas. Because of the low elevation, there are few basements in either area. Unfortunately, another common trait is vacant buildings, some of which are in varying stages of disrepair. Both areas are also subject to fire hazards, due to the predominantly wooden construction. The use of wood for heat, the prevalence of gorse, and the lack of municipal water aggravates the potential fire hazard in the South Jetty area.

The Jetty area has been characterized as a "coastal village". The buildings in the area are situated in an almost random, non-uniform pattern with respect to the location to streets, lots and other features. Present zoning requirements include provision of front, rear, and side yards, but these requirements are not clearly demonstrated by present structures in the area.

Besides the natural wood exteriors mentioned above, many buildings in the Jetty area have low natural wood fences surrounding their buildings and lots. Several buildings in the area have been vacant for some time; most of these are in need of rehabilitation, and some are probably beyond repair.

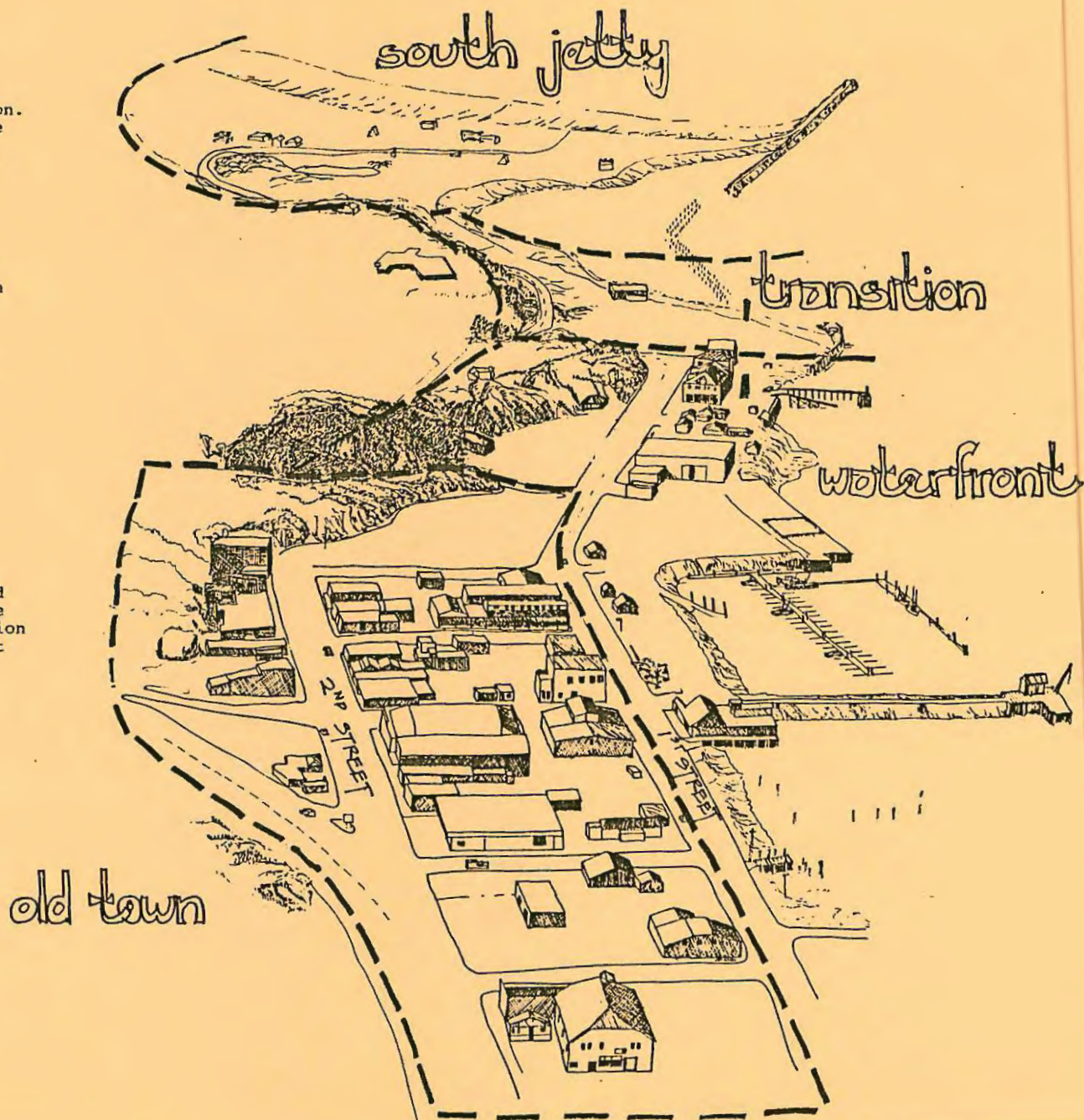
In the Oldtown waterfront area, several different architectural styles are represented. The historic buildings mentioned earlier preserve a feeling of Bandon's historic commercial architecture. Generally these buildings are larger, several are two-story structures, and they appear to be constructed for specific purposes. The cluster of the Robertson's Concrete building, the Breuer building and the Coast Guard building forms an attractive grouping, as they are of common height and scale, and create a flow to First Street. These buildings on the north side of First Street, and the closeness and steepness of the bluff on the south side form a kind of gate between the Oldtown waterfront and Jetty areas. Another small cluster of historic buildings include the Durnin Antique Store and the Coast Lumber Yard near Fillmore Street and the Coast Highway. Most of the historic buildings are of wood, but the building used by the Bandon Historical Society was constructed of concrete.

preliminary design
recommendations

districts

The following preliminary design recommendations are based on many factors, goals and issues that directly or indirectly effect Bandon. To facilitate a clearer view of the possibilities historic Bandon is divided into specific districts as they reflect particular landscape images.

- The Oldtown area is generally the area north of Highway 101, west of Fillmore, south of First Street and east of Oregon Avenue.
- The waterfront area extends west of Elmira and north of First Street. Picking up the bluff area west of Oregon Avenue and running to Edison Avenue.
- The transition area is loosely defined by the bluff to the south and riverfront on the north side. The east and west boundary are at Edison and Garfield.
- The South Jetty area is bounded by the ocean on the west of the bluff to the south and transition zone and waterfront to the west and north respectively.

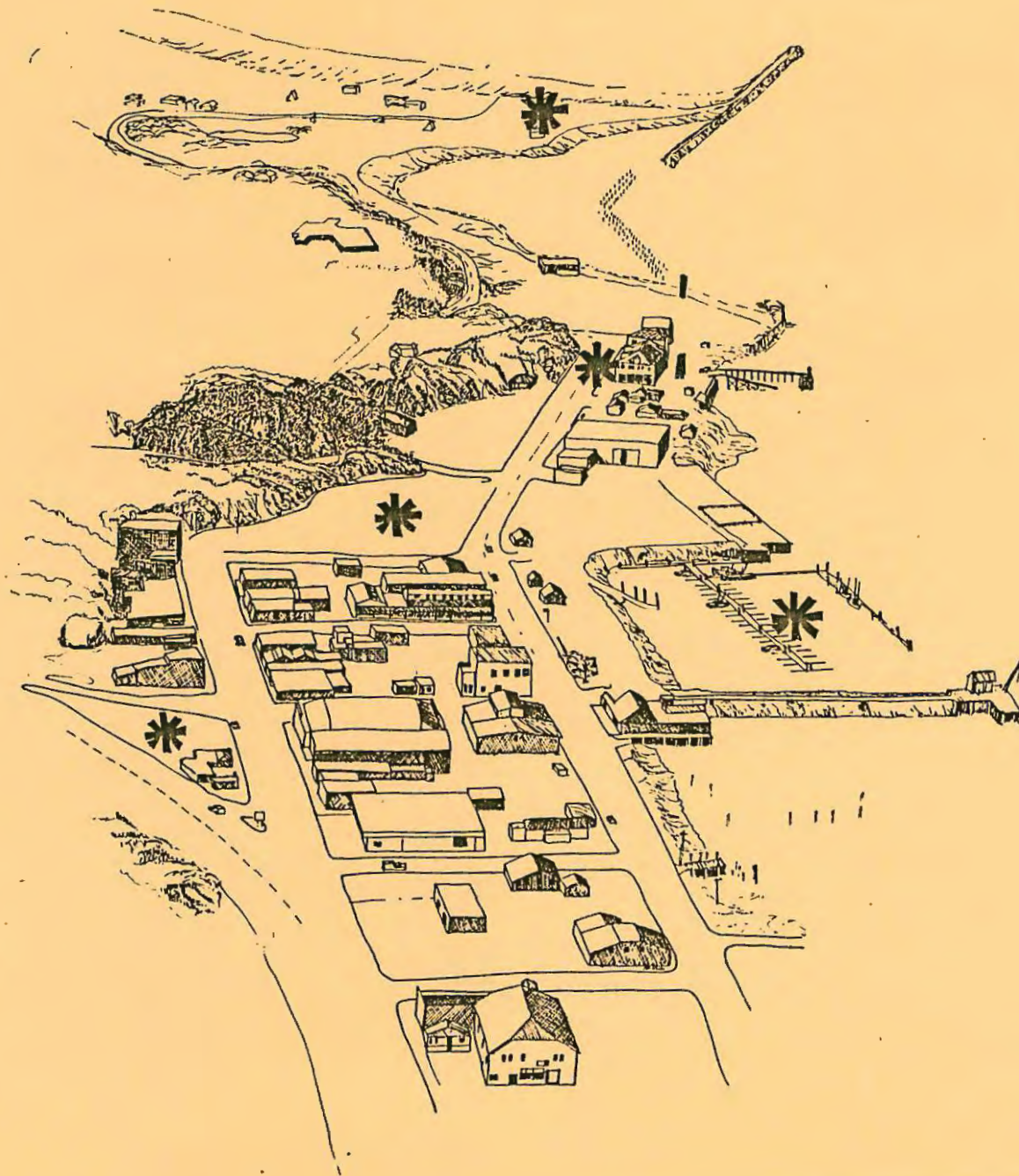


nodes and links

The basic design concept for the historic Bandon area is built around the unification of the various districts with specific and general landscape elements loosely defined as nodes and links, while maintaining the individuality and character of inherent in the area.

○ Nodes (defined here as: points; strategic spots within a town; an intensive focus to and from which one travels), are primarily junctions, places of a break in transportation, a crossing of convergence paths.

○ Links are basically channels along which we travel: streets, walkways, trails, transit lines, rivers, etc.



The recommendations vary in scale and depth according to available information interest and practicality. In each case they are merely recommendations not policy statements. To inact, in whatever form, any of these recommendations the concepts should first pass through an established design review board. (See Implementation Section)

plant materials

The climate in and around Bandon is relatively mild lacking extensive freezing and hot temperatures, which helps create an environment especially conducive to a variety of interesting plant materials. The main limiting factors are wind, predominantly from the northwest, and salt spray, however, with appropriate planting methods these can be overcome.

The following is a list of plants best suited to the Bandon area. It can be used as a general guide for future design work. As the micro-climatic conditions vary greatly within a relatively short distance within the Oldtown waterfront areas and specific plants should be chosen accordingly.

The plants are listed in two forms: simply by general category - trees, shrubs, and ground covers and also according to specific design considerations with additional notes. This is not an exhaustive listing rather a general overview of the possibilities.

trees

Scientific Name

Abies
Acacia
Acer (species)
Alnus
Cedrus atlantica glauca
Chamaecyparis (species)
Crataegus
Cryptomeria japonica
Cupressus macrocarpa
Ilex altacalifornica
Laurus nobilis
Ligustrum (species)
Picea
Pinus (species)
Prunus (species)
Pseudotsuga
Pyrus kawakamii
Tilia cordata
Umbellularia californica

Common Name

Fir
Mimosa
Maple
Alder
Atlantic Blue Cedar

Hawthorn

Monterey cypress
Wilson holly
Grecian laurel

Spruce
Pine
Purple leaf plum
Douglas fir
Evergreen pear
Little leaf linden
California laurel (pepperwood)

shrubs

<u>Scientific Name</u>	<u>Common Name</u>
Abelia (species)	
Acacia (species)	Wattle or mimosa
Azalea (species)	
Berberis (species)	Barberry
Ceanothus thyrsiflora (species)	Blueblossom
Chamaecyparis (species)	False cypress
Chorsya temata	Mexican Orange
Cistus (species)	Rock Rose
Coprosma reopens	Mirror Plant
Cotoneaster lactea (species)	
Cytisus; Genista (species)	Brooms
Daboecia	Heath
Erica (species)	Heather
Escallonia (species)	
Hebe (species)	Veronica, speedwell
Ilex (species)	Holly
Juniperus (species)	Juniper
Leptospermum (species)	Australian tea
Mahonia aquafolium (species)	Oregon grape
Myrica californica	Pacific wax myrtle
Osmanthus (species)	
Photinia fraseri	
Pieris japonica & forrestii	Andromeda
Pittosporum (species)	
Pyracantha (species)	
Raphiolepis (species)	India hawthorn
Rhamnus alaternus	Italian buckthorn
Thuja (species)	Arborvitae
Vaccinium ovatum	Evergreen huckleberry
Viburnum davidii	

ground covers

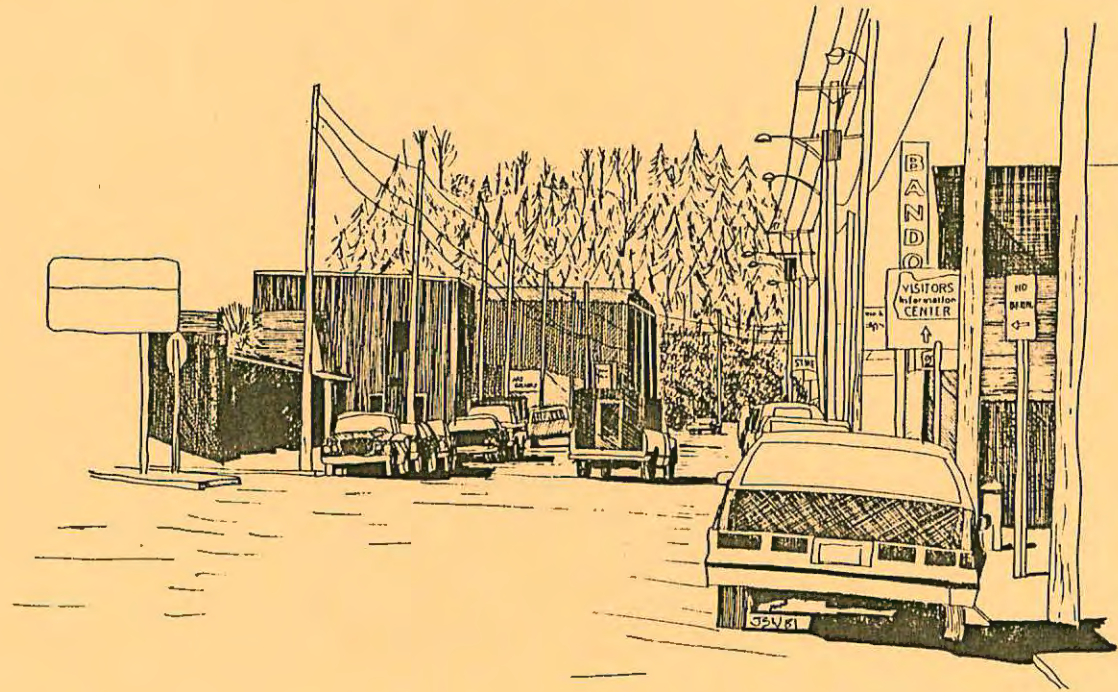
<u>Scientific Name</u>	<u>Common Name</u>
Arctostaphylos uva-ursi	Bearberry
Baccharis pilularis	Dwarf coyote bush
Carpobrotus	Ice plant
Ceanothus griseus horizontalis	Carmel creeper
Ceanothus gloriosus	Point Reyes ceanothus
Cotoneaster dammeri & species	
Ferns (many species)	
Fragaria chiloensis	Beach strawberry
Gaultheria shallon	Salal
Hypericum (species)	St. Johnswort
Rosmarinus officinalis prostratus	Rosemary
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 sp.	Native, good in wet conditions
Abies grandis	
Pinus contorta	
Pinus muricata	
Acer macrophylla	
Quercus Ilex	
Platanus acerifona	Good street tree
platanus occidentalis	Good street tree
Umbellularia californica	Takes wind and salt
Pseudotsoga menziesii	
Picea sitchensis	Wet soil condition
Wind Breaks:	
Pinus contorta	Native species
Pinus muricata	
Quercus ilex	Tends to be shrubby in constant wind
Pittosporum crassifolium	Excellent seaside plant
Cupressus macrocarpa	Unique shapes
<u>Color and/or Specimen Trees</u>	
Acer japonica	Needs wind shelter. Fall color.
Acer circunatum	Fall color
Cornus wuttallii	Spring flowers
Pinus pensiflora	Interesting shapes
Pinus pinea	
Platanus sp.	Fall color
Acer macrophylla	Fall color
Prunus sp. (plum and cherry)	Wind protection. Spring and summer colors.

old town design recommendations



Physical entrance to the Oldtown area should be clearly delineated for easy identification.

- The Oldtown arch entrance might serve as a rough model for future designs.
- An arch or other distinguishable landmark would facilitate easy recognition for passing motorists.
- An entrance-way would also help create a distinct boundary or edge to the Oldtown area.
- Alternative entrance-ways should be explored and possibly enhanced.

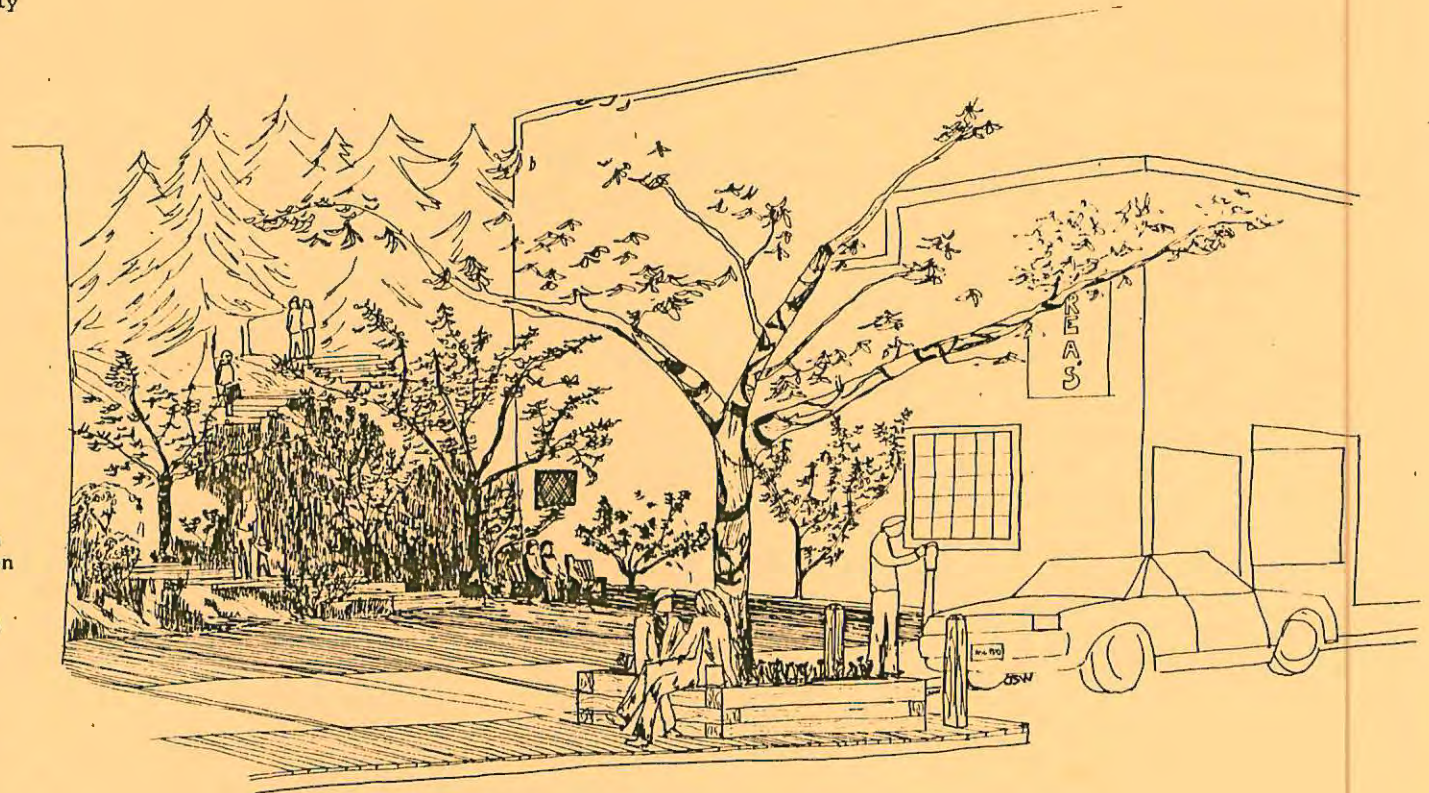
an entrance way



Vacant land should be improved as mini-parks, walkways, structures or specified storage areas where appropriate.

- o Many parcels which are presently vacant might be reclaimed to serve as public pedestrian spaces which would add to the pedestrian walkway system.

- o Structures housing shops, restaurants, or public facilities could be constructed consistent with the overall design quality established by a citizen committee.
- o Parking where appropriate would be an option for some vacant land. Park structures, vegetation and a walkway system should integrate with parking to minimize visual irregularities inconsistent with design standards.

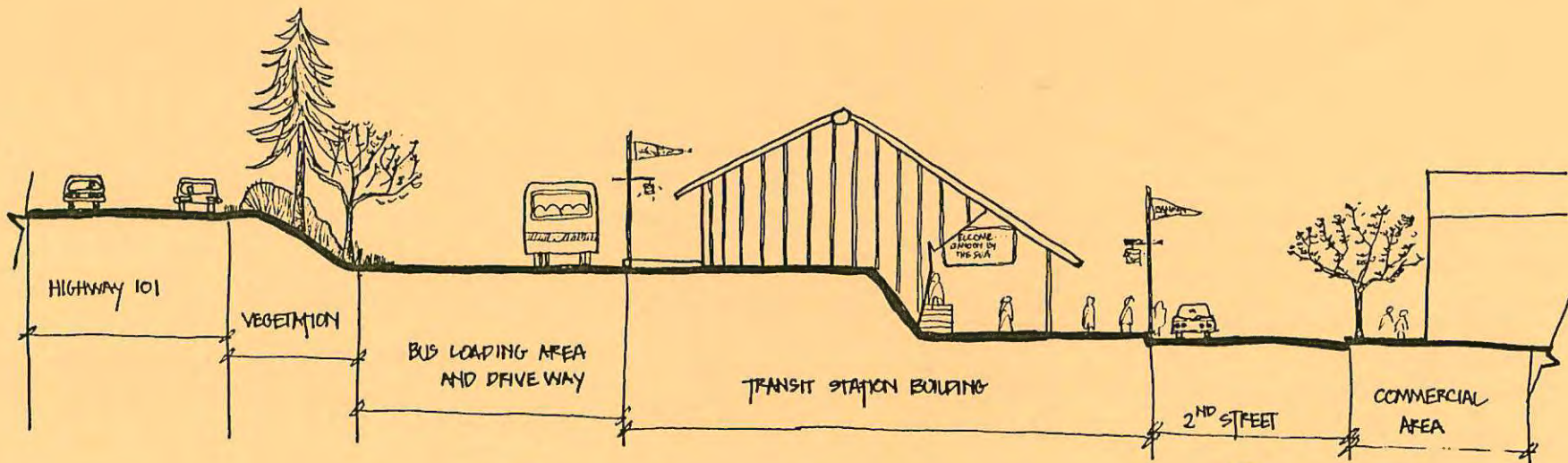


mini-park and walkway to bluff areas

A transit station near the entrance should be established to facilitate tour bus and public transportation systems.

○ A transit station located on the triangle by 2nd Street, Chicago and Highway 101 would be an excellent addition to the Oldtown and greater Bandon area.

- It would help create a definable entrance or gateway to the Oldtown waterfront and beach areas.
- Mass transit travelers would find Bandon more attractive as a stop-over point.

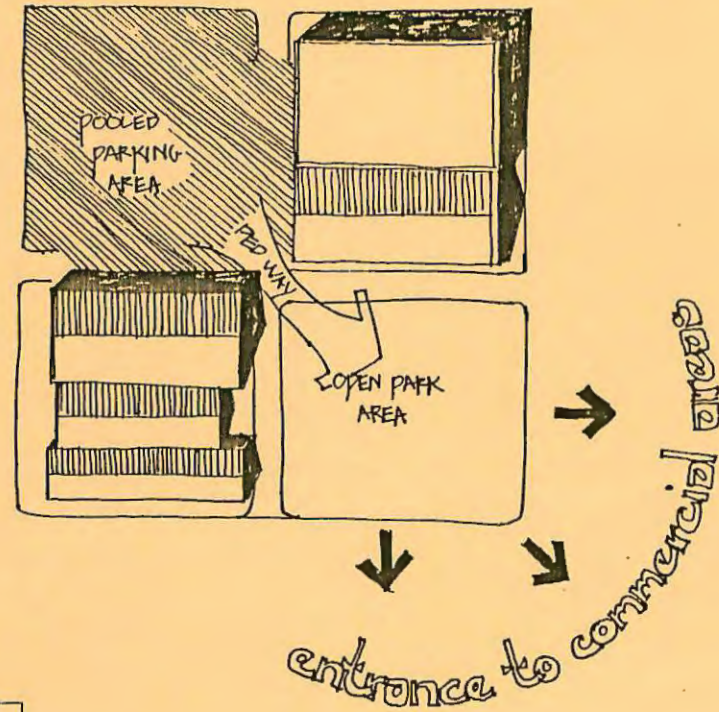


old town transit station

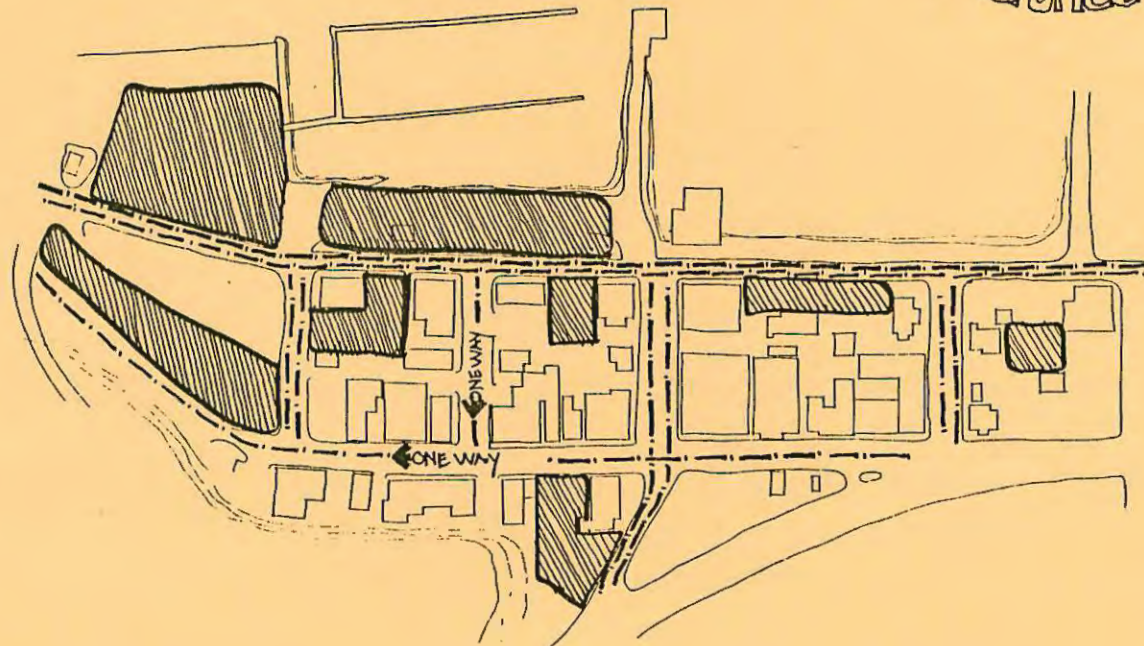


Vehicular circulation and parking should be improved so as to facilitate pedestrian systems and ease congestion.

- A circulation pattern for pass through traffic as well as tourist destination traffic is important to the character enhancement of Oldtown.
- One way traffic should be encouraged with clearly marked turn-arounds to ease congestion.
- Parking areas should be localized rather than spread along streets as this detracts from historical image.
- Businesses should be encouraged to pool their parking requirements into collective parking areas to encourage efficient auto use.



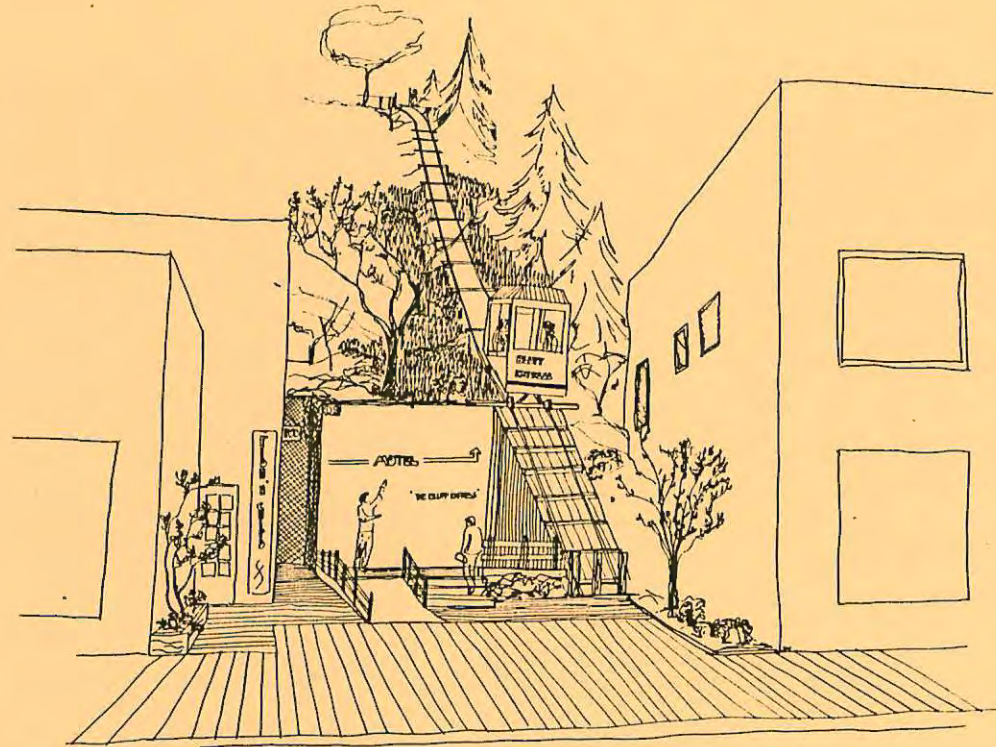
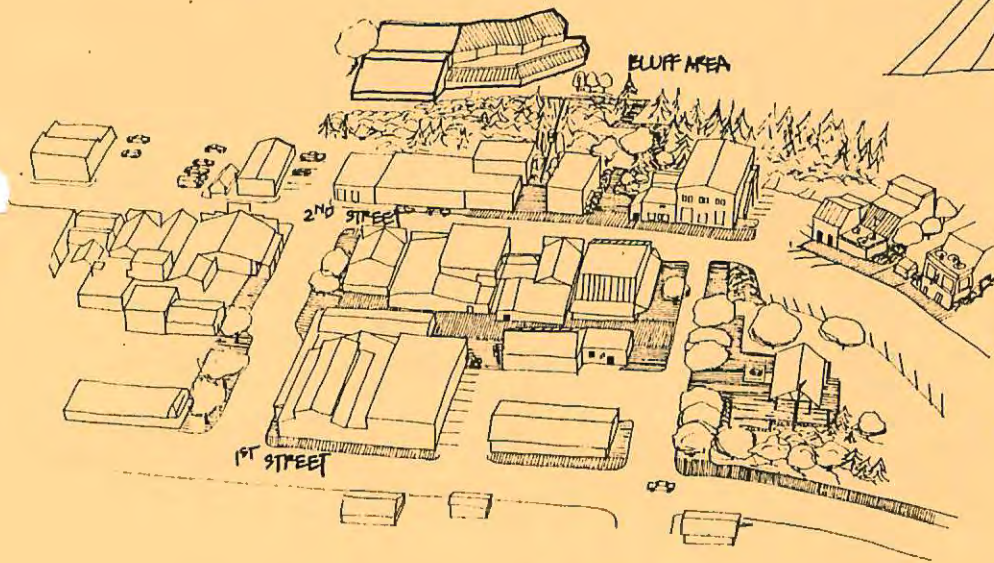
parking areas



A motel/hotel with a small convention complex would be an asset to the Oldtown area.

- A hotel could be located on the terrace directly south of 2nd Street.
- Pedestrian links could be provided via vacant parcels similar to the historic stairway in this area.
- Tour bus lines might provide point to point transportation for destination bound tourists.

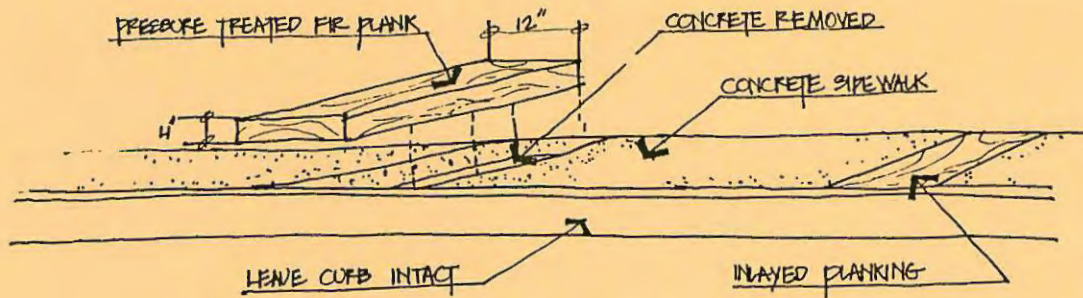
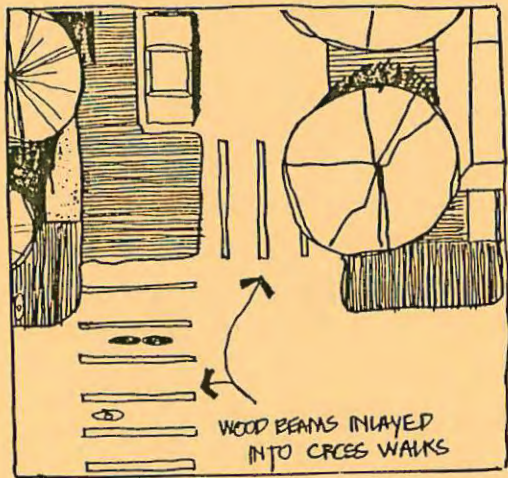
convention complex



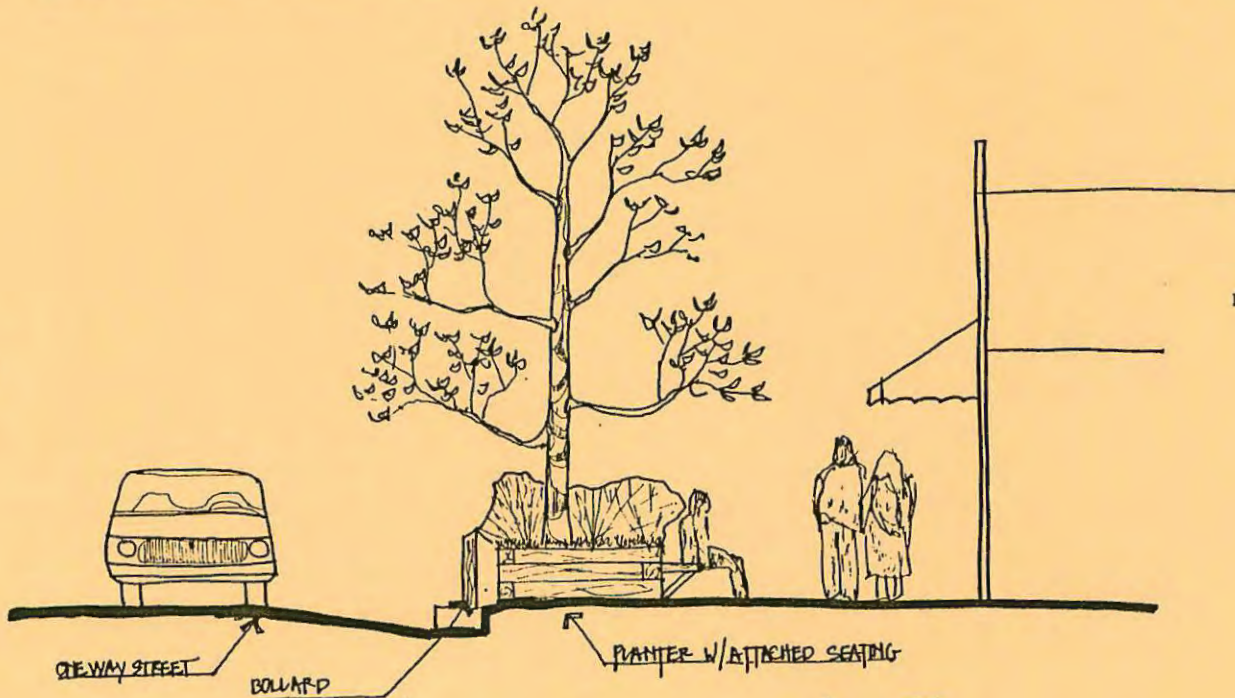
bluff tramway to hotel

A motel located near the transit station would be an added incentive for destination bound tourists.

A train could provide pedestrian access for those unable to use stairways.



board walk inlay detail



ped-way @ oneway traffic

B. A planked walk can also be created by inlaying large beams into existing concrete sidewalks at strategic intervals such as store front doorways.

- Inlaved beams at crosswalks would heighten the sense of connectedness as well as allow for easy pattern recognition.

- Sitting and conversational spaces can be initiated within the walkway system to break up extensive linearity while applying vegetation and seasonal color to streetscapes.

Bandon Should Apply the Tourist Commercial Zoning, Already Established in the Zoning Ordinance, to the Oldtown Historic District.

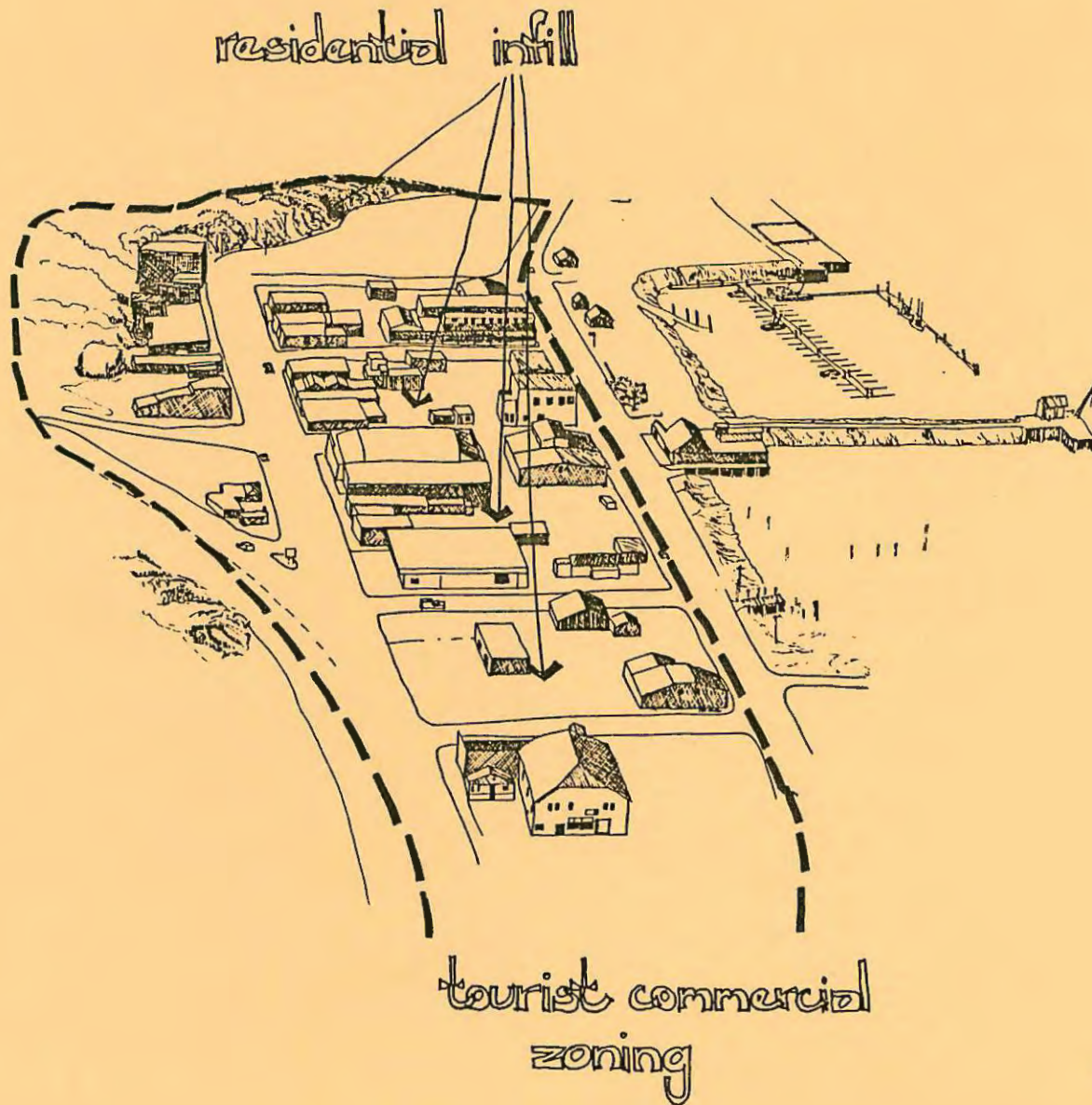
- This zoning will facilitate the preservation of the area for tourist related activities. It will also help create and preserve a sense of continuity and functionality within the Oldtown area.

The Design Quality for all Future Developments Should be a Priority Objective.

See Design Review Section.

Residential Development Should be Encouraged in the Oldtown Area.

- In order to preserve diversity, both economic and social, it is important to integrate living space with tourist commercial spaces. Street frontage and some alley ways should be reserved for commercial development. Residences can be located on second floor or off street areas with easy access to public spaces.

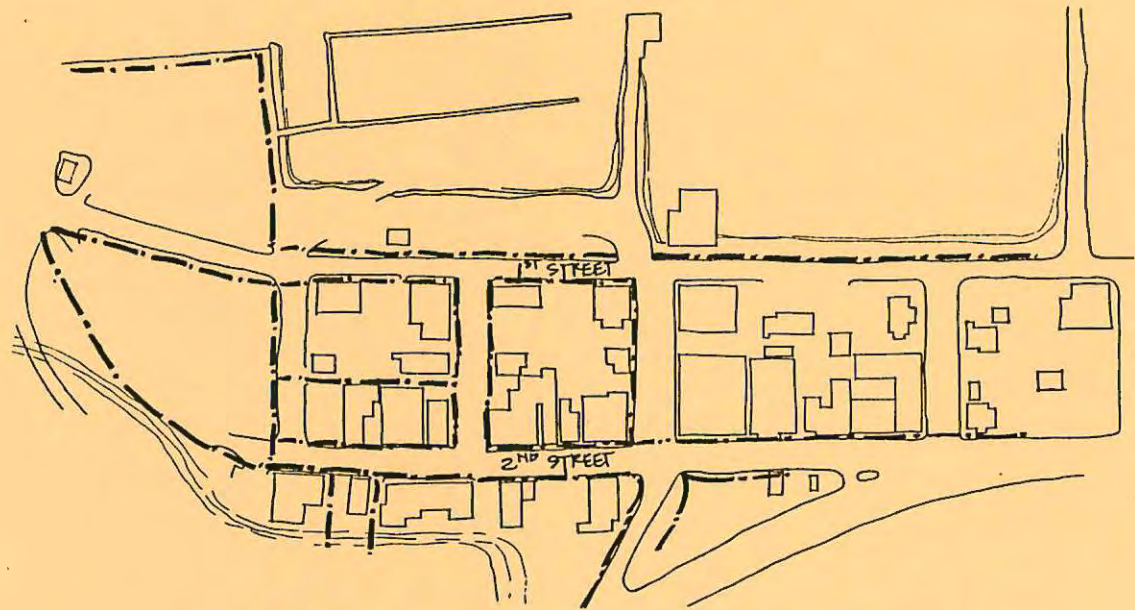


A comprehensive pedestrian walkway system should be developed to integrate Oldtown with other sections of Bandon.

- A well marked pedestrian way connecting various roads within the Oldtown area would allow easier accessibility for residents and visitors to shops and other important human interactive spaces.
- Several designs variations are possible for a Bandon walkway system.
- A plank boardwalk reflective of the historic street planking could be implemented in portions of the area. It would be best to reserve planking to less traveled sections, to increase wear while still allowing visual contact from more heavily used sections.

-Safety precautions should be taken to minimize the risks of slipping in wet weather.

-Extensive use of planking should be avoided for two reasons: 1) it will be expensive to maintain and 2) it might tend to detract from the overall image of Oldtown Bandon and appear "over built".



potential walkway locations



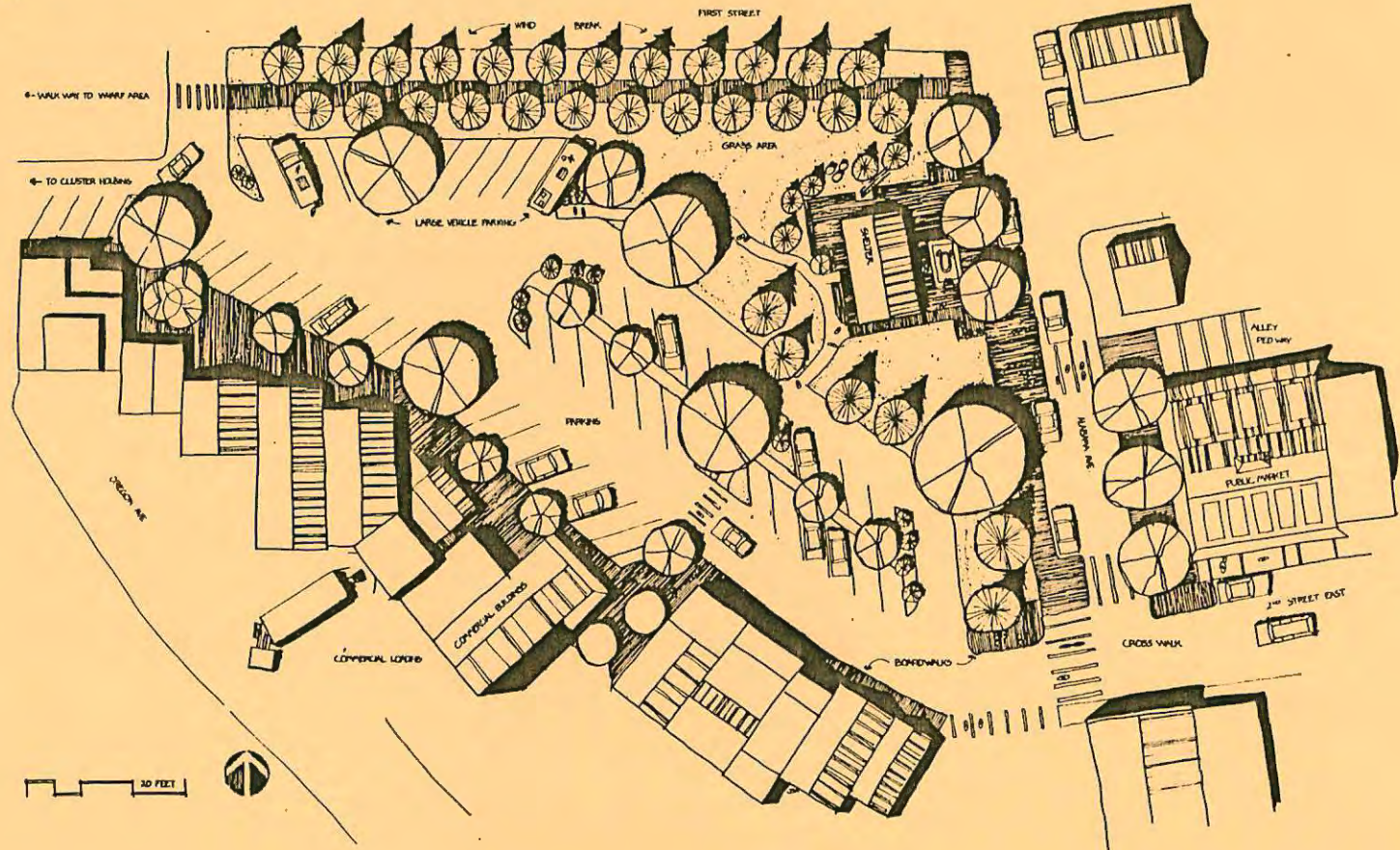
information signs
for walkway systems

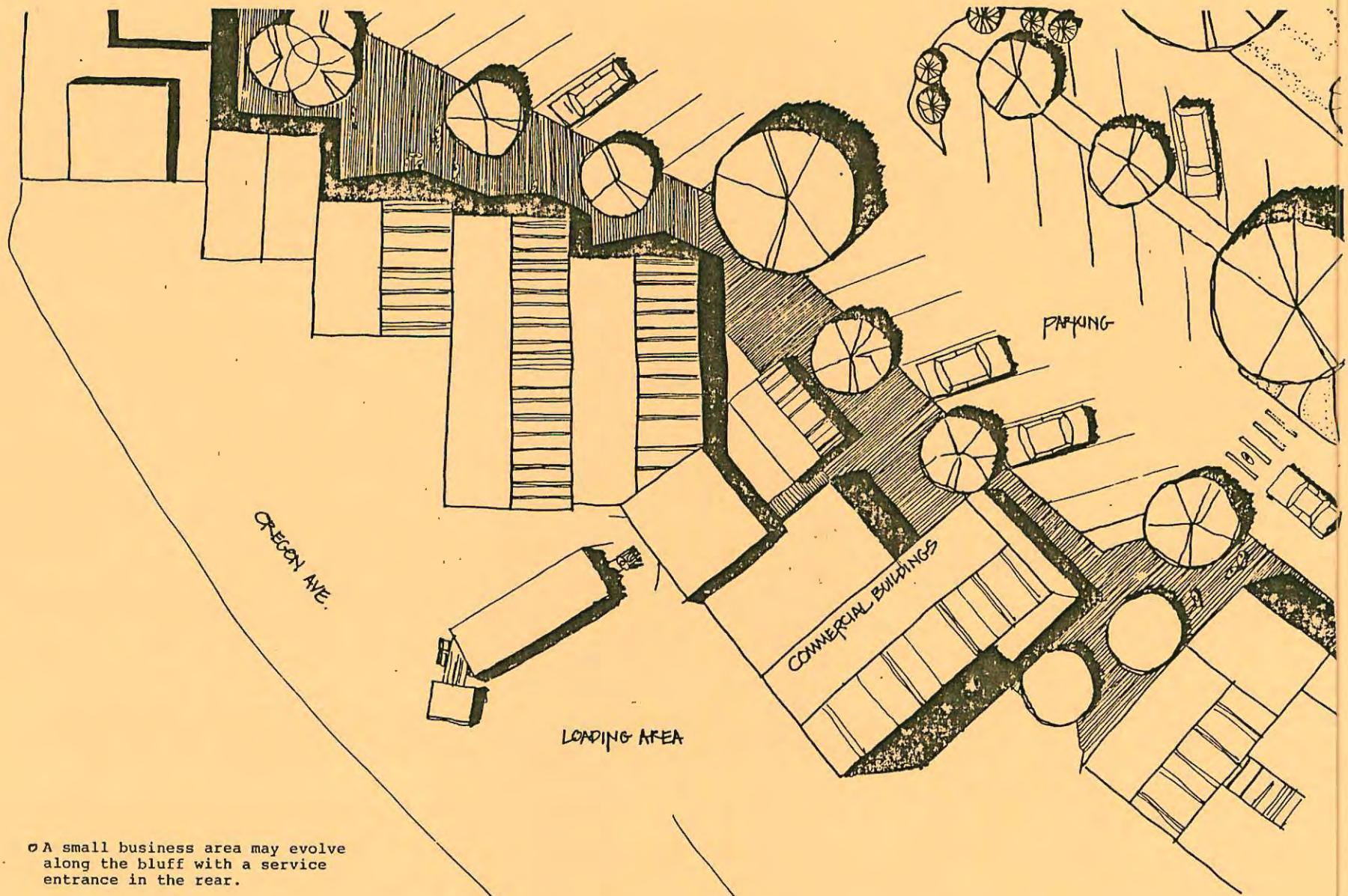


An Oldtown Park should be established to facilitate tourist and resident recreation and act as a mode for human interaction.

- o A central Oldtown Park should be established at some level to provide for the integration of walkways, parking, commercial structures, public gathering space, and to the Oldtown area with the waterfront wharf area.

old town park

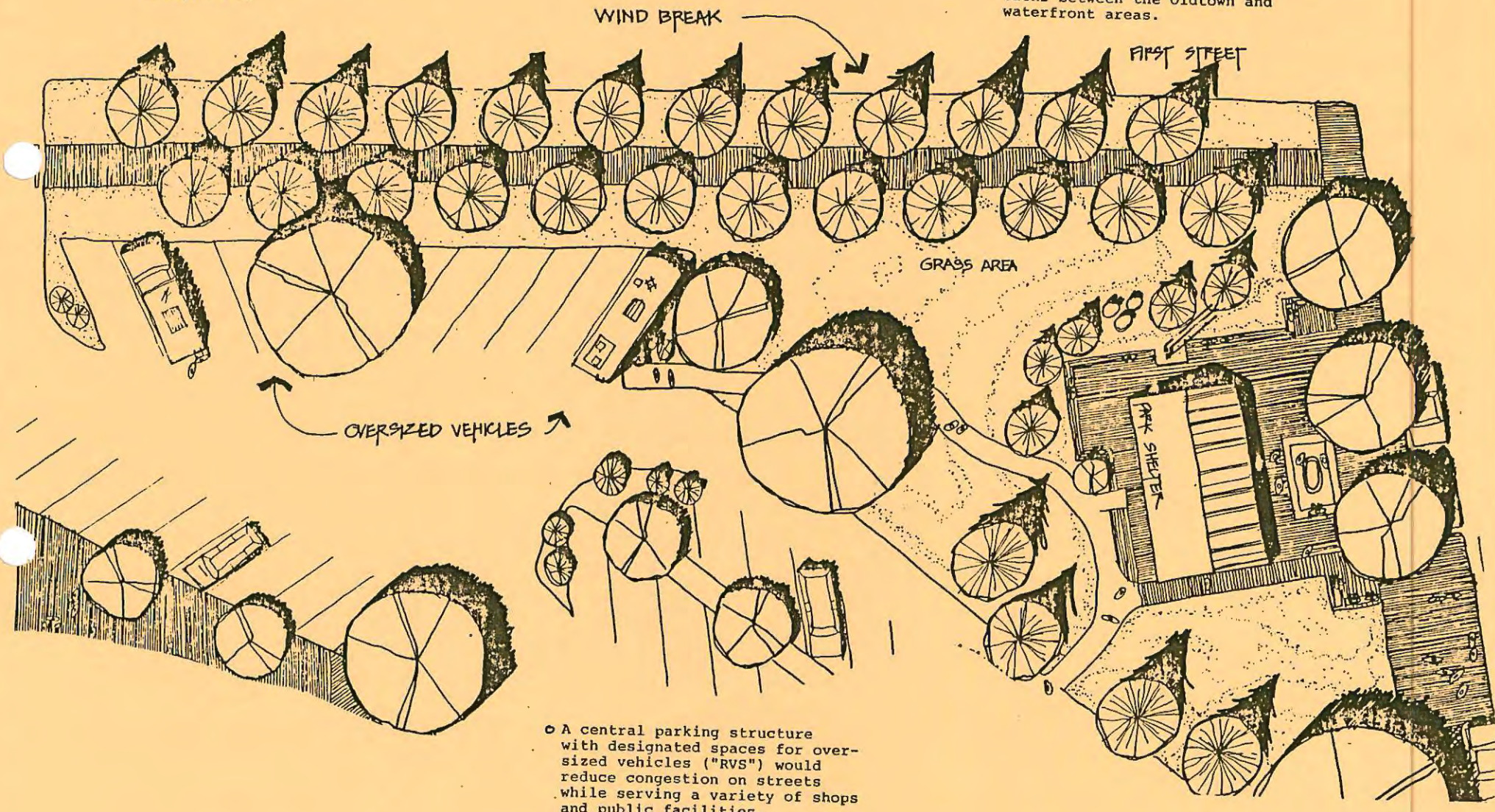




o A small business area may evolve along the bluff with a service entrance in the rear.

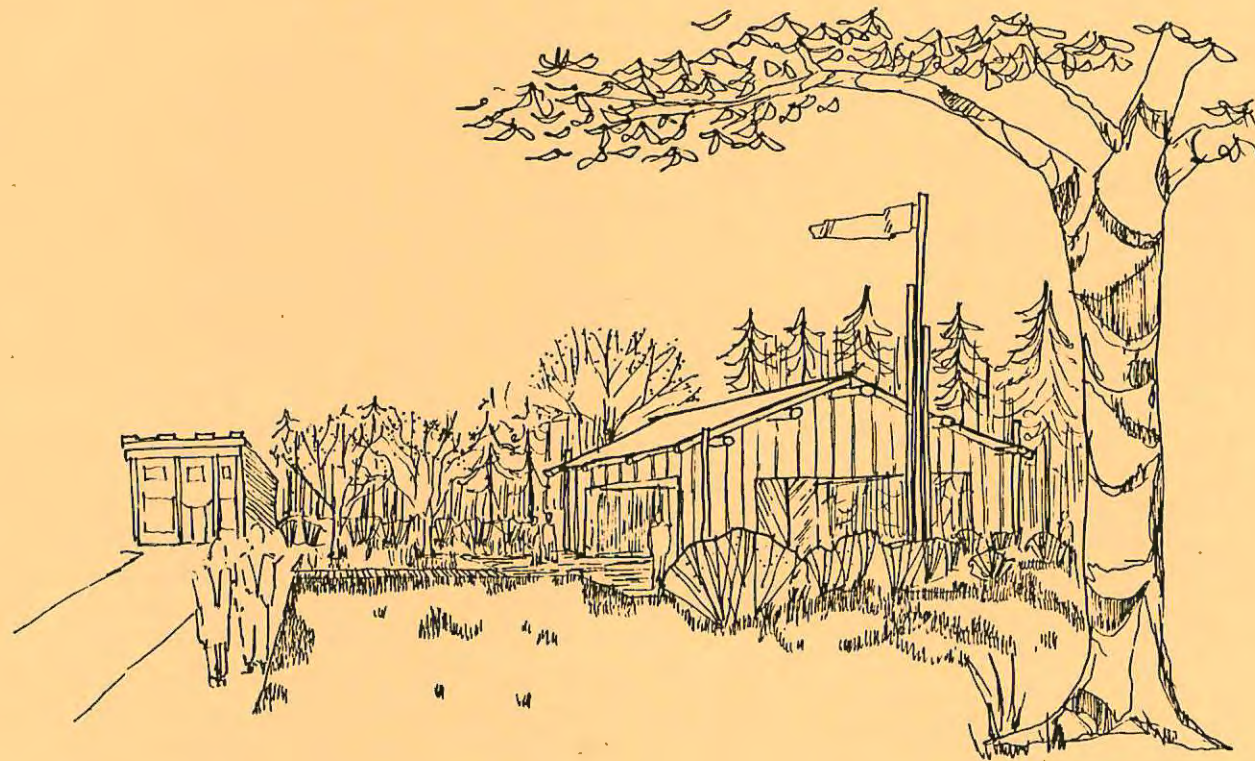
o Vegetation types and patterns should be consistent with local materials. These should be interspersed with appropriate exotics to strengthen design integration.

o Wind breaks integrated with walkways would provide protection for park users while clearly delineating paths and connections between the Oldtown and waterfront areas.



o A central parking structure with designated spaces for oversized vehicles ("RVS") would reduce congestion on streets while serving a variety of shops and public facilities.

- The park elements should reflect an established design theme consistent with a historic fishing village character.



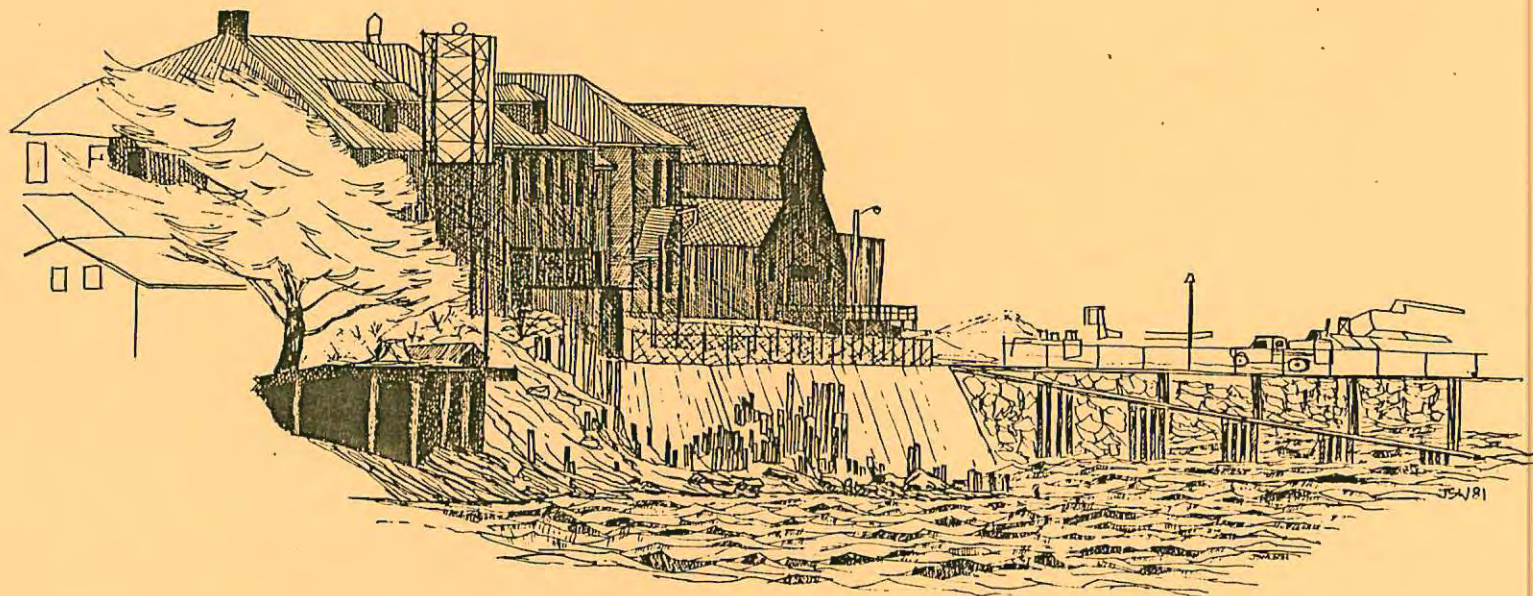
park structure

- A rough sawn pole gorge type structure reflecting local historic indian plank housing might be appropriate as a link to Bandon's pre-European settlement.

waterfront design recommendations

Maintain the Existing Marine Commercial Zoning

- The marine commercial zoning should allow for a diversity of uses consistent with the general design goals of enhancing the commercial and tourist uses of the water front.



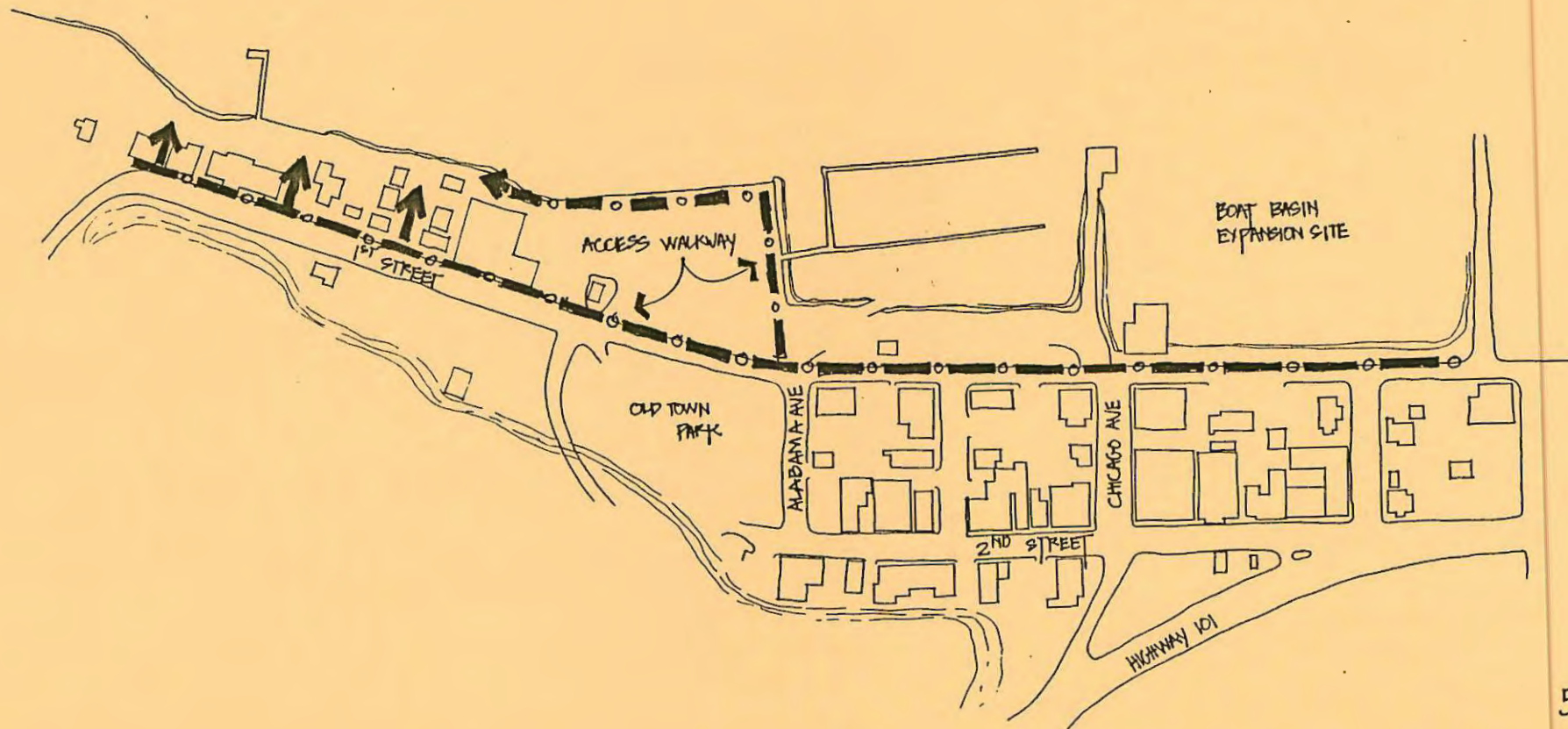
Access to the Water Front Area
Should be Improved

At present the water front is virtually closed off to public use. The historic warf area is boarded off for safety reasons. The private properties near the coast guard building and Breuer building are inaccessible as well. The boat basin area is generally uninviting to tourists and utilized as a parking lot for fishermen and transients.

A walkway corridor connecting oldtown with the waterfront would help unify the various unique landscape elements of Bandon.

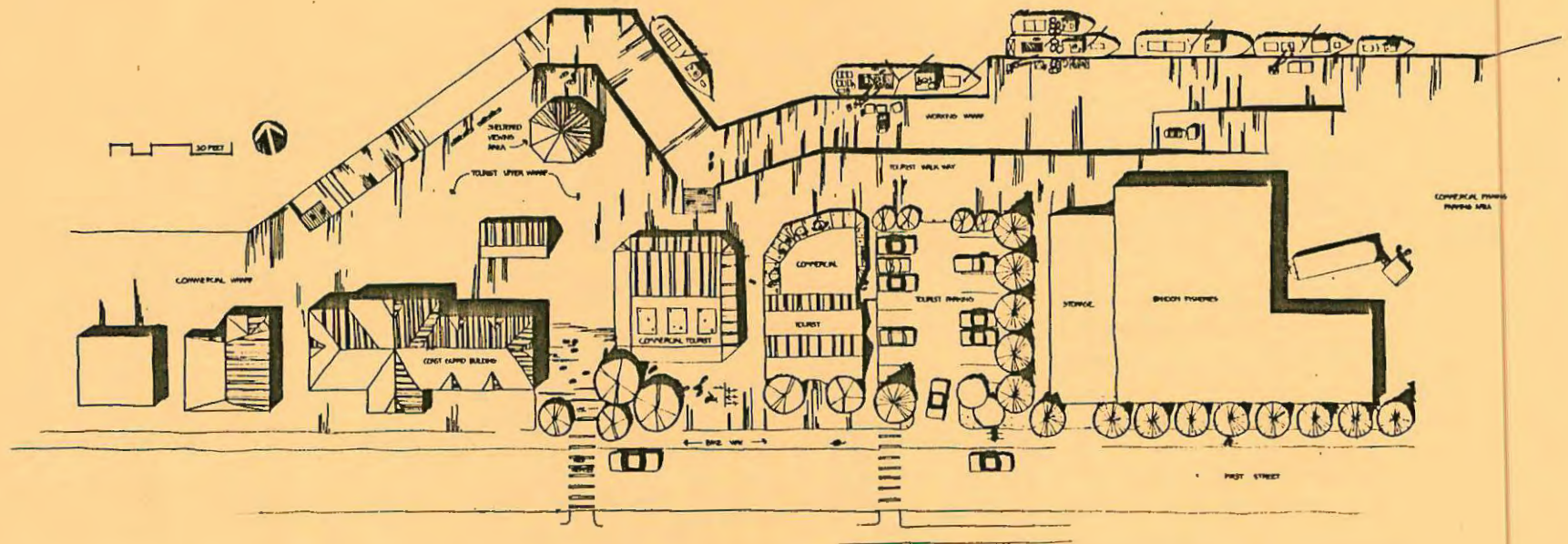
A walkway running on the river side of 1st street from the new boat basin west past the Breuer building would emphasize water related scenic views for tourists.

A walkway from oldtown park to the wharf area, which could be restored, is another possibility.

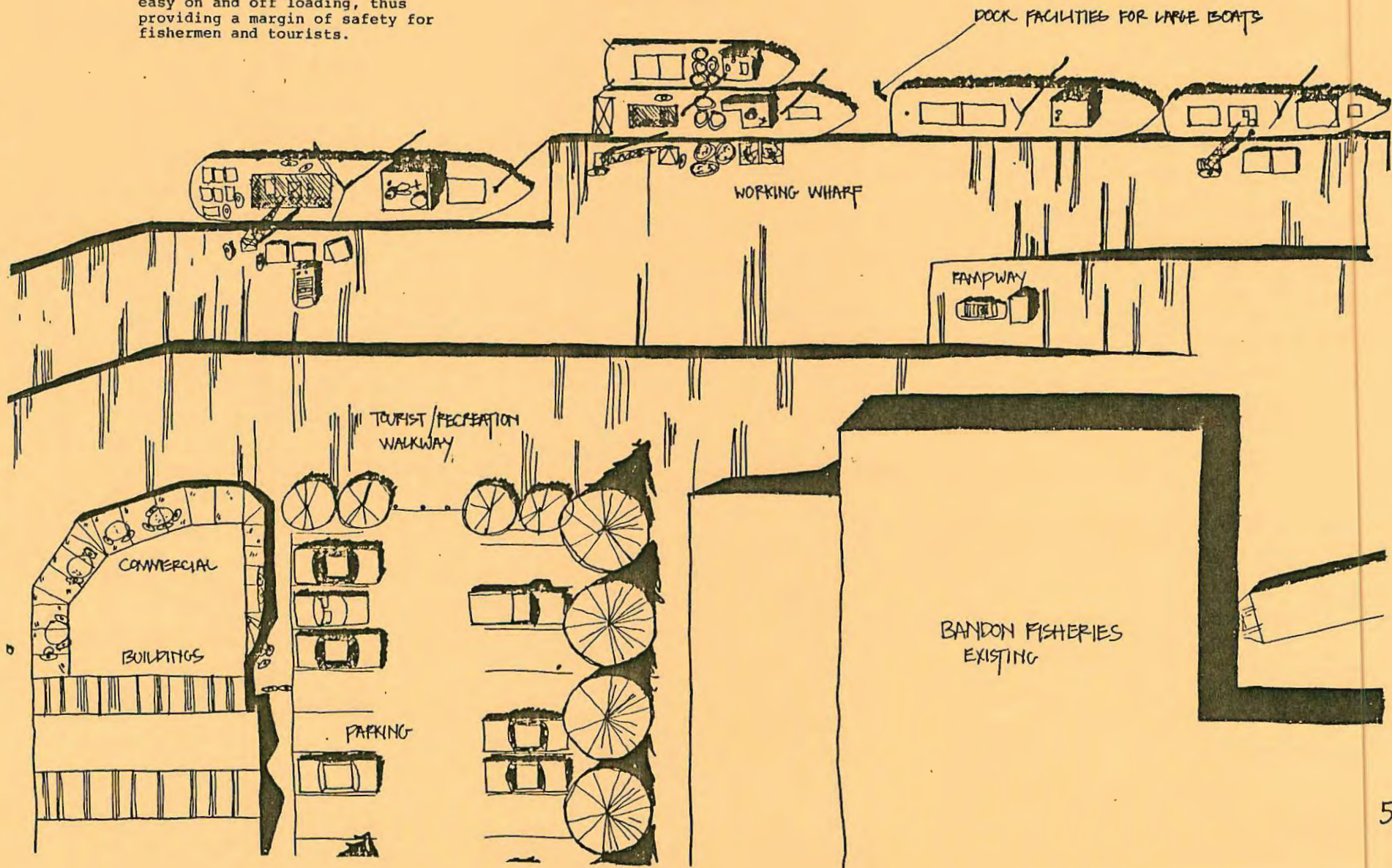


A long range goal to build an extensive boardwalk on the waterfront from the existing dock would heighten commercial interest in the area and add to the tourist potential.

wharf and boardwalk



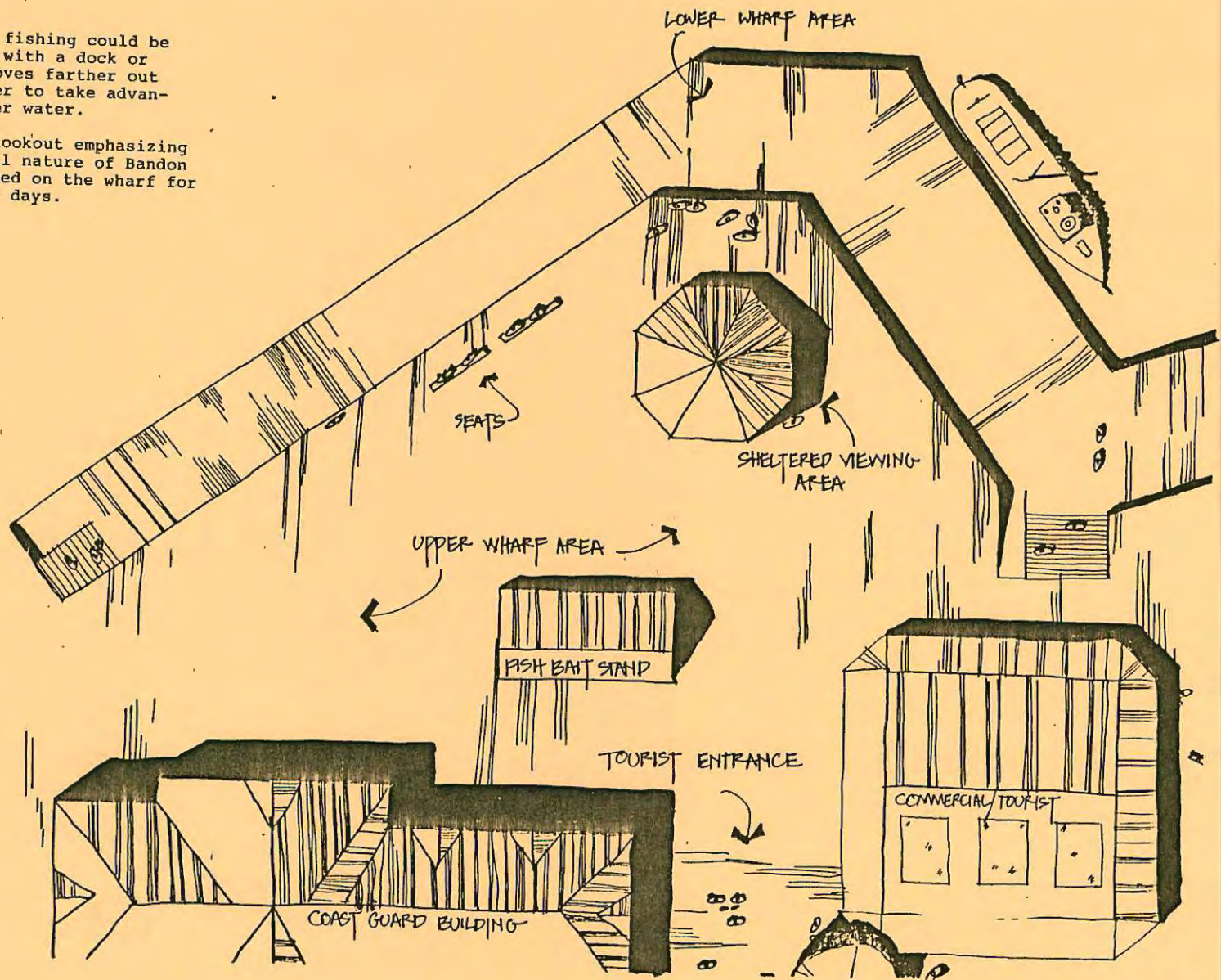
A working tourist dock that facilitates larger fishing boats could be constructed in such a way as to allow for tourist visual interaction and easy on and off loading, thus providing a margin of safety for fishermen and tourists.



recreational wharf

Recreational fishing could be provided for with a dock or wharf that moves farther out into the river to take advantage of deeper water.

An enclosed lookout emphasizing the historical nature of Bandon might be placed on the wharf for heavy weather days.

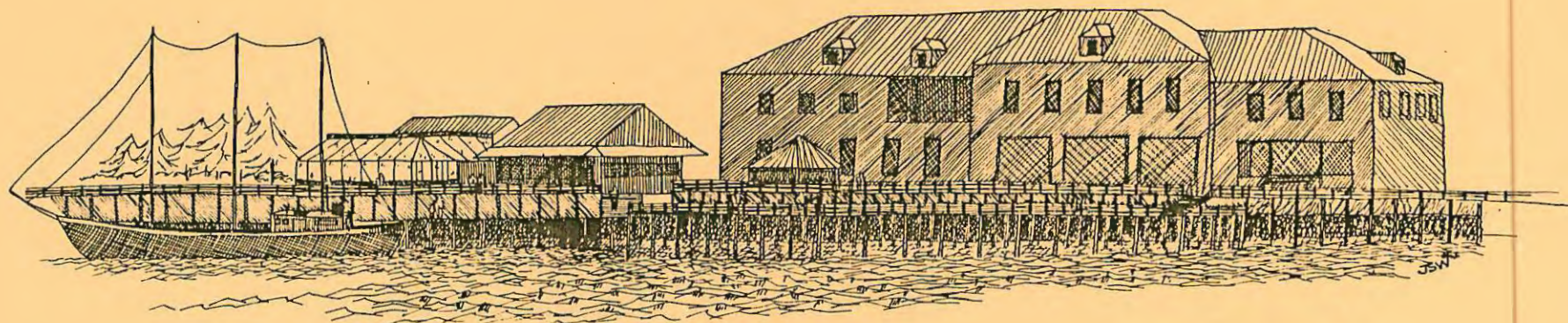


The Coast Guard Building Should be Preserved as a National Landmark and Opened for a Variety of Public and Private Uses

○ The Coast Guard building is currently owned by the Federal Government. It might be preserved through a variety of federal channels or donated to the City of Bandon and converted to local public use.

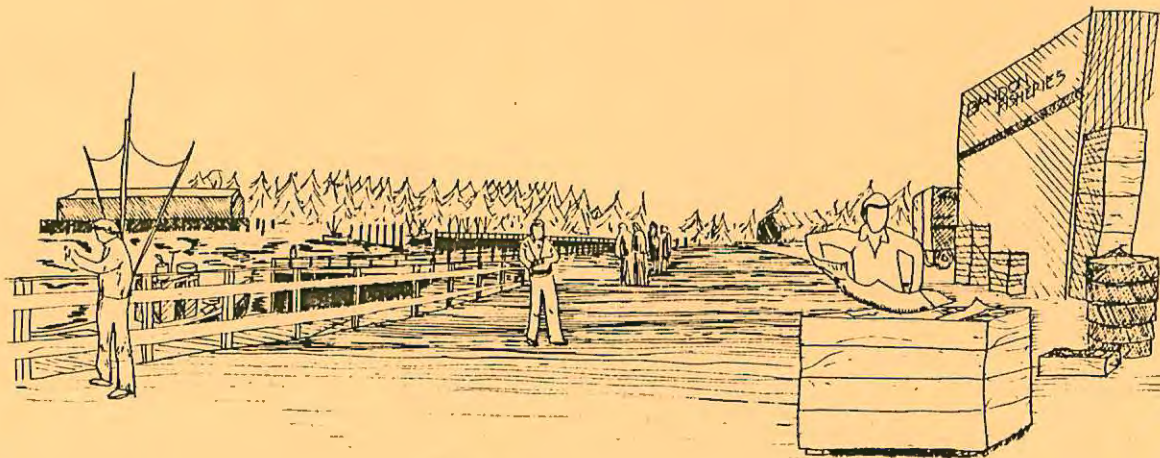
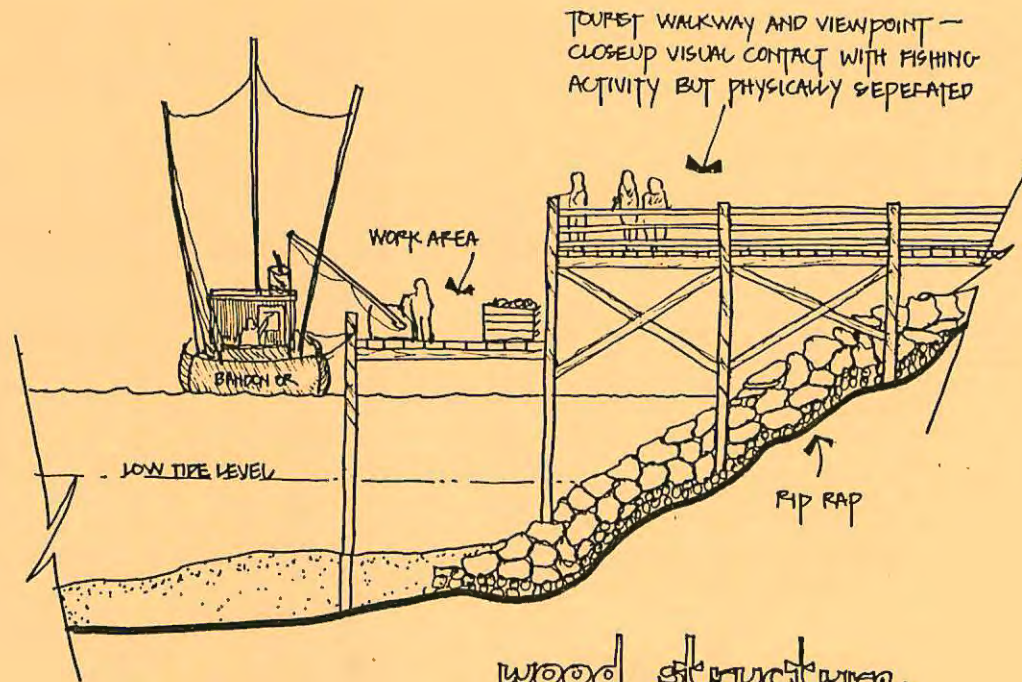
○ The building might also be used as a local historical museum with a maritime theme.

○ Small public or private offices might be included in the upper stories.



○ The Coast Guard building might house a small museum emphasizing the history of pacific coast lighthouse's and the Coast Guard. The Coast Guard might be willing to sponsor this use and fund it.

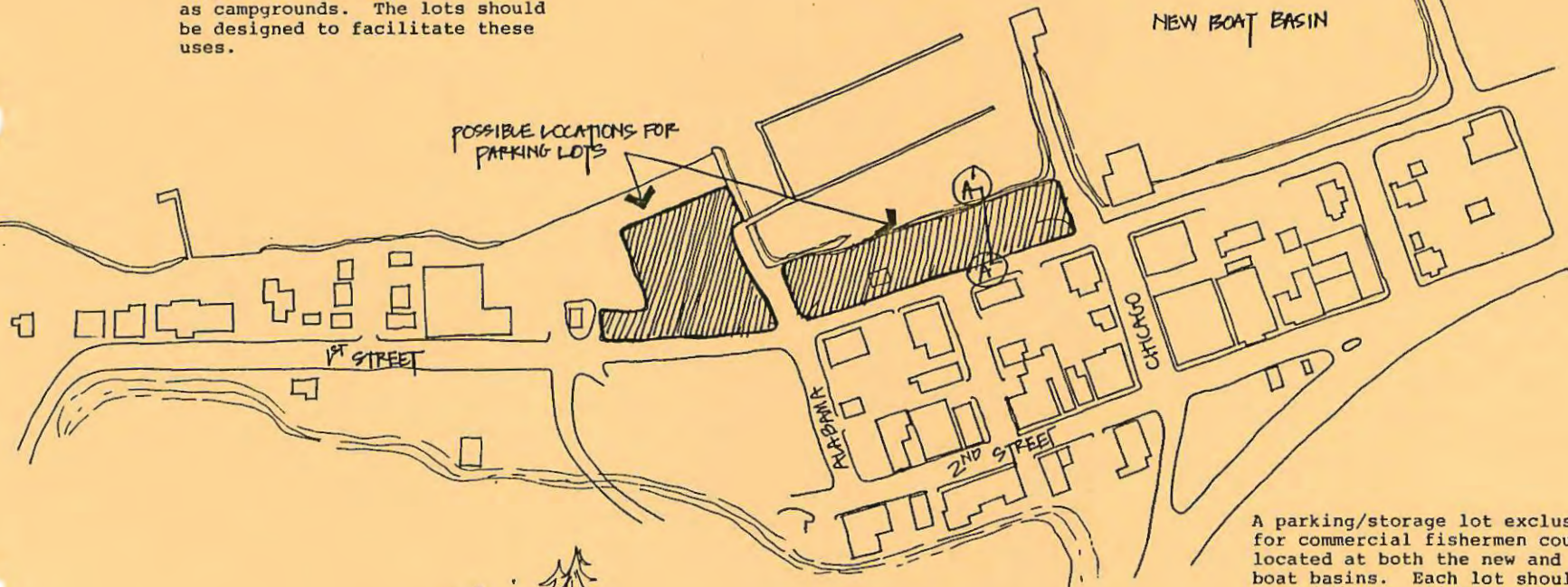
working dock and tourist boardwalk



Parking For Commercial and Tourist
Concerns Should be Improved

- o Parking for commercial fishermen should be segregated from exclusive tourist use. The fishermen often need more storage space for pickups, trailers and campers and at times their parking lots serve as campgrounds. The lots should be designed to facilitate these uses.

parking for commercial fishermen

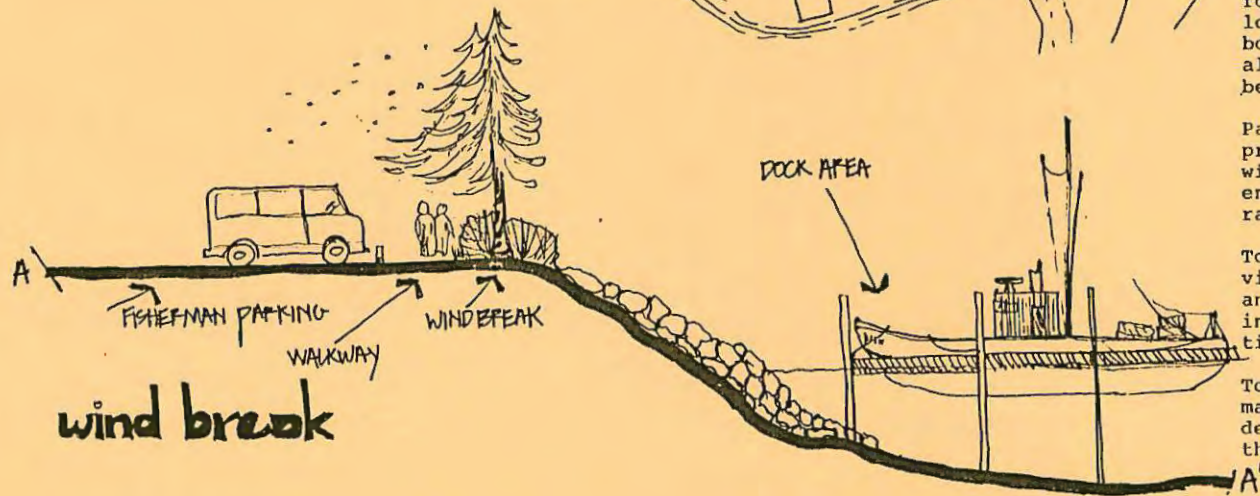


A parking/storage lot exclusively for commercial fishermen could be located at both the new and old boat basins. Each lot should allow for oversized vehicles and be close in to the boats.

Parking lots should be appropriately landscaped to provide wind protection and aesthetic enhancement. Heavy run off of rain water should be checked.

Tourist parking should be provided near recreational fishing and wharf areas so as to not interfere with commercial operations such as Bandon fisheries.

Tourist parking should be clearly marked with a consistent sign designed with the historical theme in mind.

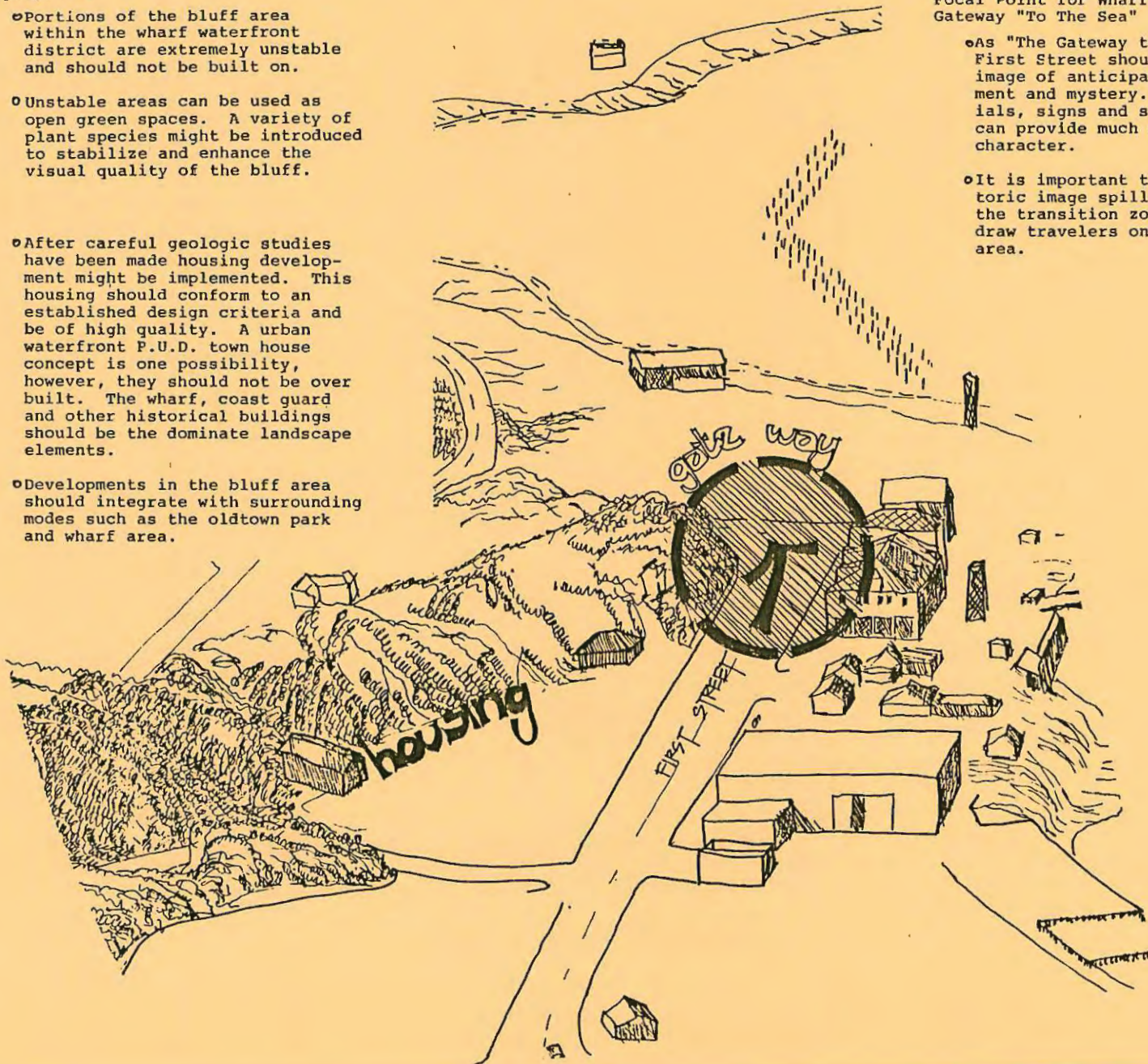


The Bluff Area Should be Utilized as Natural Open Space and Housing Where Appropriate

- Portions of the bluff area within the wharf waterfront district are extremely unstable and should not be built on.
- Unstable areas can be used as open green spaces. A variety of plant species might be introduced to stabilize and enhance the visual quality of the bluff.
- After careful geologic studies have been made housing development might be implemented. This housing should conform to an established design criteria and be of high quality. A urban waterfront P.U.D. town house concept is one possibility, however, they should not be over built. The wharf, coast guard and other historical buildings should be the dominate landscape elements.
- Developments in the bluff area should integrate with surrounding modes such as the oldtown park and wharf area.

First Street Should Become Both a Focal Point for Wharf Access and a Gateway "To The Sea"

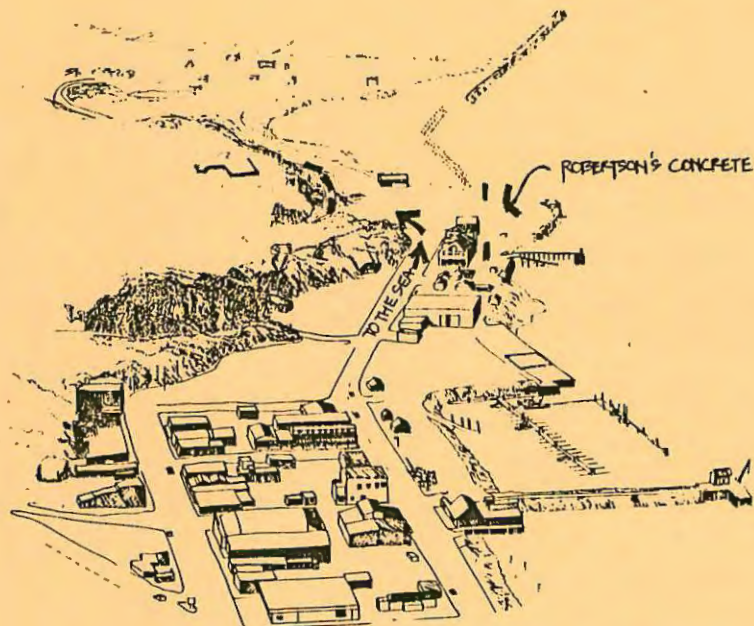
- As "The Gateway to the Sea" First Street should possess an image of anticipation, excitement and mystery. Plant materials, signs and street designs can provide much of this character.
- It is important that the historic image spill over into the transition zone to help draw travelers onto the beach area.



transition area

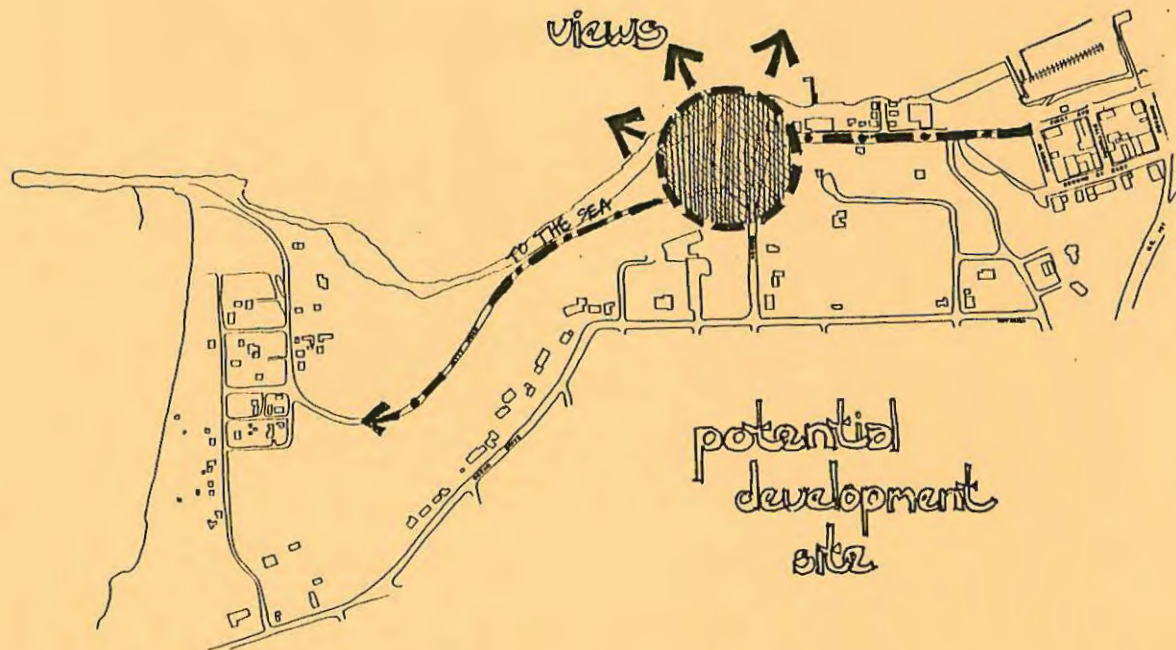
The Transition Area Between the Oldtown Wharf Area and the South Jetty is Important to the Overall Continuity of Bandon's Waterfront and Historic Bandon by the Sea Image.

Three Different Zoning Types Exist To Date: Marine Commercial, Residential, and Controlled Development. These Zonings Should Remain Intact However Design Development Guidelines Should be Established to Preserve Those Areas Best Suited to Open Space or Beach Front Access



The Site of Robertson's Concrete is of Importance in That it Might Act as a Hinge by Which the Character of Bandon Flows to the Sea. Because of its Location Within a Flood Hazard Zone the Site is Not Recommended for Housing Development, However, a Number of Other Uses are Possible.

- This site might prove feasible for a locally owned aquaculture operation. Gross Creek might provide the needed fresh water supply if it were restored and enhanced.
- A small restaurant or other business might take advantage of the aesthetic possibilities of Gross Creek.
- Boardwalk Park thoroughfare might extend through the site up Gross Creek and out the road to the beach.

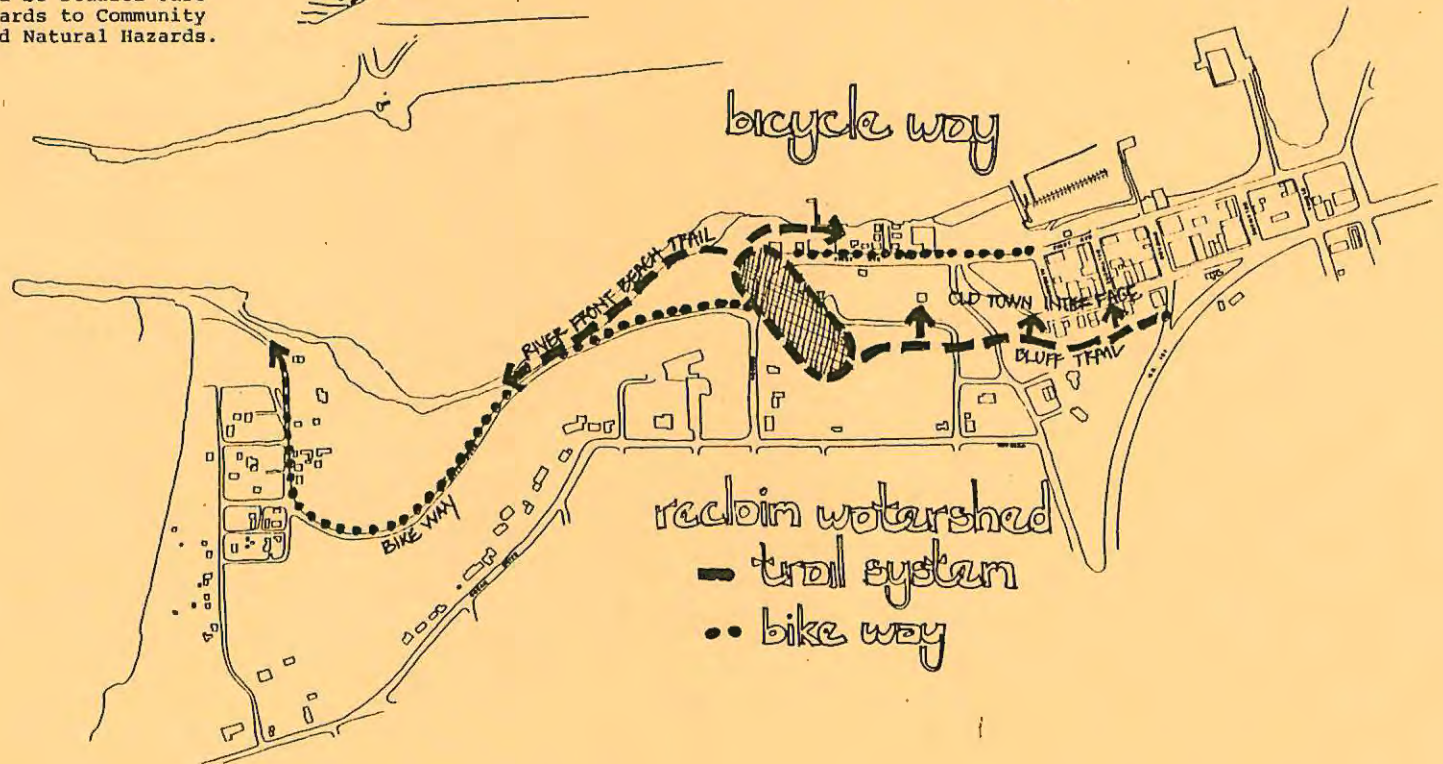


Gross Creek should be Reclaimed as a Valuable Asset to the City as a Unique Watershed.

o A trail system might be developed up the watershed and connecting to a commercial development behind oldtown and 2nd Street.

A Bike/Pedestrian Corridor Should be Instituted Along the South Jetty Road.

Any Major Commercial Development Proposal Should be Studied Carefully with Regards to Community Integration and Natural Hazards.

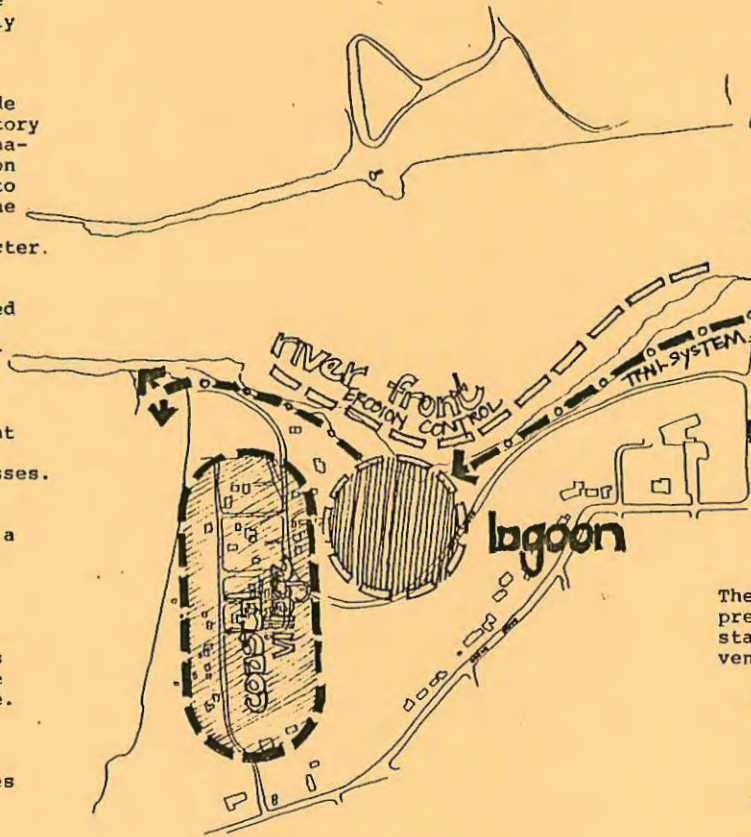


South Jetty area

Development of the South Jetty area is a most sensitive subject both socially and environmentally. The uniqueness of the area is partially due to its close proximity to the ocean, mouth of the Coquille and marine terrace to the South. A large number of bird species reside here and it is important to migratory waterfowl. It is a tourist destination in that it is here that Bandon truly touches the sea. If it is to be altered at all it should be done with utmost care to preserve its inherent open beach village character.

The South Jetty should be preserved as a predominantly single family residential area with small conditional use commercial uses.

- As the area is in the flood hazard zone it would be prudent to limit major development in the form of commercial businesses.
- New housing units should only be allowed as they conform to a set of coastal village design criteria that is yet to be delineated.
- Small cottage industries or business might be permitted as long as they did not interfere with the coastal village image.
- Commercial establishments should be located near the river to concentrate activities and take advantage of scenic qualities.



The lagoon and riverfront area should be preserved and enhanced.

- The lagoon area has been identified as a unique resource in the Bandon Comprehensive Plan. As such it should be protected from over development along its shores and surrounding environs.
- As an important habitat for local and migratory wildlife, it should be managed to insure its biologic productivity.
- The City should pursue negotiations with the owners of the lagoon and its surrounding shore for the purpose of acquiring it as a park.

An appropriately designed access trail that minimizes vegetation alteration with a small observation deck would enhance the lagoons useability while preserving its habitat quality.

- The trail could be linked with a larger trail system in the Jetty area.

The riverfront beach area should be preserved as a recreation area and stabilized, where possible, to prevent further erosion.

- The beach area could become a section of a trailway from the Oldtown wharf area to the South Jetty ocean beach.
- Housing should not be allowed in this area due to the flood hazard.
- With vegetation and carefully designed jetties, the beach might be protected from the erosion potential of the river.

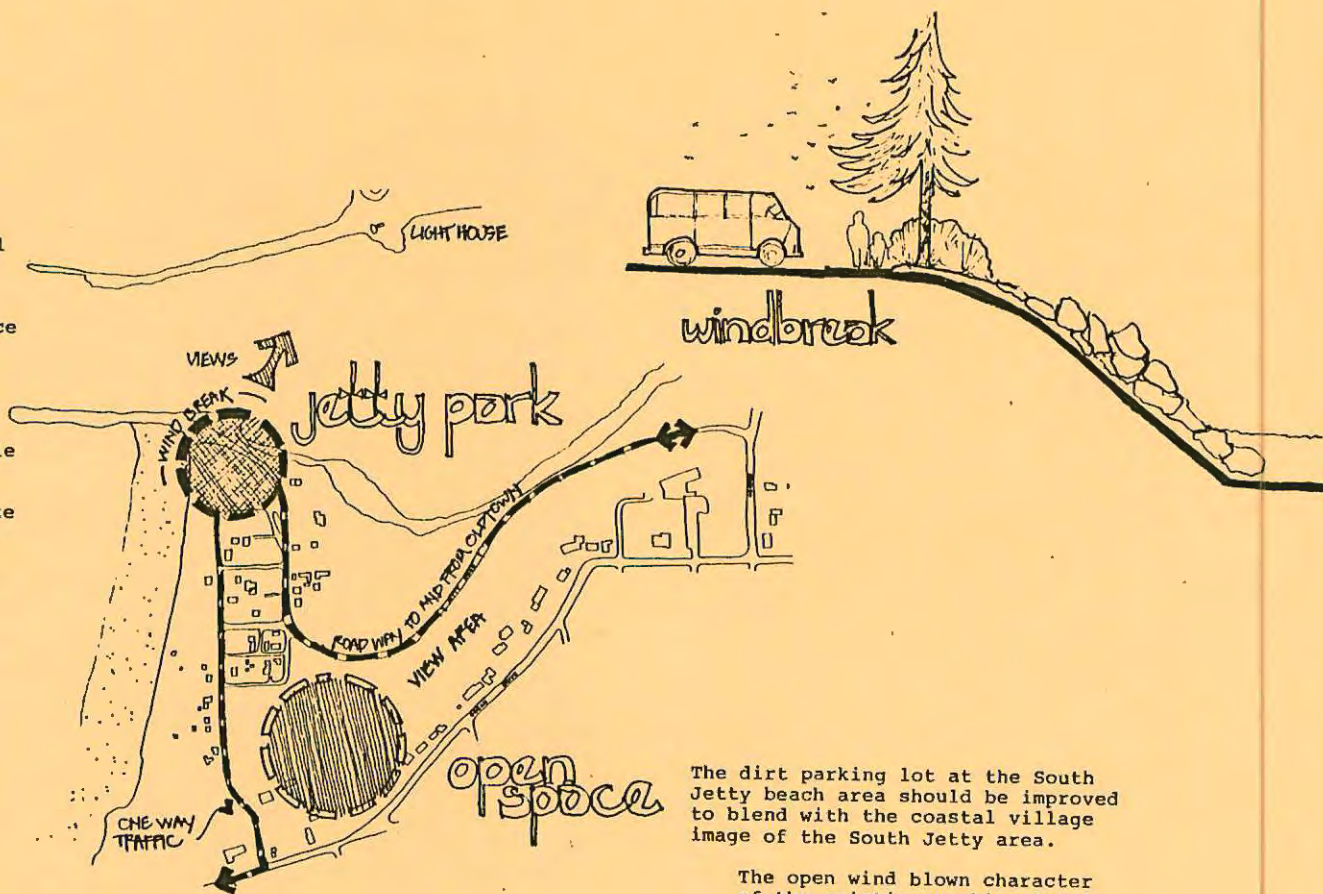
The bluff area around Tupper Rock should be preserved as open space.

Although the Tupper Rock bluff area does exhibit some potential for commercial development such as a P.U.D. or motel/hotel establishment this would detract from the Oldtown focus and reduce the possibility of development there.

A loop around South Jetty up to the bluff might be explored as a possible route for tourist travel.

An improved roadway to facilitate one-way traffic from the South Jetty to the bluff would help create a link from Oldtown to South Jetty and the Bluff Motel area.

This link would have to be designed to protect residents from accessive traffic and congestion.

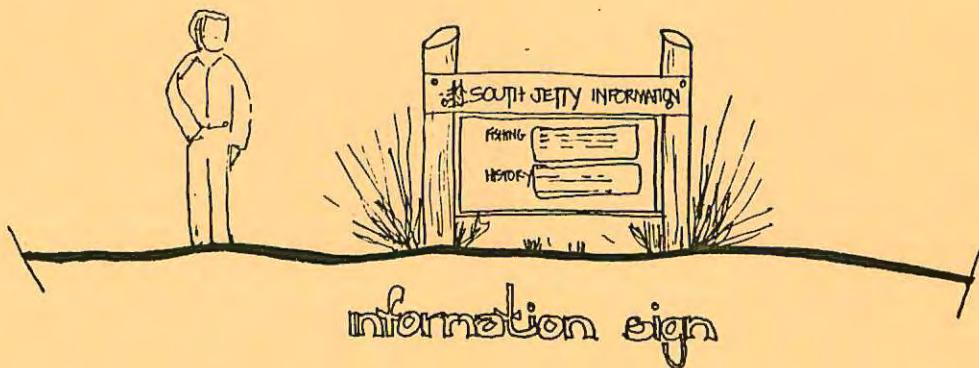


The dirt parking lot at the South Jetty beach area should be improved to blend with the coastal village image of the South Jetty area.

The open wind blown character of the existing parking lot is not conducive to tourist or local residents aesthetic image of the Bandon oceanfront.

Wind breaks might be developed along the northern edge of the South Jetty parking lot to help stabilize the sand and provide some level of protection.

Signs illustrating the historical facts of the beach front, Jetty, shipwrecks and lighthouse on the bar would heighten public awareness concerning the areas' past.



design requirements considerations and general guidelines

The City of Bandon should encourage and seek the highest possible design quality for any new commercial developments within the historic Oldtown waterfront and South Jetty areas. The following is a general outline for the establishment of a design review citizen committee and the requirements and guidelines that should be considered by such a group.

To help establish specific design requirements a design review committee should be established by the City of Bandon and the Port of Bandon, the two governmental agencies with jurisdiction over the historic area.

A minimum of five individuals from the community should serve on the committee on a rotating basis. It is suggested that a professional design consultant be retained as a member of the committee.

An additional design review fee might be added to all building permit applications within the prescribed area to help defray costs.

Specific process for design review and approval should be established by the committee. However, the following criteria is included as a possible outline of items to be submitted by a prospective developer.

- 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

general guidelines for new construction

character

- The character of Bandon should be preserved by requiring all new developments to visually suggest a historic and/or marine waterfront image.
- The specific designs should integrate with surrounding landscapes yet be unique.

building form

- Buildings should be designed to be energy efficient and make maximum use of solar energy.
- Grouping should maximize interior and exterior sun spaces and while giving consideration to prevailing winds and storm conditions.
- Building height should be limited to two stories. Large proposals should be considered only if they would add to the general character of Oldtown Bandon.

exterior

- Local materials such as wood or basalt should be encouraged.
- Cedar, fir or other natural siding should be situated vertically, horizontally or at an angle but not overdone with respect to surrounding structures.
- Natural stains or other weathering stains should be required. Bright colors and reflective material should be kept to a minimum.
- Steep roofs, especially those designed to take advantage of solar access should be encouraged.
- Roof material should be of weather steel or painted. Asphalt roofs are not appropriate.

-Heavy textured weathered wood should be encouraged as a detailing material. Detailing should be kept simple using, at a minimum, 4" nominal dimensions.

-Signs should be included in the design phase rather than an after thought. Neon and other bright lighting fixtures should be prohibited. Signs should not obstruct the general design concept.

-Exterior landscaping should emphasize native material and provide for outdoor interactive spaces. Like the entire structure it should blend into the overall context but be unique.

-Public spaces should be encouraged. Rain protection in such as overhangs, awnings and covered walks should be emphasized and integrated into the overall design.

implementation

The realization of the recommendations in this report involves several stages and levels of activity by the citizens of Bandon, the Port District and the City Administrators. The following is an outlined strategy for the phasing of historic Bandon's redevelopment.

It is important to remember that it is the people who live, work and play in and around Bandon that should be involved in the design process and construction at every level depending upon their energies and interests. Particular groups or organizations might be the first to take up specific responsibilities. These groups should be identified and assembled with the goal of disseminating information and collecting ideas.

Certain groups might be charged with particular projects, from funding to construction. Individuals might act as facilitators between groups. Outside consultants should be used where their expertise is needed.



One of the most important activities that should be undertaken is the actual design and construction of a symbol through which everyone can perceive the excitement of community interaction and pride in their City. (See Phasing) This project should be completed within the first year and at various intervals possibly one year or less other projects should be initiated to reinforce and maintain the enthusiasm and energy of those involved, at whatever level, in the implementation of the various projects.

phasing

To effectively develop and maintain enthusiasm and community spirit for the redevelopment of historic Bandon area the following is offered as a phasing program to be used as a guide. It is important to note that not all projects are possible and sometimes new concepts and ideas will arise which can be incorporated. The actual order is not necessarily as important, with the exception of the first few steps, as is the maintenance of community energy by completing increments or the overall design.

one

Create a design review citizen committee.

Develop specific policies based on recommendations presented in this report.

Construct a symbol - an entrance arch would be an excellent project. As many people as possible should be involved and the completion should be a major local event.

Delineate which properties are to be purchased or donated to the City and actively pursue funding sources.

Continue design work.

two

Begin construction of major sections of specific projects.

Bikeway along 2nd Street from new boat basin to wharf area.

Oldtown park - partial development of walkways, wind breaks, park structures.

Boardwalk areas along waterfront and new boat basin.

Structural improvements of existing buildings.

Design work and funding acquisition for motel/hotel complex.

Street scape improvements i.e. plantings, walkways.

three

Construction of new structures within guidelines of design review board: Oldtown, wharf area, motel/hotel.

Continue boardwalk work and street scape improvements to link up various sections already completed.

Continue design development and review work where necessary.

funding and assistance

The following is a partial list of possible funding sources and agencies that might be of assistance.

Economic Development Administration

Urban Development Action Grants,
Department of Housing and Urban
Development

Community Development Block
Grants, Department of Housing
and Urban Development

Land and Water Conservation
Fund, Heritage Conservation and
Recreation Service

Urban Park and Recreation Re-
covery Program

Historic Preservation Fund, Heri-
tage Conservation and Recreation
Service

Office of the Secretary
Office of State and Local Govern-
ment Assistance
14th and Constitution Ave., N.W.
Washington, D.C. 20230
Room 5893

Economic Development Administra-
tion (EDA)
Comprehensive Economic Development
Strategy
(CEDS) Unit
14th and Constitution Avenue, N.W.
Washington, D.C. 20230
Room 7835

Office of Coastal Zone Management
Office of Policy and Evaluation
3300 Whitehaven Street, N.W.
Washington, D.C. 20215

Maritime Administration
Office of Port and Intermodal
Development
14th and Constitution Avenue, N.W.
Washington, D.C. 20230

Heritage Conservation and Recrea-
tion Service
Technical Preservation Services
Maritime Heritage Program
440 G Street N.W.
Washington, D.C. 20243
Room 230A

Heritage Conservation and Recrea-
tion Service
Water Resources Section
440 G Street N.W.
Washington, D.C. 20243
Room 312

Office of the Secretary
Office of Intergovernmental
Affairs, I-23
400 7th Street S.W.
Washington, D.C. 20590
Room 10405

Coordinates the development of
transportation systems as they
impact upon urban and rural areas.

Design Arts-National Endowment
For the Arts
2401 E Street N.W.
Washington, D.C. 20506

Small grants (maximum of \$30,000)
are awarded to non-profit organi-
zations, including local govern-
ments, for planning and design
work. The grants can be used for
the conceptualization necessary to
initiate waterfront revitalization.
The grant awards must be matched
50% by the organization.

Maritime Preservation Office
1785 Massachusetts Avenue, N.W.
Washington, D.C. 20036

feedback ...

Please feel free to comment on any aspect of this work.

Thank you.

Jeffery S. Wilson
c/o Coos-Curry Council of Governments
P.O. Box 647
North Bend, Oregon 97459

notes:

