

City of Port Orford

Looking to the Future

June 30, 2006



**Phase 1: Community Goal Setting
for a Special Area in the
Southern Part of the City
with Recommendations and Options
for Land Use Amendments**

Prepared for:

The City of Port Orford

Prepared by:

**Shoji Planning and Development, LLC
P.O. Box 462
Coos Bay, Oregon 97420**

The Oregon Department of Land Conservation and Development provided an Oregon Coastal Management Program Technical Assistance/Priority Project Grant to assist the City of Port Orford with this project.

City of Port Orford

James Auburn, Mayor

City Councilors

Jim Campbell, Council President

Jerry Steinhorst

Ed Beck

Carl Eskelson

Milton Finch

Stephen Abbott

City Planning Commission

Viola Cuatt

Dave Holman

Joyce Spicer-Kinney

Frank Smith

Erna Barnett

Michelle Duarte

Doug Jamieson

City Parks Commission

Jim Billings, Chair

Joanne Ruoff, Vice Chair

Millie North, Secretary

Jodi Bulaich

Mark Murray

Jerry Steinhorst, Council Liaison

City Staff

Mike Murphy, City Administrator

David Johnson, Finance Director

David Pace, Public Works Superintendent

Jodi Ferrin, City Planner

Terry Hatfield, Accounting Assistant

Beverley Manes, City Recorder

Patty Clark, Clerk

Planning Team

Crystal Shoji, AICP, Shoji Planning & Development, LLC

Hilary Baker, Design Specialist, Crow/Clay & Associates, Inc.

Laura Greathead, Land Use Planner

Chuck Nordstrom Land Use Consulting, LLC

Toni Fisher, Curry County Enterprise GIS Coordinator



Photographs by Planning Team

City of Port Orford
Looking to the Future

TABLE OF CONTENTS

Chapter 1: Introduction

Study Area	2
Background.....	3
Looking to the Future.....	3
Participants.....	4

Chapter 2: Inventories

Introduction to Inventory Data.....	8
Study Area Features.....	8
Natural Environment.....	8
Built Environment.....	9
Battle Rock Park	9
The Port of Port Orford.....	9
Battle Rock Shopping Area	10
Current Land Use.....	11
Circulation.....	13
Transportation.....	13
Special Transportation Area	13
Traffic	14
Pedestrian Amenities	16
Zoning.....	16
Comprehensive Plan	18
Hazards	19
Wetlands	19
Vacant and Improved Lots.....	19
Planning Activity	19
Public Facilities.....	21
Water.....	21
Wastewater.....	23

Zoning Matrix - See Appendix

Chapter 3: Trends

Demographic Trends.....	26
Socioeconomic Trends.....	29

Chapter 4: SWOT Analysis

SWOT Analysis	34
Strengths	34
Challenges (Weaknesses).....	35
Opportunities.....	36
Threats.....	37

Chapter 5: A Vision for the Future

A Vision for the Future	40
Maintain the Small Town Ambiance	40
Enhance and Respect the Natural Environment.....	41
Encourage a Pedestrian-Friendly Shopping Area	42
Encourage Diversification of the Port.....	42
Support a Nearshore Research Station.....	43
Improve Community Connectivity	44
Continue to Engage the Public.....	44
Concept Views: Highway 101 South, Vacant Lot Opposite Grantland/Mayfield Gallery.....	45
Concept View: Highway 101 North, Grantland/Mayfield Gallery Block	45
Concept Views: Walking Trail-Battle Rock City Park to East 5 th Street to the Port of Port Orford.....	46

Concept Illustrations – See Appendix

Concept A: South Highway 101 – Vacant Lot Opposite Grantland/Mayfield Gallery	
Concept B: South Highway 101 –Vacant Lot Opposite Grantland/Mayfield Gallery	
Concept View – Highway 101 North – Grantland/Mayfield Gallery Block	
Proposed Walking Trail, Battle Rock Wayside-The Port Concept View of Cul-De-Sac for Walking Trail, East 5 th to Port of Port Orford	

Chapter 6: Planning Considerations

Commercial and Residential Zoning48
Townhouse or Condominium Development.....49
Port Development49
Topography50
Battle Rock Shopping Area50
Special Transportation Area and Circulation.....52
Infrastructure Improvements.....53
Incorporating Concepts in the Comprehensive Plan.....53

Chapter 7: Recommendations

Recommendations.....55
Goals and Options.....55

References.....59

Maps - See Appendix

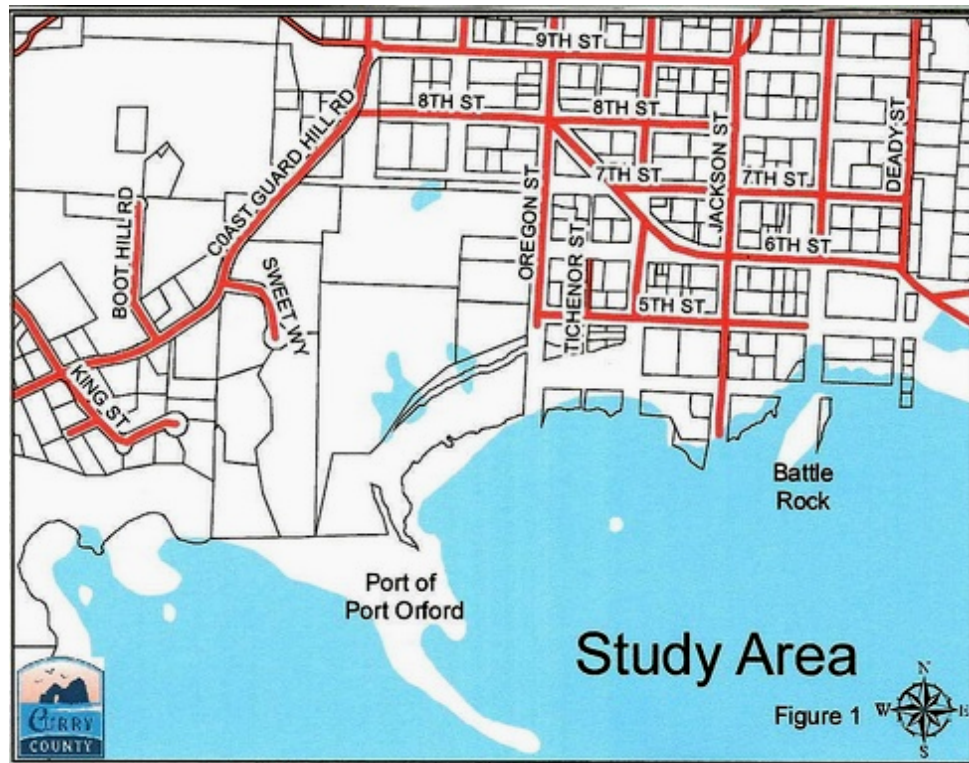
- Map 1: Aerial of City of Port Orford and Urban Growth Boundary
- Map 2: Port Orford Study Area, Interest Areas
- Map 3: Port Orford Study Area, Area Variation
- Map 4: Port Orford Study Area, Topography
- Map 5: Port Orford Study Area, Commercial Improvements
- Map 6: Port Orford Study Area, Unimproved Lots
- Map 7: Port Orford Study Area, Public Ownership
- Map 8: Zoning Map, City of Port Orford

Chapter 1: Introduction

Introduction

Study Area

The Study Area is in the southern part of the City, and it includes much of the commercial land within the City, all of the Port of Port Orford facility, Battle Rock City Park and its amenities, residential neighborhoods and residential uses interspersed with commercial uses. U.S. Highway 101 (Highway 101), also named 6th Street, and also Oregon Street when it changes to a north/south orientation. Highway 101 is the City's main street and also the major thoroughfare. The Study Area for this project includes unique community assets including the Port of Port Orford, Battle Rock Park, a number of bed and breakfast establishments, galleries and other small businesses, and established residential neighborhoods that contribute to the fabric and the economic well-being of the community as a whole. An aerial map of the City is included as Map1 in the Appendix. See Figure1 below.



Background

Like other Oregon coastal communities, the City of Port Orford is experiencing both opportunities and pressures due to growth and development, especially near the ocean shoreline areas. Recognizing that the community will grow and change in the future, the Port Orford City Planning Commission and Port Orford City Council initiated this project in order to review the City's Comprehensive Plan and implementing ordinances that were acknowledged by the Oregon Land Conservation and Development Commission in 1977.

The purpose of this project has been to gather public input about the southern part of the City, and merge that input with data. Because this is a land use planning project with funding assistance provided by the Oregon Department of Land Conservation and Development (DLCD), the approach has been to gather public perceptions, review trends, and determine whether the land use regulations that are in place are adequate to accommodate future development. Balancing potentially conflicting land uses within the Study Area has been a consideration. The purpose of the vision that has been developed is not to accelerate or slow growth, but rather to assure that the community does not lose unique and valued characteristics when growth and change occur in the future.

Appendix Map 1 in this document is an aerial map of the City of Port Orford. Appendix Maps will be referenced throughout this document to coordinate with the text.

Looking to the Future



Citizen involvement has been the basis of this planning effort. Beginning in January 2006, the consulting Planning Team (Planning Team) began informing the public about the process to be undertaken, and asking the citizens to share their values, perceptions and concerns. Input came from survey responses, interviews and public workshops. At the workshops, the planning team presented information about

current planning regulations, an Oregon Employment Department representative provided information about demographic and economic trends, and the participants provided their ideas and concerns. Several groups of citizens

accompanied the planning team on a site walk to share perspectives. Public involvement was strong throughout the process. The recommendations from the planning team respond to the themes that emerged from the inventories and the citizen involvement. This document, *Looking to the Future*, reflects the input of dozens of Port Orford citizens and property owners merged with data regarding existing land uses, existing public facilities, vacant lands and lands that can be re-developed.

The vision for Port Orford is not intended to accelerate change or to stifle private property activity. The vision and recommendations presented in this document propose how planning can systematically organize the development that does occur in the future. By modifying existing planning provisions, the City can position the community to provide interconnections and infrastructure, while maintaining its character so that new property development will enhance the community.

Participants



In addition to the City officials, city staff, and the consulting Planning Team (Planning Team) listed on the page prior to the Table of Contents, the individuals listed in this section participated in one or more of the workshops and/or completed surveys or interviews. Port Orford citizens returned 108 survey responses. Some citizens asked to be interviewed and provided their telephone numbers. Those individuals were called; however, not all were reached. Some participants may not be included because their names did not appear

on the sign-in sheets; some who completed the survey did not provide their names. Others may have been inadvertently left off the list. The Planning Team apologizes for all misspellings and mistakes

Abbott, Nella Reed
Abbott, Steve
Amarisa, Dana
Anderson, Gary
Ashdown, Mike

Auble, Scotty
Auborn, Jim
Auborn, Karen
Bailey, Bob
Bastian, Jennifer

Beck, Deborah
Beck, Ed
Bennett, George
Berger, Carol
Boden, Cathy
Bodtke, Paul
Bonnell, Grace Lee
Breuer, Barbara
Briggs, John
Buffington, Pat
Burns, Pat
Button, Clare
Button, Roger
Cal, Frank
Cassel, Diane
Clark, Sara
Cline, Laura
Cline, Van
Cobb, Leesa
Cook, Rick
Cooley, Molly
Corbett, Gordon F.
Cramer, Frank
Cramer, Jane
Doran, Gary
Dowdy, Ed
Dowdy, Nancy
Duarte, Dean
Duarte, Michelle
Eskelson, Carl
Evans, Pat
Finch, Deloris
Finch, Milton
Foss, Melanie
Foster, Brenda F.
Franklin, G.
Fullmer, Chane
Fullmer, Charles
Fullmer, Helen
Gibson, Ken
Gibson, Ross
Gibson, Rusty
Green, Marilyn

Guevara, Tom
Hamilton, Tom
Harrington-Collins, Dusty
Hawthorne, Chris
Hawthorne, Julie
Hayes, Midge
Heaney, Dick
Hempt, Marjorie
Hewitt, John
Hitt, Cindy
Hitt, Stan
Holman, Barbra
Holman, Dave
Ivy, Don
James, Todd
John, Tracy
Johnson, Bill
Johnson, Eric
Johnson, Sherry
Johnson, William
KCBY-TV
Kellogg, Cindra
Kellogg, Ogden
Kinney, Joyce
Kraft, Katy
Kramer, Evan
Laursen, Bessie
Leuthe, Carren
Leuthe, John
Lure, Scot
MacFarlane, Jeff
MacLeod, Francie
Manes, Beverley
Marohl, Jack
Matthews, Dot
McArdle, Bill
McArdle, Pat
McCutcheon, David
Mielenz, Bill
Miller, DeEtte
Miller, Dennis
Mitchell, Alan
Montgomery, Monty

Morrow, Norma
Mylands, Bob
Nelson, Milt
Nelson, Shirley
Noble, Tony
North, Millie
O'Shaughnessy, John
Oberbeck, Eric
Ogden Kellogg
Oleson, Bill
Pagano, Anthony
Palmer, Tim
Pease, Brad
Pelton, Sherry
Perry, Dave
Podorean, Grey
Podorean, Pam
Pogwizd, Tim
Port Orford News
Port Orford Today
Porter, Jon
Porter, Tobe
Pratt, Dave
Proctor, Bonnie
Robertson, Gary
Roemen, Elaine
Rogers, Carrie
Rogers, Jim
Rohan, Ann
Rohan, Charles
Schmucker, Cheryl
Schmucker, Randy
Scobie, Deb
Shields, Cari
Shipp, John
Smith, David
Smith, Lin
Smith, Linda A.
Snider, Micki

Redening, Zora
Song, Willow
Sparks, Lee
Steinhorst, Jerry
Stevenson, Calum
Stoler, Jay
Struck, Jim
Struck, Mickey
Taylor, Judy
Thompson, Grant
Trevino, Feliz
Tronson, Jim
Tronson, Tere
Vileisis, Ann
Waltensperger, Jr., A.
White, Clint
Wickham, Gary
Wight, Bert
Wight, Jane
Wilcox, Gayle
Wilhite, Dave
Wilson, Mike
Wood, Jack
Wright, Jane



Chapter 2: Inventories

Inventories

Introduction to Inventory Data

This section of the report includes specific inventory information that is relevant to the Study Area and relevant to the future recommendations of this report. The inventory data is not all-inclusive for the Study Area. The Port Orford Comprehensive Plan includes extensive inventory data that has not been summarized or analyzed for purposes of this report because the data is not relevant to the changes that are being proposed. Such data includes, but is not limited to, soils analysis, coastal shorelands analysis and housing analysis.

Study Area Features

The Study Area begins just east of Battle Rock Park and goes north up to 10th Street. To the west, the area encompasses all of the Port on the south and the residential and commercial area north of the Port to Agate Beach Road. Map 2 shows the area of study. The unique positioning of Port Orford on the coastline is clearly seen. In addition to the natural features Map 3 displays, the map shows three areas of the built environment that emerged as defining elements to the character of the Study Area including Battle Rock Park, the Port of Port Orford, and Battle Rock Shopping Area.

Natural Environment

The topography and natural vegetation define the community's character with forested hillsides, views of the Pacific Ocean and rocky shorelines, beaches, creeks, and Humbug Mountain. Topography and other natural features and State and local regulations that respond to Goal 5 will be important factors in determining the extent and shape of future development. This section presents information about predominate natural features and the applicable planning regulations.

The topographic map of the Study Area, Map 4, shows the slope for the Study Area. The western area is a high steep cliff from the edge of the Heads, as the coastal hill is known, down to the sea. A steep slope also exists just north of the Port, and combined with the Heads, a natural shelter is created to protect the deep-water harbor from northerly winds. The Study Area on the east side has a gentle slope down to Highway 101, and the majority of the area on either side of the Highway is level.

Built Environment

❑ **Battle Rock Park:**

Battle Rock Park is a 3-acre City park of dramatic scenic beauty in a prominent location with easy access. Battle Rock Park sets the tone for the southern area of Port Orford because of its location on Highway 101 and because of its substantial rockwork and viewing areas reminiscent of national park facilities. The facility invites visitors and residents to enjoy the beaches and views in a natural and historic setting with interpretive information available.



In addition to the views and interpretive signs, Battle Rock City Park has a number of amenities including a visitor center staffed by volunteers with brochures and maps about Port Orford and the Oregon Coast, public restrooms, an outdoor shower, public telephone, picnic tables, interpretive signs and beach access. Whale watching, storm watching, cloud formations and evening sunsets are all spectacular from Battle Rock Park.

❑ **The Port of Port Orford:**

The Port is unique on the Oregon coast, being the only non-estuarine fishing port with a unique boat hoist to handle the moorage limitations. The Port is an economic engine for the community because it provides income to the community through ongoing commercial fishing-related activity, and it is a unique harbor located on an open bay facing the ocean so there is no bar to cross. Because of rough seas, in-



water moorage is not feasible and fishing vessels are hoisted down from dry dock storage directly into the ocean.

The Port has approximately 35 resident businesses, 35 additional businesses that are seasonal, and 120 employed directly in fishing. The Port of Port Orford is part of the community's history and heritage, and it is a tourist attraction with its location directly on the Pacific Ocean where there are interesting ongoing activities of the working Port. These activities associated with the fishing industry include hoisting boats in and out of the water, working on vessels, bringing in the catch, and more. Above the Port facility, there are breathtaking ocean views from the bluff and road.

□ **Battle Rock Shopping Area:**

Battle Rock Shopping Area is a concept that has been developed within this planning process, and this document contains recommendations about how to further develop the concept. Because Battle Rock Shopping area is a concept that is not fully defined at this time, two sample configurations are presented in Map 2 and Map 3.

In both concepts, Battle Rock Shopping Area at the south end of town is within walking distance of both Battle Rock Park and the Port. Battle Rock Shopping Area is located on both sides of the Highway 101, and has some of the older commercial structures in town.

The Battle Rock Shopping Area concepts are designed to encourage commercial retail and service development in close proximity to the Battle Rock Park and the Port. The suggested options propose to maintain and enhance existing art galleries, small retail businesses and eateries within close proximity, and highlight interesting architectural features that currently exist. The historic Old City Jail located in the vicinity is currently proposed to become a City Park and tourist attraction in the future. The concepts could be implemented to encourage an ambiance that is free and lighthearted, although Highway 101 is a dominant feature.

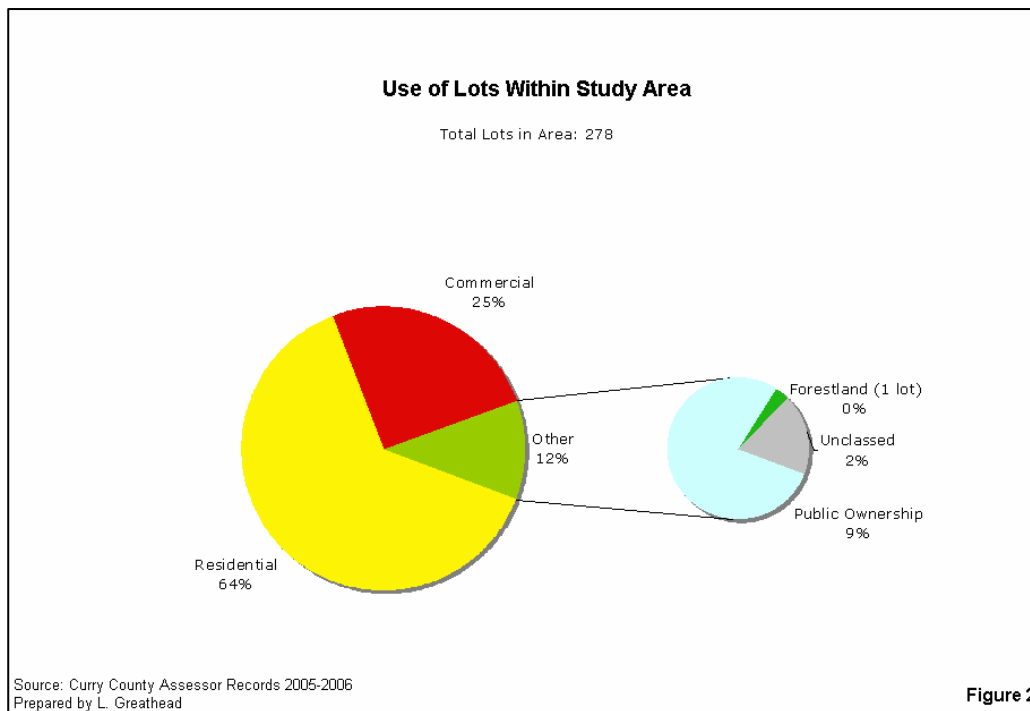
Map 2: Shows a concept of the Battle Rock Shopping Area that is limited to those commercial properties fronting Highway 101 from Battle Rock Park to Harbor Drive, which is the road to the Port.

Map 3: Shows a concept of the Battle Rock Shopping Area that covers more area, and includes commercial properties covering a full block on either side of Highway 101, and extending further along Highway 101 up to Oregon Street.

Current Land Use

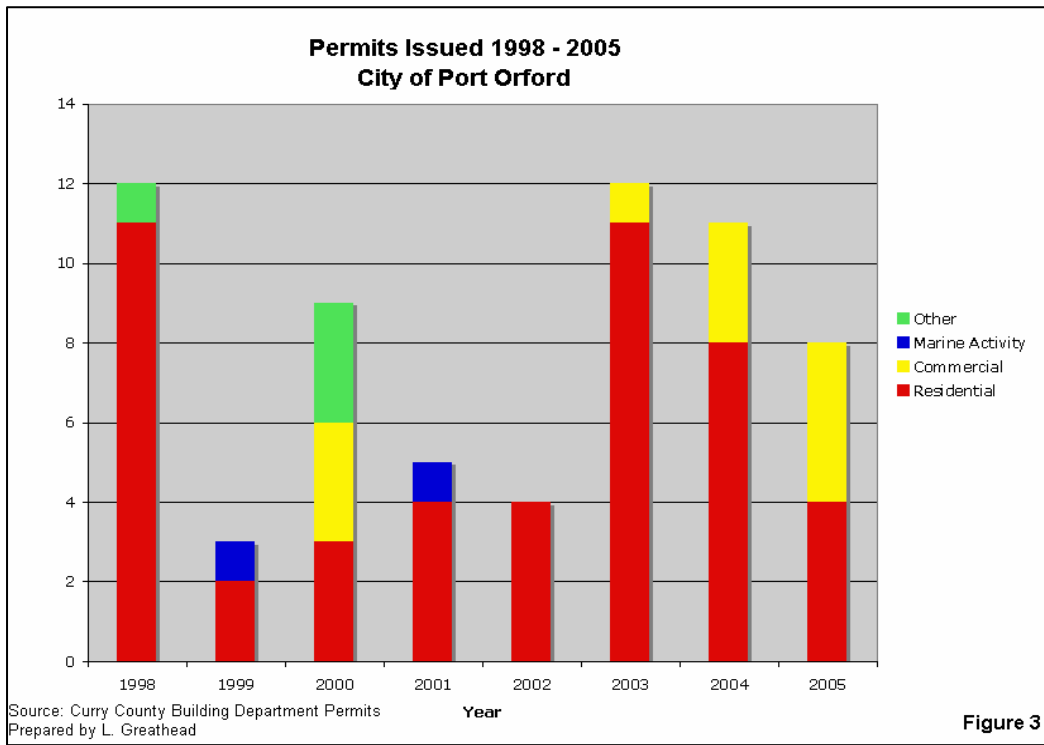
The Study Area has four primary property uses: residential, commercial, marine-related, and public parks. Such uses are defined by the Curry County Assessor when appraisers identify existing uses based upon the development that exists on the property or by the “best use considering the site” when property is vacant. For this reason, the identified use can be different from the zoning designation on any specific property. The main uses identified by the Curry County Assessor’s Office in the Study Area are residential, commercial, and other (exempt) as shown in Figure 2. Exempt property is land that is in public ownership or utilities. In the Study Area, public ownership includes Battle Rock Park and Port properties, as well as utilities and other properties owned by the City, Curry County (County) and State of Oregon (State). The Port area currently has marine-related activities, with restaurants allowed as auxiliary uses.

Residential lots comprise 64 percent of the lots in the Study Area, and occur throughout neighborhoods in the Study Area, with the exception of the Highway frontage properties.



The pattern of commercial development in the Study Area can be clearly seen in Map 5. Most of properties with commercial improvements front on Highway 101. Two other commercial areas show up as well. One is the property just north of the Port area, which includes a motel and the old lodge site. The other property, an RV Park, is on the north edge of the Study Area. Map 6 shows properties that are vacant in the Study Area. Approximately one-third of the lots are unimproved.

Building permits issued for new structures in the Study Area classify structures by building use. Figure 3 shows the types of building permits issued for each year from 1998 through 2005. In years that are charted, 70 percent of all new structure permits within the Study Area were residences, 20 percent were commercial structures, and 10 percent or two of the permits, were structures for the Port.



Circulation

Vehicular, pedestrian and utility circulation in the City of Port Orford is through a network of public streets. This street network was established as an orthogonal grid system by the original plat of the City that was recorded with the county in 1865. The plat establishes the street network as public right-of-ways for use to construct roadways, sidewalks and utility lines to serve the private properties throughout the City. Over the years, most of the platted right-of-ways have been developed with roadways suitable for vehicular traffic and as routes for public sewer, water and electrical utility lines. Some street right-of-ways have not been improved either as roadways or utility corridors because of adverse topography.

The Study Area is typical of the remainder of the City in that most of the platted street right-of-ways are developed as both roadways and utility corridors. Consequently, there is an existing circulation pattern for transportation and utility facilities within the Study Area that was established by the original City plat and would be difficult to alter in any significant way.

Transportation

The City of Port Orford has prepared a *DRAFT* Transportation System Plan (TSP) to address the requirements of the Oregon Transportation Planning Rule (TPR) with regard to all aspects of vehicular and pedestrian traffic within the City. Information from the TSP that is relevant to this study is summarized below.

Special Transportation Area

On January 14, 2004, the Oregon Transportation Commission designated a 0.71-mile segment of Highway 101 from Deady Street to 15th Street as a Special Transportation Area (STA). The STA includes the Highway 101 segment located within the Study Area. An STA is a highway designation in the Oregon Highway Plan, which recognizes that certain segments of State highways also function as the main street of a city. Having this designation allows the Oregon Department of Transportation (ODOT) to use highway design standards that are different and more flexible than are typically applied to State highways outside of the STA. The STA designation is used in areas that already have a distinct main street character with compact urban development where buildings are spaced close together, oriented to the street and there is a mix of land uses.

Traffic

From the north, the Pacific Coast Highway, Highway 101, runs through the City in a north-south direction using Oregon Street and then changes to an east-west direction using 6th Street as its right-of-way. This highway provides the only vehicular access link for the City to the other cities in the region. The cities of Bandon and Coos Bay/North Bend lie to the north and the cities of Gold Beach and Brookings lie to the south. There is no improved highway access to Port Orford from the east. Highway 101 passes through the center of the Study Area as 6th Street and is bordered by commercial uses on both sides of the street. The City’s proposed TSP includes an inventory and classification of its street system based on the function of the roadway. The streets located within the Study Area have been classified as follows:

Streets within the Study Area		
<i>Name of street</i>	<i>Classification</i>	<i>Use</i>
6 th /Oregon Streets - US Highway 101	Principal Arterial	Roadway with substantial statewide and interstate travel
Coast Guard Hill Rd	Major Collector	Roadway that provides service to areas that generate numerous trips
Jackson Street	Minor Collector	Roadway that provides service to a small community
All other streets	Local Street	Roadway within a neighborhood connecting local uses with the collector or arterial streets

Figure 4

The average daily traffic volume within the Study Area has only been measured along Highway 101 and varies from 4,500 vehicles per day (vpd) at the south City boundary to 7,500 vpd north of 9th/Coast Guard Hill Road. Highway 101 has an existing vehicular capacity of 24,000 vpd in this area so the present traffic load does not approach the limit of the highway to carry traffic. Most of the streets within the Study Area are paved to two-lane width and are not presently used to their vehicle capacity. A few of the local streets within the Study Area are substandard in width and are gravel surfaced as shown on Figure 5. Historical increases in the traffic levels along Highway 101 indicate that between 1977 and 1997 traffic entering the City at the south City boundary increased 1.2 percent per year; however, traffic levels at Jackson Street and Highway 101 increased only 0.61 percent per year. While traffic in general on Highway 101 is increasing, the traffic generated within the City is only increasing at half the rate of the traffic passing through the City.

Existing Street Conditions and Sidewalks Within Study Area

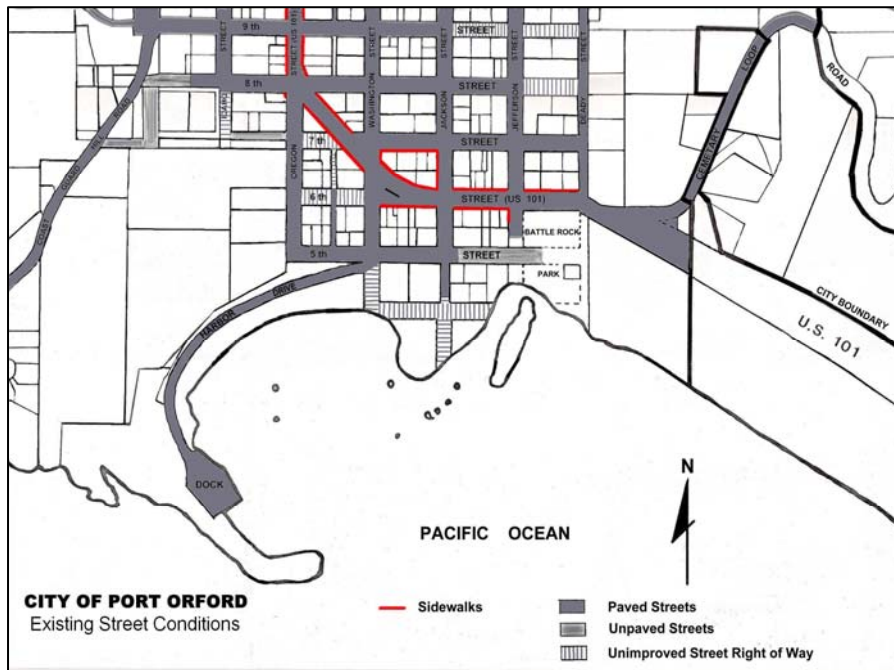


Figure 5

The TSP includes an analysis of the traffic patterns at several intersections within the Study Area to determine the vehicle turning activities and delays in the morning and afternoon periods. It was found that the greatest delays in turning activities in this area were at the intersection of Highway 101 and Washington Street where an eastbound right turn or a westbound left turn from Highway 101 could experience a delay of over 12 seconds during the morning or afternoon peak traffic hours. This length of delay in turning activity is considered to be well below the average for Oregon streets so that the intersection is not considered to be a problem. Most of the turning activity at this intersection appears to be related to traffic going to and from the City's Post Office located on 7th Street and a bank located at the intersection.

The TSP also includes an analysis of traffic problems within the City of Port Orford and identifies the intersection of Highway 101, Cemetery Loop Road and Battle Rock Park as a hazardous intersection. This intersection is located within the Study Area. The intersection of Highway 101 and Cemetery Loop Road is hazardous because Highway 101 intersects Cemetery Loop Road at an acute angle limiting sight distance for cars entering Highway 101 from Cemetery Loop Road. It creates the appearance of vehicles crossing into the northbound lane of the highway when they are making a left turn from the highway onto Cemetery Loop Road. At the intersection, there is a wide unprotected distance for pedestrians to

cross Highway 101 from Battle Rock Park to the commercial area on the north side of the highway.

Pedestrian Amenities

Pedestrian traffic in the City of Port Orford is accommodated by sidewalks located adjacent to some streets. Sidewalks have been constructed along both sides of Highway 101 throughout the City. The only other streets within the City that have been improved with sidewalks are the south side of 20th Street and the east side of Idaho Street at the City Hall complex; and the City block bound by 6th and 7th Streets and Jackson and Washington Streets, which contains the City Post Office. Battle Rock City Park also includes a sidewalk system bordering the parking lot and visitor center building, as well as a paved trail leading to the beach. Figure 5 also shows the existing sidewalks within the Study Area.

Pedestrian traffic on other City streets is accommodated along the edge of the street pavement. Although pedestrians and vehicular traffic sharing the same paved surface can be dangerous, there has not been any serious conflict or history of pedestrian/vehicle accidents within the City due to the low traffic volume on the local streets.

Zoning

The zoning designations and their uses are summarized in the matrix, Figure 6, included in the Appendix. The setback and maximum height requirements are also listed.

The zoning map for the City of Port Orford, Map 8, distinguishes the five zoning designations for the Study Area.

- ❑ The Public Facilities (8-PF) zone is primarily used on parkland.
- ❑ The Marine Activity (7-MA) is used for the Port area.
- ❑ The Commercial (4-C) zone is used for property along Highway 101, for a width of two to four blocks on either side of the highway. In the Study Area, 58 percent of the lots are zoned Commercial. The existing zoning ordinance allows a wide range of types of uses in the commercial zone, from commercial to industrial to residential. This mixed zone provides a great deal of flexibility for uses within this zone.

- The remainder of the Study Area is in Residential zones (1-R and 2-R). The 2-R zone is considered a higher density residential zone than the 1-R zone. The 2-R zone has all of the same uses of 1-R zone, as well as a multifamily dwelling as an outright use, and a clinic or hospital as a conditional use.

The range of uses in each zone is illustrated in Figure 7. In the Study Area, lots appraised as being in public ownership are located in all zones, although public land is expected to be in the Public Facilities (8-PF) zone, or in the Marine Activity (7-MA) zone, which is the Port. Public lands that are shown in the Commercial and Residential zones are utilities or property in reserve.

Lots that are in commercial use are primarily found in the Commercial zone (4-C). Those lots that are appraised as residential are sited almost equally between the Residential zones (1-R and 2-R) and the Commercial (4-C) zone. Within the Commercial zone, various uses from residential to heavy commercial are permitted outright. Actual uses in the Study Area reflect both residential uses and commercial uses. However, for the most part, established neighborhoods have maintained a residential character. In the Study Area, the Commercial zone has 87 lots in residential use, and 68 lots in commercial use.

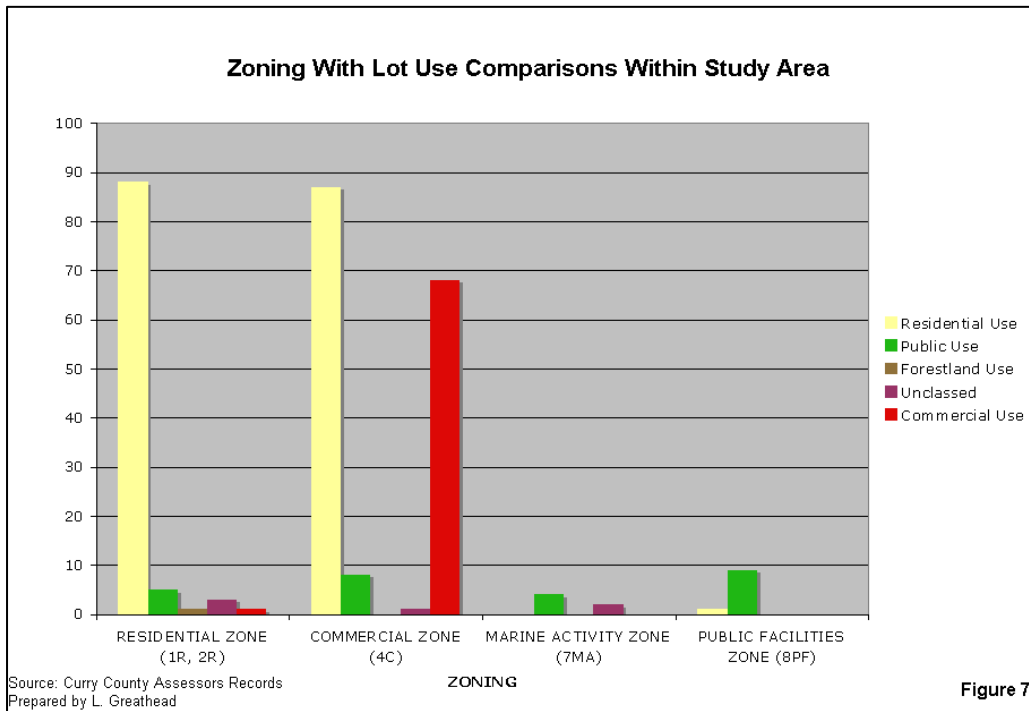


Figure 7

Comprehensive Plan

The City of Port Orford Comprehensive Plan is the guiding document for land use within the City and is the basis for its current zoning ordinance and map. The City's plan was acknowledged by the Oregon Land Conservation & Development Commission on November 4, 1977, and was Oregon's first acknowledged plan within the Oregon coastal zone. The Comprehensive Plan has been revised once since acknowledgement to include changes required by the State's revision of Oregon's Coastal Goals.

Much of the Comprehensive Plan inventory information that was current at the time of acknowledgement is now outdated. Some of this information, such as population data and economic discussion, is utilized for analyzing trends in Chapter 3 of this document. Chapter 2 of this document includes new inventory analysis for public facilities, transportation and infrastructure. There are many other parts of the inventory section of the Comprehensive Plan that include information that is either dated or currently invalid, but this document is for analysis of specific items in the Study Area, and it does not provide analysis concerning all outdated sections of the Comprehensive Plan. Inventory information regarding the physical aspects of the City, such as geography, geologic hazards, soils, and water, is still valid and does not need revision.

The City has not been required by DLCD to update its Comprehensive Plan due to the small size of the City, and the limited population growth over the past 30 years. Since the City was not required to do a general periodic review of its Plan, the City also did not qualify to receive DLCD funding for that purpose. General periodic review and adoption of updates to the Comprehensive Plan are lengthy and costly processes, and the City does not have funding to undertake such projects without financial assistance. If specific projects envisioned in this document are to be pursued by the community in the future, the City may wish to seek funding to update the Plan objectives and strategies to incorporate the projects.

The existing objectives and strategies provide policy guidance for implementing the Plan. Most of these policies are very general in nature and can be broadly interpreted. There are a number of general objectives and strategies in the current Plan that support the vision and recommendations that are presented in this document. There are no general objectives and strategies that appear to conflict with the visions and recommendations that are presented in this study document. More specific language concerning future goals could be helpful for future implementation.

Hazards

The Port Orford Zoning Ordinance has a geological hazard review requirement for all properties either shown to be in an area of geological hazard on the Department of Geology and Mineral Industries (DOGAMI) Bulletin 90 Map, or in an area of locally defined hazards. Although none of the land area within the Study Area is indicated to be an area of “landslide or earth flow” hazard, the shoreline of the Study Area is known to be subject to wave erosion hazard. The City typically requires a geologic hazard review of all oceanfront parcels to determine the appropriate setback distance from the shoreline for proposed structural development.

Wetlands

A local wetland inventory was prepared for the City in 1999. The Assessor Maps for the City were overlaid with the wetland detail from the 1999 study. These maps are not delineations of wetlands, and may not include all existing wetlands. They can, however, serve as a planning tool, indicating general areas where further wetland identification should be required for any development. General wetland areas are also shown on maps that are available from the Oregon Division of State Lands.

Vacant and Improved Lots

There are a number of vacant lots in both the 1-R and the 4-C zones. The distribution of vacant and improved lots throughout the different zones, and potential areas for infill are shown on Figure 8.

Planning Activity

In determining the activity of land use within the Study Area, the history of planning applications for the City of Port Orford was analyzed. A log of land use applications between 1978 and 2005 provided information about applications filed, regardless of approval or denial. Figure 9 indicates the type of land use requests submitted each year. The majority of applications have been land division applications, even during the time that Port Orford was restricted from providing new sewer connections. In the log that has been maintained for twenty-seven years, only six zone changes were requested, and four amendments to the zoning ordinance text were adopted.

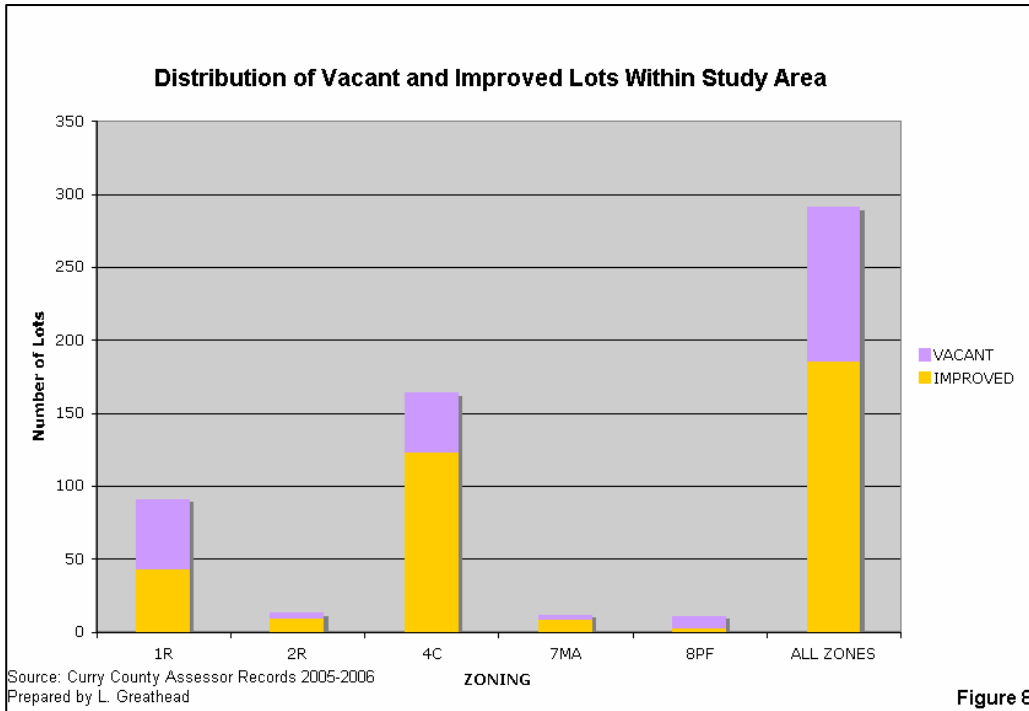


Figure 8

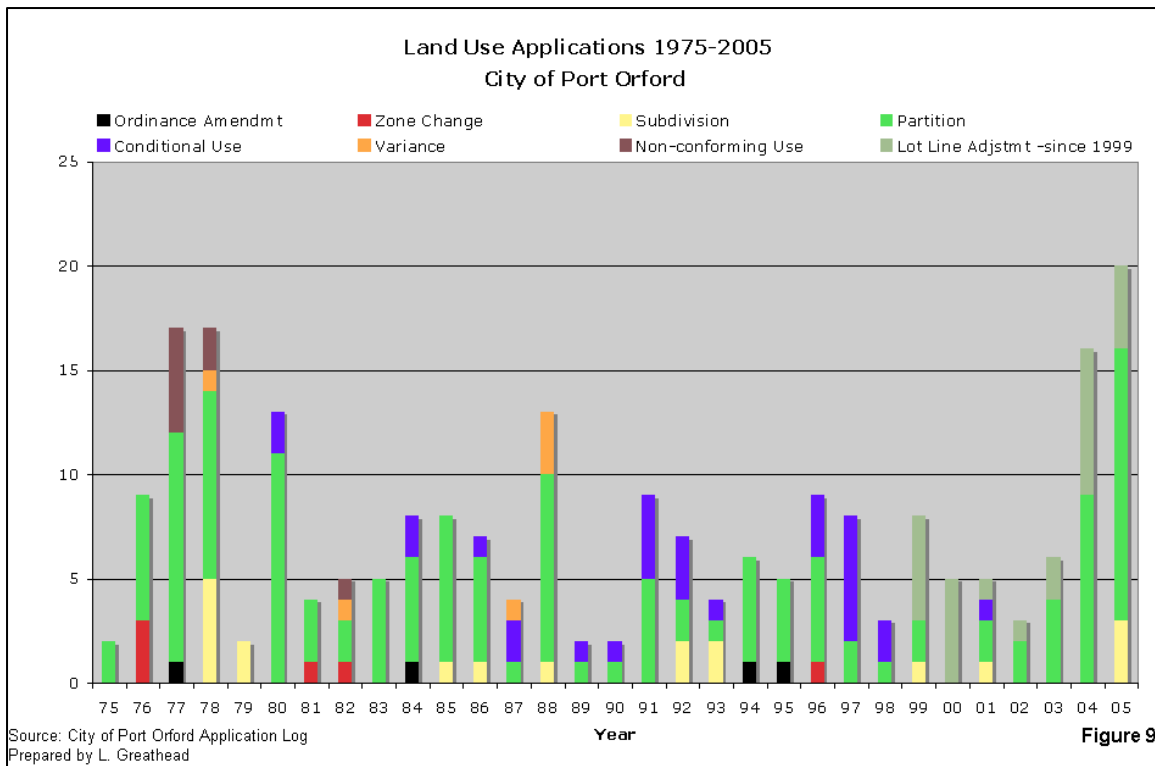


Figure 9

Public Facilities

The City of Port Orford provides public water and sewage disposal services throughout the area within its boundary. Water distribution lines and wastewater collection lines serve the Study Area. The existing situation with regard to the water and wastewater public facilities is summarized below.

Water

The City of Port Orford presently obtains its water from Hubbard Creek, a perennial stream located just east of the City's boundary. The City has water rights and a dam permit to impound up to 4.45 cubic feet per second (cfs) of water from the creek. The City also holds additional water rights from Gold Run Creek and Garrison Lake as backup water sources.

The City's public water system consists of a small reservoir on Hubbard Creek, a raw water transmission line from the reservoir to the treatment plant, a treatment plant, two treated water reservoirs and a system of distribution lines extending throughout the City. The treatment plant was constructed in 1978 and upgraded in 1996 and provides chemical coagulation, flocculation, sedimentation filtration and disinfection treatment of the water. The treatment plant has a capacity of treating 0.8 million gallons per day (mgd), which is adequate for the present usage of the City. However, the system has a loss of treated water in its distribution system. The City is continuing to reduce losses in its distribution system and improve its efficiency so that the present treatment plant will be adequate to serve the City including its projected growth to beyond 2010.

Figure 10 shows the location of the water distribution lines in the Study Area. The planning area for this study is presently fully served by the water distribution system. The City prepared a Water System Master Plan in December 2005, which includes a review of the existing system and the projected needs over the next 20 years. The Master Plan identifies several needed improvements to the system in order to accommodate the projected growth of the City including:

1. Development of increased water impoundment on Hubbard Creek by raising the existing dam or building a new dam.
2. Relocate the backup water intake within Garrison Lake to a site that will have improved water quality.
3. Make improvements to the treatment plant for efficiency.

4. Convert the Deady Street treated water reservoir to a pre-sedimentation basin.
5. Upgrade pump stations on Coast Guard Hill Road and Deady Street to accommodate existing use and projected growth in those areas.
6. Add new distribution lines, pump stations and treated water reservoirs as the City grows and annexes land from its Urban Growth Boundary.

Existing Water Distribution System Within Study Area

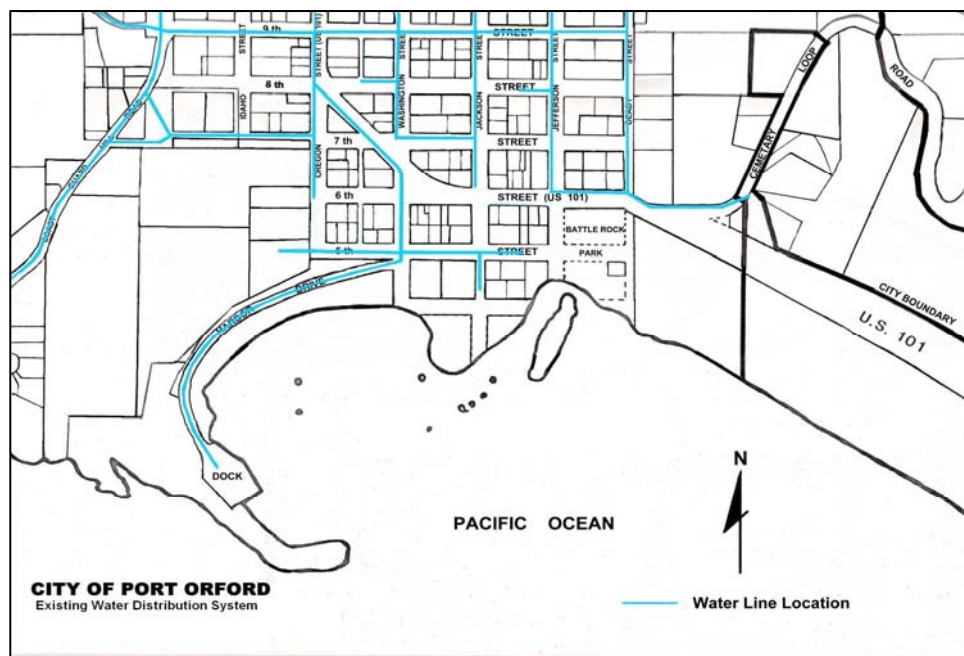


Figure 10

The Master Plan also identified some needs that are specific to the Study Area including:

1. The distribution lines in the vicinity of 5th Street and Harbor Drive are deficient in size to provide adequate flow for fire emergencies and need to be upsized.
2. The distribution lines in the downtown commercial area along Highway 101 need to be upsized to provide a minimum fire flow of 2000 gallons per minute (gpm).

Although the City's water system provides an adequate distribution pattern to the Study Area, the present pipe sizes in the area are inadequate to handle the flow necessary in a fire emergency. The Master Plan for the water system recognizes

this shortcoming and includes plans for the future upgrading of the existing pipe sizes in this area.

Wastewater

The City of Port Orford has a wastewater collection, treatment and discharge system that serves the area within its boundary. The wastewater system consists of sewage collection lines, a sewage treatment plant and an ocean outfall effluent discharge from the treatment plant. The sewage treatment plant is an extended aeration treatment system located in the southwesterly corner of the City. Sewage is collected and transported to the plant through a system of gravity flow and pressure lines. Originally, the treatment plant discharged into Garrison Lake and later to an effluent drainfield located in the dunes lying between the lake and ocean. The drainfield was destroyed by coastal erosion in 1998 and was subsequently replaced by a 2,250-foot ocean outfall located offshore from the outlet to Garrison Lake. The sewage treatment plant was also upgraded along with the construction of the outfall to include ultraviolet disinfection equipment, a new clarifier, and new pumping equipment and control systems. In addition, the City has continued to make improvements to the collection piping to remove infiltration and inflow of storm water and thus reduce peak flows through the treatment plant. At present, the wastewater collection and treatment system is adequate to handle the City's needs.

Figure 11 on the following page shows the location of the wastewater collection system pipes within the Study Area. The Study Area is presently fully served by the sewage collection system. Further development within the Study Area could require some minor sewer line extensions or upgrading of pipe sizes to accommodate new land uses that create large wastewater flows.

Existing Sewage Collection System Within Study Area

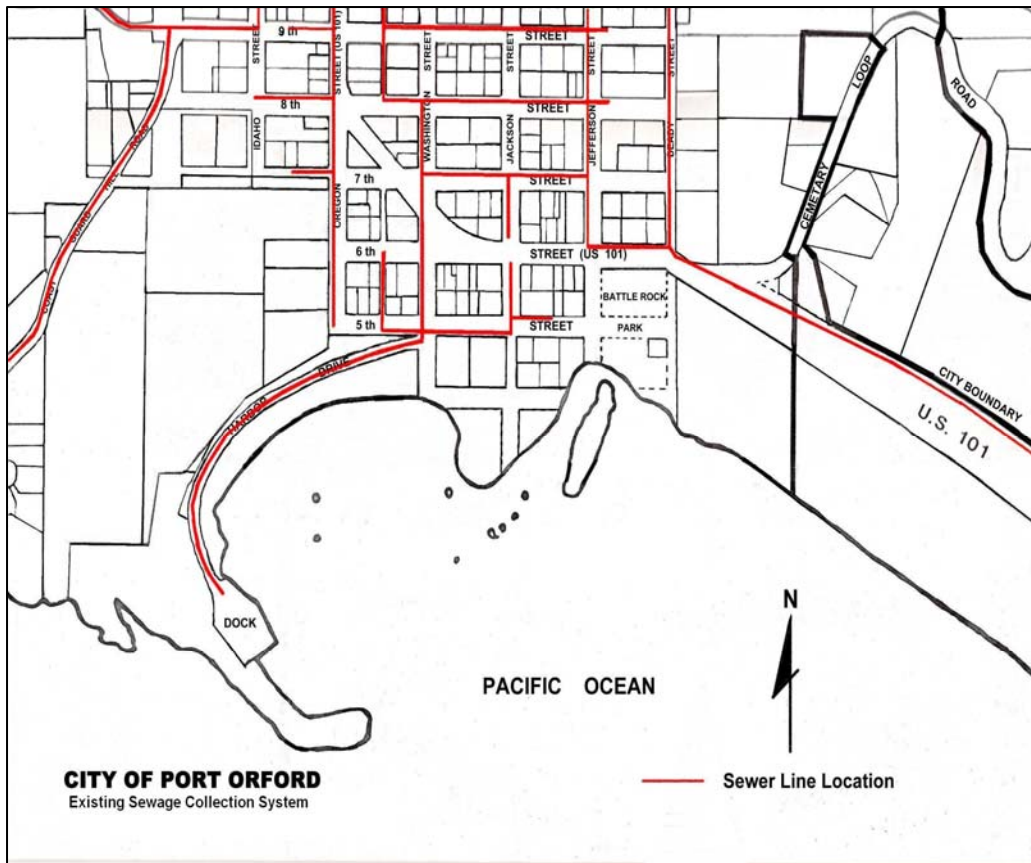


Figure 11

Chapter 3: Trends

Trends

Demographic Trends

This section of the report provides a summary of demographic and socioeconomic trends. In preparing this summary, the City's Comprehensive Plan, acknowledged on November 4, 1977 and one existing update were used as the source for historic information. Statistics obtained from the Oregon Employment Division, the Oregon Office of Economic Analysis, and other reliable sources provide current statistics and more recent trends. Selected comments from survey respondents and public meetings have been included to provide community perspectives. This mix of history, fact and perception has been the basis in developing a vision for the Study Area.

The City of Port Orford Comprehensive Plan (Plan) includes a detailed socio-economic inventory, Section B. A comparison of historical population statistics included in the Plan with those from the 2000 Census reveals that the City of Port Orford has enjoyed stable population numbers over a number of decades. The following chart shows historic population numbers extrapolated from the Comprehensive Plan and the 2000 population figures.

<i>City of Port Orford Population</i>		
Census	Population	Source of Information
1960	1,171	City of Port Orford Comprehensive Plan Inventory, Table 7 U.S. Census, 1960
1970	1,037	City of Port Orford Comprehensive Plan Inventory, Table 7 U.S. Census, 1970
1980	1,061	City of Port Orford Comprehensive Plan Inventory, Table 7 U.S. Census, 1980
1990	1,025	Oregon Office of Economic Analysis, U.S. Census, 1990
2000	1,153	Oregon Employment Department, WorkSource Oregon, U.S. Census, 2000

Figure 12

The population numbers of 1960 and 2000 appear to be very similar, but closer scrutiny shows the drop in the 1970's, 1980's, and 1990's reflecting changing demographics and a shift that is becoming more pronounced over time. This shift is the result of a change from a natural resource-based economy to a retirement and service economy. The Comprehensive Plan predicted the population shift and

made reference to what has now become a reality in the section entitled Implications for Planning Purposes. The following is an excerpt:

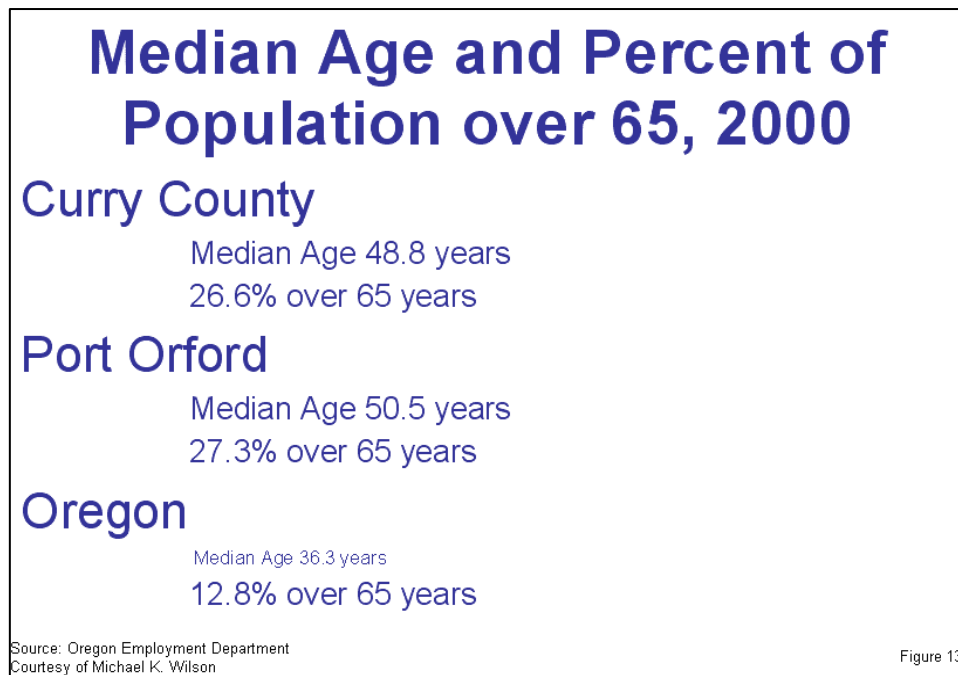
The rapidly increasing proportion of older people, the declining number of middle age and younger people and the fluctuations in total population all require emphasis when dealing with planning decisions.

Knowing the growing proportion of older people and the expectation that this trend will continue, planning decisions should be directed to the problems that provisions may be needed for special facilities and services to accommodate the present and future needs of the elderly. Such facilities would include specialized activity centers, emergency medical facilities, nursing and rest homes, architectural modifications to public and private facilities to permit use by wheelchairs, and adequate low cost transportation. A sizeable older population will require centrally located services of all kinds with entrances, signs, parking and street crossings all designed to promote safe, efficient useage {sic} by this age group. Without proper planning, a sizeable older population will require short term remedies that drain public and private resources.

Population trends for Port Orford and the surrounding area suggest that the city will probably remain stable due to the continued influx of older age groups closely matching the outmigration of younger age groups. This prospect implies the need to direct major planning efforts toward accommodating a constant total population which is rapidly becoming older in proportion to other areas, while maintaining and developing additional services that attract the younger population which is necessary to maintain a healthy, deversified {sic} community.

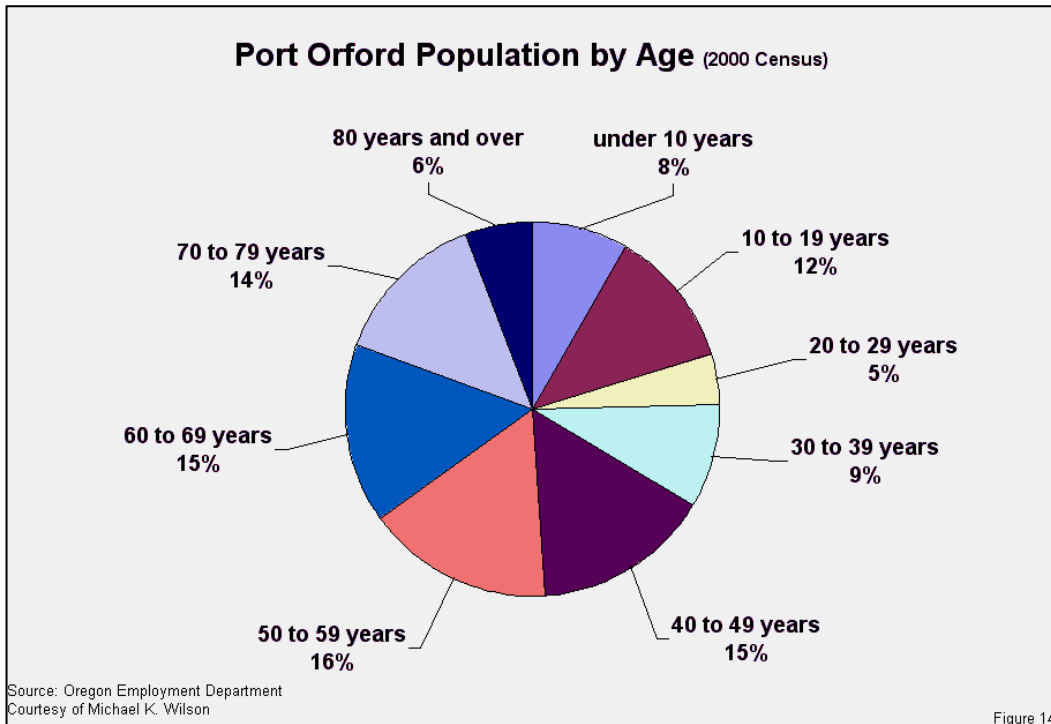
The predictions of the Comprehensive Plan are historical forecasts, but the predictions have become reality. Table 9 in the Comprehensive Plan shows that in 1980, 209 individuals or just less than 20 percent of the population, were over 64 years of age. In 2000, Port Orford's median age was 50.5 years with 27.3 percent of the population over 65 years. The percentage of Port Orford residents over 65 years is slightly higher than Curry County as a whole which has 26.6 percent over 65 years, and much higher than the State of Oregon with 12.8 percent of the population over 65 years. Population forecasts show that the population over 65 years of age will continue to increase in Curry County.

Michael K. Wilson, Workforce Analyst of Workforce & Economic Research, of the Oregon Employment Department provided a presentation at the first public planning workshop for the Study Area held in March 2006. Information from the presentation is included in Figures 13, 14 and 15.



Comments from the workshops and surveys provide further insight into how the community is changing:

- ❑ *The population of Port Orford is aging.*
- ❑ *Retiring baby boomers will continue to invest money in this area.*
- ❑ *More people with more leisure time . . .*
- ❑ *In the 60's, there were four people in a 1,000 square foot house; now there are two people in a 2,500 square foot house.*
- ❑ *Shifting demographics are changing the City from a port town to a retirement community.*



Socioeconomic Trends

The community's economic basis was set forth in the Comprehensive Plan in the section entitled Economics:

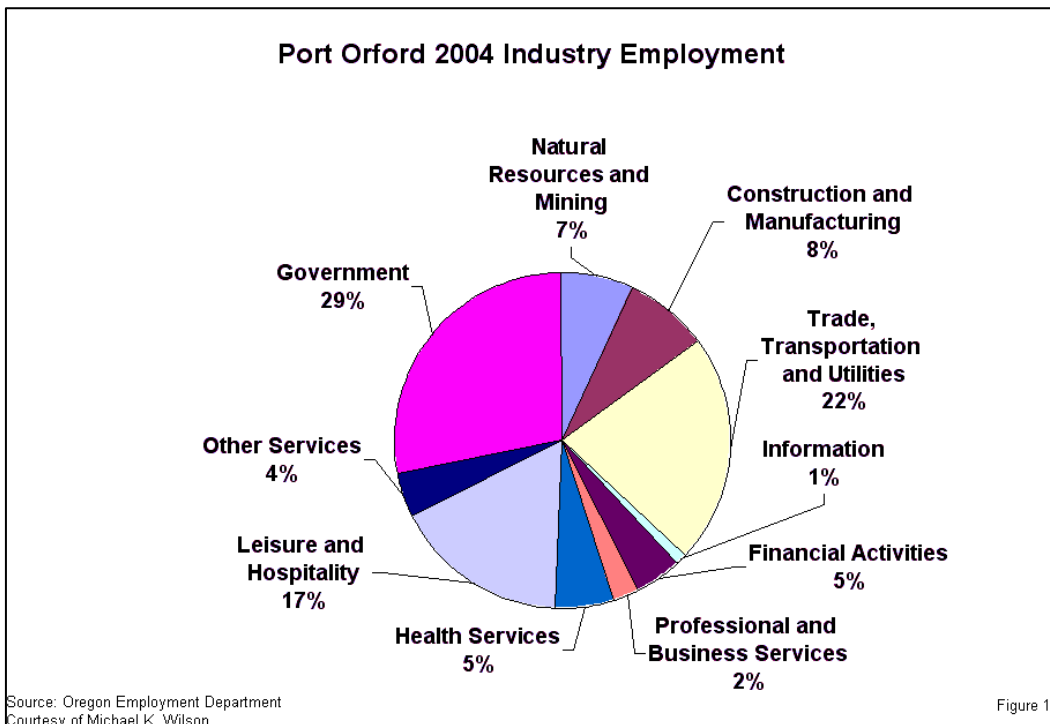
The harbor's commercial fishing fleet and processing facilities, together with summer tourism, are the economic mainstays of the community.

Today, commercial fishing continues to be a significant economic sector of the community. The Port estimates that between 100 and 150 people are directly or indirectly involved with the commercial fishing industry in Port Orford. A number of businesses provide services such as fabrication, tools and supplies, which support the industry. The Port facility is an important feature within the Study Area because of its economic impact on the community, and because of the unique ambiance that attracts the local population and visitors.

Tourism continues to be a significant employer for the community. Port Orford's location on the Pacific Ocean provides ambiance, and its location along Highway 101 provides exposure to the traveling public. The natural beauty of the area, its unspoiled environment and the friendliness of the community are magnets that bring visitors back again and again. Within the Study Area, unpretentious bed

and breakfasts intermingle with single-family residential uses, and retail establishments exist in close proximity to one another along Highway 101. Information specific to the industry employment mix in Port Orford is shown in Figure 15. This information was developed when the Employment Department's workforce analyst made a query of the Port Orford zip code to attempt to capture information from the Port Orford community separate from the remainder of Curry County. This method provides information that could not otherwise be captured for the City of Port Orford because the information is normally available the County level.

The industry categories that are addressed are those utilized by the North American Industrial Classification System, NAICS. The three top employers in the Port Orford zip code are government at 29 percent, trade transportation and utilities at 22 percent, and leisure and hospitality or tourism at 17 percent. Although some fishing-related activities are included in the section entitled Natural Resources and Mining, the 7 percent figure does not reflect the actual contribution of these industries because individuals from the natural resource industries including, but not limited to, fishing are not required to report their earnings.



Comments from the workshops and surveys provide insight into community trends. A number of responses made reference to real estate sales, growth of the retirement sector, and shifting demographics. Many expressed concerns about changing community values and the economy. On the other hand, there were some responses indicating that change could only improve the community.

- ❑ *Real estate growth and higher prices are trends that are putting prices out of range for local families. Retiring baby boomers will continue to invest in this area, increasing the cost of real estate.*
- ❑ *Real estate is getting too expensive. It is becoming another elitist community.*
- ❑ *Investments are being made in land that will eventually create more demand for house construction.*
- ❑ *More effort is needed to create more affordable housing for lower income families.*
- ❑ *Tourism will continue to be a major part of the economics.*
- ❑ *Port Orford is losing the local industries of fishing and logging. The replacement is an economy dependent on real estate development.*
- ❑ *People moving in are bringing urban values with them.*
- ❑ *Growth and influx of newcomers, increased tourism, and less dependence on fishing.*
- ❑ *It should not be a community for the “rich” to “play.” This is of great concern.*
- ❑ *Coastal areas in general are growing, and Port Orford is growing. Real estate is a thriving business.*
- ❑ *Not a destination.*

The Comprehensive Plan section entitled Economics provides information about retail services, tourism, recreation and retirement.

Retail Center

. . . the services offered within the city answer only the primary needs of the population which are required for day-to-day living. For a larger

range and volume of service, the people usually travel to the Coos Bay/North Bend area which is the major service center for the entire south coast region. The trade and service activities for Port Orford are primarily located along Highway 101 through most of the city with the most concentration of businesses near the south end of the city.

Tourism, Recreation, and Retirement

Port Orford's growing but highly untapped economic functions are those related to tourism, recreation, and retirement. Port Orford has many unique characteristics which make it ideally suited for these activities.

Port Orford's retail trade and services are likely filling less of the needs of everyday living than they were at the time that the Comprehensive Plan was written because the downsizing of independently owned retail establishments has been a nationwide trend within small rural communities for a number of decades. Throughout much of the nation, small town main streets have empty storefronts and lack of retail activity. On the other hand, large retailers such as Wal*Mart, COSTCO, Target, Home Depot, Lowe's and major hotel/motel developments often thrive at the outskirts of these same communities.

Port Orford has retained its unique small town atmosphere, and large national retailers are not currently in the vicinity of the community. However, Port Orford has limited services and, as in the past, the retail dollars are leaking from Port Orford to larger communities within the region and the State.

Chapter 4: SWOT Analysis

SWOT Analysis

Scanning the environment to identify strengths, weaknesses, opportunities and threats (SWOT Analysis) is an element of strategic planning. Participants at workshops were asked to approach developing a community planning vision by utilizing the SWOT approach. The technique is set forth as the first step of community visioning in the document, A Guide to Community Visioning, which is a product of the Oregon Visions Project. By profiling the community's strong points, challenges and opportunities, Port Orford citizens and the planning team were able to envision future directions that could respond to citizen concerns and enhance the community.

This chapter profiles the community by presenting the strengths, challenges, threats and opportunities identified by the citizens when they participated at the workshops and responded to the survey questions.

Strengths

Small town atmosphere and way of life.

Natural beauty.

Fresh air, marine climate, beautiful clouds, weather, storms.

Noncommercial in nature, with small locally owned businesses.

Battle Rock City Park.

Tourism -- a growing segment of the economy.

Not a tourist town.

The Port – its economic role, location and ambiance.

Highway 101 -- a major transportation and tourism route, and also Port Orford's "Main Street."



Art, artists and galleries.

Non-pretentious, openhearted, layback atmosphere, relaxed, uncrowded, slow paced, peaceful, tranquil.

Sense of history -- Tribal history, and first town site on the Oregon Coast.

Classic old-style coastal town.

Sense of community.

Great friendly people.

The Pacific Ocean at our front door.

Natural beauty, great views, green trees, creeks, beaches.

Unspoiled natural environment, wetlands, forests.

A place to disappear in.

Eclectic.

Fishing.

Pedestrian-friendly community.

Several neighborhoods are just a block away from Highway 101 commercial development.

New residents – retirees with talents and financial assets.

Mixed uses make the community more vibrant.

Has potential.

Challenges

Economically depressed, lacking in business, need to target new business of all kinds – family-wage jobs, tourism, and services.

Lack of medical facilities and services -- no pharmacy.

City needs to be more of a destination to gain more tourism dollars from those who come.

Tourism is a seasonal business.

Growing, but as a retirement community.

Behind the times.

Lack of depth – a thin community.

Unorganized character, too spread out, not well defined, no central shopping area.

Linear strip character of commercial development.

Needs sprucing up. Live and let live attitude allows junk, blight and clutter to accumulate.

No common theme.

The Port facility is not fully utilized.

Opportunities

To maintain the small town character.

To build on the natural beauty of the community.

To obtain grant funding and utilize inmate labor to establish a walking trail in the Study Area.

To recognize and delineate an unusual watercourse with a pond and wetlands on undeveloped property on the bluff above the Port.

To limit commercial uses within the Study Area so that industrially oriented uses are not allowed.

To protect existing residential neighborhoods by limiting commercial uses.

To continue to solicit citizen involvement as we move into implementation of the vision.

To encourage an inexpensive facelift of commercial properties within the Study Area.

To bring a sense of unity to the Study Area.

To promote growth of the arts community by encouraging housing that is attractive to artists.

To establish the Port as the front door of the community by encouraging tourism development along with industrial development.

To protect our natural environment.



Threats

The community will change as a result of development.

Small town way of life may be lost.

Fast food restaurants and big box stores would change the landscape and the ambiance that is the essence of the community.

A large commercial facility or a big hotel and conference center could alter the character of the community.

The natural environment is threatened by growth and development.

There are few prospects for “living wage” jobs.

Out-migration of young people is of concern.

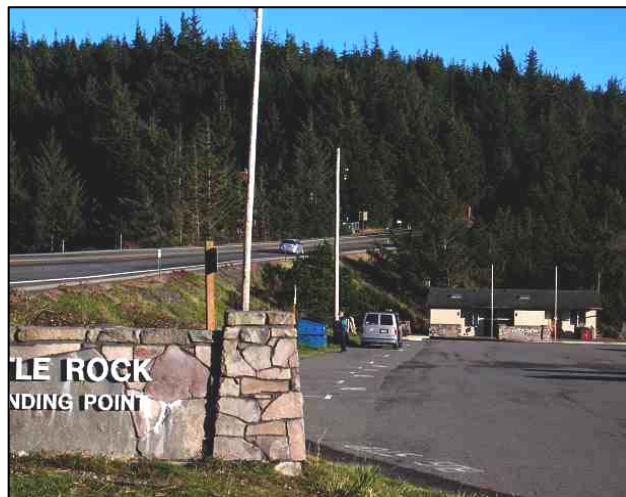
As housing costs escalate, the cost of housing for families and workers is of concern.

Real estate development seems to be the main industry.

Port Orford is a retirement community, but without having business services such as medical facilities and a pharmacy, economic benefits of retirement are limited. Regulation can stifle development.

Addressing the community land use problems on a piece-meal basis could cause problems.

The current City Comprehensive Plan and zoning may not protect the community and its values.



Chapter 5: A Vision for the Future

A Vision for the Future

By merging data with the perceptions and values of the citizens, a vision for the future of the Study Area was developed. This vision is for land use planning, although the perceptions and values that were gathered could also be applicable for community planning that is not related to land use. The headings in this chapter provide the vision and goals for the future. The text provides further information as to how the vision was developed from the values and concerns expressed by the citizens of Port Orford.

Maintain the Small Town Ambiance.



The desire to maintain the character and small town feel of the community was expressed in a number of ways at both the public workshops and in the surveys. At this time, Port Orford has an opportunity through City planning and zoning to maintain the unique character of Port Orford by organizing to accommodate future development in a manner that will protect the existing physical character of the community and assist in retaining the small town atmosphere. In Port Orford, as in other

communities, there are concerns about change. Here are some citizen comments from the survey responses and workshops:

- ❑ *We have concerns about promoting economic development because economic development changes the community.*
- ❑ *Zoning and planning can help maintain the unique character of Port Orford. We need more specific standards for structure in order to regulate bulk, height, etc. so that new uses do not change the character of the community.*
- ❑ *Control speculative development; have carefully guided, planned and controlled growth.*
- ❑ *From various respondents . . . This is what I like best about Port Orford:*

- *Realness*
- *Quiet*
- *Hometown feel*
- *Noncommercial*
- *Friendly*
- *Restful*
- *Sense of community*

Enhance and Respect the Natural Environment.



This chapter includes concept illustrations that show a walking trail and cul-de-sac. The walking trail and cul-de-sac improvements would highlight views, and interpretive information would provide education about the natural environment and how it has contributed to the community's heritage.

Port Orford's identity and heritage have been based upon its natural resources. Port Orford's front door opens to the mighty Pacific Ocean. Rivers, wetlands, creeks, beaches and green bluffs all make up the wild and windy landscape. Citizens of Port Orford appreciate the community's natural environment with fresh air, changing cloud formations and gorgeous sunsets, a mild climate and dark night sky. Here are some of the comments from the citizens describing how the community and nature coexist to define the community:

- *Unspoiled*
- *Openhearted*
- *Beautiful*
- *Natural setting*
- *Isolated*
- *Close to forest and ocean*
- *Sense of a real port town*

Encourage a Pedestrian-Friendly Shopping Area.

This chapter includes two concept illustrations showing options for how future uses could develop on a lot that is currently vacant in the Battle Shopping Area and one concept that shows specific façade improvements. The concepts reflect ideas that were discussed at the workshops and site walk.

Because Port Orford has a small population, the kinds of services that will be used by a growing retirement sector may also be services that will grow when tourism is more of a destination. For example, businesses that provide services such as cleaning, plumbing, landscaping, roofing and painting can grow as a result of both tourism-related business activity and residential retirement growth. A pharmacy that provides medicines that are regularly purchased by residents may also specialize in gifts and sundries, enticing visitors to relax and enjoy their visit to Port Orford at an old-fashioned soda fountain. Here are some examples of comments from the workshops and the surveys:

- ❑ *Lack of services, no practical stores. More services needed.*
- ❑ *Attract a pharmacy.*
- ❑ *The business area is not defined.*
- ❑ *What we would like to see:*
 - *Pharmacy*
 - *Beauty shop*
 - *Medical facility*
 - *Restaurants*
- ❑ *Tourism could be enhanced with a defined retail shopping area.*
- ❑ *Need to establish a downtown area so it doesn't become a strip mall.*
- ❑ *We love the galleries.*
- ❑ *Encourage locally owned business.*

Encourage Diversification of the Port.

Citizens value the Port because of the economic impacts of the fishing industry, and also because it is a beautiful and unique natural resource of the community. The Port would like to diversify so that it can continue to serve as the economic

engine of the community. The walking trail that is proposed would encourage pedestrian activity to the Port. Here are some examples of comments from the workshops and the surveys:

- *This is what I like about Port Orford:*
 - *Thriving Port*
 - *Sense of a real port town.*
- *Get people out of their cars by making it pedestrian friendly.*
- *Develop and expand the Port with public use such as crabbing and fishing.*
- *Find a balance between commercial use and recreational potential.*
- *The Port should be the front door of the community – not stuck off in a corner.*

Community members have expressed interest in developing more recreational activities and services for residents and visitors at the Port facility. The development of a Near Shore Research Station would be a welcome asset to the Port and the community.

Support a Nearshore Research Station.

Port Orford is the top producing port of live fish in Oregon. The community is dependent upon the nearshore live fish fishery. There is great interest in promoting sustainable fishing practices and local science/research that will contribute to sustainable management of the fishery. The Oregon Department of Fish and Wildlife (ODFW) has acknowledged the critical need for data on the nearshore fish species.

The Port District has limited real estate for lease because it has a small footprint. The Port does not have an anchor business; the cannery building has had limited use since 2001. The Port wants to lease more real estate to generate revenue. They are working on a planning process to determine what direction growth at the Port will take.

Fishermen and community members believe a nearshore research station that would provide ODFW with critical data to manage the nearshore fishery would be an excellent anchor business for the Port. A research station with resident graduate students working on scientific research could create opportunities for

commercial fishermen to lease their vessels for use as platforms for research work, and assist the students in understanding the needs of industry. A public education wing with exhibits and educational programs would be a welcome addition to the community.

Improve Community Connectivity.

This chapter includes two concept illustrations showing options as to how the future walking trail could develop and how it would improve community connectivity. The first concept illustration shows the proposed walking trail location that was initially defined by the City Parks Commission and discussed at the planning workshops. The second is a concept view of the cul-de-sac just below the Way Finder Area in Battle Rock City Park.

Citizens expressed appreciation for the walkable community because of the small size and proximity of various features, the natural beauty of the community, and the Port facility. There were a number of comments, however, that suggested that connections could be improved to allow for greater enjoyment. A walking path with interpretive information would enhance community connectivity by providing an organized and walkable route that highlights the natural and built environment of the Study Area. The following are comments related to connectivity of the community:

- ❑ *The community layout is disorganized.*
- ❑ *Too spread out*
- ❑ *Not well defined*
- ❑ *Business area not defined*

Continue to Engage the Public.

It is important to recognize that the values and vision presented in this summary represent the views of only a portion of the citizens who responded. The summary attempts to highlight perceptions that were expressed by a number of citizens, but in many cases opposing views were also provided. At this time, the vision is broad; maintaining citizen involvement throughout the planning process will be essential if the vision is to be successfully implemented in the future.

Concept Views: Highway 101 South, Vacant Lot Opposite Grantland/Mayfield Gallery

Two concept illustrations of the vacant lot opposite the Grantland/Mayfield Gallery are shown at the end of this chapter. These two concepts incorporate ideas discussed during the workshops and site walk. Two versions of the same view are included to demonstrate how the character, scale and style of buildings and selected building materials can alter the “flavor” of a city street.

Both concept illustrations show a courtyard south of the sidewalk to draw pedestrians into a sheltered environment away from traffic and out of the wind, softened by planting features and textured walking surfaces. Each concept frames a corridor view across the bay and out to Humbug Mountain. Both include street furniture (light fixtures, benches, trash receptacles) to enhance the character of the area. In both concepts, the buildings could have uses catering to the public (retail, restaurant, coffee shop, gallery) on the first floor with the second floor space used for residential. As shown in Concept View – Highway 101 North, changing the paving surface at pedestrian crossings is also suggested. The intent of providing the two concept illustrations is to assist the community in selecting cosmetic appearances for specific structures, and/or to help define future goals for the Battle Rock Shopping Area.

Concept A:

Reflects and respects the historic precedent of the Grantland/Mayfield building opposite on north Highway 101, providing consistency of character on both sides of Highway 101.

Concept B:

Determines an individual character for the courtyard, unrelated to neighboring buildings. The style is less formal, and the scale more subdued.

Concept View: Highway 101 North, Grantland/Mayfield Gallery Block

This concept illustration responds to some of the comments made during the site walk. Subdued colors are shown on the facade, with alteration of the paving surface proposed as for traffic calming. The altered paving would encourage pedestrians to cross Highway 101. Street furniture including light fixtures, benches and trash receptacles add character. Introduction of diagonal parking along this section of Highway 101 would encourage travelers to stop and explore the businesses. This concept enhances an existing historic building by applying characteristics of its historic period to neighboring structures to create a unified and harmonious appearance.

Concept Views: Walking Trail – Battle Rock City Park to East 5th Street to the Port of Port Orford

The City Parks Commission has proposed a walking trail that is recommended in this document. The walking trail would begin at the cul-de-sac just below the Way Finder Area in Battle Rock City Park, proceed west along 5th Street and then southwest along Dock Road to the Fisherman’s Memorial, with an extension to Dock Overlook.

Walking Trail Route Concept:

The purpose of the walking trail would be to encourage both local residents and visitors to explore and enjoy Port Orford. The trail would provide connections to the Port and the Battle Rock Shopping Area. Interpretive signs would be located at both the cul-de-sac and Dock Overlook. The walking trail could be delineated by paving and a concrete curb, and/or other materials.



Cul-De-Sac Concept:

This concept shows the cul-de-sac looking out towards Humbug Mountain. The cul-de-sac is paved with a low stonewall in the style of the existing Way Finder Area. Parking and turn around space will be available with ADA access onto the walking trail. Interpretive signs are shown mounted on the low wall, providing information about scenic features, local history, Tribal history, Port Orford cedar, the fishing industry, the unique Port, logging and more.

Chapter 6: Planning Considerations

Planning Considerations

Commercial and Residential Zoning

Problems are likely to arise when properties are zoned to allow uses that may have conflicting purposes. The existing Comprehensive Plan and ordinances in Port Orford allow various commercial and light industrial uses along the highway and in residential areas. To date, this has not been a problem. When development accelerates in the City, problems are more likely to occur.

An example of a potential conflict situation would be locating an intense commercial use next door to an established single-family dwelling. Such a commercial use would likely have traffic coming and going, utilize both on and off-street parking, and provide outdoor lighting for a parking lot or to light a large facility. Locating a commercial use that is large in scale in an established residential neighborhood could potentially negatively affect the character of the established residential neighborhood, although the development could be positive for the tax base of the City.

Neighborhoods with both residential and commercial uses are very often thought to be desirable because the mix of uses results in vibrant communities with a variety of activities. The most important consideration is “scale.” When commercial uses are in scale with residential uses in mixed-use neighborhoods, the result is more likely to be a compatible community.

Many of the established residential neighborhoods in the Study Area are actually zoned for commercial use, and there are a number of bed and breakfasts, vacation rentals, and other residential and small business uses located within these neighborhoods. As property development accelerates in the City of Port Orford, it is appropriate to consider possible conflicts that could arise in established residential neighborhoods as a result of the variety of uses allowed by the commercial zoning that now exists, and to consider limitations that will preserve a small town neighborhood ambiance.

Some residents of one established neighborhood in the Study Area have proposed enacting an overlay zone to address concerns about intense commercial development next to the established residences. Such an overlay, a new zone, or a change in the uses allowed in the existing zone, would create a light commercial-residential zone that could be utilized in established neighborhoods throughout the Study Area. Specific standards could regulate bulk and height, and require setbacks that are based upon bulk and height to maintain the character of the existing established neighborhoods.

Another consideration might be maximum height limitations. The Commercial zone has a height limitation of 45 feet, but much of the development in this zone is residential, which normally does not reach beyond 35 feet. Because of the scenic quality of the area, more stringent height restrictions may be appropriate.

At first glance, the broad-brush Commercial zoning in Port Orford gives the appearance that there is much property that is used for commercial purposes. However, it is important to note that much of the commercially zoned property is actually in residential use.

Workshop participants agreed that they would like to discourage development that is large in scale to help maintain the small town ambiance and free-flow “feel” of the community. The zoning code could provide the tools to do this. However, it is important to realize that regulations can act as “two-edged swords.” The thought behind new regulations might be to encourage the growth of small locally owned business, but the resulting regulations could also discourage such a small locally owned business from expanding. For this reason, new regulations must be enacted with care and caution.

Townhouse or Condominium Development

The current requirement of a three-acre minimum lot for a Planned Unit Development could be reconsidered to allow for smaller townhouse or condominium developments.

Port Development

Another area of potential conflict is property at the Port of Port Orford. Conflicts could arise as a result of retail or recreational tourist activities mingling with the traditional heavy industrial marine activity that is the backbone of the working Port. The Zoning Ordinance allows nonwater-dependent marine activities as conditional uses. The Port Commission would like to keep options open so that the development potential of the Port is not stifled in the future due to regulations that are too specific or too limiting.

In order to encourage tourism development along with industrial development, citizens have noted that the Port needs a front door. Some mentioned that the Port seems like it is stuck off in a corner when it is actually a cornerstone of the community’s economic health. The Port would like to encourage residents and visitors to view the working Port and to enhance tourism activity on Port properties. This could be accomplished with a walkway to the Port. The area around the dock could be used for a draw, but there are concerns about activity that is not compatible with the working Port activity. In the future, the Port

Commission intends to complete a master plan. It will be important that the Port Commission and City officials collaborate to assure that proposed new development can be accommodated.

Topography

When determining the potential for infill development, it should be noted that besides the apparent vacant land potential, some existing development on lots could be replaced with larger or more intense development. Large-scale development could affect existing drainage patterns.



Some of the Study Area has steep slopes, but these areas are not indicated to be areas of geologic hazard. It may be prudent on all steep slopes over a certain percent to require a geologic review and drainage plans to assure that more intense development does not cause problems for existing development that is down slope.

The forested hills and natural green environment are greatly valued by the citizens of Port Orford. Landscaping that utilizes natural vegetation can be required for large developments.

The Study Area includes wetlands and the State of Oregon will require delineation of these wetlands prior to development of the property. Where wetlands are involved, the City may choose to partner with private landowners to delineate the wetlands prior to the time that development is being proposed.

Battle Rock Shopping Area

Port Orford's commercial area extends all along Highway 101 and also several blocks to the south and north in the Study Area. A number of tourist-oriented businesses are located along 5th Street, which is in the 4-C zone. This already provides a nucleus.

Infilling selected commercial areas would provide better focus on the commercial services that are available and to make it easier to walk and shop. The City could also consider specific requirements for the orientation of new structures and parking. For example, new parking lots could be required to be behind the buildings in the southern part of the City, depending upon the location and the use. This excerpt from the Port Orford Comprehensive Plan was written in the 1970's, but it could have been written as part of our recent planning analysis:

Economic Planning Implications

In consideration of the above data, planning considerations should be focused on attracting a wider variety of economic activity into the area. To formulate a realistic solution, the community must take into consideration what a potential developer utilizes in determining the feasibility of locating a business or industry within a given area.

The economic opportunities addressed by the citizens of Port Orford are the same as those that were addressed in past decades. The Port Orford Comprehensive Plan addresses “untapped economic functions” related to tourism, recreation and retirement. Port Orford has now become a retirement community, and real estate development is reflecting the growth in the retirement sector. However, information provided by the Oregon Employment Department, and a number of comments from the citizens indicate that the retirement sector is growing, but the economic benefits remain “untapped.”



The main consideration of potential developers and business people is economic feasibility. In order to attract a wider variety of retail and service development, the demand needs to exist. Land use planning is not in the business of creating demand, but it can help organize development over time, and this may in turn provide more opportunity for

businesses in specific areas to thrive. To attempt to create a quaint pedestrian-friendly shopping destination for tourism, it may be necessary to define a small thriving retail and service area with a sense of arrival. Sense of arrival is enhanced

when retail businesses are in close proximity, and with other amenities such as pedestrian scale lighting, traffic calming, landscaping, signing, façade improvements with structural elements in common, and/or sidewalk protection such as canopies or awnings.

For a destination shopping area to survive and thrive in Port Orford, retail sales and services should be attractive to both visitors and residents to provide adequate volume for businesses to thrive. Tourism and service businesses can work hand in hand to increase retail business and services in the community, but to do so tourism needs to become more of a destination so that there is more opportunity for dollars to circulate in the community. The Battle Rock Shopping Area would create a destination hub.

Special Transportation Area Designation and Circulation

The Special Transportation Area (STA) designation of Highway 101 that recognizes the function of Highway 101 as the main street of Port Orford allows the Oregon Department of Transportation (ODOT) to apply highway design standards that are different and more flexible than those typically applied to state highways outside of the STA. The STA designation is used in areas that already have a distinct main street character with compact urban development where buildings are spaced close together, oriented to the street, and there is a mix of land uses. The Study Area meets the definition of a STA based on the existing development within the area.

In order to retain the STA designation for this highway segment and provide diagonal parking, traffic calming devices, or other pedestrian friendly amenities that the City may select along the highway, the City must develop a management plan for pedestrian/vehicle transportation within the area and adopt it with the City's Transportation System Plan. In order to establish and encourage the Battle Rock Shopping Area, it is appropriate to work with ODOT to develop a management plan for that selected portion of the Study Area that will be designated as the Battle Rock Shopping Area. In order to facilitate this objective the City could seek grant funding through the ODOT Transportation and Growth Management (TGM) program. This program could provide the City with grant funding to complete a pedestrian/vehicle traffic management plan for its Special Transportation Area (STA) and to adopt its *DRAFT* Transportation System Plan. ODOT has a Bicycle & Pedestrian Grant Program that the City could use to seek construction funds for additional sidewalks and bicycle paths within the study from Battle Rock Park to the Port.

Encouraging pedestrian activity by both citizens and visitors within the Study Area, especially within the smaller commercial core referred to as the Battle Rock

Shopping Area, may require future expansion of the existing sidewalk system. Pedestrian connections between Battle Rock Park and the Port of Port Orford can be enhanced with improved sidewalks along 5th Street and Harbor Drive. This will assure that citizens and visitors can have safe access to the public beaches and recreational facilities at both the City Park and Port without having to travel by vehicle between the two sites.

Sidewalks should also be constructed along the southerly segment of Oregon Street from 5th to 7th Streets and along 7th Street from Jackson to Jefferson or Deady Street to improve pedestrian access to the commercial uses within the Study Area. An analysis should be made of the use of crosswalks within the area in order to determine which crossings are the most frequently used by pedestrians and the potential hazards at those sites. The crosswalk at Highway 101 and Jefferson Street is extensively used by pedestrians crossing from Battle Rock Park to commercial uses on the north side of the highway and presently has a flashing yellow warning light to warn drivers of pedestrians. This crosswalk may need additional traffic control as pedestrian activity increases as a result of commercial promotion and development of the Battle Rock Shopping Area.

Infrastructure Improvements

Completion of the second phase of this study and the development of a refinement plan for the Study Area could provide the City with opportunities to obtain grants for improvements to its utility systems. Funding for needed improvements to the water and wastewater utility systems within the study may be available from the State or other sources as economic development grants. However, the City would have to adopt a refinement plan for this area that promotes commercial development at a specific site such as the proposed Battle Rock Shopping Area.

Incorporating Concepts in the Comprehensive Plan

The City may elect to select concepts of the vision and recommendations that are presented in this document for inclusion in the City 's Comprehensive Plan. Adopting language that describes the City's goals and vision as part of a Comprehensive Plan update will set the stage for future implementation of the vision.

Chapter 7: Recommendations

Recommendations

This chapter is a summary of the recommendations to address the vision that has been developed for the Study Area. The goals are broad and general, and they are presented in bold-faced type. Underneath each goal is a list with options that could be pursued to carry out the goals.

If funding from the Department of Land Conservation and Development is available to complete Phase II of this project, the City of Port Orford may choose to select one or more goals and specific options or revise goals and options to be addressed in Phase II of this project, the development of a Refinement Plan for the southern portion of the City.

Goals and Options

- **Maintain small town ambiance through planning and zoning by utilizing some of the following techniques:**
 - Limit the scale and footprint of uses in both residential and commercial areas.
 - Limit lot coverage for specific uses in established residential areas.
 - Implement more stringent height restrictions.
 - Provide development standards for specific uses, including but not limited to, drive-up windows, and motel and condominium development.
 - Implement overlay zones, or revise zoning districts to separate residential areas from the defined retail shopping area at the southern end of the City.
 - Limit commercial/industrial uses in established residential neighborhoods.
 - Limit or exclude metal siding in specific areas.

- **Enhance and respect the existing natural environment that is the basis of the community’s character and identity by enacting measures that are environmentally friendly:**
 - Encourage utilization of Best Management Practices with incentives for utilizing pervious surfaces, maintaining existing trees and other vegetation, and incorporating native plants in new landscaping.
 - Develop a definition of large-scale development and require geotechnical reports for large-scale development whether or not the property is identified on the Langlois/Cape Blanco Quadrangle and Port Orford Quadrangle Geological Hazard Maps in DOGAMI Bulletin 90, “Land Use Geology of Western Curry County.
 - Encourage the delineation of the wetlands and the watercourse on undeveloped property above the Port prior to the time that development is proposed.
 - Develop a definition of oversized structures and provide lot coverage limitations for such structures through zoning regulations.

- **Encourage the development of a more defined pedestrian-friendly shopping area along Highway 101 at the southern end of the City by incorporating some of the following components:**
 - Assistance through a DLCD Transportation Growth Management (TGM) workshop.
 - Oregon Department of Transportation involvement.
 - Private investment and public/private partnerships.
 - Pedestrian scaled lighting.
 - Directional signing and/or interpretive information.
 - Standards for some common building features.
 - Low-interest loans for paint or other upgrades.
 - Traffic calming devices.

- Street landscaping.
 - Other techniques set forth above in the section with the heading, “Maintain small town ambiance through the following techniques.”
- **Encourage diversification of the Port area, and address potential future conflicts.**

- Organize a joint facilitated workshop to include, but not be limited to City and Port officials, local planners, and DLCD representatives. Address specific water-dependent standards that are applied to Port properties through zoning. Determine if changes are needed to encourage new recreation, fishing-related, and tourism/service-related development in conjunction with current Port industry.



- Support the Near Shore Research Station with a public education component.
- Provide additional signing and interpretive information for the public about the working Port.
- Incorporate a walking trail or sidewalk from Battle Rock Park to the Port.

□ **Improve connectivity in the southern part of the City by incorporating some or all of the following features:**

- A walking trail or sidewalk that connects the Battle Rock Park and the Port.
- Interpretive information such as Tribal history, first town site history, information about the working Port and information about the natural environment.

- Identification of viewpoints, specific water/land connections and/or walkways and trails.
- Directional signing that connects Battle Rock Park, the adjacent shopping area (Battle Rock Shopping Area) and the Port.
- ADA compliance as appropriate.
- **Continue to encourage and utilize citizen input in future planning for the Study Area.**
- **Update the Comprehensive Plan to incorporate selected vision concepts and recommendations described in this document.**



References

City of Port Orford Comprehensive Plan, 1977

City of Port Orford Comprehensive Plan and Land Use Ordinances, June 1989

A Guide to Community Visioning, Oregon Visioning Project, 1993

Curry County Assessor's Map and Documents—Gold Beach

Oregon Employment Division Statistics

Oregon Office of Economic Analysis Statistics

Port Orford Socioeconomic Analysis of Fisheries Resources, Building Capacity for Community-Based Resources Management, June 30, 2005

Main Street, When a Highway Runs Through It—A Handbook for Oregon Communities, November 1999

Neighborhood Street Design Guidelines, November 2000

Commercial and Mixed-Use Development, Code Handbook

City of Port Orford—Looking to the Future, Presentation by Mike Wilson, WorkSource, Oregon Employment Department

City of Port Orford Zoning Ordinance, Title 17

SHN Consulting Engineers & Geologists, Inc., 2005, *City of Port Orford Water Master Plan*

David Evans & Assoc. Inc. and H. Lee & Assoc., 2002, *Draft City of Port Orford Transportation System Plan*

Oregon Department of Geology & Mineral Industries (DOGAMI) Bulletin 90, Map of Geological Hazards

City of Port Orford Wetland Inventory, 1999