

**Cutler District
Community Vision
& Corridor Plan**

Experience Our Other Beach

Cutler District

...Naturally

2008

www.HistoricCutler.org

Lincoln City Urban Renewal Agency



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Cutler Neighborhood Sign





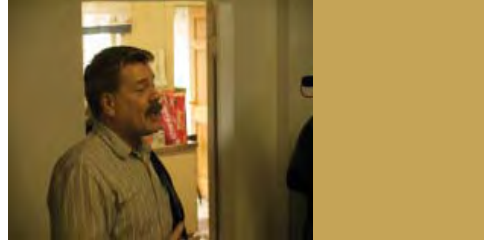
PREFACE

Cutler is the fourth Lincoln City “Pearl”, or district, to undergo the Lincoln City Urban Renewal Agency’s exciting and accelerated public process of a community vision charrette. Former visioning efforts have been very successful in creating plans to guide current and future redevelopment for Lincoln City’s String of Pearls.

In 1999, the Taft District was the first to participate in the Urban Renewal community vision process. The OceanLake District Vision Plan was then created in 2001, followed by the Nelscott District in 2006. Each of these community-visioning efforts relied heavily upon public involvement and outreach, beginning with a weeklong charrette, which included numerous design workshops, community walks, interviews, and focus discussion groups. There were also follow-up public workshops and meetings, project information centers, project websites, newsletters, and the development of distinct district logos. Community visioning efforts in Lincoln City have been nationally recognized for community involvement.

The Cutler District community vision process took place in May of 2008. This “pearl”, which serves as the southern gateway of Lincoln City, is primarily a residential neighborhood with longstanding commercial establishments along Highway 101. The District is historically known for its strong community spirit, peaceful Siletz Bay, and lush gardens. It was once dubbed the “Wild Rhododendron Capital of the Oregon Coast”. In past years, the Cutler Community has come together to build the first fishing dock at Gibbs Point, worked to protect homes from harsh winter storms by constructing sea walls and dikes, repaired streets by bringing in gravel from nearby Drift Creek, and even built a Community Hall for neighborhood meetings and special events. The Cutler District is a hidden pearl, rich with character and charm ... Naturally.







ACKNOWLEDGEMENTS

Urban Renewal Agency

Lori Hollingsworth, Mayor
Rick Brissette, Chair
Ed Kuntz, Vice Chair
Randy Butts
Gary Ellingson
Doug Holbrook
Jim Kusz

Planning Commission

Richard Emery, Chair
Tim Crenshaw
Sharon Cannon
Jim Daniels
Christine Cairns
Erick Feuerborn
Dick Anderson

City Staff

Sherrie Correia, Administration
Ron Hurd, Facilities
Tony Lewis, Streets
Ralph Beavers, Streets
Dave Maninger, Facilities
Gary Newman, Parks
Timothy Novack, Planning
Sandy Pfaff, VCB
Jack Preston, Streets
Meredith Savage, Planning
Ron Tierney, Finance
Otis Winchester, VCB
Katera Woodbridge, VCB

Oregon Department of Transportation

Edward Cantrell
Jean Celia
Steve Cooley
Rich Crossler-Laird
Angela Kargel
Vivian Payne

Media

Casey Miller - Ocean 18 Media Services
Patrick Alexander - The News Guard
Kendall Cable - The News Times
Roger Robertson - 1400 KBCH





Design Team

Al Zelinka, AICP

Planning & Urban Design

Vice President, RBF Consulting

Principal, Urban Design Studio

Irvine, California

Alison Nelson, LEED AP

Community Planning

Assistant Director

Lincoln City Urban Renewal Agency

Lincoln City, Oregon

Angela Lazarean

Land Use Planning

Assistant Planner & Economic Development

City of Adair Village

Adair Village, Oregon

Ben Austin, PE

Engineering & Sustainable Design

Associate

Harper Houf Peterson Righellis, Inc.

Portland, Oregon

Brian Wethington, ASLA, LEED AP

Landscape Architecture & Illustration

Principal

Viridian Environmental Design

Portland, Oregon

Francesco Martinico

Urban & Landscape Design

Associate Professor

Town & Regional Planning

University of Catania

Catania, Italy

Greg Butler

Land Use Planning

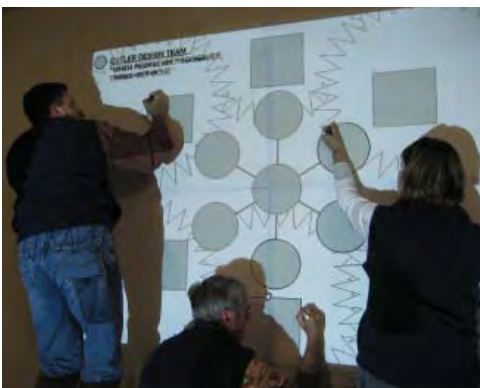
Special Projects Coordinator

City of Florence

Florence, Oregon

Jennifer Danziger, PE

Traffic Engineering & Transp. Planning



Associate, Project Manager
David Evans Associates, Inc.
Portland, Oregon

John Baymiller
Illustration & Urban Design
Design Consultant
Portland, Oregon

Karen Swirsky, AICP
Land Use & Transportation Planning
David Evans and Associates, Inc.
Bend, Oregon

Nils Eddy
Photographic Documentation
Private Consultant
Bend, OR

Robbert Rhemrev
Urban & Landscape Design
Urban, Landscape & Parks Designer
Arnhem, Netherlands

Sarah Shewell
Environmental Planning
Trails Coordinator
City of Warrenton
Warrenton, Oregon

Stephan Lewis
Community Planning
Economic Development &
Project Coordinator
Canby Urban Renewal Agency
Canby, Oregon

Suzanne Rynne
Meeting Facilitation & Planning
Manager, Green Communities Research Center
Senior Research Associate,
American Planning Association
Chicago, IL

Ted Grund
Architecture & Design
Architect
MCA Architects
Portland, Oregon





Local Support

Alexandra Roberts Bullock
Community Charrette Planner
Redevelopment Coordinator
Lincoln City Urban Renewal Agency
Lincoln City, Oregon

Althea Turner
Community Education & Awareness
Tsunami Preparedness Coordinator
City of Lincoln City

Brian Maninger
Geographic Information Systems
GIS Aide
City of Lincoln City

Dan Schmidt
Technology Support
Information Technology Manager
City of Lincoln City

Dave Wilson
Technology Support
Information Technology Support
City of Lincoln City

David Hawker
Vision Plan Oversight
City Manager
City of Lincoln City

Ed Tanabe
Economic Development
Real Estate Broker
Lincoln City, OR

Gian Paolo Mammone
Economic & Community Development
Executive Director,
Lincoln City Chamber of Commerce
Lincoln City, Oregon

Kate Daschel

Planning

Planning Technician
Dept. of Planning & Community Development
City of Lincoln City



Kurt Olsen

Community Redevelopment

Director
Lincoln City Urban Renewal Agency
Lincoln City, Oregon

Lila Bradley

Public Works Infrastructure

Director
Dept. of Public Works
City of Lincoln City



Richard Townsend

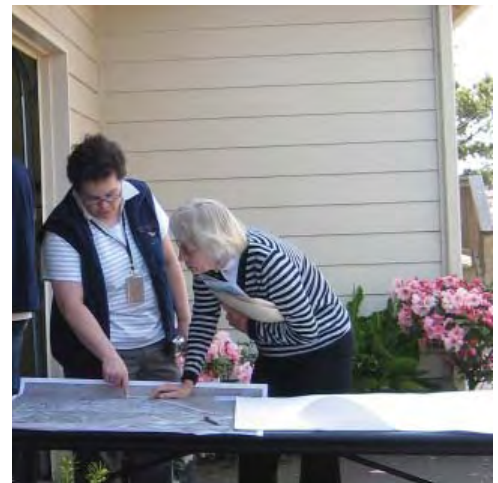
Urban Planning

Director
Dept. of Planning & Community Development
City of Lincoln City

Ron Ploger

Parks & Open Space Planning

Director
Dept. of Parks & Recreation
City of Lincoln City



Sandy Gruber

Geographic Information Systems

GIS Coordinator
Dept. of Public Works
City of Lincoln City

Stephanie Reid

Public Works Infrastructure

City Engineer
Dept. of Public Works
City of Lincoln City



Suzanne Allen

Facilitation & Concierge

Educator & School Staff Support
Lincoln City, OR



International Team

Elias Beriatos

Town Center & Regional Planning

Professor, Spatial Planning & Geography

University of Thessaly

President, National Planning Association of Greece

Volos, Greece



Ismael Fernandez Mejia

Urban Design & Planning

President, IFM International

President, IF & A

Mexico

James Colman

Urban & Regional Planning

Urban Design & Planning Consultant

New South Wales, Australia



Manfred Schrenk

Urban Planning

Dept. of Urbanism, Transport, Environment
& Information Society

Managing Director, Central European

Institute of Technology

Schwechat, Austria

Pablo Vaggione

Urban Planning & Architecture

Deputy Director, Urban Management Forum

at the Institute of Empresa

Madrid, Spain



Paolo La Greca

Regional Planning

Professor

Town & Regional Planning

University of Catania

Catania, Italy

Pierre Laconte
Urban & Transportation Planning
President, Foundation for the
Urban Environment
Kortenbergh, Belgium

Ric Stephens
Community Design
Alpha Community Development
Urban Land Institute
Beaverton, Oregon

Zeynep Meray Enlil
Urban Planning
Associate Professor
Dept. of City & Regional Planning
Yildiz Technical University
Istanbul, Turkey





In Their Own Words...

“When planning for a public outreach project, you never know what level of involvement you are going to see from the community. I was very impressed with the level of involvement and genuine excitement that the Cutler community showed for the process. It reflected a strong sense of pride and ownership in the community.”

-Ben Austin, Design Team member



“Thanks for all you do. I thought your team did an impressive job at the neighborhood meeting. There we all were, as different as can be but united by our love of place. Fantastic!!”

-Bonnie Hull, Community member



“Are we here to make a space or make a place? Planners make a space, people make a place.”

-Zeynep Meray Enlil, Turkey, International Team

“Working in a new place is like starting a new relationship – will I like these people? Will they like me? It didn’t take long for me to realize that I had a crush on Cutler!”

-Karen Swirsky, Design Team member



“I’ve got to tell you I am very impressed with the whole Cutler Vision Plan. You have assembled a team that really is progressive. I don’t know much about urban planning but it looks to me like your execution is about as sophisticated and holistic as it gets!”

-Casey Miller, Ocean 18 Media

“It was a privilege to be able to join in your efforts and contribute whatever we could to the program.”

-Jim Colman, Australia, International Team

“Thank you so much for all of the effort made by you and your team this weekend! FANTASTIC!”

-Ella Rhoades, Community member

“We were impressed by the professionalism of your approach and hope our input may have been of some use!”

-Pierre Laconte, Belgium, International Team

“Cutler’s natural beauty coupled with great residents created an energy that sparked a new element to my career! As I go forward, I’m making sure that community visioning plays a role in my everyday job! Thank you Cutler City!”

-Angela Lazarean, Design Team member

*“Dear Cutler,
As Margaret Mead said (and I know this is quoted over and over again), “Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has.” We are citizens of community planning and, working with citizens of Cutler City, a big difference was made in many people’s lives. You are all remarkable people and professionals – doing what you do because you want to contribute to a better world. Thank you for making a difference in my life, too – I am inspired!”*

-Al Zelinka, Design Team member

“Glad...and inspired to have been a part of it all.”

-John Baymiller, Design Team member

“Protect and enhance the history, people and natural landscape that make Cutler special, with a spirit of innovation and forward-thinking. We can manage change and progressively introduce new ideas, like we have in the past.

-Pablo Vaggione, Spain, International Team





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 Pacific Baptist Church
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 Passey Advertising
 Price & Pride Grocery
 Savin
 Quality Printing Service
 Salishan Lodge & Spa
 Station 3 Embroidery
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 Urban Land Institute



Community Participants



Patrick Alexander
Ed Allen
Suzanne & Clarence Allen
Gretchen Ammerman
Tanya Anderson
Julia Babcock
Gary & Melissa Baechler
Bob Barden
Rob & Christine Bartell
Steve Bechard
Matt Blakeman
Sonja Boerkel
Julie Booth
Lila Bradley
Mike Bradley
Will Bradley
Rick Brissette
Randy Butts
Tina Carter
Suzanne & Richard Chapman
Ned & Celeste Clements
Bill & Janice Colvin
Cindy Condon
BJ & Ken Cone
Rob Drahn
Else DuFresne
Bob & Gail Duby
Eric Duhamel
Jamie Duhamel
Kelli Duhamel
Larry Dunbar
Krista Eddy
Gladys Finn
June Gadley
Bonnie Gatlin
Roger & Diane Gettis
David Goodney

Sandy Gruber
Gail Haddle
Beth Hallead
Jim Harder
JB & Rebecca Haslett
David Hawker
Doug Holbrook
Lori Hollingsworth
Larry Holloran
Bonnie Hull
Roger Hull
Marshall & Diane Jackson
Vi Jacoby-Ward
Tom Jayred
Carolyn Joyner
Catherine Kestu
Neena Kirsch
Ed Kuntz
Rebecca Langley
Mike & Carolyn Laverty
Charles & Cindy Lee
Frances LeFever
Gary Leighton
Charlie & Caron Lewis
Jennifer Lewis
Ryan Lewis
Kosta Lilles
Pam Lind
Harold Loyd
Carla Lucas
Brenda McAllister
Molly McMahan
John Manca
Barbara Mason
Dick & Sheri Matson
Bob & Robin Nett
Wade Newbegin

Timothy Novack
Dan Olkadi
Sener & Julie Otrugman
Priscilla Patterson
Sandy Pfaff
Carol Preston
David Pritchard
Bev Rasmussen
Frank Rasmussen
Stephanie Reid
Ella & Bruce Rhoades
Paul Robertson
Roger Robertson
Sharon Rose
Sue & Lance Rosenau
John Roskell
Carolyn Russell
Jane & Scott Salmons
Terry & Luanne Shane
Devonna Smith
Jesse Smith
Joe Smith
Ross Smith Jr.
Sarah Smith
Marti Spehar
Eileen Stopper
Dorothy Svoren
Ed Tanabe
Buzz Thielemann
Suzanne Thornton
Mel Titchener
Norma Titchener
Richard Townsend
Richard Trantow
Lisa Ward
Rosella Watts
Jack H. Wilson
Jim & Mary Wiseman



Cutler Historic Summary



The area now known as Cutler City was originally a beautiful estuary, full of huckleberries, rhododendrons and pine trees. George Parmele and his family homesteaded in the nearby community of Johnson, up Drift Creek, in 1896. Mr. Parmele built the first sawmill on Drift Creek in 1905, just east of the present site of Cutler City.



The first white people to own land in the present town site were Mr. and Mrs. George Cutler of Dallas, Oregon. The Cutlers, who had moved to the area around 1900, thought the area was a good site for future development. They purchased the property that would become Cutler City from Charlie Depoe, a Native American allotment holder, in 1913.



Later in 1913, Cutler City became the third town site in North Lincoln County as approved by the County Court. The emerging town quickly became known as Gibbs Point when George Cutler sold an acre of land to Mr. Frank D. Gibbs of Portland. In 1913, Mr. Gibbs erected a summer home, the first house built by a white man in Cutler City. The name Gibbs Point was given to the area because the Gibbs house was the first to be built in the area and was the only landmark for some time.



Some time later in 1913, the Cutlers built a small cabin southwest of where the Bay House is now located. Soon after the erection of the cabin, Mrs. Cutler became ill and they returned to their home near Dallas. Mr. Cutler died that same year. Arthur George Cutler, his son, inherited the property and later sold lots during his summer visits to the area and assisted the community by donating land for public use.



One of the first families to settle permanently in the town was the Matt Kangas family. In 1905 Sissie and Jakie Johnson sold them 80 acres. The Kangas land was just south of the Cutler's. Matt Kangas and his family moved to Drift Creek and started a dairy in 1919. Their dairy barn is still a Cutler City landmark today.

Cutler City continued to be sparsely populated during the early part of the twentieth century due to the lack of usable roads. Cutler City was inaccessible for many years. Before a swinging bridge was constructed further east across Schooner Creek, the area was reached by horse, horse and wagon, by boat or by just wading across at low tide. Due to the high rock landscape, the pioneers were unable to cut a road through.

With the completion of the Salmon River Cut-Off and the Coast Highway in the late 1920s, a surge in automobile travel

brought visitors as well as settlers to the area by the hundreds. The popularity of auto camping soared during the 1920s and 1930s. Cutler City had one of the best Auto Parks around, the Siletz Bay Auto Camp, complete with an arch that welcomed visitors and provided a gateway into Cutler City.

On March 10, 1930, the town officially became Cutler City when a post office named in honor of the Cutlers was established. Its residents, who had been working to that end for some time, greeted the news with jubilation.

The area made slow but steady progress during the 1930s, despite the Great Depression. Land sold for approximately \$300.00 for a 50'x100' lot with no improvements.

With the arrival of new residents, new businesses began to spring up as well. Among early businesses is one that survives today, the Crab Pot, located on the west side of the highway. From its earliest days the Crab Pot was much appreciated for its reasonably priced fresh seafood and huge, delectable crab. It was and is one of those businesses that appeal to residents and visitors, alike, offering friendly service and coastal charm.

The North Lincoln Rhododendron Society was organized in 1938 at Nelscott for the purpose of preserving as many wild rhododendron shrubs as possible throughout north Lincoln County. Cutler City, with the most abundant plants, was selected as its Rhododendron Capital. Rhododendron Days and May Festivals of Beauty were held annually from 1938 to 1941 to celebrate the blooming season.

Along with businesses, civic organizations began to take hold in the 1930s. Cutler City residents began construction of the Cutler City Community Club in 1936. The Club was built on land offered for that purpose by Arthur Cutler. Soon, the Community Club became the center for all civic and social activity. Groups met to discuss city improvements, celebrate birthdays and holidays, raise funds with bi-monthly pancake breakfasts, and put on community dances and craft festivals.

Few people came to the area during World War II. However, an end to the war meant a building boom for Cutler City and many others towns in Oregon. Cutler City's population doubled and businesses of all kinds were established.

In December of 1964, Oceanlake, Delake, Nelscott, Taft and Cutler City voted to consolidate as one city. Results of the vote in Cutler City were close, 73 'yea' to 69 'no'. The new city, named Lincoln City, became official March 3, 1965.

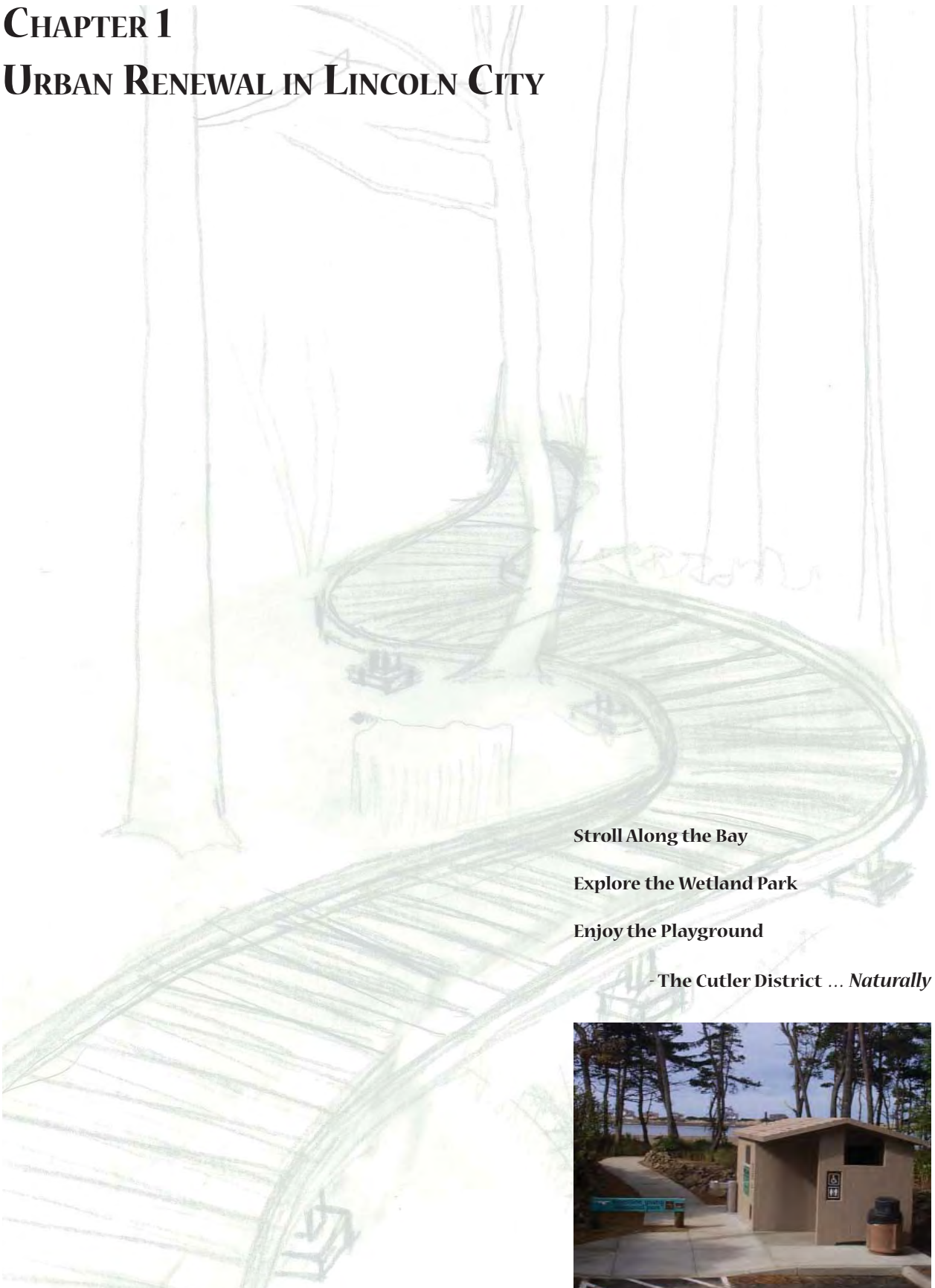






CHAPTER 1

URBAN RENEWAL IN LINCOLN CITY



Stroll Along the Bay

Explore the Wetland Park

Enjoy the Playground

- The Cutler District ... *Naturally*





Background

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

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

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

The Cutler Community Vision & Corridor Plan is a tool to help both revitalize and celebrate the Cutler District. Based upon the community's vision, this plan provides the framework for aesthetic, economic, and safety enhancement, and includes specific improvement projects, policies, and implementation strategies.



Goals and Objectives

To accomplish its mission, the Agency will develop and implement an urban renewal program known as the Year 2000 Development Plan, the goals and objectives of which are listed below. Look for their associated icons in Chapter 4: Cutler Community Concepts to determine which Urban Renewal goals are met for each project.



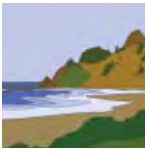
Resolve the problems created by existing blighted conditions so that unused and underused properties can be placed in productive condition and utilized at their highest and best use.



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



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



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



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



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



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



Underground existing overhead utility systems along the Highway 101 Corridor.



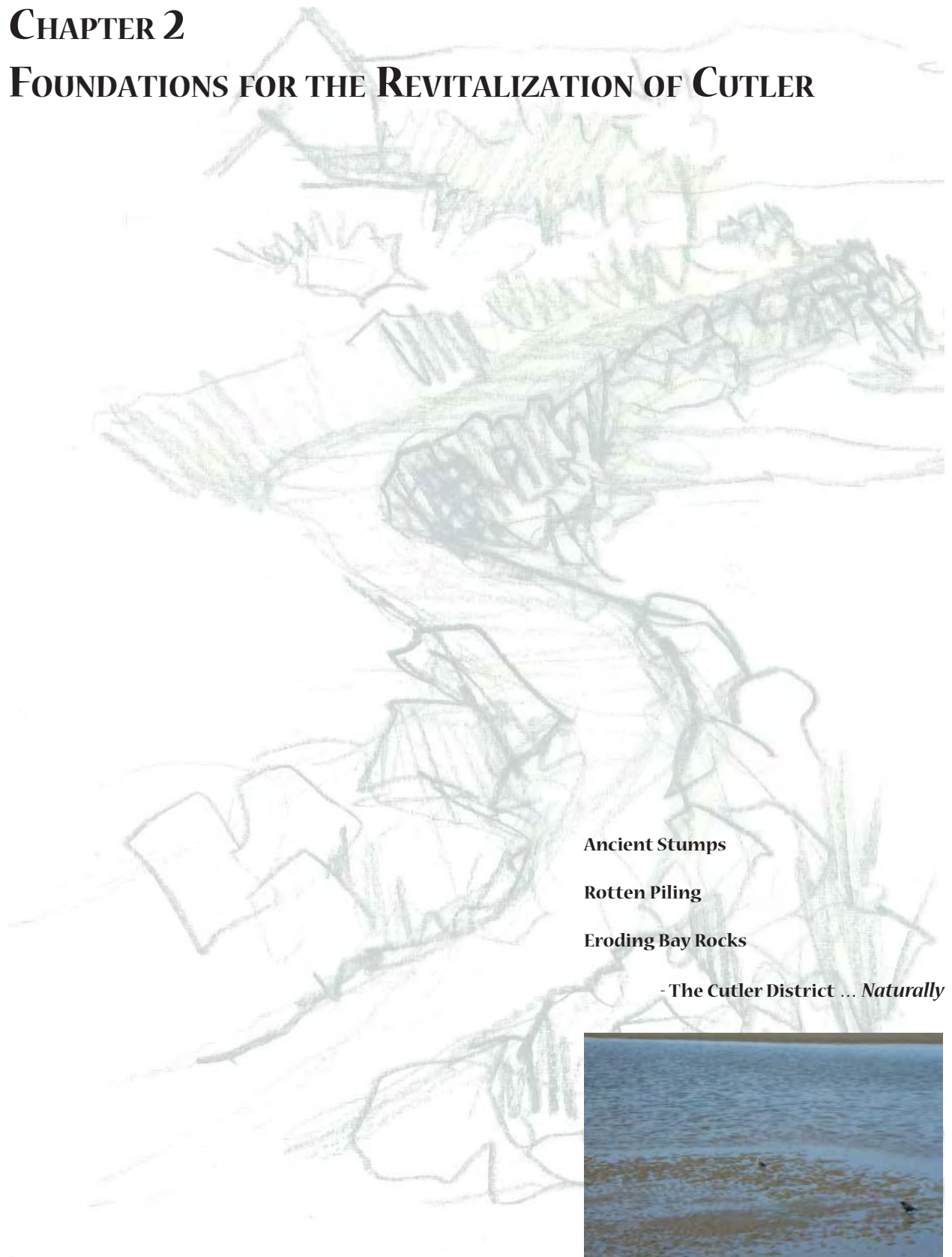
Install coordinated street furniture, pedestrian-scale lighting, walking surfaces and landscaping in areas with concentrated pedestrian activity.





CHAPTER 2

FOUNDATIONS FOR THE REVITALIZATION OF CUTLER



Ancient Stumps

Rotten Piling

Eroding Bay Rocks

- The Cutler District ... *Naturally*





Existing Conditions

Land Use

Historically, Cutler has been known for its lush overgrown gardens, forested areas, and location along the Siletz Bay. Today, Cutler is very much the same as a large portion of the area is still made up of greenspaces, the Cutler City Wetlands Park & Trails, Beach/Bayfront access points & parks, and many of the homes still are surrounded by large natural gardens of rhododendrons.



There are also two very distinct ‘districts’ within Cutler: a commercial strip along Highway 101 and a large residential area. The commercial district is located primarily along the west side of the highway and contains businesses that serve both the local community and visitors alike. While there are many vacation dwellings in the residential area, the majority of Cutler’s residential district, comprises full-time residences.

Urban Layout

Cutler is largely organized by a grid system of streets, oriented north-south and east-west. The interior portion of the residential district is made up of small lots with small cabins and houses. The perimeter lots are generally long, vary in size and have redeveloped into larger multistory homes. The area is very walkable. There are three public parks which primarily serve the local neighborhood. Josephine Young Park provides picnicking and access to the Bay, Kids & Seniors Too Park has playground equipment, and the Wetlands Park has an extensive walking trail system.



Circulation

Similar to the other five districts in Lincoln City, Cutler’s vehicular circulation system centers largely on Highway 101. The highway provides the local community with access to goods and services, brings visitors to businesses and markets, brings supplies to local businesses and connects the “String of Pearls” of Lincoln City together.

Highway 101 also creates a challenge for the Cutler Community, as it is the only way to enter or exit the area. During peak tourist season and holidays, it can become very difficult to get onto the highway due to volume and traffic. Pedestrians, bicyclists and vehicles share the interior streets. There are minimal sidewalks and no marked bike lanes.





COMMUNITY CHARACTER

Cutler... A Place of Natural Beauty

The Cutler Community is comprised of a distinctive residential fabric of small cottages, unique gardens, and walkable streets leading to the Siletz Bay. The design features of this historic neighborhood contribute to the character and sense of community present today. The residents of Cutler wish to see these key defining attributes preserved while also ensuring that future development and redevelopment in the neighborhood is consistent with the current character. The following images represent key attributes and design features of Cutler and are intended to guide future development and redevelopment.



CUTLER COTTAGES - Charming cottages with yards reflect the distinct character of Cutler



ENTRIES - Homes in Cutler offer a variety of comfortable and inviting entryways



WINDOWS, DOORS, & ROOFLINES - The clean lines and simple symmetry of the Cutler cottages are consistent throughout the neighborhood



GARDENS - The Cutler neighborhood contains gardens, many with native vegetation, that add to Cutler's unique character



MATERIALS - An important part of the Cutler character is the selection of materials used on the homes



NEIGHBORHOOD STREETS - The streets of Cutler are used by cars, pedestrians, and bikes alike, with several streets opening up to views of the bay



PUBLIC ART - Public and yard art helps to create the unique nature which makes Cutler so identifiable. Note the similarity between the sculpture below and the wind turbine to the left



COMMERCIAL CHARACTER - Future commercial development along Highway 101 through Cutler should reflect the values and needs of the residents while providing neighborhood-serving retail such as a cafe or deli, coffee shop, and grocery store



NATURAL MATERIALS - Driftwood and other natural materials are used in Cutler for fences in and around gardens



RENEWABLE ENERGY - With the natural conditions along the coast, opportunities exist to harness rainwater for reuse and generate wind and solar power





Zoning

During the Cutler Community Vision Charrette, zoning was not a high priority for the community. Therefore, a zoning overlay for the Cutler District is not recommended. A couple of changes to City wide zoning (allowing Mixed Use in General Commercial Zones and Accessory Dwelling Units in Residential Zones), which are in the works, will increase flexibility for property owners in the Cutler Community. The City also recently passed a Tree Protection and Removal Ordinance and will soon be working on refinements to the Vacation Rental Dwelling Ordinance.

Mixed Use Zoning

Mixed Use Zoning permits more than one type of use in a building or buildings in close proximity to one another. These uses can range from residential to commercial; the zoning ordinance outlines specific details of what uses are allowable.

Benefits of Mixed Use Development include improved physical and environmental health since products and services are closer to home. This increased walkability also means decreased dependency on vehicles, relieving traffic congestion. Business owners have the confidence of customers living near or above them. More activity on the street can also increase security. Successful mixed-use areas usually have a diversity of retail, restaurants, and other services. With public transit in town, people can ride to and from the area to get household items, groceries, dry cleaning or just for entertainment. There is typically less need for parking areas in mixed-use environments which can make way for park space and other amenities.

Accessory Dwelling Units

Accessory Dwelling Units are places of residence that are “accessory” to the primary dwelling on a property. They can be attached or over the primary dwelling or a rear detached garage. Sometimes they are referred to as a “Mother-In-Law” unit, “Guesthouse”, or “Secondary Suite.”

Benefits include creating more affordable housing, providing additional income to property owners, or supportive housing for an elderly relative.

Tree Preservation

The City of Lincoln City has a Tree Protection and Removal Ordinance (2008-16) which is available at the Planning & Community Development Department or on the City website (www.LincolnCity.org). It applies to all trees within the City, regardless of location. In most cases a permit is required to remove a tree with a trunk of six inches or greater.

With proper placement and specification of tree type, trees can maximize the benefits of: enhanced view corridors, increased property values and improved environmental and psychological health. They are a necessary component of urban infrastructure as they are a key part to stormwater management by facilitating the quality and speed of water infiltration, and to climate change mitigation through uptake of carbon dioxide.

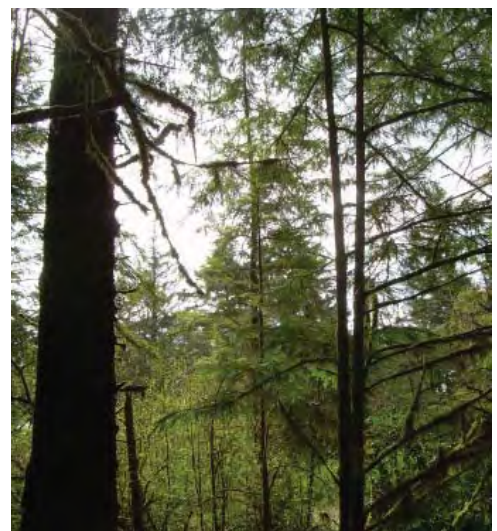
Vacation Rental Dwellings (VRDs)

VRDs are privately owned homes with primary use as residential dwellings, which can be rented on occasions when the owners themselves are not using them.

The City of Lincoln City has a VRD ordinance (2007-11) which is available at the Planning & Community Development Department or on the City website (www.LincolnCity.org). Permitted use of VRDs must adhere to certain performance standards regarding parking, occupancy, noise, landscaping and requirements of the transient room tax ordinance.

While the number of City-wide permitted VRDs is around 250, translating to less than 6% of the existing housing stock, VRDs currently permitted in Cutler consist of around 4% of its 398 dwellings.

Over the next few months the City will be discussing and evaluating the current VRD ordinance and implications of revisions including possible limitations on location and quantity of VRDs within the City and changes to administrative processing of permits.





Community Vision Process

The Cutler District Charrette Team

In May 2006, the Nelscott District Community, the Urban Renewal Agency, and a pro-bono multidisciplinary design team from across the country came together to create a redevelopment plan that addressed land use, public space, transportation, infrastructure and the economic needs of Nelscott. This new approach in Nelscott was so successful that the Lincoln City Urban Renewal staff decided to take the concept to the next level for the Cutler District Community Visioning effort. This time, instead of just bringing in a team from around the United States, they set out to find the best of the best from around the world. The charrette would again be held in May (May 8-12, 2008).

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

Four graduate-level interns also joined the Design Team through the Resource Assistance for Rural Environments (RARE) Program. The interns had backgrounds ranging from environmental planning, economic development, urban design and land use planning, and were working in other rural communities through the RARE Program around the state.

A local support team was formed which included local residents and business owners, some of whom worked on the previous Urban Renewal vision plans, as well as key City Staff such as the Director of Planning & Community Development, the Director of Public Works, and City Engineer.

In addition, a Call for Participation was sent out through the International Society of City and Regional Planners (ISOCARP), and ten planners from around the world answered immediately. Eight planners from Austria, Spain, Italy, Australia, Mexico, Belgium, Turkey, and Greece spent two days working with the Cutler Community, City Staff and the Design Team, and lent their expertise. Two planners, from the Netherlands and Italy, joined the main Design Team for the full five working days.

Design Team & Charrette Preparation

Before any of the teams arrived, packets of background information were sent out. These pre-charrette materials included aerial and GIS maps, the full Historic Context Statement, and a DVD with historic and current photos as well as video clips of the Cutler District so that those new to the area would have a better feel for the community.

The night that the Design Team arrived, they were given a complete History Talk by the North Lincoln County Historical Museum Director, Anne Hall, as well as given an opportunity to ask questions about the area. The Team's first full day in Lincoln City was filled with tours and informational meetings. The Design Team took a tour of area architecture, including visiting Salishan Lodge & Spa and Olivia Beach. The Team also spent time walking through the residential and commercial portions of the Cutler District, explored the Cutler City Wetlands and strolled along Siletz Bay.

With a little history and some area recognition behind them, the Design Team jumped into their first stakeholder meetings with the City Manager, Planning Department, Parks and Recreation Department, Public Works Department, ODOT, Cutler area business owners, and local utility companies.

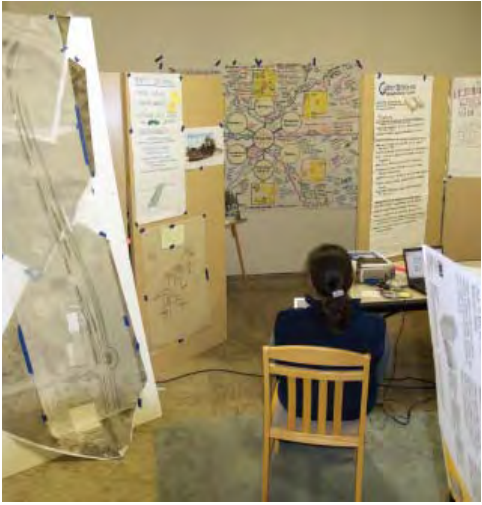
It was important for the Design Team to be fully immersed in the Cutler Community early on. After the area tours and stakeholder meetings on Day 1, groups of two to three team members had the opportunity to go to a "Host Home" meeting. In the pre-charrette meetings and through the opt-in email, residents were offered the opportunity to sign up to be a "Host Home", which





would allow them to host members of the Design Team for an hour discussion on topics of their choice.

In order for the Design Team to have more opportunities to meet the Cutler Community, and vice versa, several open houses were held in what was called the “Design Garage”. Urban Renewal staff rented a local home in Cutler, which was to be used as a design studio so that the Design Team would be eating, sleeping, working and fully immersed in the community. The garage of the home was then transformed into the “Design Garage”. Team members could post up design concepts on the walls of the garage as they were being created in the design studio, and community members could view and comment on the designs at their convenience.



Community Meetings & Events

On May 10th, the Community Design Workshop was held at the former Cutler Community Hall (now the Pacific Baptist Church). Based on the Community Issues & Values Meeting and other pre-charrette meetings, several main topics were identified as priorities to be discussed: neighborhood streets/traffic calming, wetlands & parks, bike/pedestrian connections & trails, neighborhood amenities, Highway 101, and community/design guidelines.



Over eighty community members spent their Saturday afternoon working along side the Design Team to create and design projects in each of the identified topics. Despite the rain, some team members and residents even took to the streets armed with cameras to explore possible design concepts in greater depth. Towards the end of the Design Workshop, a community member from each group presented their groups’ project ideas and designs. The presentations were enthusiastic and filled with laughter – each ended in applause.



Urban Renewal Agency Reception

On the final evening of the charrette, an Urban Renewal Agency reception and dinner was held for the Design Team and the visiting international planners from ISOCARP at the Pacific Coast Center for the Culinary Arts (PCCCA) at City Hall. Urban Renewal staff also invited several Lincoln City residents who were from or had spent significant time in the same countries where

the ISOCARP members were from. The Team posted renderings up on the walls of all design concepts that came out of the Community Design Workshop for the Urban Renewal Agency, City Manager, and the Mayor to view, ask questions and comment on.

Urban Renewal Agency Presentation and Community Celebration

The monthly Urban Renewal Agency Meeting followed the Urban Renewal Agency Reception and Dinner. Many Cutler community members packed the City Council Chambers at City Hall, and those who could not attend could watch the meeting live on the City's Government television channel. At this meeting, Urban Renewal staff formally introduced the Design Team and the International Team to the Urban Renewal Agency, presented a slideshow of photos and video presentation from the charrette, and discussed the outcome of the charrette events. The International Team also presented on their experience working on the charrette as well as their recommendations for the Cutler District.

Once the formal presentations ended, everyone was invited back up to PCCCA for a Community Celebration, complete with sparkling apple cider and cake! This provided an opportunity for the community to see all of the completed renderings and concepts that they had helped create throughout the charrette. The Design Team, International Team, City Staff and Urban Renewal Staff were also available to explain concepts further and answer any questions from the community.

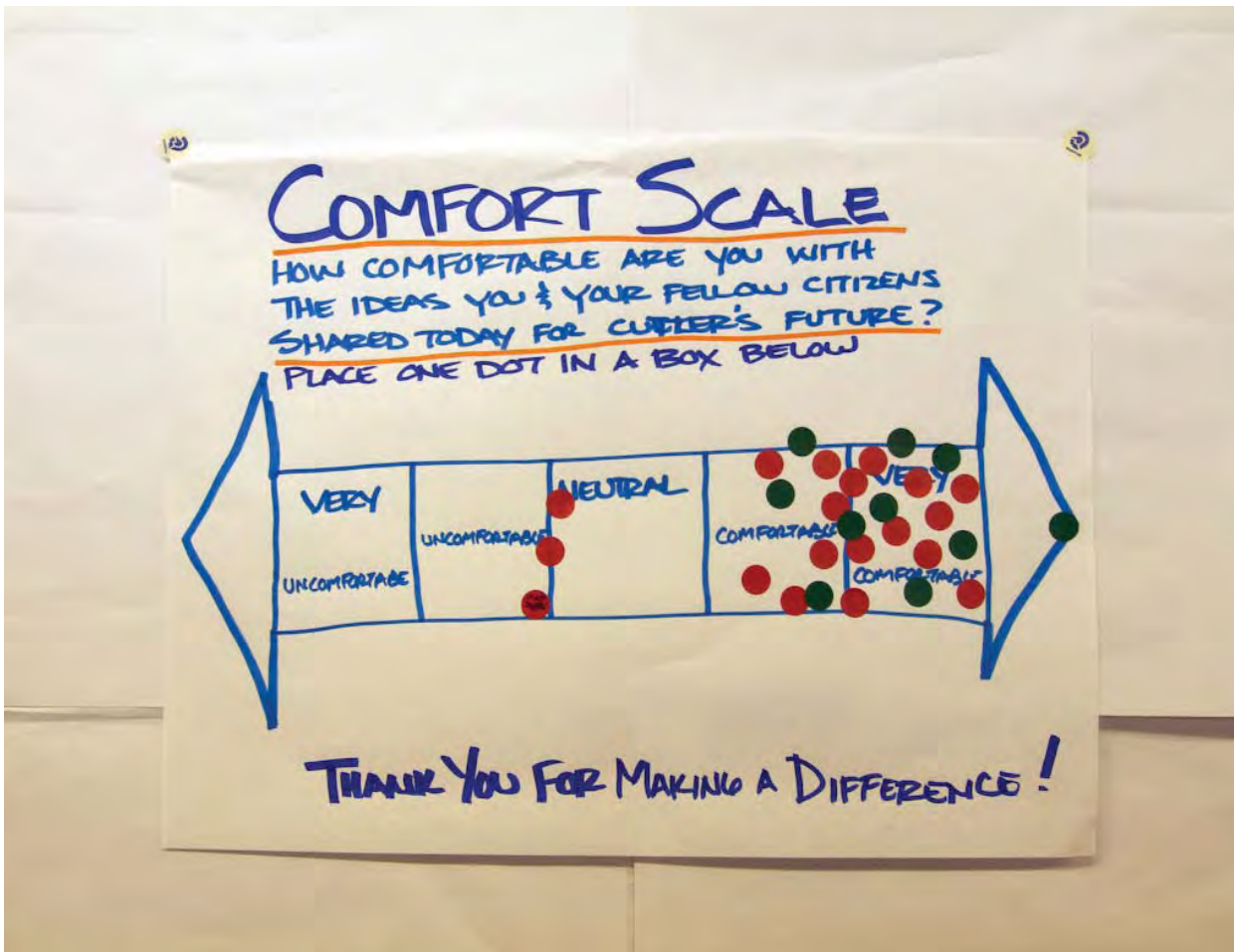
With the goal of building a common vision, involving the public in the development of this plan has been the key component. It will ultimately lead to its successful implementation.





Community Comfort Scale

This scale of comfortability pertaining to the ideas created and discussed at the Cutler Community Charrette reflects primarily a “very comfortable” and “comfortable” impression by the neighborhood with a few others in the “neutral” or “uncomfortable” category.





Public Outreach

Historic Context Statement

For each “Pearl” (or district) in Lincoln City, Urban Renewal has commissioned a historic context statement. Cutler City: Wild Rhododendron Capital of the Oregon Coast was written by Anne Hall, the Director of the North Lincoln County Historical Museum. The document can be downloaded from the website at: www.HistoricCutler.org.

Branding

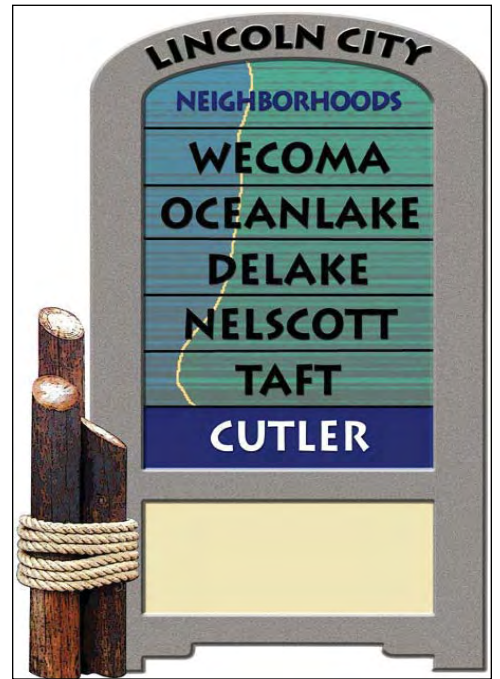
As tourism is the primary industry in Lincoln City, it is important to create a brand that sets it apart from other Oregon Coastal communities. Branding is your image, your value, and your promise. A brand-defining slogan for the overall community of Lincoln City helps to establish a reason to stop, stay, learn and play!

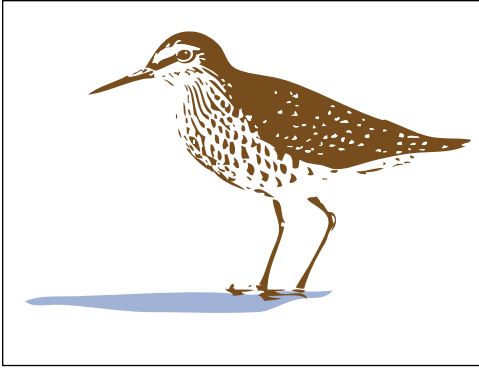
Lincoln City has begun developing the “pearls” that comprise the seven miles of the city and has initiated branding for each pearl’s unique personality. Branding for each district includes a theme/slogan and a logo. The Taft District is branded as the “Bay Front”, OceanLake as the “Business Community”, and Nelscott as the “Historic Vacation Destination”.

The branding of Cutler stems from its characteristics; uniqueness in its location, being bordered by Siletz Bay National Wildlife Refuge, Drift Creek, Siletz Bay, Salishan Spit, Siletz River, and other wetlands and forests. The interior of Cutler is known for its natural beauty with its lush gardens and roaming wildlife. At one time, Cutler was even nicknamed the Wild Rhododendron Capital of the Oregon Coast.

Along with a completed Historic Context Statement, Cutler’s strong connection to nature was even more apparent, as it has battled floods, fires, windstorms, and high waves over time due to its location, yet residents continued to homestead there *because of* its location and natural feel. Cutler’s slogan became:

**“Experience Our Other Beach.
The Cutler District . . . Naturally”**





Cutler's logo became a sandpiper, as sandpipers were often seen running along the beach on Siletz Bay.

Urban Renewal and City staff began to create poems and haikus that represented Cutler. Some were about the wildlife and surroundings, while others discussed favorite things to do in the Cutler District.

The Cutler Community was asked to further this branding by coming up with their own "Oregon Coast Haikus" and "Cutler Poems". These were then printed on the back of the official Cutler District Community Vision & Corridor Plan t-shirts and handed out to community members at all charrette-related public meetings. An example poem is as follows:

Cedar Shingle Siding
Driftwood Fences
Hand split Shakes

-The Culter District ... *Naturally*



Door-to-Door Visits with Businesses

Early in the planning process visits were made to each business in Cutler to inform them about upcoming meetings and the charrette schedule in general. This also provided business owners an opportunity to ask questions directly related to their individual plans and concerns.

Opt-in email

Two general mailings with information on the upcoming charrette and corresponding public meetings were mailed out to over 300 property owners, and more than 120 community members responded immediately, requesting to be added to an 'email opt-in' list. As the charrette approached weekly email updates provided information on opportunities to get involved in the process and notices of upcoming public meetings.



Pre-Charrette Informational Meetings

A series of public meetings were held in the weeks leading up to the charrette, in order to provide meeting schedule information and gain valuable input from the community. In an effort to reach all members of the Cutler community, a Community Participation Schedule was created and mailed to all property owners, advertised in the Lincoln City News Guard, posted on the www.HistoricCutler.org website, emailed to the Opt-in listserv, and a sign was placed at the main entrance to the residential area.



Message in a Bottle

In addition to press releases sent to the Lincoln City News Guard and the Newport News Times newspapers, and in an effort to generate local and regional excitement, Urban Renewal staff sent messages in glass bottles on the upcoming charrette events to a wide range of regional newspapers and organizations.

Radio Interviews

In the months preceding the charrette, Urban Renewal staff were invited as guests on the local KBCH morning radio talk show to discuss the upcoming community visioning effort in the Cutler District. KBCH also invited members of the Design Team and the International Team as guests throughout the charrette week to discuss their experiences thus far and provide information on the next steps in the process.

ODOT Workshop

As the planning for the Cutler District charrette progressed, it had evolved into something more comprehensive than those conducted in previous districts. As the Cutler District is the southern gateway into Lincoln City, it was important to include a gateway (or corridor) plan. Oregon State Highway 101, which runs along the Oregon Coast through Lincoln City, is owned and operated by Oregon Department of Transportation (ODOT). Therefore, it was essential to collaborate with ODOT staff, transportation planners and engineers and work on possible designs for an improved southern gateway into Lincoln City and an entrance to the Cutler District. Businesses located along Highway 101 were invited to an ODOT Workshop before the charrette, where they could review and comment on design concepts as well as discuss issues such as parking and accessibility with ODOT staff.

News Insert

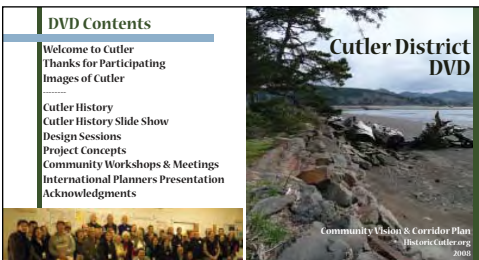
An insert was published and distributed to 3000 subscribers of the Lincoln City News Guard, the week before the charrette. The insert included a brief history of the area, information on design & planning principles, a description of the upcoming events, a public meetings schedule, information on the Design Team & the International Team, and letters of support from the Mayor, Urban Renewal Agency Chair, and Urban Renewal Director.





Video Pieces

The Urban Renewal Agency contracted with a local videographer to document video footage of public meetings and design team processes before and during the community vision charrette. This footage, in combination with various other snapshots, was translated into three DVD products: a 3-minute promotional segment that was sent to prospective design team members; a 10-minute segment of the community vision charrette process; and a 60-minute documentary DVD including all facets of the process including, history, design team, public workshop, Agency presentation and celebration.





Community Issues & Values Summary

Prior to the Community Immersion Week, several community information and input meetings were held to gather information to be used by the Design Team when considering solution projects in the Cutler District. When the Community was asked what they wanted the vision plan to address, given the following five categories, the responses were:

OPTIMIZE

- Single-Family Residential Dwellings
- Native Plants and Open Space
- Wetlands Trail Access & Parking
- Community Neighborhood Culture
- Bay Access Locations

PROVIDE

- Neighborhood Traffic Calming
- Better Access onto Highway 101
- Observation Deck for Bird Watching
- Additional Bay Access Locations
- Community Center with Fireplace, Generator, Range
- Financing for Residential Enhancements
- “Cutler City Arch” as Visual Entrance to Area
- Historical Information Signage
- Cutler District Gateways on Highway 101
- Animal Refuse Stations
- Pedestrian Connection & Bike Access to Taft
- Playground Improvements & Restroom
- Right & Left Turn Lanes onto Highway 101 at
62nd & 63rd

IMPROVE

- Curb Appeal Along Highway 101

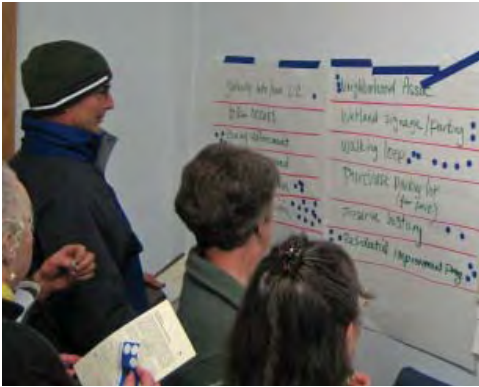
PRESERVE

- Local History
- Neighborhood ‘Feel’
- Parks & Green Spaces

ENHANCE

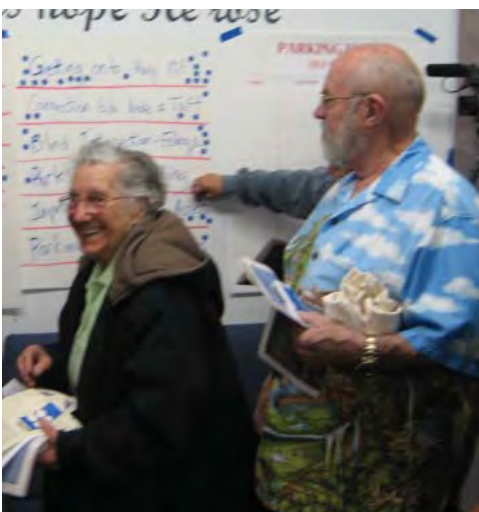
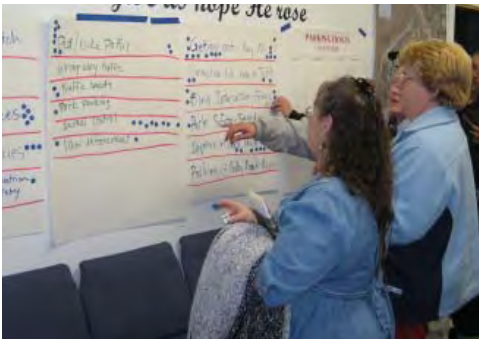
- Bay Access
- Entrance to Cutler with Rhododendrons
- Wetlands Trails and Wildlife Viewing
- Rhododendron Plantings





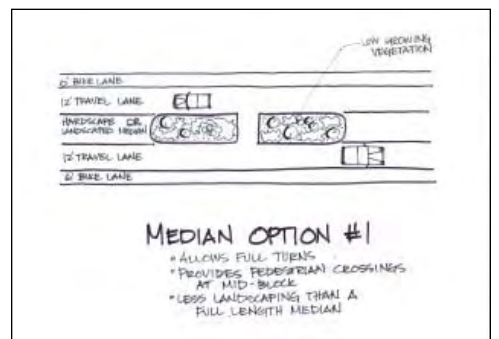
The community was asked to discuss the issues they face as a Cutler Community. The list of issues was posted and by the use of “voting by dots”, the following issues received the most dots and are listed in order.

1. Access onto Highway 101
2. Unimproved Bay Access
3. Animal Control, Law & Zoning Enforcement
4. Preservation of Remaining Green Spaces
5. Lack of Pedestrian & Bike Ways
6. Traffic Speeds
7. Blind Intersections Due to Foliage
8. Tsunami Evacuation
9. Redevelopment of Vacant Parcel on Bayfront
10. Invasive Plant Species
11. Lack of Signage to Preserve & Display History
12. Playground in Need of Improvements & Restroom
13. Community Image
14. No Designated Parking at the Wetlands Park & Trails
15. A BayWalk Connection Between Cutler & Taft
16. Desire for a Neighborhood Association
17. Parking at Galley Bay Access Points
18. Gateway into/out of Cutler District on Highway 101
19. Community Emergency Center
20. Storm Drainage in Problem Locations
21. Construct SW Keel Avenue
22. Economic Development Incentives



The Commercial District Business and Property owners met during a series of meetings to discuss issues they face as a business community and concerns they have more specifically related to Highway 101. Listed below are those issues in no particular order.

- Business Density
- Lack of Sewer System
- Unknown Threat of Highway Expansion
- Available Land for Expansion
- Lack of Sidewalks
- Traffic Speeds on Highway
- Delivery Issues
- Visual Quality of Commercial District
- Desire to Annex into City
- Configuration of SW Jetty Avenue
- Recognition of Cutler Commercial District







CHAPTER 3

COMMUNITY VISION FOR CUTLER



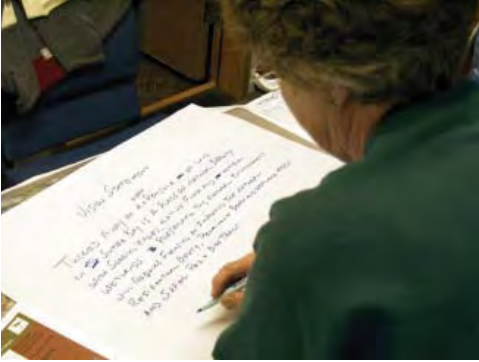
Drift Creek

Siletz River

The Bay

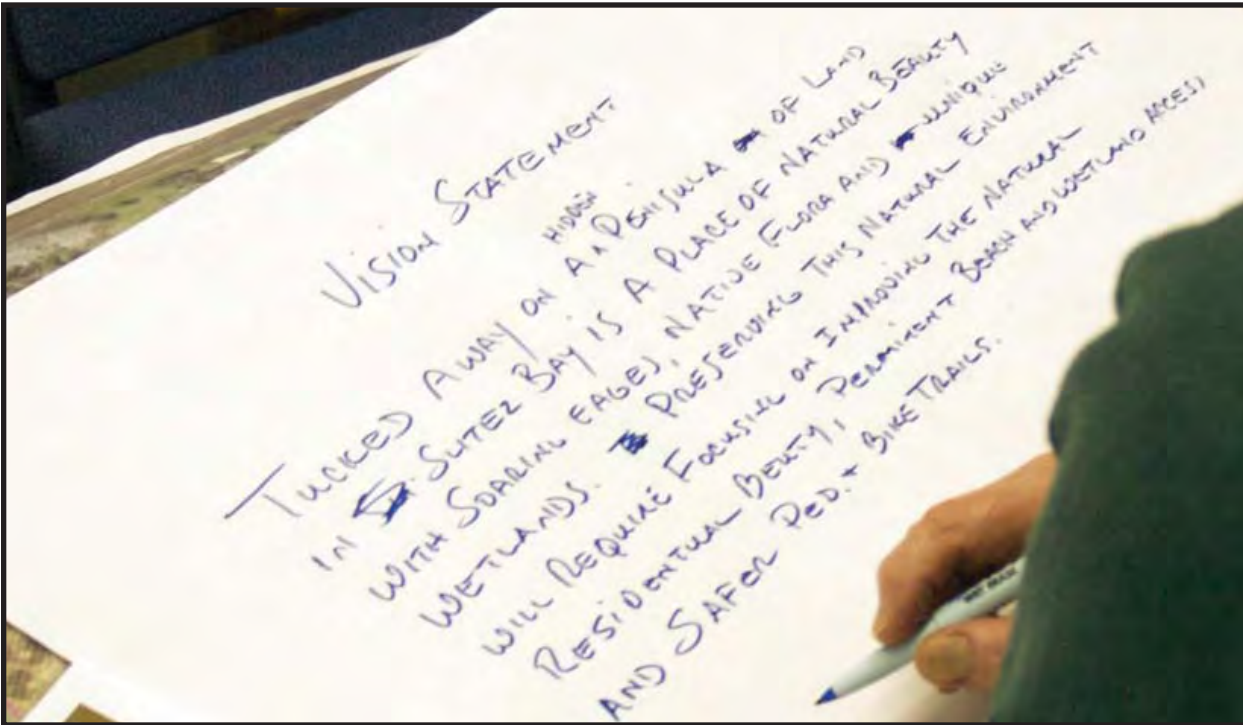
- The Cutler District ... *Naturally*





Vision Statement

The vision for the Cutler District community is a statement of hope and promise, dependent upon shared responsibilities and shared benefits.



Cutler District Vision: A Place of Natural Beauty

Tucked away on a hidden peninsula of land in Siletz Bay, is a place of natural beauty with soaring eagles, native flora, and unique wetlands. Preserving this natural environment will require focusing on improving the natural residential beauty, permanent beach and wetland access and safer pedestrian and bike trails.



The Cutler District neighborhood along the Oregon Coast enjoys its strong identity and quality of life because of its unwavering commitment to the natural environment and a strong sense of community.

Reinforcing the heritage and image of the Cutler District through this vision is guided by a focus on the following core principles:

- Design and adapt buildings consistent with the authentic architectural character of the neighborhood
- Create landscapes and gardens using native plants and materials appropriate for the local setting
- Strengthen the connection between people and nature by enhancing and maintaining bay and wetlands access and informational signs
- Share the story of Cutler District's history through an interpretive signage program
- Enhance the pedestrian, bicycle, and vehicular connections within the neighborhood and between Cutler District and the larger community
- Reinforce "community" through resident gatherings and neighbors helping neighbors





Mind Map

Creating the Mind Map





CUTLER MIND MAP

Following four days of intense community immersion, the design team gathered in the Design Garage for a late evening exercise, fondly referred to as the "Brain Dump".

Team members received background information and community input from many and varied sources:

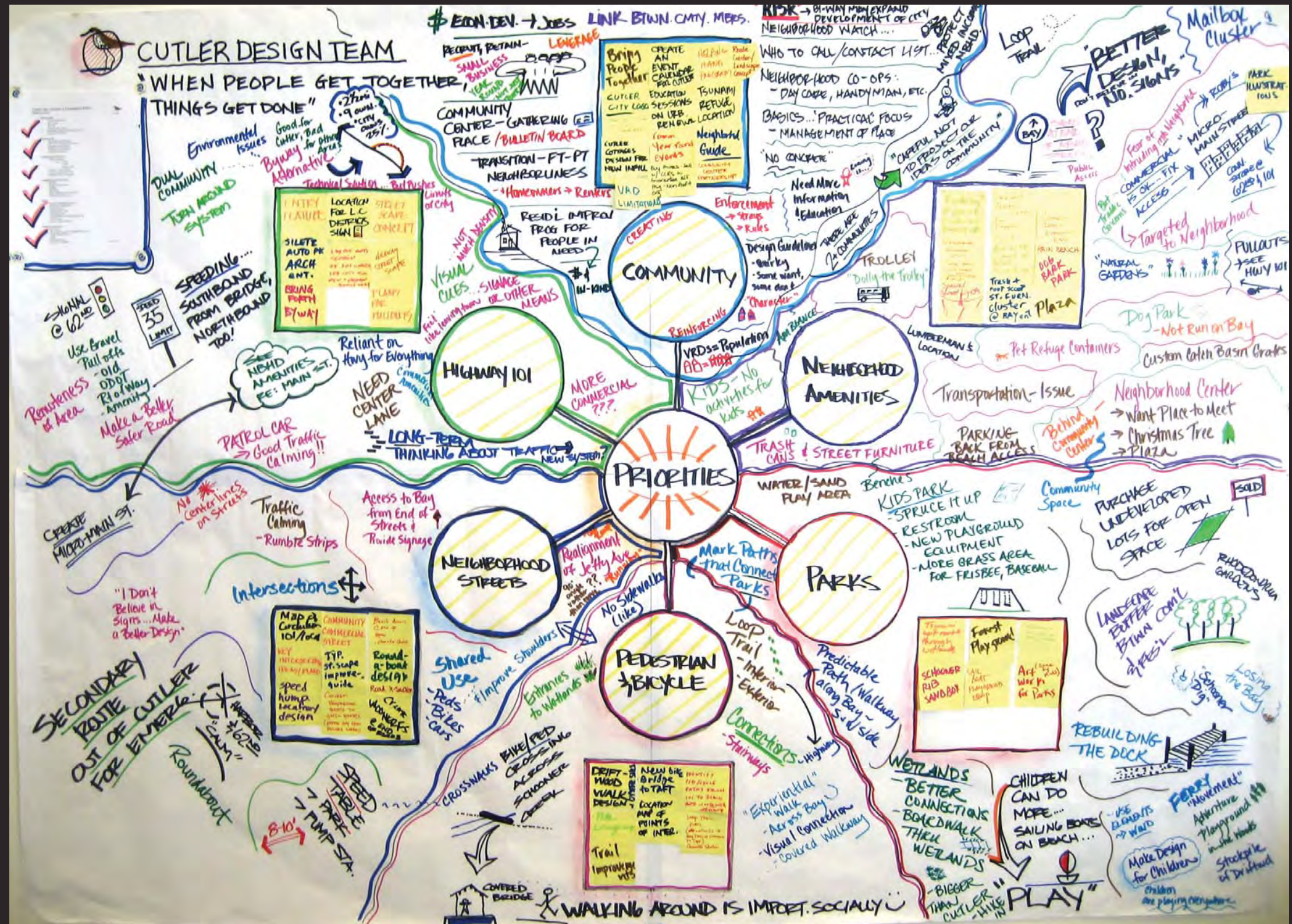
- Walking Around the District
- Random Neighborhood Encounters
- Cutler History Talk by Anne Hall
- Host Home Meetings
- Community Tour
- Internet Searches
- Meetings with Business Owners
- Lunch Meeting with Elected Officials
- Meeting with City Manager
- Sixteen Stakeholder Meetings
- Community Design Workshop
- Design Garage Open House Sessions
- Discussions with City Staff

In order to share all of the input from numerous community sources each Design Team member gave a verbal debriefing to the group, resulting in a visual form of all the information we call the "Mind Map".

Priority areas of emphasis were determined as the Design Team explored solutions for common problems in each category.

The Mind Map became the road map of reference for the Design Team in finding common issues, as Solution Project ideas emerged.

These Solution Projects for the Cutler Community were further developed with concept drawings for consideration in the Cutler Community Vision & Corridor Plan and for future community discussion.







CHAPTER 4

CUTLER COMMUNITY CONCEPTS



Community Pitches in to Build Fishing Dock-1931

Citizens Erected Community Hall-1936

Community Raises Money for Street Improvements-1945

- The Cutler District ... Naturally





Introduction

How to Use this Chapter

Chapter 5, Cutler Community Concepts, provides a flexible vision describing projects and concepts that may develop into future project opportunities.

Within this chapter you will find the following sections:

- Neighborhood Amenities
- Parks
- Neighborhood Streets
- Highway 101
- Bike & Pedestrian Environments
- Public Works Infrastructure
- Cutler Commercial District
- Residential Community
- Cutler Projects List

Each of these sections include pages of identified projects and concepts. Project descriptions and narrative outline the vision of each Cutler Community Project and Concept which collectively create a Plan for future improvements in the district. This Plan or Community Roadmap calls for the participation and involvement of the Community, the Urban Renewal Agency, and other agencies in partnership.



Neighborhood Amenities

Community Center

There was a high level of interest in bringing back a Community Center. There was also interest from the Pacific Baptist Church in becoming more involved in the community. It seems there is an opportunity the community and church should pursue.

In addition to community events, the Community Center would act as an Emergency Center during times when power is out.



Zoning, Code and Law Enforcement

The community was extremely concerned about neighborhood issues involving code compliance and law enforcement. The district is in transition as redevelopment is occurring. Generally, members of the community were more concerned with the look and function of the neighborhood than with the appearance of individual homes. Issues brought forth included:

- Landscaping Blocking Sight Distances at Corner
- Derelict Cars
- Traffic Speeds
- RVs as Living Units

Rhododendron History

Cutler City, which was once known as the Wild Rhododendron Capital of the Oregon Coast, has a history of lush green and floral landscapes primarily due to the rhodies. The beautiful flowers of this native evergreen plant are still apparent each year in late spring and early summer. The community acknowledges this wonderful facet of the Cutler District yesterday and today.

There was great interest in the enhancement of this representative foliage of the neighborhood through preservation of the existing, and planting of new rhododendrons for continued community enjoyment.

Pet Refuse Stations

The community was concerned that neighbors walking dogs were not as vigilant as they should be regarding pet waste. It was suggested Pet Refuse Stations might encourage better stewardship and also provide an opportunity for others to clean up a mess.

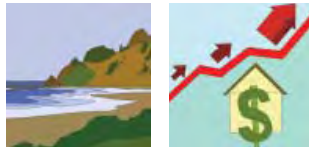
Pet Refuse Stations should initially be placed at the most public locations, as maintenance would fall under the Lincoln City Parks Department. In the future, additional stations might be placed and maintained by the community.

Neighborhood Amenities Project List

- Pet Refuse Stations

Pet Refuse Stations

Cutler Neighborhood Amenities Project



Community Issues, Values and Goals

- Animal Control, Law & Zoning Enforcement
- Community Image
- Provide Animal Refuse Stations

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Parks Department

Project Description

A pilot project to begin to address the community desire for more responsible dog walkers would place two Pet Refuse Stations in strategic locations that have accompanying trash receptacles. The Urban Renewal Agency would fund the placement of the stations and City Parks & Recreation Department would carry out the maintenance.

Additional units might be placed in the future under the same arrangement or the program may be taken over by a Neighborhood Association or group of interested citizens.

Project Achieves:

- Provides convenience to dog walkers and others in removing pet waste to ease concerns in the community caused by this issue
- Encourages the opportunity for a community group to develop around a neighborhood issue





Parks

Wetland Park

The trail system in this park is beginning to be used more frequently by the community and suggestions to enhance its use and overall experience were made.

- Additional Trail Access Points
- Expand Trail System to Pond
- Entry Maps
- Interpretive Signage
- Parking



Kids and Seniors Too Park

The community has great appreciation for this wonderful park, especially those who remember the site before the park and who worked with the City to create this little jewel. There were several requests to upgrade the park, including:

- Additional Playground Equipment
- Additional Open Play Area
- Public Restroom
- Sunken Schooner Ribs Sandbox

Josephine Young Park

As the usage of this park grows, some additional parking was suggested. The park is primarily used by community members who walk to the park to access the bay, but locals also drive with picnic supplies to use the facilities. Future opportunities for parking should be considered.

Existing Green Spaces

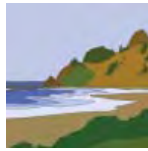
Although the Cutler District is primarily built-out, several parcels of native plants and vegetation remain throughout the neighborhood. The community residents expressed a strong desire to preserve these parcels as an opportunity to showcase the historic significance of the native plants of the area, especially the rhododendrons.

Parks Project List

- Public Restroom - Kids and Seniors Too Park
- Schooner Sandbox - Kids and Seniors Too Park
- Trail Improvements - Wetland Park

Trail Improvements - Wetland Park

Cutler Parks Project



Community Issues, Values and Goals

- Provide Pedestrian and Bikeways
- Historical Information and Signage
- Wetland Trail Access
- Enhance Wetland Trails and Viewing Areas

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Parks Department



Project Description

This project would create two additional access points into the existing trail system off SW Inlet Avenue, utilizing existing public right of way. This additional access is intended to increase trail usage in a manner that minimizes the impact to adjoining properties. Construction methods such as elevated boardwalks would guide walkers between existing developed parcels to the current trail system.



In addition, the current trail system would be expanded to access viewing of a large pond on property recently donated to the City.

Interpretive signage and trail system maps would be important additions to the project.

Project funding would be available from the Lincoln City Urban Renewal Agency, the Lincoln City Parks Department and grants.



Project Achieves:

- Provides additional Wetland Park Access to promote increased usage by the local community

Public Restroom - Kids and Seniors Too Park Cutler Parks Project



Community Issues, Values and Goals

-Playground Improvements

Project Partners

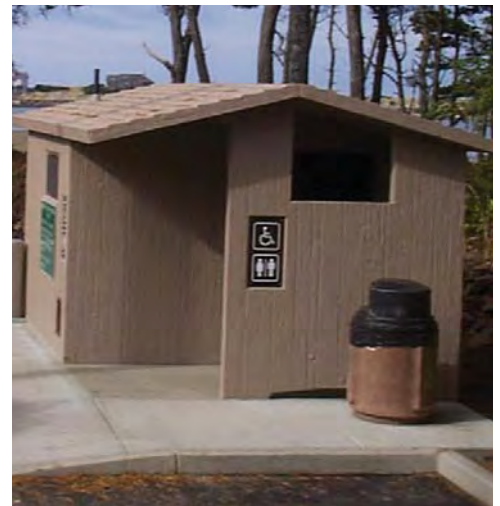
-Lincoln City Urban Renewal Agency
-Lincoln City Parks Department

Project Description

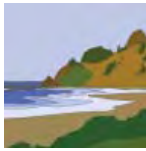
This project would place a public restroom facility within, or in near proximity to the Kids and Seniors Too Park. Project funding for construction is available from the Lincoln City Urban Renewal Agency. Restroom maintenance would become the responsibility of the Lincoln City Parks Department.

Project Achieves:

-Provides restroom convenience to park users



Schooner Sandbox- Kids and Seniors Too Park Cutler Parks Project



Community Issues, Values and Goals

- Playground Improvements
- Historical Information and Signage
- Local History

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Parks Department

Project Description

This project would create an exciting and educational activity at the Kids and Seniors Too Park. Taking a chapter out of the local history, concrete ribs would be placed below the sand level replicating the sunken schooner of Siletz Bay. Kids could then excavate the schooner ribs.

This project would include interpretive signage and historical documentation.

Project funding for construction is anticipated to come from grant funding and/or community support.

Project Achieves:

- Provides new and exciting playground activity tied to an educational and historic theme





Neighborhood Streets

SW Jetty Avenue

The current configuration of SW Jetty Avenue at Highway 101 creates pedestrian/vehicle conflicts, encourages excessive speeds in a residential area and divides parking from the associated commercial development. In addition, reconfiguring the street approach will allow the street to be used as a two-way street, providing access to area businesses without having to use Highway 101.



Traffic Calming

As with nearly all neighborhood streets, traffic speeds are a shared issue. The community was very interested in exploring a variety of traffic calming measures, especially for SW 62nd Street and SW Fleet Avenue.

SW Keel Avenue

This right-of-way provides for a new street to be constructed between the commercial district and the residential neighborhood between SW 62nd and SW 63rd Streets. A new street in this location would provide for additional economic development opportunities, increased parking, and alternate vehicular connectivity in the area.

Neighborhood Streets Project List

- Traffic Calming
- SW Keel Avenue
- SW Jetty Avenue

Traffic Calming

Cutler Neighborhood Streets Project



Community Issues, Values and Goals

-Traffic Speeds

Project Partners

-Lincoln City Urban Renewal Agency
-Lincoln City Public Works Department

Project Description

This project would create a series of traffic calming measures along SW 62nd Street and SW Fleet Avenue to encourage local and visiting vehicles to recognize the residential character of the Cutler Neighborhood. Traffic circles and speed tables were the most popular traffic calming elements.



Project funding would be available from the Lincoln City Urban Renewal Agency, the Lincoln City Public Works Department and grants.

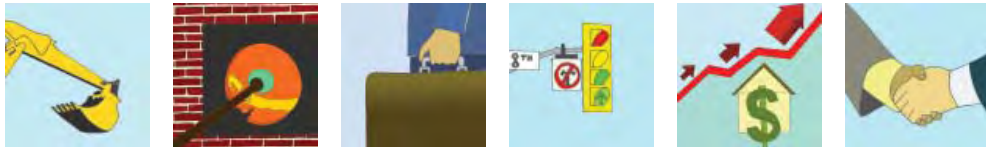


Project Achieves:

-Slows the local traffic speeds
-Provides safer pedestrian crossing zones



SW Keel Avenue Cutler Neighborhood Streets Project



Community Issues, Values and Goals

- Increase Business Density
- Visual Quality of Business District
- Construction of SW Keel Avenue
- Pedestrian and Bicycle Connections

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department

Project Description

Existing right-of-way allows for the construction of an alternate and parallel local roadway and pedestrian corridor behind the commercial district. Construction of this new street provides additional economic development opportunities and increases the potential for greater business density in the commercial district. Additional parking would be created and better access for delivery trucks would be addressed.

The idea for a mini-MainStreet serving the Cutler community was explored by the design team and a public/private partnership with benefiting area property owners should be investigated.

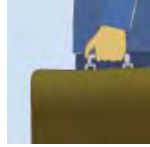
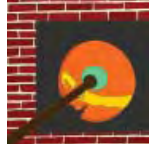
Project funding would be available from the Lincoln City Urban Renewal Agency, the Lincoln City Public Works Department and possibly ODOT grants.

Project Achieves:

- Encourages economic development
- Develops alternate access routes
- Creates pedestrian and bicycle connectivity



SW Jetty Avenue Cutler Neighborhood Streets Project



Community Issues, Values and Goals

- Access to Highway 101
- Visual Quality of Business District
- Realignment of SW Jetty Avenue
- Economic Development Incentives

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department



Project Description

This project would reconfigure SW Jetty Avenue at Highway 101 to allow for two-way traffic, reduce traffic speeds in the neighborhood and allow local business to consolidate its parking.

Project funding would be available from the Lincoln City Urban Renewal Agency, the Lincoln City Public Works Department, ODOT grants and possibly a public/private partnership.



Project Achieves:

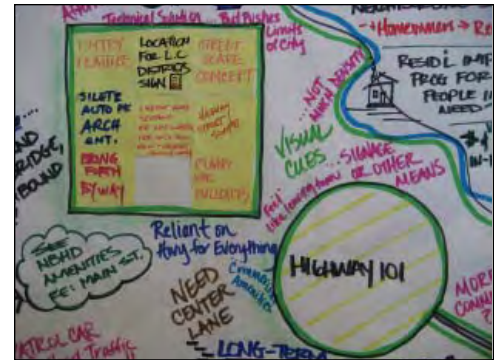
- Encourages economic development
- Develops alternate access routes
- Traffic calming





Highway 101

Highway 101 functions as both the main travelway along the Oregon Coast and Lincoln City's "Main Street." This results in a community challenge of striking a balance between the local needs of residents, pedestrians, business owners, shoppers, and employees with the regional need of through traffic - both auto and freight - to move safely and efficiently over longer distances. In Cutler, the highway has a rural appearance, lacking the classic historic character that defines an area like Taft.



Gateway and Landscaping Features

Many northbound motorists behave as if the Schooner Creek Bridge is the beginning of Lincoln City, and do not slow until they reach the bridge; conversely, motorists see the bridge as the southern end of the city and begin increasing travel speed through Cutler. While the posted speed limit is 35 MPH, an informal speed study showed an average traveling speed of 43 MPH in this section of the highway. Traffic entering the Cutler District needs better visual clues and physical features to encourage reduced speeds. Gateway features to create a sense of arrival, landscaped medians to produce the appearance of narrow streets and increased business density will all contribute to this goal.

Local Highway Access

The option for a traffic signal in the Cutler District is not in the foreseeable future and other options must be explored. Alternate local routes will reduce the need to enter the highway. Improvements to existing streets, such as the reconfiguration of SW Jetty Avenue and the creation of a "Turnaround" feature (similar to Lincoln Beach Parkway) will provide the turn-right-to-go-left option.

Sidewalks

To create a friendlier pedestrian environment and to enhance the visual quality of the commercial district sidewalks should be installed where practical and as development occurs.

BayWalk

The Siletz BayWalk will provide a designated and safe pedestrian and bicycle access route to the Taft District. Portions of this BayWalk project have been completed and this portion of the project was highly supported by the community

Pedestrian Bridge at Schooner Creek

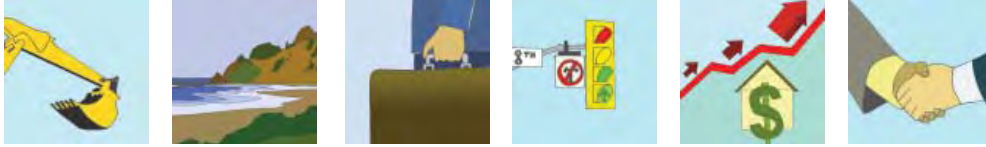
The link over Schooner Creek for pedestrians and bicyclists is currently a very narrow walkway on the Schooner Creek Bridge. An alternate separated walkway or bridge should be considered or at the time of the bridge replacement, a safer walkway should be incorporated.

Highway 101 Project List

- Gateways and Landscape Features
- Local Highway Access
- Sidewalks
- BayWalk

Gateways and Landscape Features

Cutler Highway 101 Project

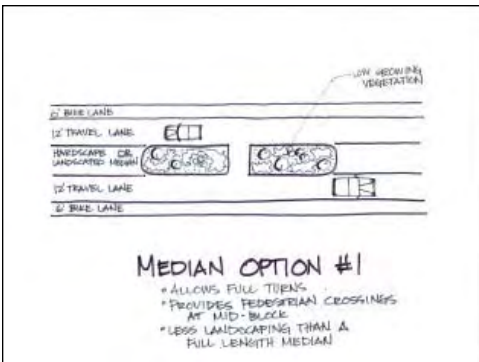


Community Issues, Values and Goals

- Traffic Speeds on Highway
- Visual Quality of Business District
- Recognition of Cutler Commercial District
- Economic Development Incentives
- Pedestrian Connections

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department
- Oregon Department of Transportation
- Lincoln City Parks Department



Project Description

Using a series of landscaped median features, the Cutler Commercial District will be recognized with entry gateway signage, will provide safe pedestrian crossing points and will create the perception of narrowed land widths, effectively slowing traffic speeds in the core of this historic business district. The added benefit of natural plantings will soften the highway appearance and contribute to the overall attractiveness of the commercial district. Full turn movements will be provided at 62nd Street, 63rd Street and Jetty Avenue.

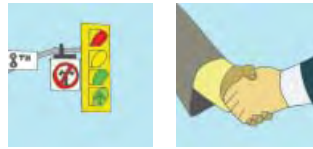


Project funding would be available from the Lincoln City Urban Renewal Agency, the Lincoln City Public Works Department, and possible ODOT grants.

Project Achieves:

- Encourages economic development
- Recognition of commercial district
- Safer pedestrian crossing
- Traffic calming

Local Highway Access Cutler Highway 101 Project



Community Issues, Values and Goals

-Improved Access to Highway 101

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department
- Oregon Department of Transportation

Project Description

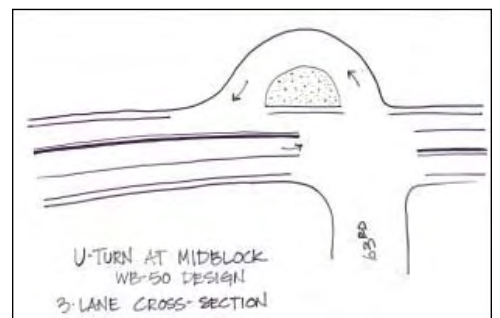
Travel speeds make it difficult for residents exiting Cutler onto the highway to turn left (northbound to Lincoln City), especially when traffic volumes are high. During these mostly summertime peak traffic volume periods, construction of a Turnaround feature across from 63rd Street will allow local side street traffic that wishes to turn onto Highway 101 northbound, the option to turn right and then make a u-turn using the Turnaround to then proceed northbound.

Additionally, two local street projects should contribute to improving access to Highway 101, the reconfiguration of SW Jetty Avenue and the construction of SW Keel Avenue.

Project funding would be available from the Lincoln City Urban Renewal Agency, the Lincoln City Public Works Department, ODOT grants.

Project Achieves:

-Provides safe and convenient Highway 101 access during peak traffic volumes



Sidewalks

Cutler Highway 101 Project



Community Issues, Values and Goals

- Lack of Sidewalks
- Visual Quality of the Commercial District
- Pedestrian Walkways

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department
- Oregon Department of Transportation



Project Description

This project would construct an “urban edge” of sidewalks and curbs on the more developed west side. A softer “rural edge” would remain on the east side of the highway and change over time with sidewalks and landscaping as private development occurs.

In addition, formal on-street parking, in the form of parking bays, and streetscape features such as lighting, benches and art would be considered as appropriate.



Project funding would be available from the Lincoln City Urban Renewal Agency, the Lincoln City Public Works Department, ODOT grants and possibly a public/private partnership.

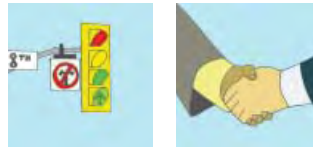
Project Achieves:

- Provides safe pedestrian walkways
- Enhances the visual quality of the commercial district



BayWalk

Cutler Highway 101 Project



Community Issues, Values and Goals

- Lack of Sidewalks
- Safe Bicycle Connection to Taft
- Pedestrian Connections to Taft

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department
- Lincoln City Parks Department

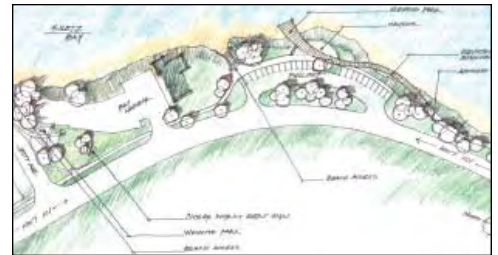
Project Description

This project would construct a multi-use walkway connecting Cutler with Taft. The currently unimproved ODOT right-of-way vehicle pull-out would be enhanced with landscaping and organized parking. In addition, streetscape features, such as lighting, benches, interpretive signage and art would be considered as appropriate.

Project funding would be available from the Lincoln City Urban Renewal Agency, the Lincoln City Public Works Department, ODOT grants and possibly a public/private partnership.

Project Achieves:

- Provides safe bicycle route
- Provides safer pedestrian walkways
- Enhances the site appearance of a key viewing location
- Provides northern visual entrance to the Cutler District
- Creates a sense of connection between the Cutler and Taft Districts





Bike & Pedestrian Environments



Bay Access

There are a number of bay access points that were originally platted for community access to the public beaches, which encircle the Cutler district. Some are fully developed and accessible. The community expressed a strong desire to develop additional bay access points for community enjoyment.

Cutler BayWalk

The Cutler BayWalk will provide a designated and safe pedestrian and bicycle access route to and from the Taft District along the Siletz Bay. Portions of this BayWalk project have been completed and this segment of the project was highly supported by the community.

Cutler NeighborhoodWalk

The Cutler NeighborhoodWalk is similar to the BayWalk with goals of pedestrian connectivity, yet it considers linkages between key locations of the interior neighborhood of Cutler.

Bike & Pedestrian Environments Project List

-Bay Access

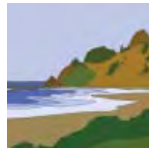
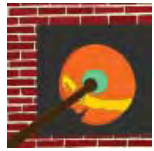
Bike & Pedestrian Environments Concept List

-Cutler BayWalk

-Cutler NeighborhoodWalk

Bay Access

Cutler Bicycle & Pedestrian Environment Project



Community Issues, Values and Goals

- Unimproved Bay Access Locations
- Safe Bicycle Connection to and from Taft
- Pedestrian Connections
- Tsunami Awareness

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department
- Lincoln City Parks Department

Project Description

A series of projects would improve bay access points near the Bay House restaurant, at the end of SW Fleet Avenue, at the end of SW 66th Street and the SW Galley Avenue beach access walkway. The project is likely to include safe pathways or stairs to the beach, benches and informational signage. Parking would be kept to a minimum to encourage walking and neighborhood use. Features would include identification of public access points from the beachside to reduce public use of private property when returning to the neighborhood.

Project funding would be available from the Lincoln City Urban Renewal Agency, the Lincoln City Public Works Department, ODOT grants and possibly a public/private partnership.

Project Achieves:

- Improves tsunami education for the public
- Increases usage of beach areas
- Improves bay access points



Cutler BayWalk

Cutler Bicycle & Pedestrian Environment Concept

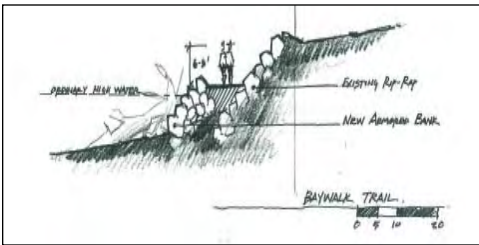


Community Issues, Values and Goals

- Bay Access
- Pedestrian Connections
- Tsunami Awareness

Prospective Partners

- Private Property Owners
- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department
- Lincoln City Parks Department
- Oregon Department of State Lands



Concept Description

This concept would improve connection via a BayWalk between proposed improvements to bay access points at SW Fleet Avenue and SW 66th Street. The project is likely to include informational signage and connect with future improved bay accesses.



The Cutler BayWalk Concept would meet some of the Urban Renewal Goals, and therefore would benefit from further discussion. Major hurdles to moving this concept forward to a project involve state permitting for placing a walkway in a waterway in addition to obtaining the private property easements needed for construction.

Concept Achieves:

- Improves tsunami education for the public
- Increases usage of shoreline area
- Improves connection in between bay access points
- Erosion control of private property and public right-of-way



Cutler NeighborhoodWalk

Cutler Bicycle & Pedestrian Environment Concept



Community Issues, Values and Goals

-Pedestrian Connections

Prospective Partners

- Private Property Owners
- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department
- Lincoln City Parks Department

Concept Description

This concept would improve internal neighborhood connectivity between key points of interest.

The Cutler NeighborhoodWalk concept responds to community interest in defining pedestrian pathways as a network of sidewalks or natural surface-ways that fit well into the existing character of the neighborhood.

One example would be to create a connection between the Kids & Seniors Too Park and the SW Galley Avenue Bay Access project.

Concept Achieves:

- Improves connection in between points of interest
- Creates better wayfinding through the neighborhood





Public Works Infrastructure



Pump Stations

A jointly funded Public Works/Urban Renewal project will replace the storm and sanitary sewer wet wells and associated pumps and controls. Site landscaping and other features are included.

Storm Water Management

There are two areas in the Cutler neighborhood identified by residents where water pools and causes problems during times of heavy rains. Extensions of the existing storm sewer system may alleviate the problems. The areas are SW Inlet Ave at SW 63rd Street and SW Ebb Avenue at SW 64th Street.

Sanitary Sewer Extension

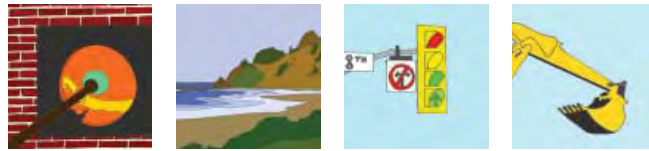
There are existing business locations and undeveloped properties that are lacking sanitary sewer service. A line extension could service these locations and facilitate economic development in the commercial district.

Public Works Infrastructure Projects List

- Pump Stations
- Stormwater Management
- Sanitary Sewer Extension

Pump Stations

Cutler Public Works Infrastructure Project



Community Issues, Values and Goals

- Public Works Infrastructure
- Storm Water Problem Locations

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department
- Lincoln City Parks Department

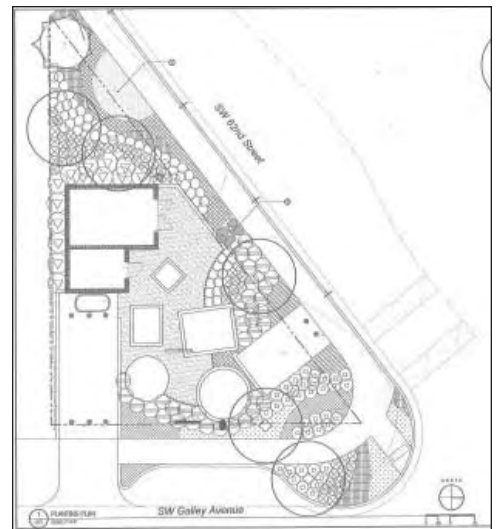
Project Description

Replaces the storm water and sanitary sewer wet wells, pumps and controls. Constructs a mechanical building with back-up emergency power and re-landscaped site. parking will be provided for maintenance crews and public parking for bay access.

Project funding would be available from the Lincoln City Urban Renewal Agency and the Lincoln City Public Works Department. Landscaping maintenance by Lincoln City Parks Department.

Project Achieves:

- Replaces aging public works infrastructure
- Creates a park-like setting for the community
- Constructs a mechanical building that matches the character of the neighborhood



Storm Water Management

Cutler Public Works Infrastructure Project



Community Issues, Values and Goals

- Storm Drainage Problems
- Community Image

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department

Project Description

Extend the existing storm water system to provide drainage to properties that are experiencing flooding during times of heavy rains. One project would extend the existing system and drain the area around SW Inlet Avenue at SW 63rd Street and the other, SW 65th Street at SW Ebb Avenue.

Project funding would be available from the Lincoln City Urban Renewal Agency, the Lincoln City Public Works Department, and possibly a public/private partnership.

Project Achieves:

- Provides infrastructure to currently un-served properties



Sanitary Sewer Extension

Cutler Public Works Infrastructure Project



Community Issues, Values and Goals

- Business Density
- Lack of Sewer System
- Available Land for Expansion
- Desire to Annex into City

Project Partners

- Lincoln City Urban Renewal Agency
- Lincoln City Public Works Department
- Private Investment

Project Description

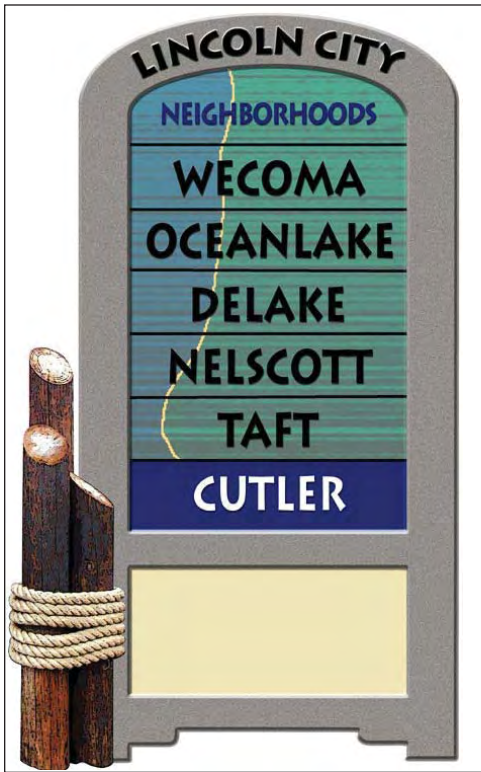
Extend the existing sanitary sewer from SW 62nd Street at Jetty Avenue to and across Highway 101 to serve the properties within the city limit that are not currently served. This extension would also serve a small area, a portion of which is considering annexation.

Project funding would be available from the Lincoln City Urban Renewal Agency, the Lincoln City Public Works Department, and a public/private partnership.

Project Achieves:

- Provides infrastructure to currently un-served properties
- Encourages economic development of undeveloped parcels





Cutler Commercial District

Gateway Designation

With Cutler being the most southern district in the Lincoln City String of Pearls, it serves as a major gateway to the city. In order to better identify Cutler as an active business district, gateway features of appropriate scale and materials should be incorporated into main thoroughfares of the area. Benefits accompany the addition of gateway features which would slow traffic speeds, designate the district, alert drivers to shopping opportunities, and provide landscaping and visually enhance the highway section.

Historic Businesses

Generally, the existing businesses have strong historic ties to Cutler's past. The Crab Pot business began in the 1920s, while The Bay House has been several different types of restaurants. Roby's Furniture used to be the M & F Department Store, Tups Tavern was the Hamburger Inn, and Lumbermens represents a number of past lumberyards that existed in the district.

Public Private Partnerships

There are several opportunities to partner current Urban Renewal funds with private property owners to achieve some of the community vision goals. For example, a realignment of Jetty at Highway 101 would better serve the existing business by unifying their property for a reconfiguration of their parking lot. Also, an extension of sanitary sewer would serve undeveloped property and allow for redevelopment of existing commercial businesses.

Annexation

Existing commercial property adjacent to the City Limits with potential annexation possibilities could have shared benefits for the city and for private property owners. While the city would generate increased tax revenue, property owners would have access to city sanitary services. Annexation would also create an opportunity for public private partnerships between city government and the private sector.



Commercial Density

There is a need and availability for increased density of commercial businesses which may also present a future opportunity for mixed-use development. Encouraging more context-sensitive businesses to locate in the Cutler Commercial District would increase the walkability and vibrancy of a viable business core for Cutler. Many highway frontage sites with both highway and local street network access can be developed to their highest and best use.



Business Cluster

There is a successful home improvement business cluster in the Cutler Commercial District. The possibility of encouraging this should be explored. For example, Roby's Furniture handles home furnishings, appliances, mattresses and lighting; these departments could transition into expanded individual businesses in a new redeveloped walkable cluster of shops. Building upon this idea, expansion of the Cutler Commercial District could be low-impact and high-benefit to the local residential community if the right combination of businesses and services were to locate in the business district.





Economic Opportunities



One might not readily think that there are 11 businesses in the Cutler district when Street Car Village, outside the city limits, is included. There has been recent redevelopment of existing properties, some utilizing the Urban Renewal Rehabilitation Loan Program, and there are a number of properties indicating a desire for near future expansion or development. Also listed below are “opportunity sites” where economic development could occur.

Recent Redevelopment



Tups Tavern

The owners of a Cutler landmark establishment, Tups Tavern, took advantage of an Urban Renewal Rehab Loan to do a complete exterior and interior remodel, including a new gable roof. More recently a new coffee shop business was constructed on the site.



The Bay House

The recently completed addition offers a lounge and expanded dinner seating area. An expansion of the parking lot provided additional capacity.

Redevelopment Prospects



George Morlan Plumbing

Discussions of a new plumbing wholesale and retail outlet have identified undeveloped property in the Cutler Commercial Core. Sanitary sewer is needed for the project to be built.



Roby's Furniture

The owners of the Roby chain of furniture stores have considered a major expansion of their Lincoln City branch for a number of years. Designers from the Cutler Vision Team met with owners and discussed a number of possible site plan layouts.

Quade Properties

A significant and underdeveloped site is being considered for future redevelopment.



Opportunity Sites

Bay Front Property on Jetty Avenue

This property, currently vacant, was the topic of numerous conversations with the community. The concern is that the redevelopment of this site may adversely impact the neighborhood. There was community support for preserving the space as undeveloped or as a park setting.



Freed Gallery Site

This property could be more densely developed into a cluster of similar businesses and galleries creating its own destination location and pedestrian environment.



Bread Warehouse Site

A property that is not currently developed to its highest potential; this site has large lot size, great views and good highway access.



Street Car Village

This eclectic collection of businesses, in many ways sets the tone for visitors entering Lincoln City from the south. The property is out of the City Limits and Urban Growth Boundary. It is not served by city sewer, which is preventing the site from developing to its potential.



Market factors can determine the pace and type of neighborhood development generating concerns and a wide range of opinions about new buildings, residences, or business additions to a community.

Neighborhood Gentrification

Change is an ongoing concern in different ways for both residents and property owners of the Cutler District. While there is general resistance to change, understanding past development trends can be helpful when considering future private redevelopment.

Cutler City began as an auto camp and beach cabins for visitors; this transitioned to a community of affordable residential housing. Bayfront redevelopment has brought high-end residential and second homes, some of which are used as VRDs (Vacation Rental Dwellings). Cutler has taken on a general character of Lincoln City with a high concentration of second homes. The number of VRDs is not likely to increase in Cutler partly because the desirability is lower in the areas of low VRD concentration (interior) in addition to future city regulations (for more information on VRDs, see p. 2-5 on zoning).

Second homeowners have a strong desire and feeling of community but are unable to be really connected with limited time spent in Cutler. There is becoming less “community” to be connected to, and fewer opportunities to participate when the community comes together for events or in times of need (i.e. storms).

The Neighborhood Hands Program may be an effective method to bring the community together.





Neighborhood MainStreet

The Cutler District has the beginnings of basic retail and service businesses, which support the residential community.

However, it is likely that other businesses serving the community may be viable in nearby locations, such as a convenience store, coffee shop, post office, barber shop, bank, and cafe. If centrally located and architecturally connected, these types of businesses would increase the vibrance, walkability, and success of the District further attracting other second-tier businesses such as a gallery, specialty shops, restaurant, or candy store.

Other successful examples, like Cannon Beach, Nye Beach, and the nearby Marketplace at Salishan show the importance of off-highway environments for shoppers and passers-by. The development of Keel Avenue, parallel to Highway 101 could create a quiet, walkable and pedestrian friendly environment unique to Lincoln City.





Cutler Projects List



- Pet Refuse Stations**
- Public Restrooms at Kids & Seniors Too Park**
- Kids Park Schooner Sandbox**
- Wetlands Park Access**
- Neighborhood Traffic Calming**
- SW Keel Avenue Construction**
- SW Jetty Avenue Alignment**
- Gateway Features on Highway 101**
- Highway Sidewalks and Medians**
- Local Highway Access**
- Siletz BayWalk**
- Bay Access Locations**
- Storm Water Pump Station**
- Sanitary Sewer Pump Stration**
- Sewer Line Extension**







CHAPTER 5

INTERNATIONAL DESIGN TEAM PERSPECTIVE



Hunt for the Old Ribs

Photograph the Brothers

Explore Gibbs Point

- The Cutler District ... *Naturally*





View From 10,000 Feet

The International Perspective of the Cutler District from 10,000 feet, was gained through the fresh eyes of planning professional participation of 2 members on the Design Team and 9 members on the International Team through the International Society of City and Regional Planners (ISOCARP).

The conceptual contributions from this group exemplifies their vast and diverse experience with community planning. Their intuitive and macroscopic ideas were generated with intention to be complementary to the more detailed work of the Design Team and City Staff and to enrich the ideas of future development direction.

International Impressions and Concepts

Community Master Plan -This reflects a system of trail/path connectivity around and through the residential and wetland areas. Along the highway are several low-rise buildings (1-4 stories) incorporating mixed-uses. Natural areas are preserved and enhanced.

Bedroom Community - This notion arose from the reality that the residents do not work within the district. In other words, they commute outside of the neighborhood to work and return home each day; this behavior is characteristic of “bedroom communities” in other parts of the nation which have been overbuilt. Therefore, it is important to protect the unbuilt environment.

Linear Parks - As the district lacks a place of assembly the streets can be reclaimed as public recreational space as an alternative to the bay shore and wetland trails. The pedestrians then offer permission to the vehicles to “drive in our parks.”

Cutler is Special - What makes this so? The rivers, ocean, mountains and peninsula converge in a very small area of space as a remarkable ecosystem. The environment has a vastness that today we take for granted. The history, people, and urban form show a spirit of innovation and forward-thinking of Cutler and Oregon at large.



Balance of Redevelopment - What measures exist to protect and enhance the district? There may be a tendency to have a preoccupation with nostalgia while disregarding new buildings. Development should not freeze, but provide an opportunity for respectful architectural contribution that is considerate to what we have currently.

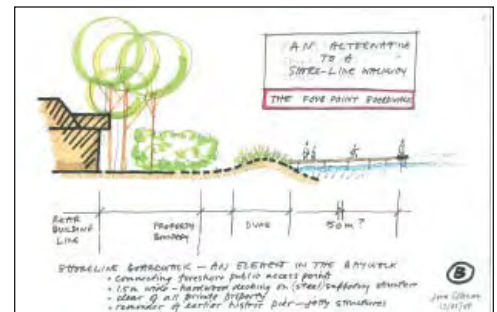
The Four Point Boardwalk - As an alternative to a shoreline walkway as part of the BayWalk concept, this idea creates small, memorable landmark features at each of 4 locations where the public right-of-way ends at the bay. These 4 locations would be linked by a boardwalk to connect the shoreline public access places to experience the bay up close, built in stages with less impact to private property or the dunes.

Placemaking - While planners can create a space, the people are who make the place. What is the problem in Cutler? Solving problems that are not well-defined can be difficult. Who are we making this space for? The community, the second homeowners, the visitors?

Taming Traffic - Acknowledge that this 1/2 mile of Highway 101 is a special 1/2 mile unlike any other part of the highway.

Alternative Transportation - Pedestrian benefit must be central to future development decisions; this is essential to create a walkable community. In moving from mobility to accessibility of transportation, a community bike program similar to Ashland or Portland would support the bicycle as a daily mode of transportation.

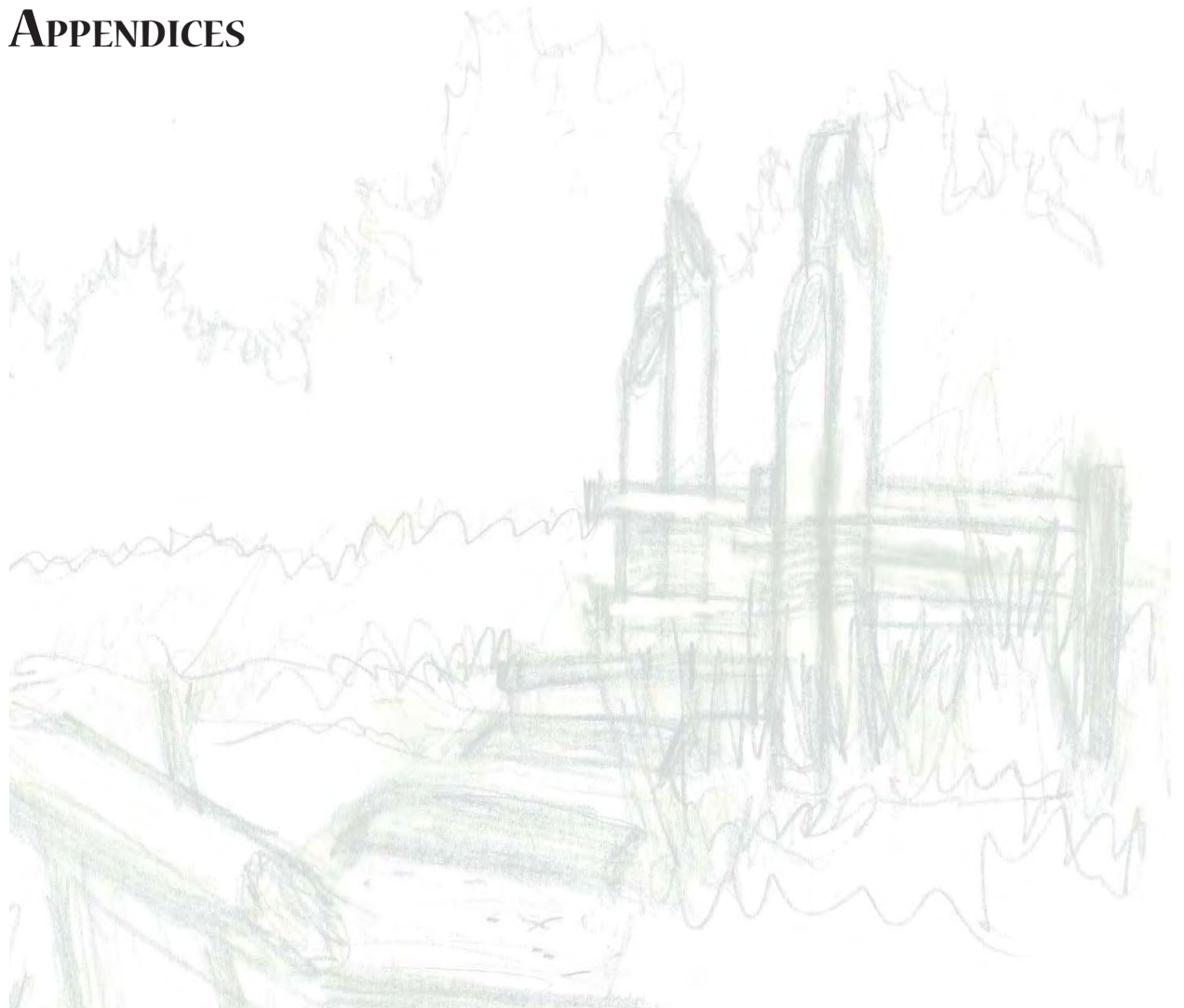
Model Community of Sustainable Development - Since Cutler is the most geographically separate district of Lincoln City, it presents an opportunity to test sustainable (environmental, economic, and social) policies and programs. Large-scale wind energy generation technology may result in an environmental and visual impact within the district. However, roof-mounted solar technology and water conservation (water harvesting; tankless water heaters; low-flow faucets; dual-flush toilets) were noted as simple and viable solutions to becoming more autonomous with our energy and natural resources. We can manage change and progressively introduce new ideas, like we have in the past.







APPENDICES



Shore Pines

Beach Grasses

Rhododendrons

- The Cutler District ... *Naturally*





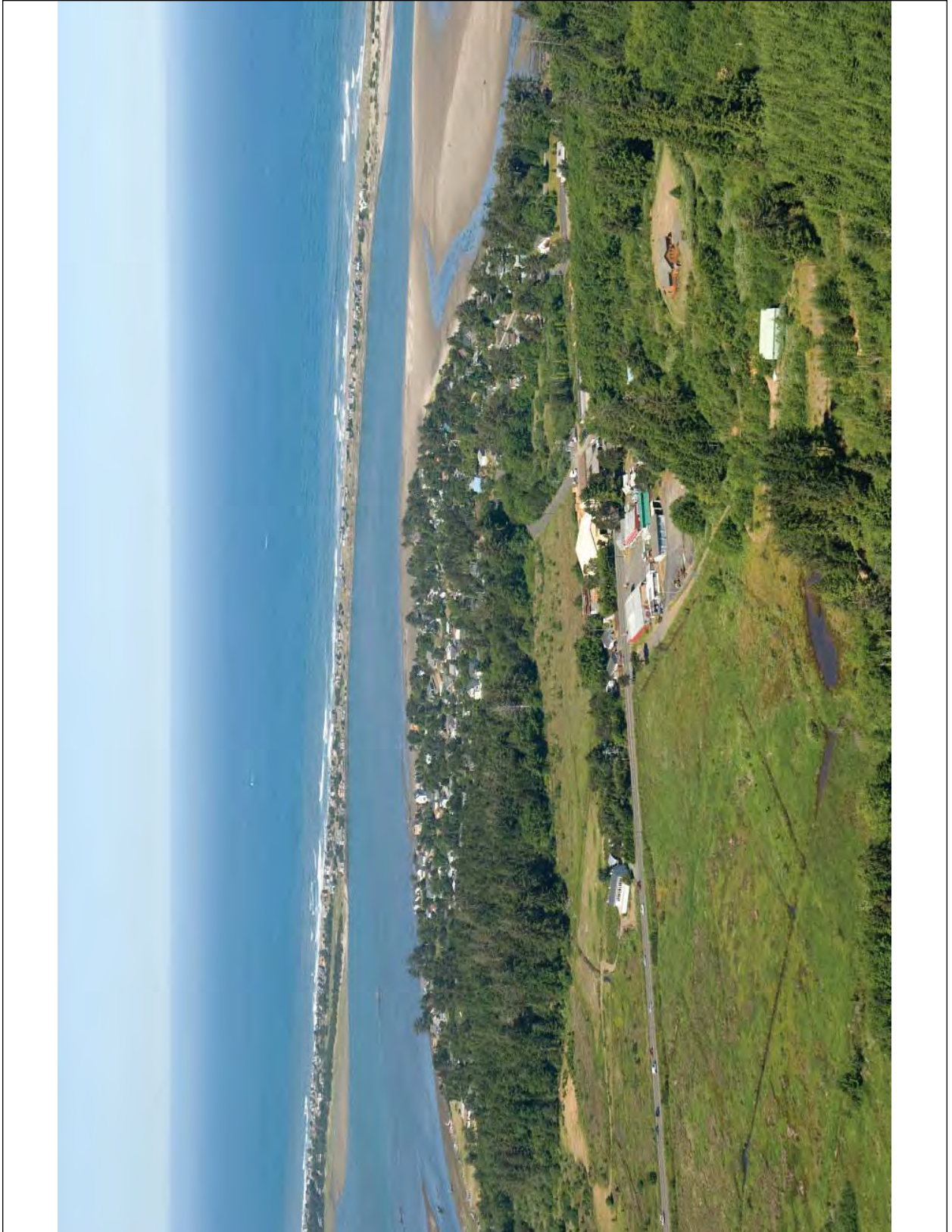
CUTLER DISTRICT RENDERING - LOOKING EAST

BY JOHN BAYMILLER





CUTLER DISTRICT AERIAL PHOTO - LOOKING WEST 2008





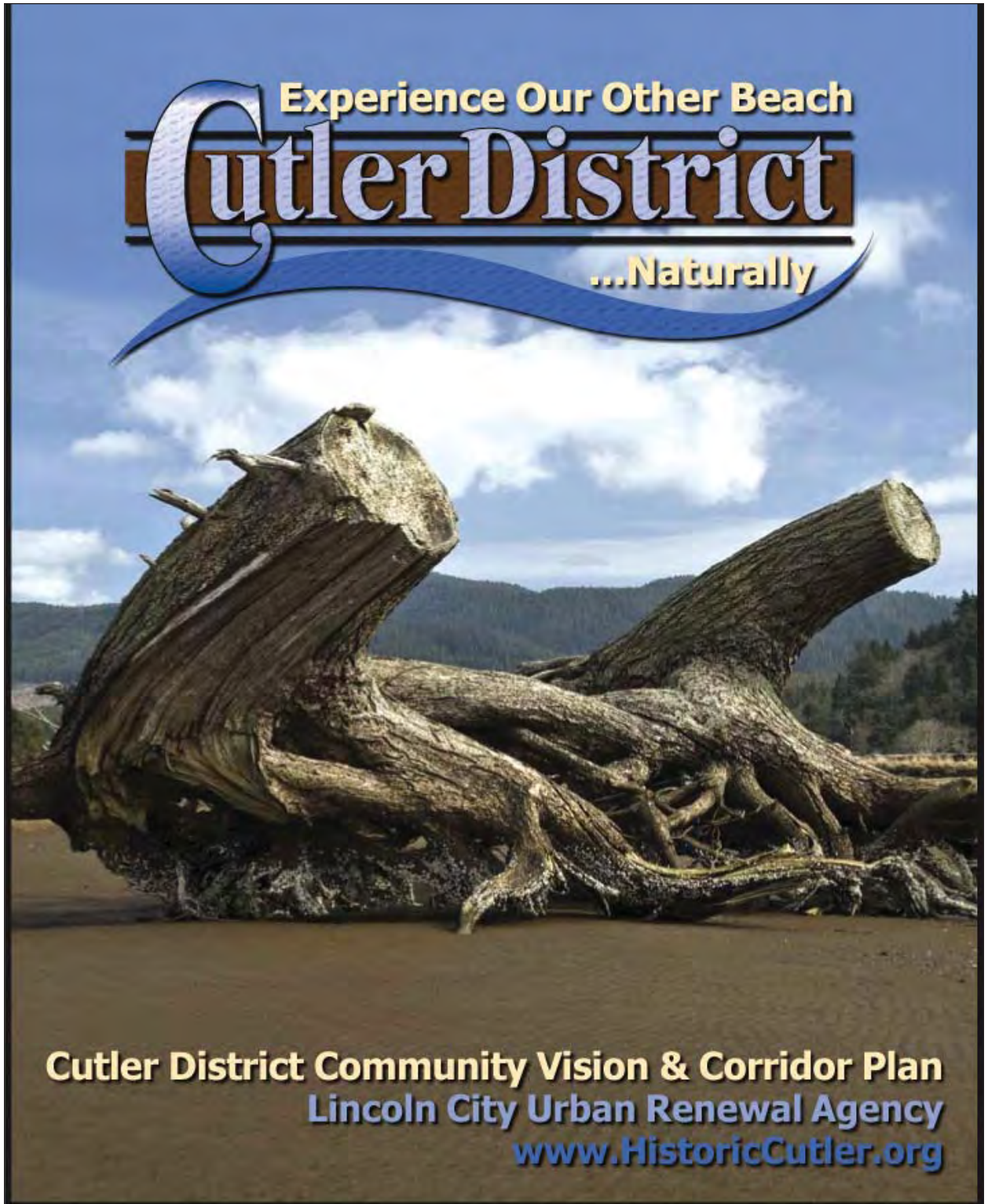
CUTLER DISTRICT AERIAL PHOTO

2007





NEWS GUARD INSERT
By PASSEY ADVERTISING



Experience Our Other Beach
Cutler District
...Naturally

Cutler District Community Vision & Corridor Plan
Lincoln City Urban Renewal Agency
www.HistoricCutler.org

~ Cutler District Redevelopment Begins ~

Dear Fellow Citizens,

Lincoln City is an amazing place. We are fortunate to be surrounded by natural landscape that leaves a lasting impression. We have to our west the Pacific Ocean, north is Cascade Head and the scenic research area; to the south we have the Siletz Bay National Wildlife Refuge and to the east we have the coastal mountains and Devils Lake.

The city is going through an extensive revitalization with Urban Renewal. We have made improvements in our community and our economic vitality. We are a vibrant destination community with an optimistic view of our future.

Lincoln City Urban Renewal has successfully created redevelopment plans in Taft, Oceanlake and Nelscott. Urban Renewal has helped create the Jennifer Sears glass foundry, community center expansion and the Lincoln City Cultural Center. The Agency has

also received national awards for the many improvements on Highway 101.

Now it's time for Urban Renewal to laser focus on the Cutler District Community Vision process in May. A history book of the area was commissioned to highlight the history and significant resources of the Cutler District. It is a valuable book for those interested in the area. With its own unique history and character this district will become a highlight in the Lincoln City "String of Pearls."

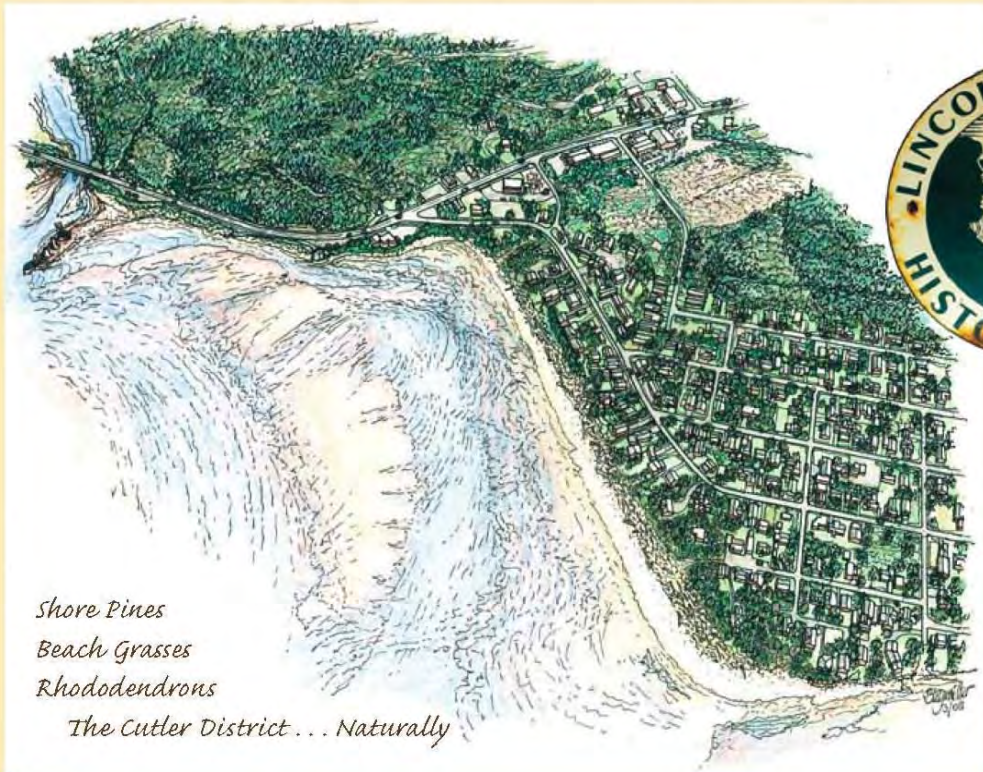
Qualified consultants, planners, ODOT members and others will work as a team with the community to develop a vision plan for the Cutler District. We are enthused by the response from the highly skilled, competent and experienced professionals with a passion to create great places. Please consider this an open invitation to all business owners, nonprofit organizations, neighbors, and interested citizens to

come together to help plan the future of the Cutler District. The Lincoln City Urban Renewal Agency will be your guide in the process. The participants will dream, inspire and determine which course to take.

Working together on our redevelopment can bring out the finest in people. We have an opportunity to dream and envision. What we decide now will cast how the Cutler District will grow for many years. Please join us!



Sincerely,
Lori Hollingsworth,
Mayor
City of Lincoln City



*Shore Pines
Beach Grasses
Rhododendrons
The Cutler District . . . Naturally*



Cutler District History

The area now known as Cutler City was originally a beautiful estuary full of buckberries, rhododendrons and pine trees. George Parmele and his family homesteaded in the nearby community of Johnson, up



Drift Creek, in 1896. Mr. Parmele built the first sawmill on Drift Creek in 1905, just east of the present site of Cutler City.

The first white people to own land in the present town site were Mr. and Mrs. George Cutler of Dallas, Oregon. The Cutlers, who had moved to the area around 1900, thought the area was a good site for future development. They purchased the property that would become Cutler City from Charlie Depoe, a Native American allotment holder, in 1913.

Later in 1913, Cutler City became the third town site in North Lincoln County as approved by the County Court. The emerging town quickly became known as Gibbs Point when George Cutler sold an acre of land to Mr. Frank D. Gibbs of Portland. In 1913, Mr. Gibbs erected a summer home, the first house built by a white man in Cutler City. The name Gibbs Point was given to the area because the Gibbs house was the first to be built in the area and was the only landmark for some time.

Some time later in 1913, the Cutlers built a small cabin southwest of where the Bay House is now located. Soon after the erection of the cabin, Mrs. Cutler became ill and they returned to their home near Dallas. Mr. Cutler died that same year. Arthur George Cutler, his son, inherited the property and later sold lots during his summer visits to the area and assisted the community by donating land for public use.

One of the first families to settle permanently in the town was the Matt Kangas family. In 1905 Sissie and Jake Johnson sold them 80 acres. The Kangas land was just south of the Cutler's. Matt Kangas and his family moved to Drift Creek and started a dairy in 1919. Their dairy barn is still a Cutler City landmark today.

Cutler City continued to be sparsely populated during the early part of the twentieth century due to the lack of usable roads. Cutler City was inaccessible for many years. Before a swinging bridge was constructed further east across Schooner Creek, the area was reached by horse, horse and wagon, by boat or by just wading across at low tide. Due to the high rock landscape, the pioneers were unable to cut a road through.

With the completion of the Salmon River Cut-Off and the Coast Highway in the late 1920s, a surge in automobile travel brought visitors as well as settlers to the area by the hundreds. The popularity of auto camping soared during the 1920s and 1930s. Cutler City had one of the best Auto Parks around, the Siletz Bay Auto Camp, complete with an arch that welcomed visitors and provided a gateway into Cutler City.

On March 10, 1930, the town officially became Cutler City when a post office named in honor of the Cutlers was established. Its residents, who had been working to that end for some time, greeted the news with jubilation.

The area made slow but steady progress during the 1930s. Despite the Great Depression, land sold for approximately \$300.00 for a 50'x100' lot with no improvements.

With the arrival of new residents, new businesses began to spring up as well. Among these early businesses is one that survives today, the Crab Pot, located on the west side of the highway from its earliest days the Crab Pot was much appreciated for its reasonably priced fresh seafood and huge, delectable crab. It was and is one of those businesses that appeal to residents and visitors alike, offering friendly service and coastal charm.

The North Lincoln Rhododendron Society was organized in 1938 at Nelscott for the purpose of preserving as many wild rhododendron shrubs as possible throughout north Lincoln County. Cutler City, with the most abundant plants, was selected as its Rhododendron Capital. Rhododendron Days and May Festivals of Beauty were held annually from 1938 to 1941 to celebrate the blooming season.

Along with businesses, civic organizations began to take hold in the 1930s. Cutler City residents began construction of the Cutler City Community Club in 1936. The Club was built on land offered for that purpose by Arthur Cutler. Soon, the Community Club became the center for all civic and social activity. Groups met to discuss city improvements, celebrate birthdays and holidays, raise funds with bi-monthly pancake breakfasts, and put on community dances and craft festivals.

Few people came to the area during World War II. However, an end to the war meant a building boom for Cutler City and many other towns in Oregon. Cutler City's population doubled and businesses of all kinds were established.

In December of 1964, Oceanside, Delake, Nelscott, Taft and Cutler City voted to consolidate as one city. Results of the vote in Cutler City were close, 73 'yes' to 69 'no'. The new city, named Lincoln City, became official March 3, 1965.



Photos courtesy of North Lincoln County Historical Museum.



Design Principles

Traditional Neighborhood Development (TND):

An authentic neighborhood includes many of the following physical and organizational characteristics.

1. The neighborhood has a discernable center, town square or memorable street intersection; a transit stop would most likely be located here
2. Most dwellings are within 1/4 mile of the town center
3. The neighborhood consists of a variety of people and dwellings
4. There are shops and/or offices at the edge of the community that can sustain the weekly needs of a household; typically a convenience store is among those businesses
5. Houses may have an additional small secondary building which may be used as a rental unit or workplace
6. Often there is an elementary school within 1/4 of a mile of the residential community
7. There are small playgrounds within 1/8 of a mile of the residential community
8. The neighborhood streets are connected in a network that disperses traffic congestion
9. The streets are relatively narrow with amenities, which helps to slow traffic and allow for pedestrian and bicycle use
10. Neighborhood buildings are placed close to the streets.
11. Prominent buildings for meetings, educational or religious uses are located at the neighborhood center.

Smart Growth:

Promotes a better way for communities to grow by protecting farmland and open space, revitalizing neighborhoods, keeping housing affordable, and providing more transportation choices while serving the economy, community and environment.

1. Create a range of quality housing opportunities and choices for people of all income levels, ages and abilities
2. Create walkable communities, as they are desirable places to live, work, learn, worship and play
3. Encourage community and stakeholder collaboration to create growth responsive to a community's own goals
4. Smart growth encourages communities to craft a vision and set standards for development and construction that will represent community values fostering distinctive, attractive communities with a strong sense of place
5. Make development decisions predictable, fair and cost effective – for a community to be successful in implementing smart growth, it must be embraced by the private sector
6. Integration of mixed land uses into communities is a critical component of achieving better places to live
7. Open space preservation bolsters local economies, preserves critical environmental areas, improves our communities' quality of life, and guides new growth into existing communities
8. Provide a variety of transportation choices
9. Development is directed towards existing communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer, and conserve open space and irreplaceable natural resources on the urban fringe.
10. Incorporate more compact building design as an alternative to conventional, land consumptive development.



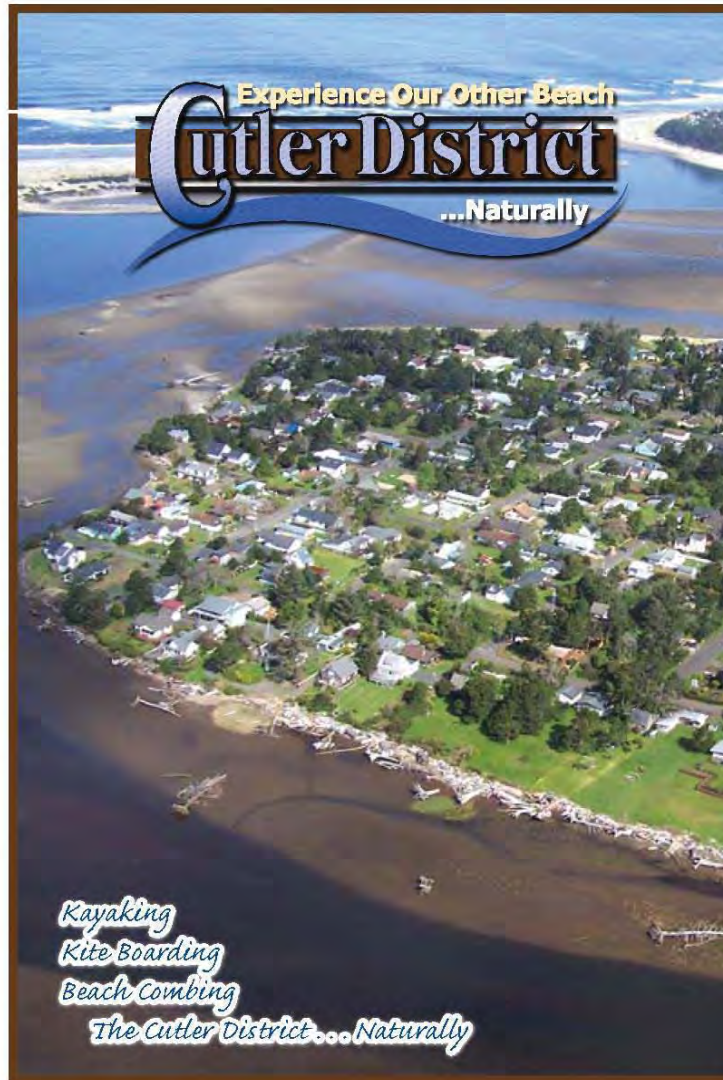
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www.HistoricCutler.org

Neighborhood Gateway Characteristics:

Assist in wayfinding and reinforcing neighborhood boundaries and character.

1. Maintain neighborhood identity
2. Identify and accentuate neighborhood boundaries
3. Improve visibility of neighborhood to surrounding areas
4. Include gateway treatments like neighborhood signs and physical roadway features such as landscaped islands or colored-textured pavement



5. Enhance character of residential and business areas
6. Scale Gateway Features appropriately to mode of travel (pedestrian/bicycle, auto, etc.) and surrounding area (dense urban, rural, etc.)
7. Incorporate context specific materials and landscaping while using compatible colors
8. Create a sense of place within an identified historical context
9. Slow traffic speeds by delineating a 'special area'
10. Add landscape elements to an urban setting.



A Message From The Director: Kurt Olsen

Experience Our Other Beach The Cutler District . . . Naturally

A wonderful and ever changing natural environment full of wildlife, tidal activity and some of the most spectacular native rhododendrons you will ever be able to walk amongst.

Experience Our Other Beach – The Cutler District has long been known to locals as a beach where one could find solitude in a walk along the bay or a moment of reflection sitting at the edge of Josephine Young Park. The beaches of the Cutler District have been enjoyed by generations of families as a safe place for children to play in the water or dig in the sand at the waters edge.

. . . Naturally – The list is long when describing the natural elements we associate with the Cutler District:

*Sand Pipers, Seagulls, Eagles
Dungeness Crab, Salmon, Seals
Beaver, Nutria, Raccoons
Ducks, Geese, Great Blue Heron
The Cutler District . . . Naturally*

*Hunt for the Old Ribs
Dig for Ghost Shrimp
Photograph the Brothers
Explore Gibbs Point
The Cutler District . . . Naturally*

*Ancient Stump Gardens
Log Boom Piling
Driftwood Fences
Hand Spun Cedar Shakes
The Cutler District . . . Naturally*



Kurt Olsen, Director, Lincoln City
Urban Renewal Agency

The historic Cutler District is perhaps Lincoln City's most unique Pearl of all, known as a strong residential neighborhood with longstanding commercial establishments along the Highway.

History has shown the Cutler Community as self-reliant and willing to pitch in when the need arose, whether it be building the first fishing dock at Gibbs Point, constructing dikes and sea walls to protect homes from winter storms and flooding, bringing gravel from Drift Creek to repair the streets, passing the water bonds to extend the water line east to Gordy Creek or building a Community Hall for neighborhood meetings and special events.

We are approaching the next great opportunity for the community to come together to create a vision for the future, a redevelopment plan to guide private and public investment. The decisions that are made in the next 30 days will decide how the Cutler District looks and functions for many years to come. This opportunity linked with the funding and leverage capacity of the Lincoln City Urban Renewal Agency is not likely to ever again be available to the community.

We have once again put together a team of professional planners, designers, architects and engineers who know of the great things we have accomplished here at the beach and wish to work with local citizens sharing their experience, background and knowledge to address community issues. We invite you all to be a part of our next exciting Community Vision and Redevelopment Plan – The Cutler District . . . Naturally

Cutler District

...Naturally

Charrette



What is a Charrette?

The French word, "Charrette" means "little cart" and is often used to describe the final, intense work effort expended by art and architecture students to meet a project deadline. This use of the term is said to originate from the École des Beaux Arts in Paris during the 19th century, where professors circulated a cart, or "charrette", to collect final drawings while students frantically put finishing touches on their work.

The Cutler District Charrette combines this creative, intense work session with public workshops and open houses. It is a collaborative planning process that harnesses the talents and energies of all interested parties to create and support a feasible plan that represents transformative community change.

Due to the success of the previous Lincoln City charrettes, the Lincoln City Urban Renewal Agency was able to recruit top professionals in the fields of Urban Design, Architecture, Planning, Landscape Architecture, Engineering, and more from all over the world. These professionals were invited to "come to the beach" and join in a collaborative effort in creating the vision for the Cutler District Community & Highway Corridor.

In the past 20 years, literally thousands of charrettes have been held worldwide with great success; three of the most successful have been our own Taft, OceanLake, and Nelscott plans.

For more information on charrettes, visit www.charretteinstitute.org.

"I wish I could draw with all of my color pencils at the same time."

— John

"I love to walk my dog on the beach."

— Eileen



6

www.HistoricCutler.org

~ Design Team ~

Al Zelinka, AICP
Planning and Urban Design
Vice President,
RBF Associates
Principal, Urban
Design Studio
Irvine, California

Alison Nelson,
LEED AP
Community Planning
Assistant Director
Lincoln City Urban
Renewal Agency
Lincoln City, Oregon

Amer Moustafa
Planning and Urban Design
Associate Professor
American University
of Sharjah
Sharjah, United
Arab Emirates

Angela Lazarean
Land Use Planning
Assistant Planner &
Economic Development
City of Adair Village
Adair Village, Oregon

Ben Austin, PE
*Engineering and
Sustainable Design*
Associate, Harper Houf
Peterson Righellis, Inc.
Portland, Oregon

Brian Wethington,
ASLA, LEED AP
*Landscape Architecture
and Illustration*
Principal, Viridian
Environmental Design
Portland, Oregon

Greg Butler
Land Use Planning
Special Projects Coordinator
City of Florence
Florence, Oregon

Robbert Rhemrev
Urban and Landscape Design
Urban, Landscape
& Parks Design
Amhem, Netherlands

Jennifer Danziger, PE
*Traffic Engineering and
Transportation Planning*
Associate, Project Manager
David Evans & Associates, Inc.
Portland, Oregon

John Baymiller
*Illustration and
Urban Design*
Design Consultant
Portland, Oregon

Karen Swirsky, AICP
*Land Use and
Transportation Planning*
David Evans and
Associates, Inc.
Bend, Oregon

Sarah Shewell
Environmental Planning
Trails Coordinator
City of Warrenton
Warrenton, Oregon

Stephan Lewis
Community Planning
Economic Development
& Project Coordinator
Canby Urban Renewal Agency
Canby, Oregon

Ted Grund
Architecture and Design
Architect, MCA Architects
Portland, Oregon

~International Planning Advisory Team ~

Elias Beriatos
*Town Center &
Regional Planning*
Professor, Spatial
Planning & Geography
University of Thessaly
President, National Planning
Association of Greece
Volos, Greece

Pierre Laconte
*Urban &
Transportation
Planning*
President, Foundation
for the Urban Environment
Kortenberg, Belgium

Ismael Fernandez Mejia
Urban Design & Planning
President, IFM International
President, IF & A
Mexico

James Colman
Urban & Regional Planning
Urban Design &
Planning Consultant
New South Wales, Australia

Ric Stephens
Community Design
Alpha Community
Development
Urban Land Institute
Beaverton, Oregon

Manfred Schrenk
Urban Planning
Dept. of Urbanism,
Transport, Environment
& Information Society
Managing Director,
Central European
Institute of Technology
Schwechat, Austria

Pablo Vaggione
*Urban Planning
& Architecture*
Deputy Director,
Urban Management
Forum at the
Institute of Empresa
Madrid, Spain

Paolo La Greca
Regional Planning
Professor
Dept. of Town &
Regional Planning
Catania University
Catania, Italy

**Zeynep
Merey Enilil**
Urban Planning
Associate Professor
Dept. of City &
Regional Planning
Vilaz Technical
University
Istanbul, Turkey

~ Local Support ~

**Alexandra
Roberts Bullock**
*Community Charrette
Planner*
Redevelopment Coordinator
Lincoln City Urban
Renewal Agency
Lincoln City, Oregon

Althea Turner
*Community Education
& Awareness*
Tsunami Preparedness
Coordinator
City of Lincoln City

Brian Maninger
*Geographic Information
Systems*
GIS Aide
City of Lincoln City

Dan Schmidt
Technology Support
Information Technology Manager
City of Lincoln City

Dave Wilson
Technology Support
Information
Technology Support
City of Lincoln City

David Hawker
Vision Plan Oversight
City Manager
City of Lincoln City

Ed Tanabe
Economic Development
Real Estate Broker
Lincoln City, Oregon

**Gian Paolo
Mammone**
*Economic & Community
Development*
Executive Director,
Lincoln City Chamber
of Commerce
Lincoln City, Oregon

Kate Daschel
Planning
Planning Technician
Dept. of Planning & Community
Development
City of Lincoln City

Kurt Olsen
Community Redevelopment
Director, Lincoln City Urban
Renewal Agency
Lincoln City, Oregon

Lila Bradley
Public Works Infrastructure
Director, Dept.
of Public Works
City of Lincoln City

Richard Townsend
Urban Planning
Director, Dept. of Planning &
Community Development
City of Lincoln City

Ron Ploger
*Parks & Open Space
Planning*
Director, Dept. of Parks
& Recreation
City of Lincoln City

Sandy Gruber
*Geographic Information
Systems*
GIS Coordinator
Dept. of Public Works
City of Lincoln City

Stephanie Reid
Public Works Infrastructure
City Engineer
Dept. of Public Works
City of Lincoln City

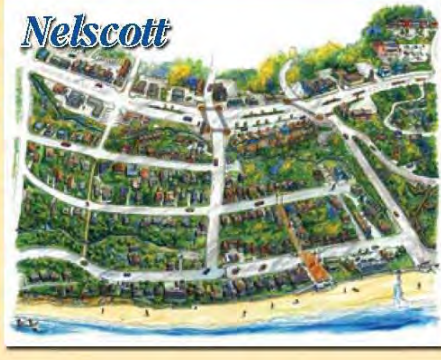
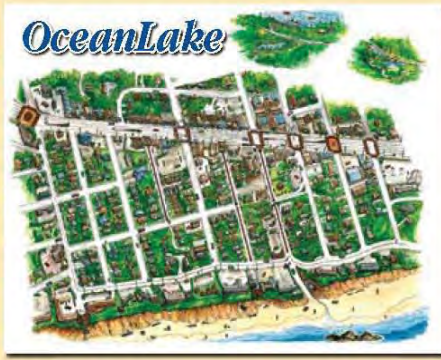
Suzanne Allen
Facilitation & Conderge
Educator and School
Staff Support
Lincoln City, Oregon

Lincoln City's String of Pearls

Lincoln City, comprised of several commercial and neighborhood districts including Wecoma Beach, OceanLake, Delake, Nelscott, Taft and Cutler, covers an 8-mile stretch adjacent to U.S. Highway 101 along the Oregon coast. Tourism is the primary economic foundation following the decline of the timber, fishing and dairy industries. Lincoln City Urban Renewal Agency determined that revitalization plans should be prepared for each of the city's districts or "villages".

In 1999, the Taft District was the first village selected to participate in the Urban Renewal Plan and Program. The OceanLake District Vision Plan was created in 2001, followed by the Nelscott District in 2006. All three projects relied upon intense public involvement and outreach programs, beginning with a week-long charrette which included numerous design workshops, community walks, interviews, and focus groups. The community outreach programs also included follow-up public workshops, project information centers, project websites, newsletters, and the development of distinct district logos. Past visioning efforts have been nationally recognized for community involvement.

Project teams were assembled that included national experts in downtown revitalization and economic development, as well as local and regional professionals who knew the area's history, people and possibilities. The synergy resulting from these teams led to the development of a high level of trust and comfort to local residents and decision-makers, in addition to state agencies, the media, local businesses and civic groups – thus partnerships were nurtured and ownership in the planning process was instilled.



A Message From The Chairman

The Cutler District! What a great little community tucked away, hidden from view and cherished by its many residents. Lincoln City's Urban Renewal Agency will soon host a variety of meetings in the Cutler District for residents to build a plan for revitalizing their neighborhood just as we did with Taft, Oceanlake and Nelscott. These meetings will include presentations from a variety of urban specialists from around the United States as well as our very own highly professional Urban Renewal Agency Staff.



Rick Brissette, Chairperson, Lincoln City Urban Renewal Agency

The most critical members of these meetings will be you, the business owners and citizens of the Cutler District and Lincoln City at large. Your input, thoughts and ideas are of paramount importance to the Urban Renewal Agency as plans are developed for the future revitalization of your community.

I look forward to hearing from as many of you as are able to participate in these meetings because the most important input is from YOU! As Chairman of the Urban Renewal Agency I invite each of you to the community and stakeholder meetings that are set to begin in May.

Please take the time to attend and help shape the Cutler District Community Vision.

I hope to see you there!

Warmest Regards,

Rick Brissette,
Urban Renewal
Chairperson



"I bought my lot in the Cutler District for one hundred dollars."

— Ed

"My mother remembers seeing the ribs of the old Schooner."

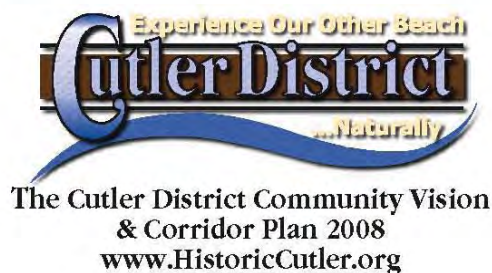
— Ray



CUTLER DISTRICT . . . NATURALLY 7

Creating the Cutler District Vision

COMMUNITY VALUES & ISSUES MEETING	Friday April 25th 7–8:30 pm	Pacific Baptist Church (Former Cutler District Community Hall) 6531 SW Galley
COMMUNITY MEETING: OPEN PUBLIC INPUT & INFORMATION	Friday May 9th 2–3 pm	Design Studio 6415 SW Ebb Avenue Cutler District Community
COMMUNITY DESIGN WORKSHOP	Saturday May 10th 1–5 pm	Pacific Baptist Church (Former Cutler District Community Hall) 6531 SW Galley
COMMUNITY OPEN HOUSE	Sunday May 11th 4:30–5:30 pm	Design Studio 6415 SW Ebb Avenue Cutler District Community
URBAN RENEWAL AGENCY MEETING – CUTLER DISTRICT VISION PRESENTATION	Monday May 12th 6–7 pm	Lincoln City – City Hall City Council Chambers 801 SW Hwy 101, 3rd Floor
COMMUNITY RECEPTION & CELEBRATION	Monday May 12th 7–8:30 pm	PCCCA (Pacific Coast Center for Culinary Arts) 801 SW Hwy 101, 4th Floor
CUTLER DISTRICT VISION UPDATE	Monday June 9th 6:00 pm	Lincoln City – City Hall City Council Chambers 801 SW Hwy 101, 3rd Floor
PLAN REFINEMENT	June–July	
CUTLER DISTRICT VISION / PROJECTS PRESENTATION (City Council & Urban Renewal Agency)	Monday July 14th 6:00 pm	
VISION POSTER & DESIGN GUIDELINES	August, 2008	
PROJECT DESIGN & ENGINEERING	September 2008 –March 2009	
PROJECT IMPLEMENTATION	2009–2012	





COMMUNITY PARTICIPATION SCHEDULE

Cutler District Community Vision & Corridor Plan

April / May, 2008



Community Participation Schedule

April 11, 2008 7:00-8:30pm	Community Information Meeting Pacific Baptist Church (Community Hall)
April 25, 2008 7:00-8:30pm	Community Values and Issues Meeting Pacific Baptist Church (Community Hall)
May 9, 2008 2:00-4:00pm	One on One Stakeholders Meetings Locations to be Determined
2:00-3:00pm	Open Public Input & Information Design Studio – 6415 SW Ebb Avenue
4:00-5:30pm	Host Home Visits by Design Team Sign Up to be Included
May 10, 2008 8:30-11:30am	One on One Stakeholders Meetings Locations to be Determined
1:00-5:00pm	Community Design Workshop Pacific Baptist Church (Community Hall)
May 11, 2008 4:30-5:30pm	Community Open House Design Studio – 6415 SW Ebb Avenue
May 12, 2008 6:30-7:00pm	Community Vision Presentation City Hall Council Chambers
7:00-8:30pm	Community Reception and Celebration Pacific Coast Culinary Center for the Arts

Community Pitches in to Build Fishing Dock-1931

Citizens Erected Community Hall-1936

Community Raises Money for Street Improvements-1945

The Cutler District **Naturally**



NEIGHBORHOOD GUIDE - CONCEPT TOPICS

Cutler District NEIGHBORHOOD GUIDE

GUIDE FOR COMMUNITY
BUILDING & NEIGHBORHOOD
ENHANCEMENT

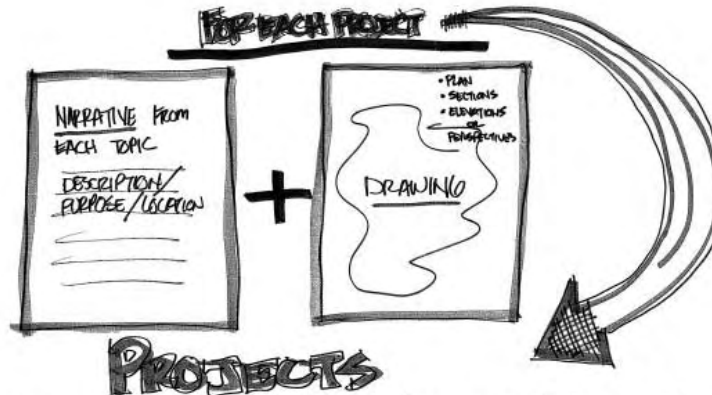


TOPICS

- ✓ CELEBRATE COMMUNITY: ORGANIZE NEIGHBORHOOD STREET PARTIES & POT LUCKS
- ✓ CREATURE COMFORTS: BUILD A PUBLIC RESTROOM AT KIDS PARK
- ✓ DUSTING THE HOUSE: ORGANIZE NEIGHBORHOOD CLEAN UPS
- ✓ EYES ON THE STREETS: RE-INSTITUTE NEIGHBORHOOD WATCH
- ✓ FROM HERE TO THERE: GET THE WORD OUT ON TRANSIT AND DIAL-A-RIDE
- ✓ DISCIPLINE THE CARS: STRIPE & SIGN PARKING AT END OF ROADS
- ✓ HAVE A LITTLE FUN: ORGANIZE CLUBS BASED ON COMMON INTERESTS
- ✓ HEART & SOUL: PROMOTE COMMUNITY ART & GARDENS
- ✓ INFORMED & INVOLVED: PROVIDE A LISTING OF PUBLIC SERVICES & RESOURCES
- ✓ KEEPING 'EM CLOSE: CREATE AN ANIMAL CONTROL PROGRAM
- ✓ LIFELONG LEARNING: INSTALL HISTORIC/NATURAL MARKERS & SIGNS
- ✓ MAIN STREET ATTRACTIONS: BRING MORE BUSINESSES TO HWY 101
- ✓ NEIGHBORHOOD HANDS: ORGANIZE VOLUNTEER HELPERS
- ✓ OUT & ABOUT: CREATE A NEIGHBORHOOD WALKING PROGRAM
- ✓ SURF'S UP: CREATE TSUNAMI READINESS PROGRAM
- ✓ TUNED IN: ORGANIZE GET TOGETHERS AROUND MUSIC
- ✓ WALK LIGHTLY: DEVELOP AN ALTERNATIVE ENERGY PROGRAMS AND RESOURCE CONSERVATION PROGRAMS buy a solar panel for city use & education
- ✓ WHAT'S GOING ON: BUILD A NEIGHBORHOOD BULLETIN BOARD



CUTLER PLAN - PRODUCTS LIST



PROJECTS

- ✓ HWY 101 TURN AROUND + S/S + MEDIANS + GATEWAYS
- ✓ WALKWAY TO TAFT + TURNOUT
- ✓ JETTY RE-ALIGN + BAYHOUSE PKG LOT CONSOLIDATION
- ✓ SEWER LINE EXTENSION ACROSS HWY 101
- ✓ BEACH ACCESS @ END OF ROADS (3 on WEST; 3 on SOUTH; 1 on NORTH; 2 on INLET TO WETLANDS)
- ✓ KIDS PARK UPGRADE (w/ PUBLIC RESTROOM, SAND BOX, EXPANSION OF GRASS AREA...)
- ✓ TRAIL SYSTEM (INCLUDING EXT. OF EXIST TRAIL + ELEVATED WALKWAYS)
- ✓ TRAFFIC CALMING
- ✓ SHOULDERS ON LOCAL STREETS
- ✓ OVERLAY ZONING / FORM-BASED ZONING
- ✓ ALTERNATIVE ENERGY DEMONSTRATION PROJECT (SOLAR STREET LIGHTING) @ END OF STREETS @ BEACH ACCESS
- ✓ INTERPRETIVE SIGN PROJECT
- ✓ NEIGHBORHOOD RESOURCE GUIDE

HWY. 101-RELATED



HIGHWAY 101 IMPROVEMENTS - CONCEPT RENDERING

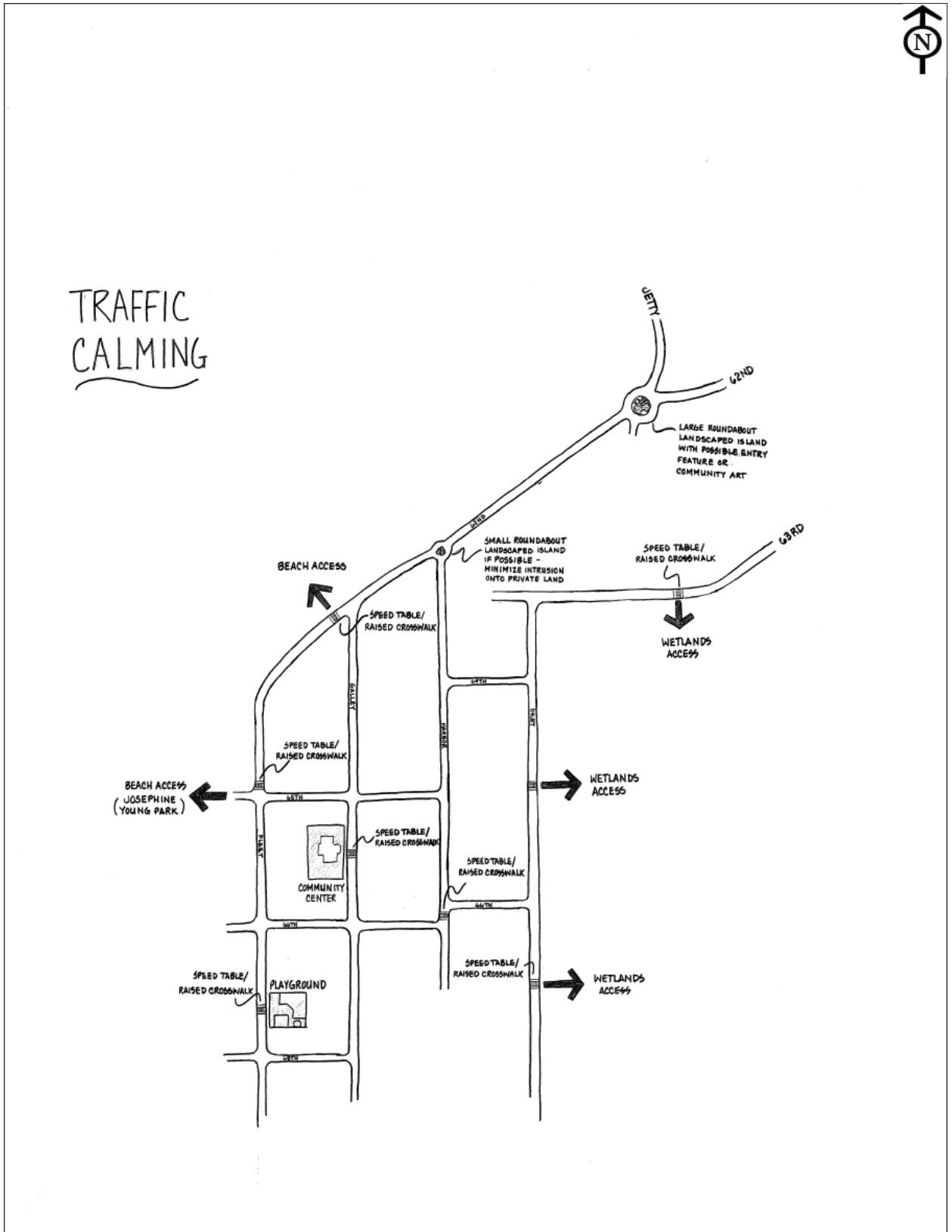
BY BRIAN WETHINGTON



HIGHWAY 101 IMPROVEMENTS



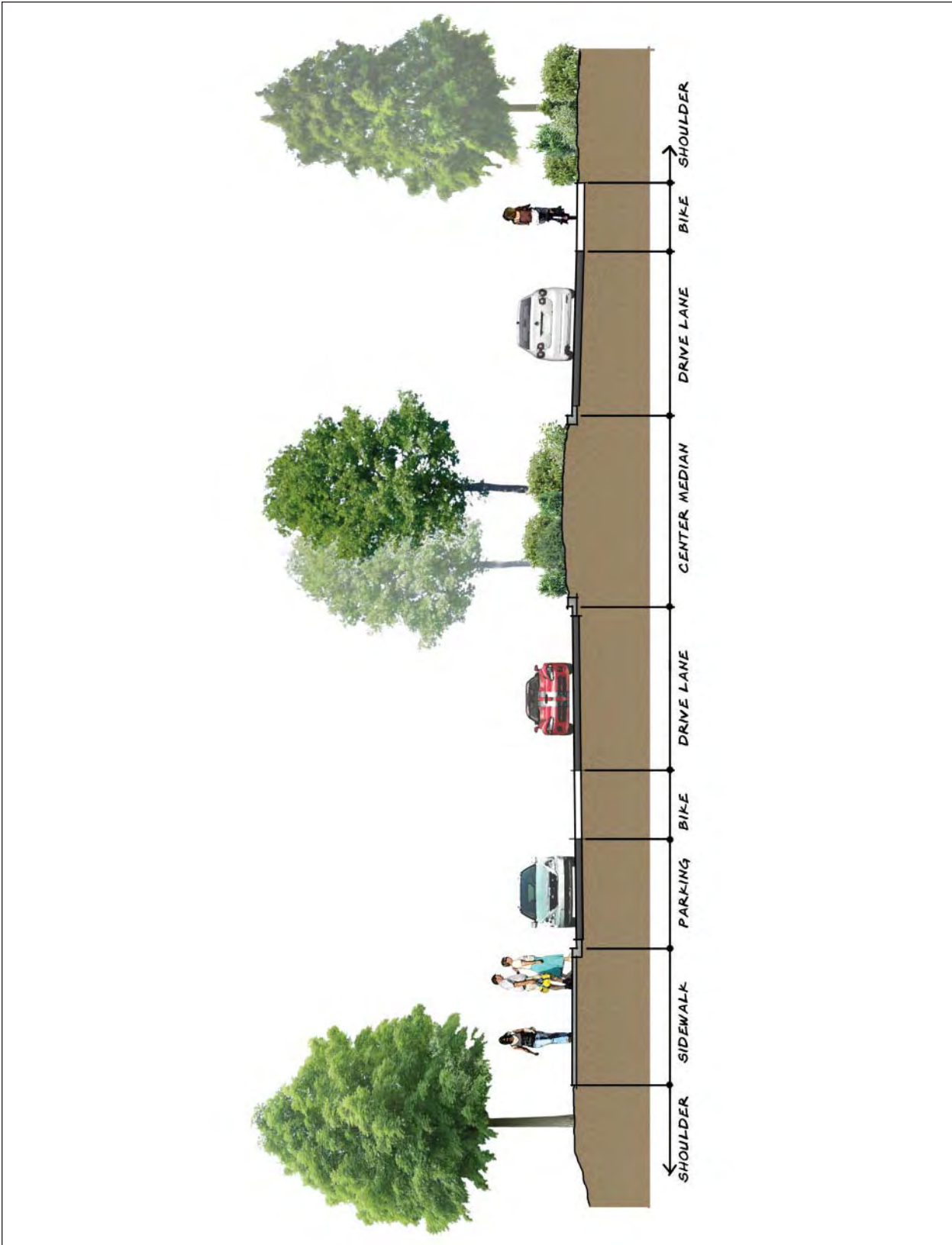
CUTLER TRAFFIC CALMING FEATURES- CONCEPT MAP





HIGHWAY 101 STREET SECTION A RENDERING - MEDIAN

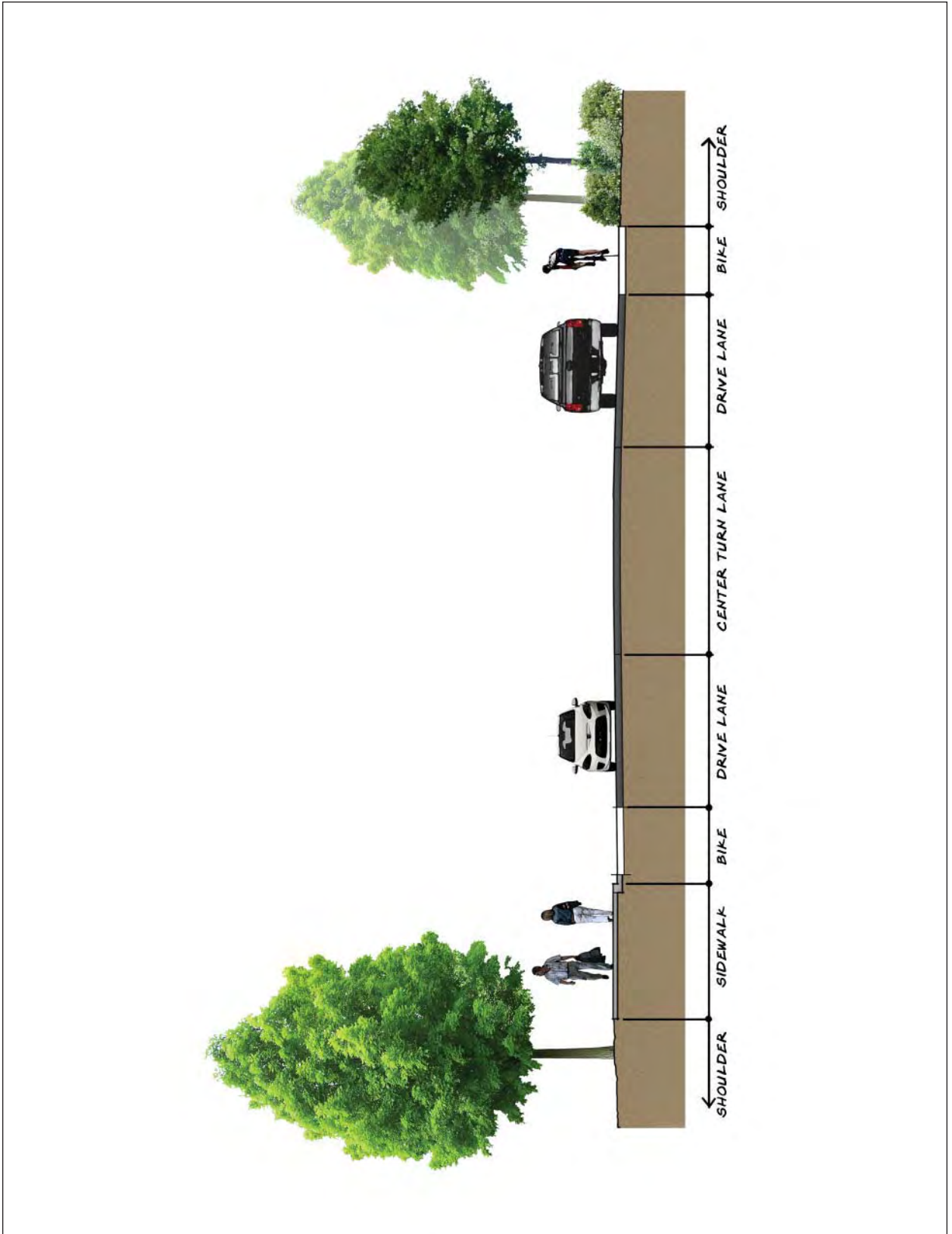
BY BRIAN WETHINGTON





HIGHWAY 101 STREET SECTION B RENDERING

BY BRIAN WETHINGTON





BAYWALK BRIDGE @ SCHOONER CREEK

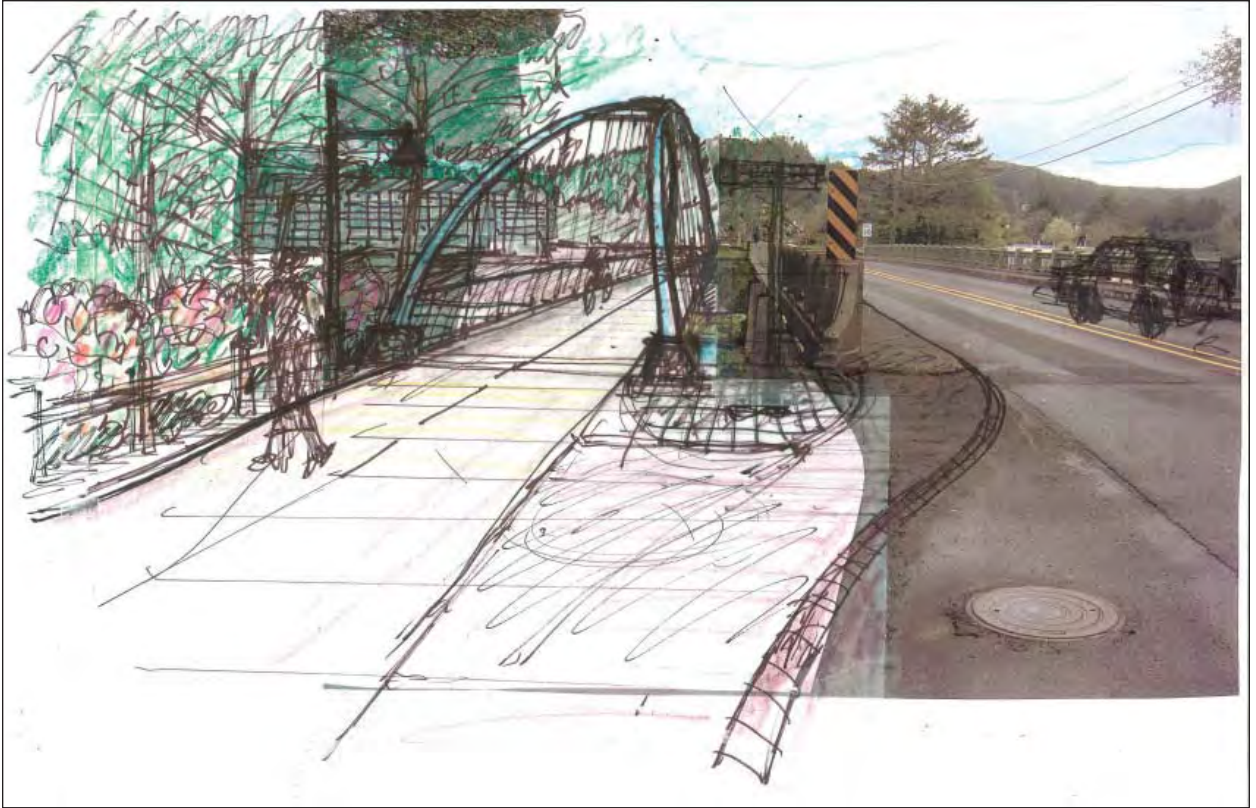
BY BRIAN WETHINGTON





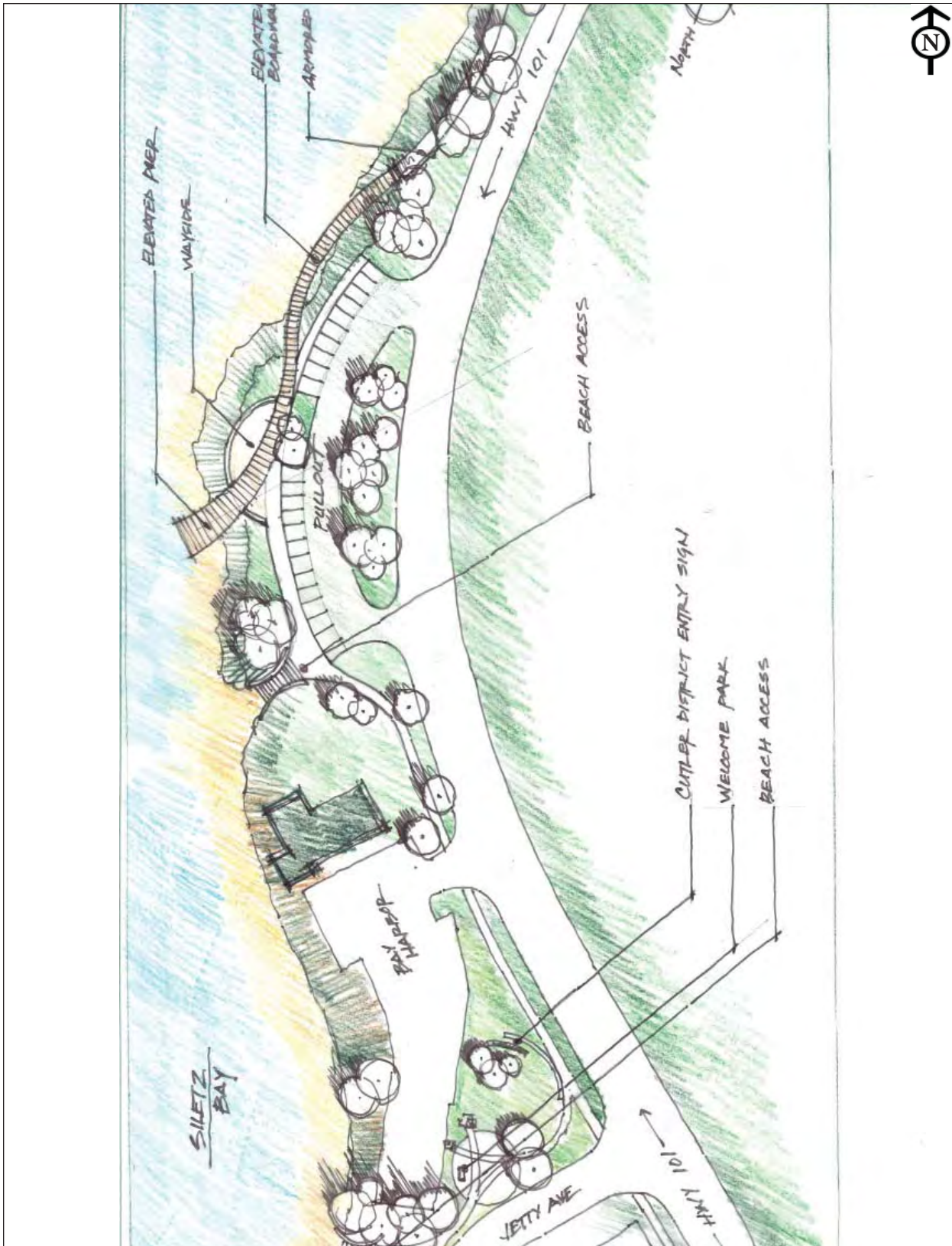
BAYWALK BRIDGE @ SCHOONER CREEK

BY JOHN BAYMILLER





BAYWALK - HIGHWAY 101 PULL-OUT IMPROVEMENTS





BAYWALK - HIGHWAY 101 PULL-OUT IMPROVEMENTS

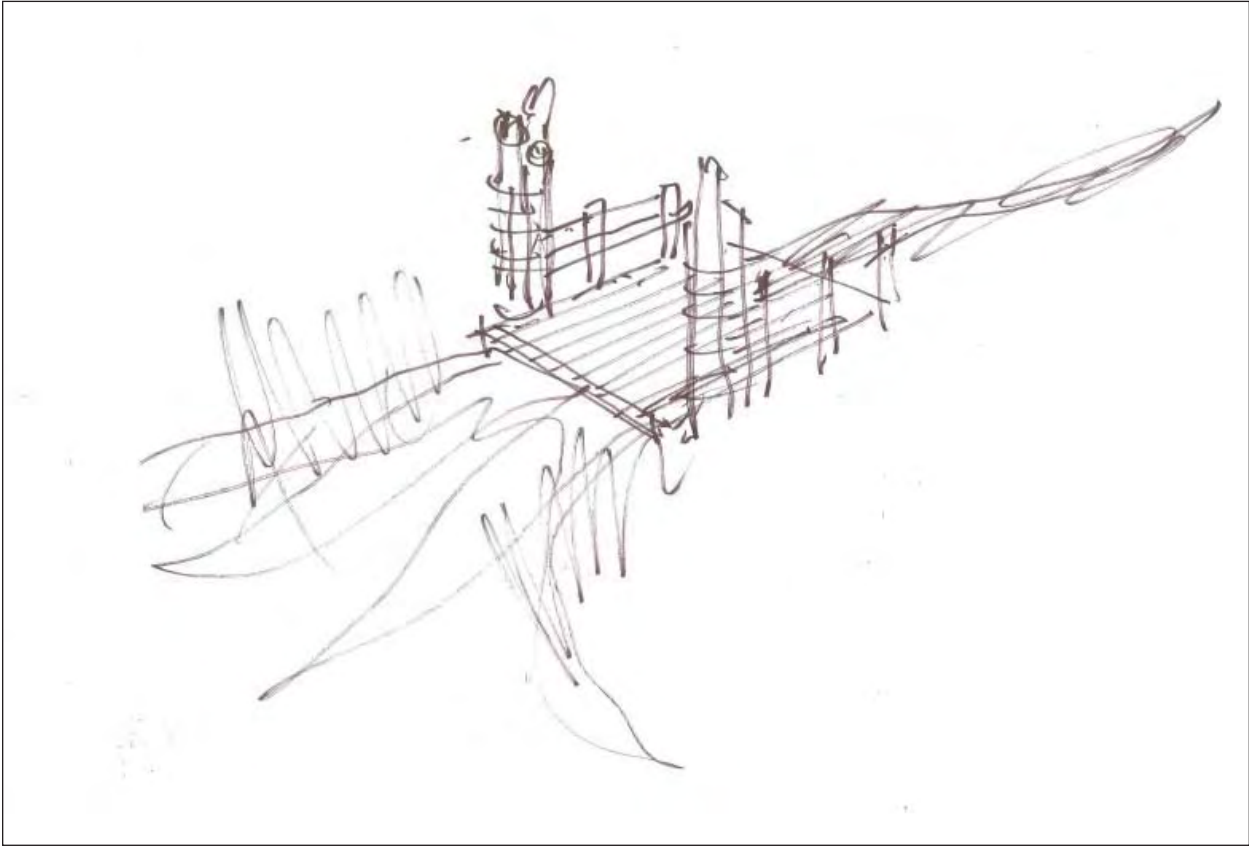
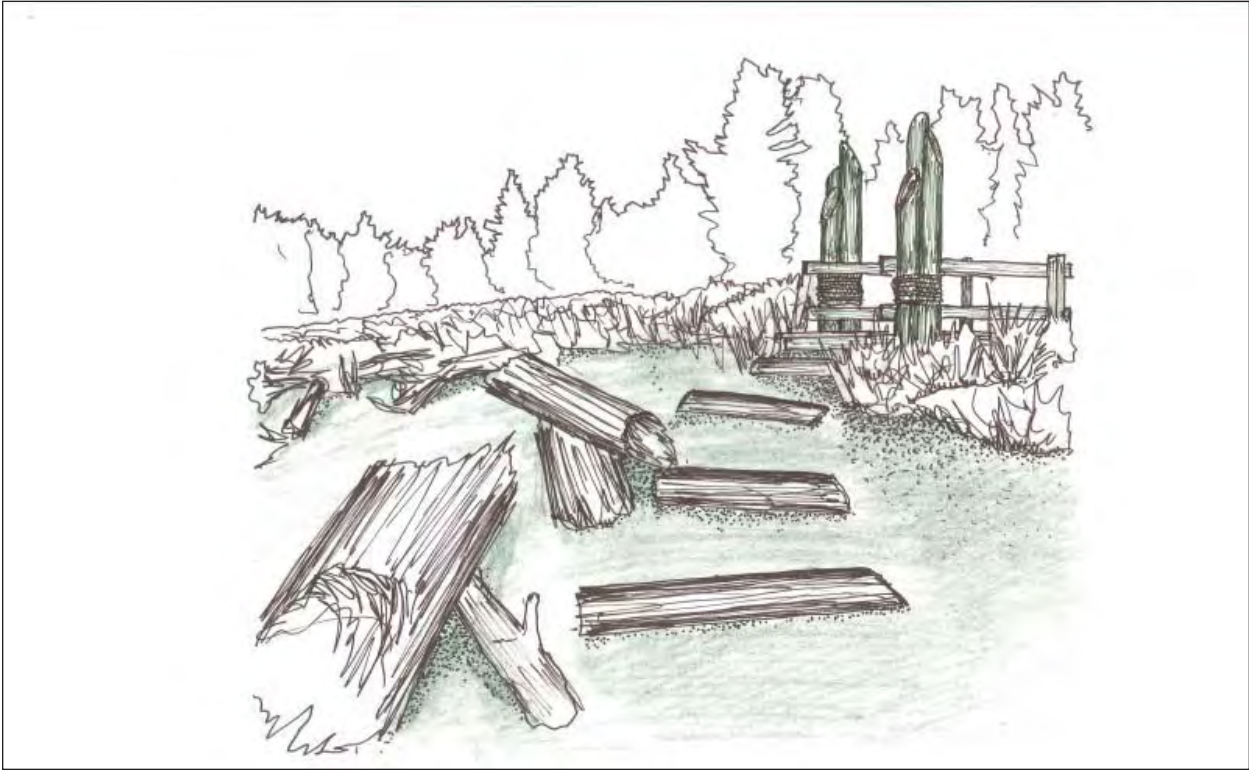
BY JOHN BAYMILLER





BAY ACCESS IDENTIFICATION - CONCEPTS

BY STEPHAN LEWIS





BAY ACCESS - SW FLEET AVENUE

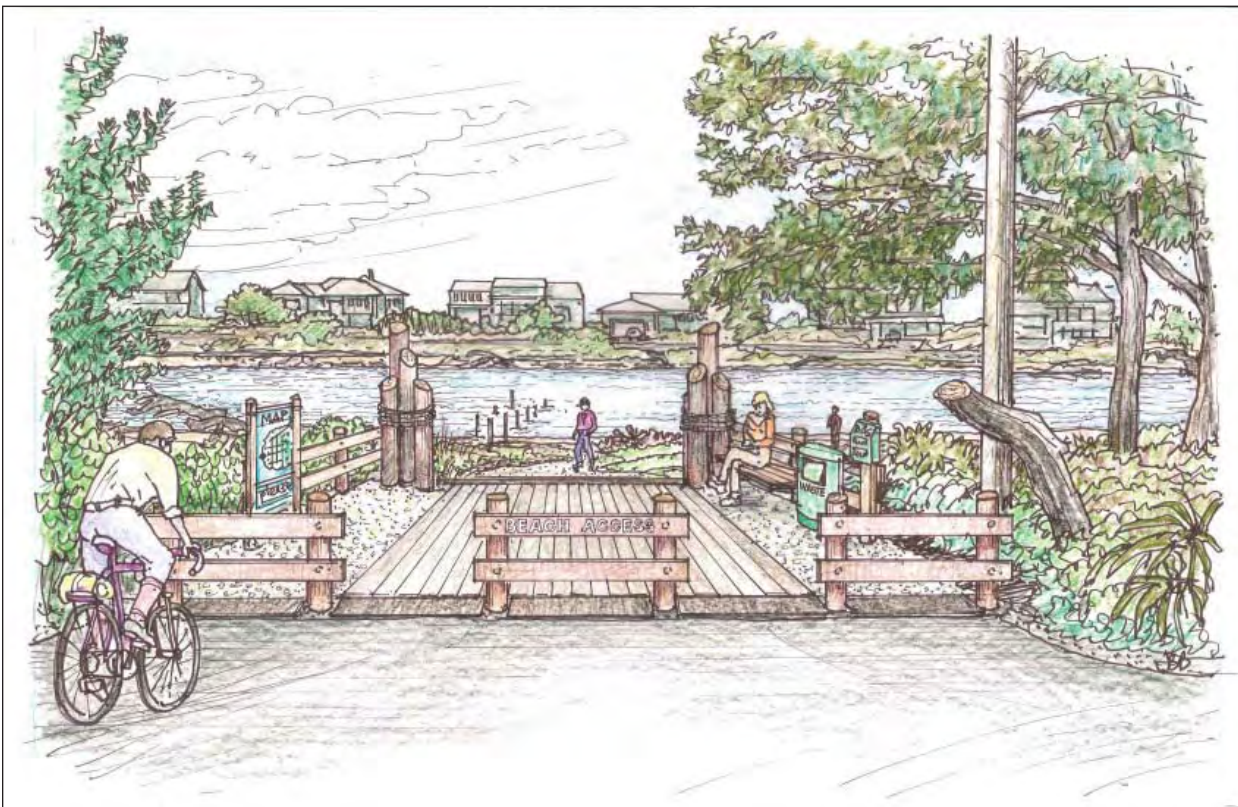
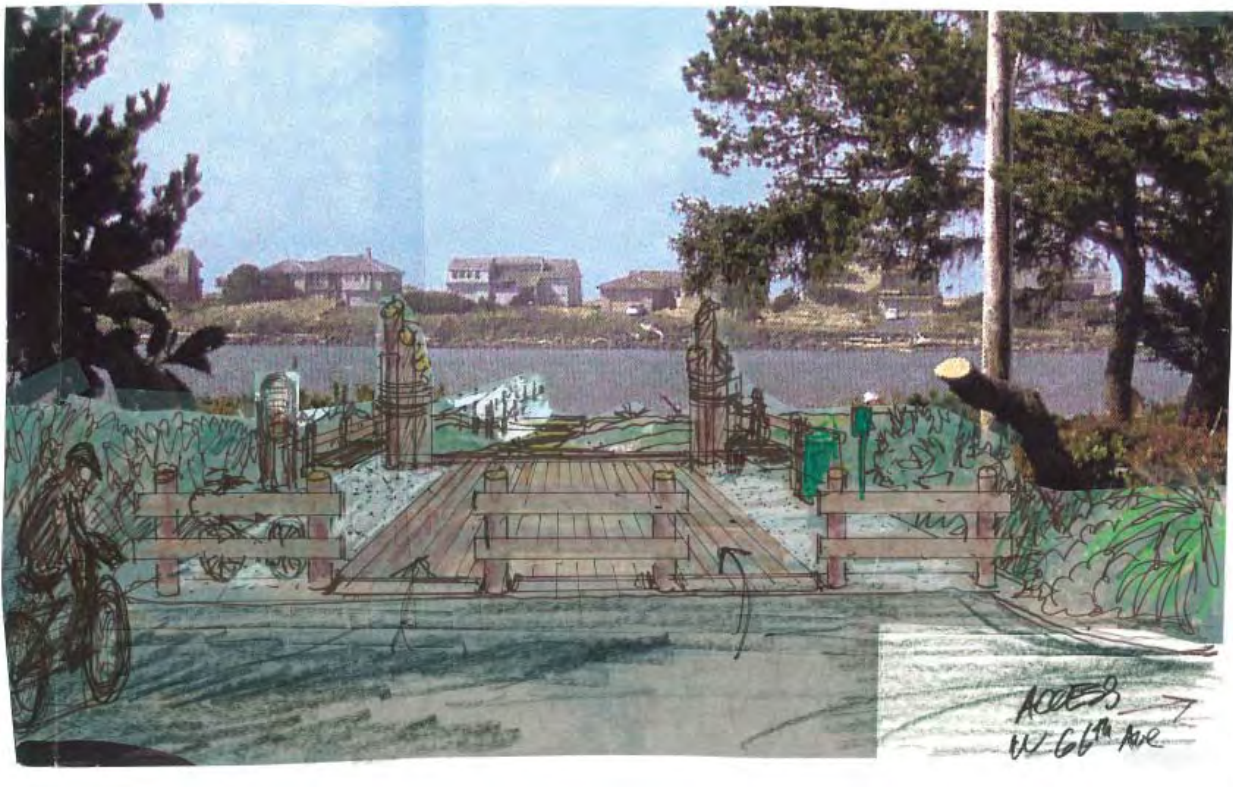
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BAY ACCESS - SW 66TH STREET - VIEW FROM NEIGHBORHOOD

BY JOHN BAYMILLER





BAY ACCESS - SW 66TH STREET - VIEW FROM BAY

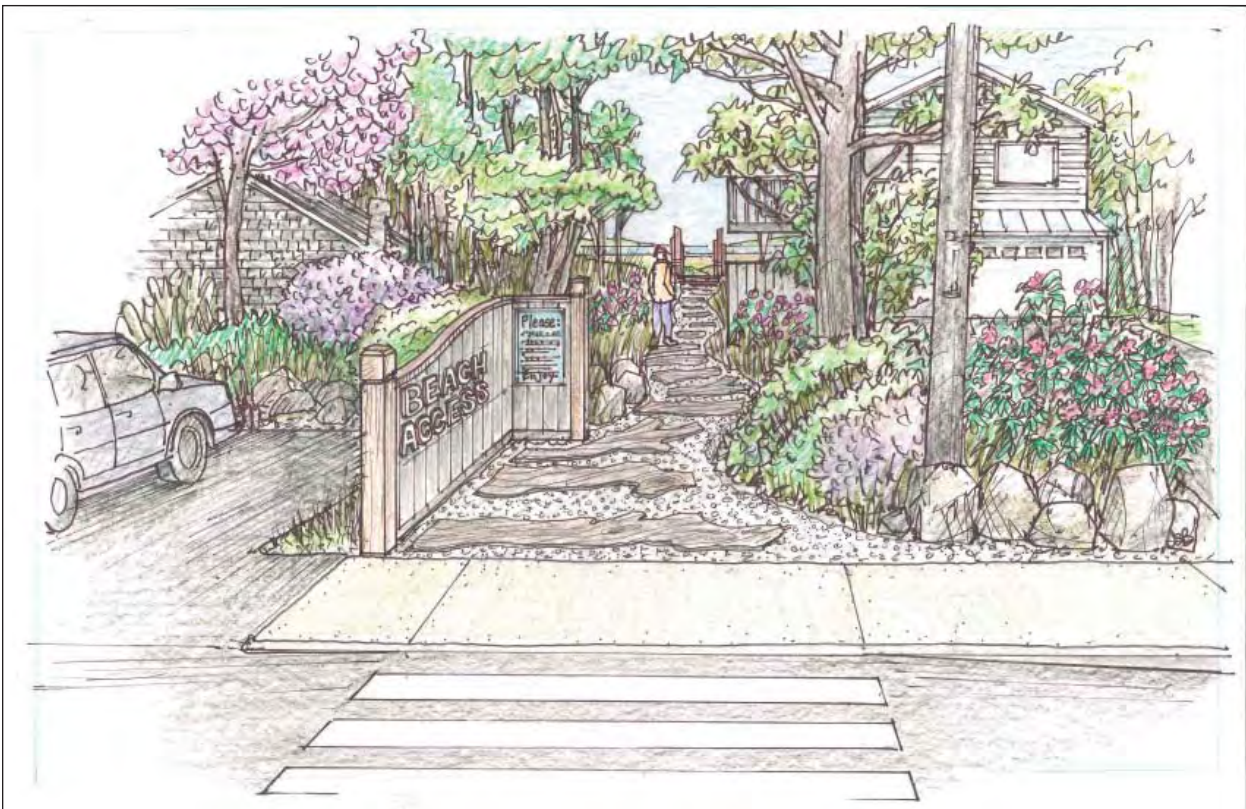
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BAY ACCESS - SW GALLEY AVE - VIEW FROM NEIGHBORHOOD

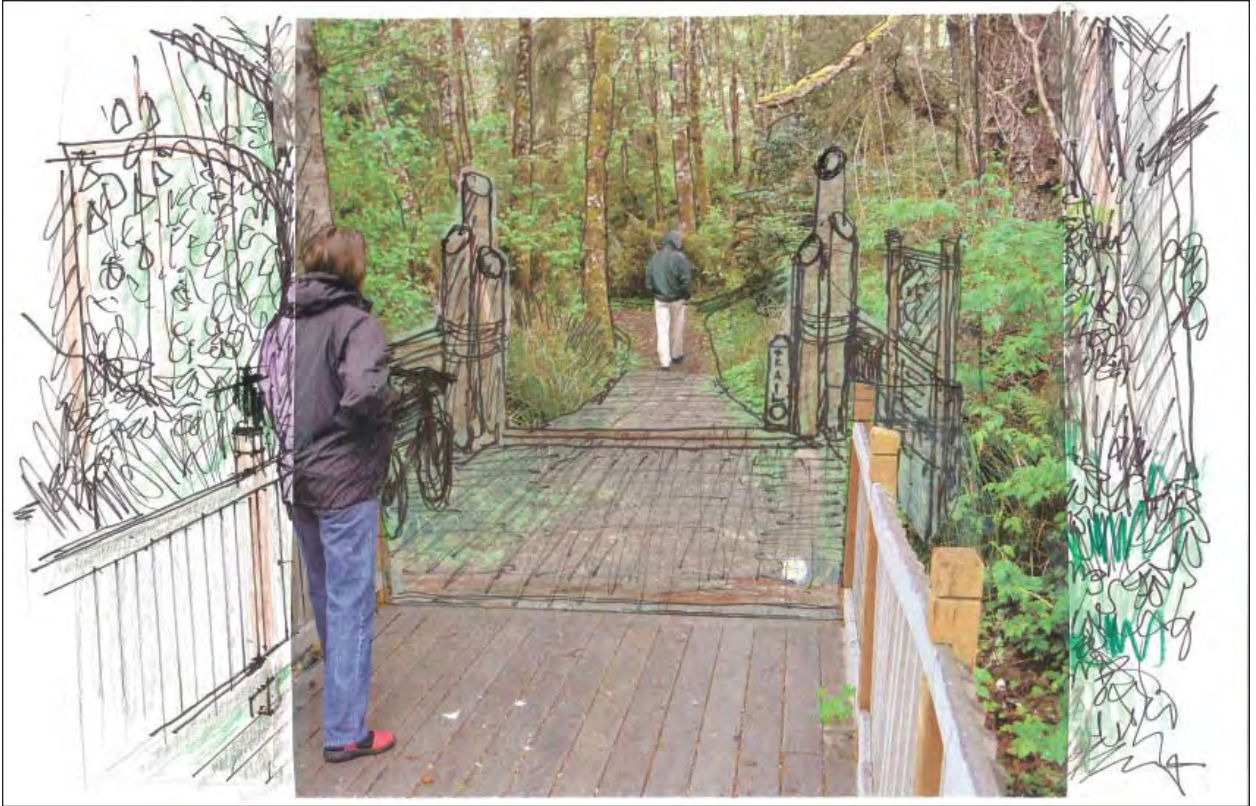
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TRAIL IMPROVEMENTS - WETLAND PARK

BY JOHN BAYMILLER





TRAIL IMPROVEMENTS - WETLAND PARK INLET AVE

BY JOHN BAYMILLER





TRAIL IMPROVEMENTS - WETLAND PARK INLET AVE

BY BRIAN WETHINGTON



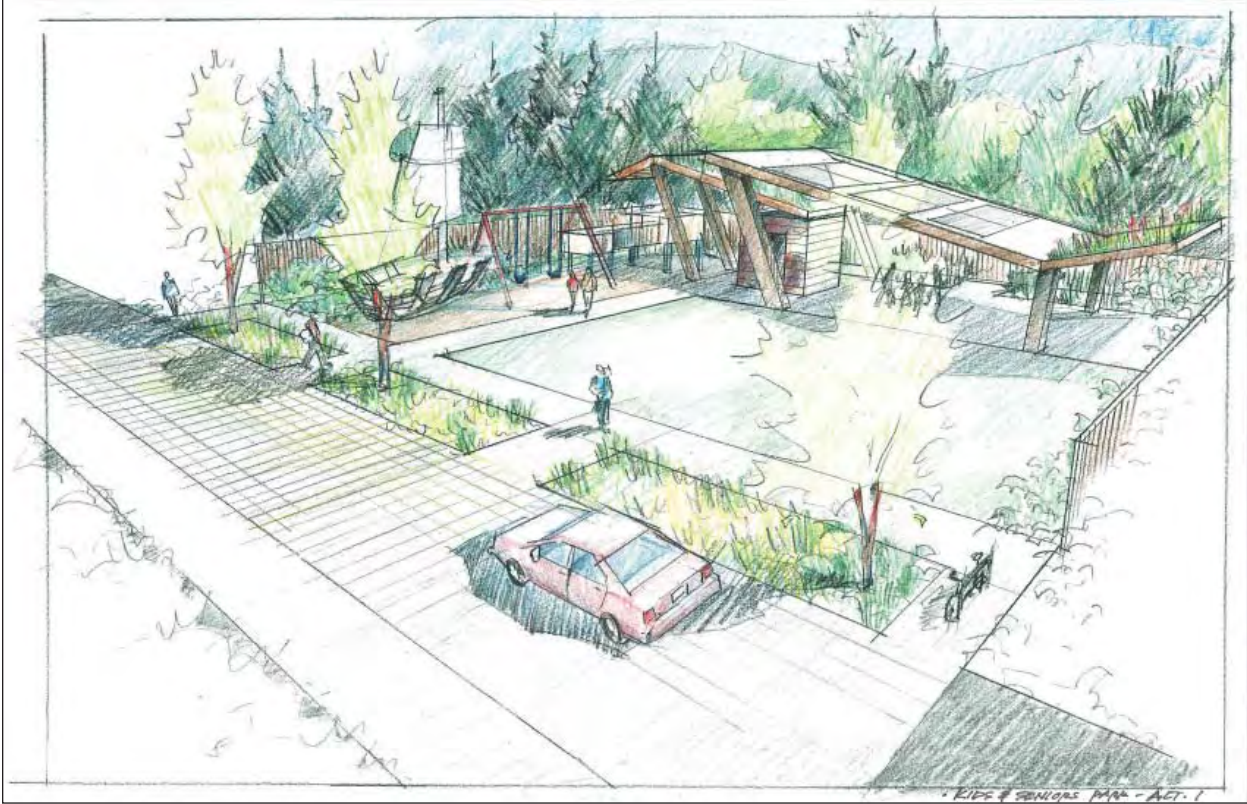
- NEW INLET WETLAND ENTRY



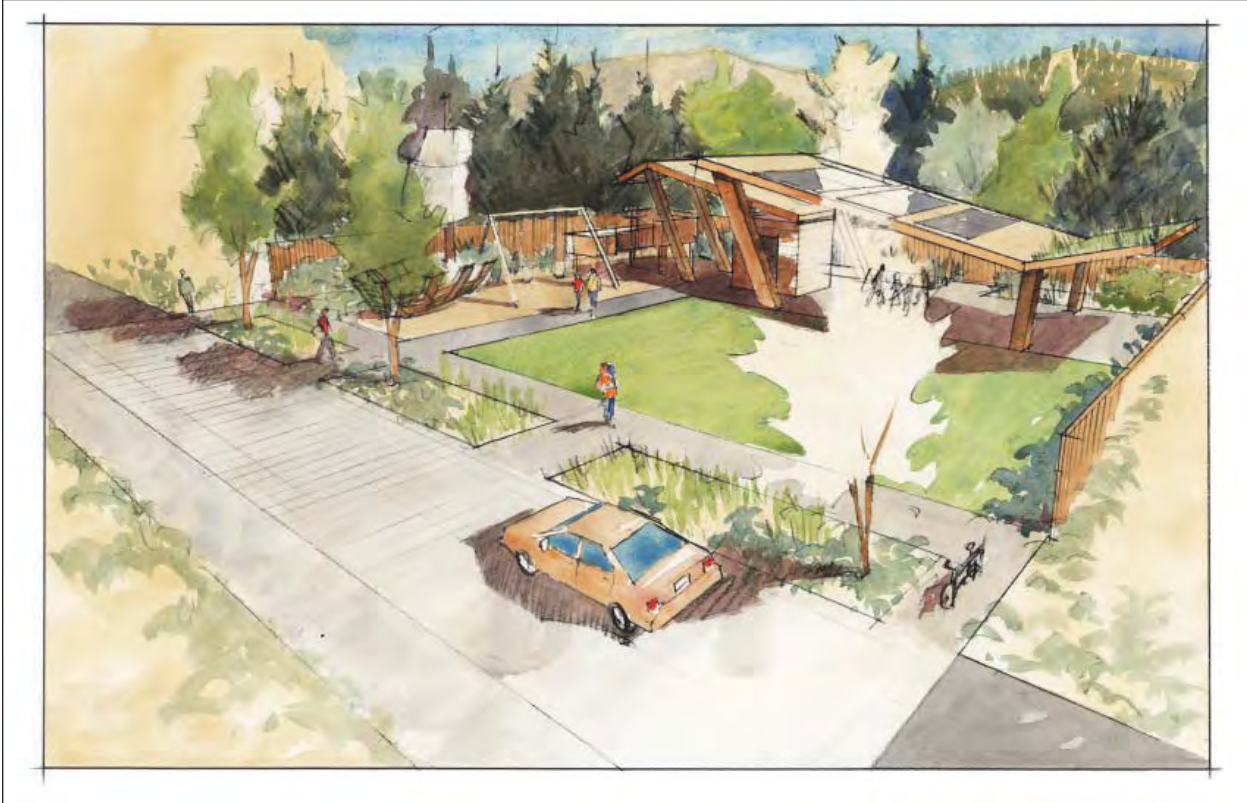


KIDS & SENIORS TOO PARK - CONCEPT A

BY BRIAN WETHINGTON



KIDS & SENIORS PARK - ACT. 1





KIDS & SENIORS TOO PARK - CONCEPT B

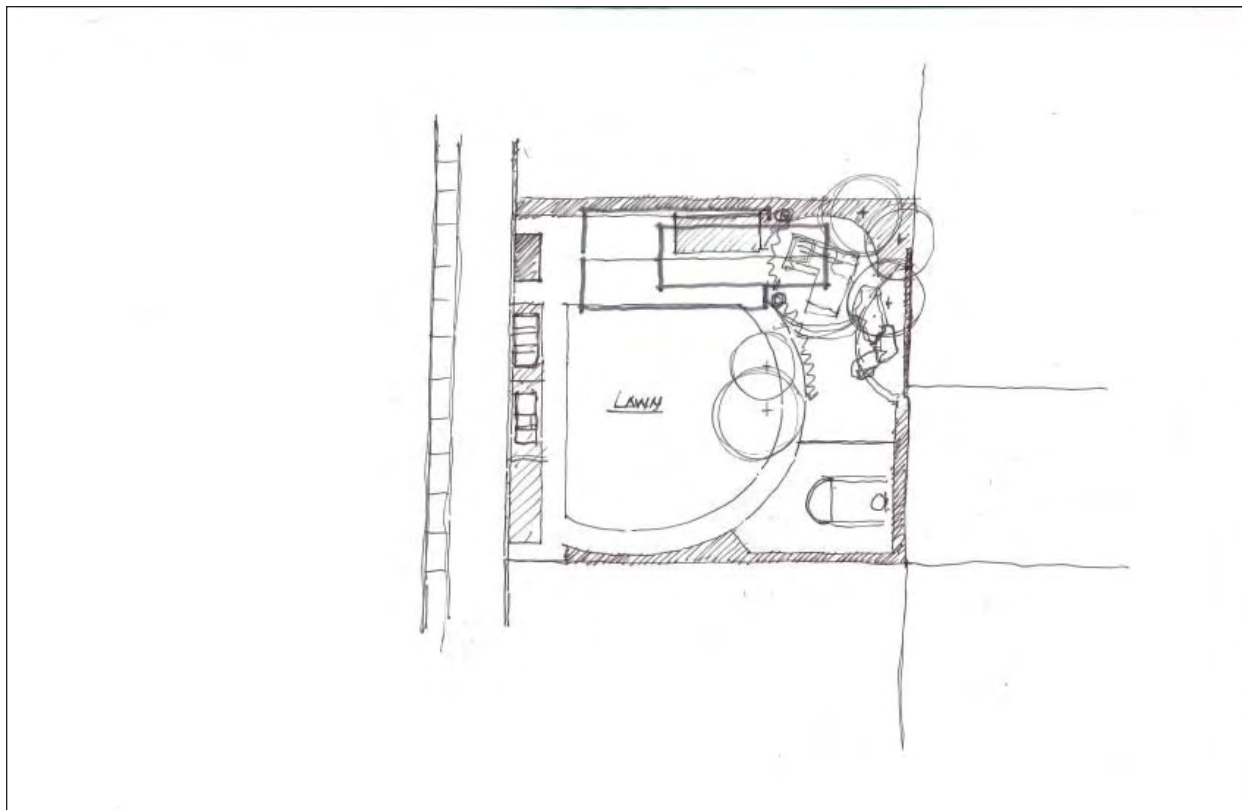
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KIDS & SENIORS TOO PARK - PLAN CONCEPT

BY BRIAN WETHINGTON





PARK & TRAILS NETWORK CONCEPT

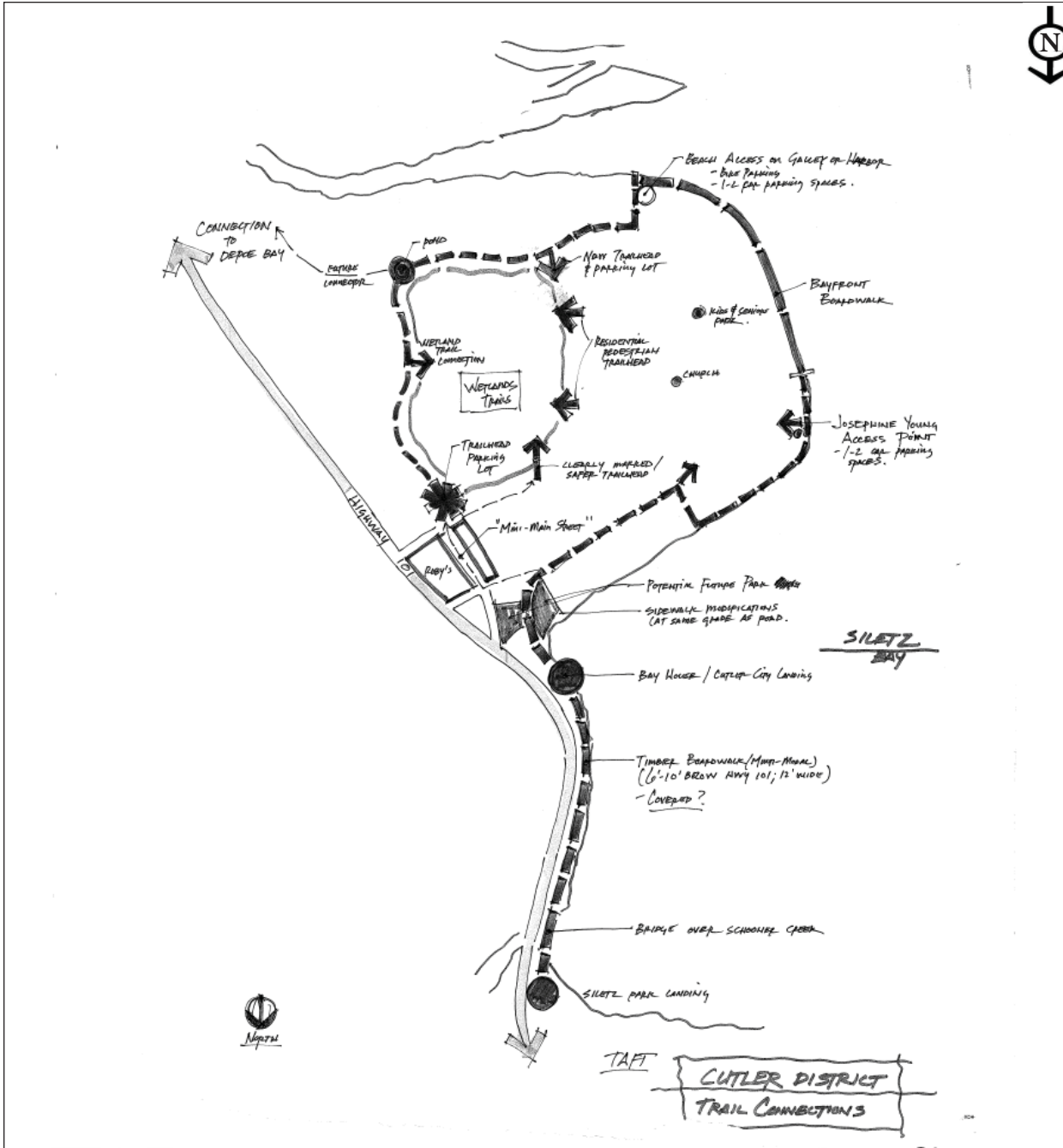
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PARK & TRAILS NETWORK CONCEPT

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WETLANDS & OPEN SPACE NATURE TRAILS CONCEPT MAP





NEWS ARTICLE - CUTLER CITY URBAN RENEWAL PROJECT ATTRACTS INTEREST

THE NEWS GUARD - WEDNESDAY, JANUARY 30, 2008

THE NEWS GUARD, LINCOLN CITY, OREGON, JANUARY 30, 2008 - A5

Cutler City urban renewal project attracts interest

By PATRICK ALEXANDER
The News Guard

The challenge of creating an urban renewal vision for Cutler City has attracted the interest of a prestigious international planning organization, with planners from Belgium, Spain, Italy and Mexico heading to Lincoln City in May to take part in the process.

Members of the International Society of City and Regional Planners executive committee will provide input on ideas for the area, including a proposal to place a roundabout on Highway 101 outside the Freed Gallery.

So far, five of the nine-member committee have confirmed they will participate in creating a Cutler City vision.

Urban Renewal Director Kurt Olsen said the committee's expertise would augment the community vision charrette, a series of pub-

lic workshops where residents of the entire city will be invited to share their ideas.

Cutler City will be the fourth of Lincoln City's six historic districts to receive the urban renewal treatment, following in the footsteps of Taft, Oceanlake and Nelscott, which were tackled in 1999, 2001 and 2006 respectively.

The Urban Renewal Agency hopes to welcome back some of the planners who came to town to work on the 2006 Nelscott Community Vision Plan, with Olsen saying the community is getting used to the collaborative charrette process.

"In the beginning, people were asking 'how can you plan for our future in seven days?'" he said. "Through the charrettes, people are learning how important it is to get involved at an early stage and how much work can be done when you concentrate on it for a short period of time."

Possible changes as a result of urban renewal could include the addition of sidewalks to Highway 101, improved access to the bay and enhancements to Cutler City's small commercial area.

"What do people want to see as change in the area?" Olsen asked. "That's what urban renewal does. It brings change. One of the first things people have to decide is whether they want change at all."

"A major thing we want to look at is having the Cutler District as the gateway to Lincoln City instead of it being a deceleration lane into Taft," he said.

Olsen said a roundabout could serve to slow traffic and provide easier access on to the highway for Cutler City residents.

Currently, the only roundabout drivers encounter on Highway 101 is heading north into Astoria.

Olsen said the concept would only progress if it was supported by the public and deemed feasible

by the Oregon Department of Transportation.

In order to avoid the highway problems that have plagued urban renewal in Nelscott, Olsen has arranged for a series of public workshops to take place with ODOT over the coming months with the intention of finding two or three highway solutions that are acceptable to the state agency before the charrette begins in May.

The charrette will take place May 9-14, with most public meetings to be held at the old Cutler community center building on S.W. Galley Ave., now occupied by the Pacific Baptist Church.

Anyone wanting to act as a host family for visiting planners or be part of a local resource team should contact the Urban Renewal Agency on (541) 996-1224 or drop by the office at City Hall.

Throughout the process, information will be posted on www.historiccutler.org.

Taft urban renewal plan gains recognition

The Taft urban renewal plan was the feature of a case study published in a report from the National Cooperative Highway Research Program which underlined the importance of working closely with ODOT in the initial planning stages.

The case study also noted the Taft process had been recognized by various planning and transportation bodies for "exemplary community involvement" in creating the redevelopment plan.

The report contained 13 case studies from across the

country, with Lincoln City being chosen as an example of a community where a state highway serves as the main street.

Figures from the Taft urban renewal process show that the spending of \$8.5 million in public funds by the Urban Renewal Agency, City Public Works Department and ODOT was complemented by \$6 million of private spending as property owners built new buildings and carried out renovations - a pattern Olsen hopes to see repeated in Cutler City.

PUD rate hike impacts low-use customers most

By GWYNETH GIBBY
The News Guard

When the Central Lincoln People's Utility District raised its rates in October, some customers saw their bills leap as much as 30 percent.

The company is a nonprofit, so the rate increase was implemented to cover the rising costs of producing power. The company has seen the prices for gasoline, steel and even health insurance for its employees rise.

"We set our rates according to how much it costs us," said Rose Cockrum, Central Lincoln PUD spokesman. "We figure everything to a break-even point."

The new rate structure includes a 5 percent increase as well as a \$15 monthly basic service charge for residential customers.

It is the service charge that has made the rates go up so much for low-use customers.

Before October, there was no basic service charge, although the rate per kilowatt hour was higher for use up to 300 kwh. Still, the decrease in the new rate was more than balanced by the imposition of the new charge.

Many low-use customers don't live locally full time, according to Cockrum. They may have second homes here that they visit only on weekends or during the summer months.

Cockrum said the service charge covers the cost of maintaining the power lines, even when those people aren't here and aren't using any power.

Customers who do live locally full time, and who cannot afford to use even the average amount of electricity, will also pay more under the new rate schedule.

A user of 200 kwh will now pay about \$8 more per month. Under the old rate, the bill would be about \$18. Under the new rate, about \$26.

Tribal elections Feb. 2

Elections for three seats on the Tribal Council of the Confederated Tribes of Siletz Indians will take place on Saturday, Feb. 2, with 11 candidates in the running.

Incumbents Loraine Butler, Robert Kentia and Phil Rilatos Sr. are hoping to fend off challenges from Lisa Brown,

"It's unfortunate that those people are impacted," Cockrum said. But they wouldn't get a better deal elsewhere.

"Our rates are in the lowest 5 percent in the country," he said.

The average residential customer uses about 1,000 kwh a month. The average user now pays about .075 cents per kwh to Central Lincoln PUD, compared to Pacific Power customers who pay about .085 per kwh for the same amount of electricity.

Businesses pay a higher rate, depending on their size. Central Lincoln PUD provides electricity to 32,000 residential customers and 5,000 businesses, Cockrum said, over a 120-mile stretch of the Oregon Coast, from Lincoln Beach to North Bend.

The power consumption is split about 50/50 between residential

and business customers, with about 40 percent in Lincoln

County being used by the Georgia Pacific mill in Toledo.

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1 to 3 pm: *Lars Larsen*
4 pm: *Fast Good Jazz with Dennis Gibson*
5 pm: *Afternoon Edition*

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NEWS ARTICLE - CUTLER CITY PLAN TAKING SHAPE

THE NEWS GUARD - WEDNESDAY, OCTOBER 22, 2008

COMMUNITY NEWS

LINCOLN CITY, OREGON | THE NEWS GUARD | OCTOBER 22, 2008 | A3

Cutler City plan taking shape

PATRICK ALEXANDER
The News Guard

Cutler City residents have been given the chance to review the community vision plan being developed for their area before the document is presented for consideration by the Urban Renewal Agency.

"We want to make sure we are not telling the agency, 'yeah, the community is really excited about this,' when you are not really excited about it," Urban Renewal Director Kurt Olsen said.

Olsen presented the plan in two meetings at the Pacific Baptist Church earlier this month, stressing that some of the

ideas it proposes are "dream projects that are not on the radar yet."

One such dream project is a bay-side walkway running from S.W. 66th Street to Fleet Avenue, an idea Olsen said would require support from property owners whose yards the path would cross.

More immediate projects could include the creation of a "mini main street" on a right of way west of Roby's furniture store.

Olsen said the new Keel Avenue could support further home-improvement businesses to complement Roby's, Lumbermen's and George

Morlan Plumbing, which he said is looking at relocating to the area.

The plan also calls for development of bay accesses at Galley Avenue, S.W. 66th Street and Fleet Avenue as well as new entrances to the wetlands trail on unused rights of way off S.W. Inlet Avenue.

Improvements to the S.W. Fleet Avenue children's park to make it more attractive to seniors have also been proposed, including a restroom and sheltered seating area.

Although previous vision plans led to zoning changes in Taft, Oceanlake and most recently Nelscott, Olsen said the Urban

Renewal Department does not see any need to pursue any such changes in Cutler City.

Anyone interested in more details about the proposed plan is invited to drop in to the urban renewal offices, located in City Hall.

The plan will be submitted for approval by the Urban Renewal Agency at its Nov. 10 meeting, in the council chambers at City Hall.

Cutler City resident Rob Bartell has proposed establishing a neighborhood association to help implement aspects of the plan. Anyone interested should contact him at (503) 769-2993 or via e-mail, bartell@wvi.com.

IN BRIEF

Oceanlake signs

Signs marking the Oceanlake business district are to be erected on the garden site at N.W. 21st Street and on the Pacific Chiropractic Clinic site at the corner of N.E. 12th Street.

Placement of the signs, which are similar to those marking the Taft business district, was approved by the Urban Renewal Agency at its Oct. 13 meeting.

Board Member Lori Hollingsworth, who together with her husband, Robert, owns the clinic property, recused herself from proceedings to prevent the appearance of a conflict of interest.

Committee spot

There is a vacancy on the Lincoln City Community Sustainability Committee, as of Oct. 8. Applicants must be a registered voter and a city resident.

Applications may be obtained at City Hall, or downloaded from the City Web site: www.lincolncity.org, and must be submitted to Cathy Steere, City Recorder, no later than the close of business day on Monday, Nov. 3.

The applications will be reviewed and considered by the Mayor and Council at their regular meeting at 7 p.m. Monday, Nov. 10.

Public viewpoint

A Taft lot overlooking the Salishan Spit is to be turned into a public viewpoint after city councilors accepted donation of the land from Picture Book Properties and Investments Inc.

The donation, accepted Oct. 13, is part of a plan to create seven home sites in a small subdivision called The Pointe that will link S.W. Beach and Coast Avenues at their southern ends.

Ron Ploger, the City's parks and recreation director, said the lot will be left mostly in its natural state, with the addition of some graveled parking spaces.

Beach access

Plans to improve the Wallace Reef beach access at S.W. 35th Street in Nelscott are moving forward, with the award of a \$309,676 contract to Salem-based Jeff Carter Construction.

The project will include a new stairway from the beach access to the top of the bluff, increased parking spaces, a small plaza with a seat wall and a prefabricated restroom with a hot outdoor shower to replace the portable toilet currently at the site.

The site also contains an area for future public art.

Nelscott plan approved by council

PATRICK ALEXANDER
The News Guard

A rezoning plan aimed at preserving the charm of Nelscott while allowing greater flexibility for development has met with approval from Lincoln City Council.

At their Oct. 13 meeting, councilors rejected calls to postpone adoption of the Nelscott Plan District from some property owners who said it would restrict development.

Mayor Lori Hollingsworth said there had been "ample opportunity" for comment on the plan, which has been the subject of public discussion since July.

The plan had already been thrown open for further discussion once when residents complained in August that the proposed zoning changes would open up too much of the area to commercial uses.

Planning Director Richard Townsend revised the document after attending a meeting of the Nelscott Neighborhood Association (NNA), where a series of votes were taken on key issues.

One of the results was that the areas in which commercial uses would be allowed were

reduced to the point where they almost exactly mirror the areas where such uses are already possible.

The existing Recreational-Commercial area that runs along S.W. Anchor Avenue is to be rezoned as Nelscott Business Mixed Use (NBMU) while the General Commercial area that hugs Highway 101 is to be rezoned as Nelscott Business District.

The residential area sandwiched between the two will become Nelscott Cottage Residential, remaining off limits to commercial uses and multi-family housing.

Allen Anderson, of Washington-based Purpose Driven Investments Inc., said simply changing the zoning without altering the boundaries would not create new development opportunities.

He said expanding the new NBMU area to cover the currently residential portion of Anchor north of S.W. 32nd Street, where he owns nine lots, would open the door to various possible projects, including townhouses and a small mini-mart.

The new NBMU area will allow a wider range of retail establishments than the current

zoning, which only allows resort-style businesses such as gift shops and restaurants.

Kent Landers, co-owner of the Westshore Oceanfront Motel, said the 35-foot height restriction of the NBMU area could decrease the value of his property by hundreds of thousands of dollars.

Landers said no one currently has a view over the motel roof, meaning no one would lose their view if the building were expanded from its current 35-foot height.

Councilors were not persuaded by Landers' argument but did direct Townsend to include a grandfather clause for the Sandcastle Motel — the only building within the NBMU area that is already more than 35 feet high.

Councilor Gary Ellingson, who owns Sandcastle Motel and recused himself from the proceedings, asked his colleagues to grant the clause to prevent the motel becoming a nonconforming structure — a designation that could obstruct financing and make it more difficult to sell.

Councilor Rick Brissette said he supported the move because it would relieve a burden on a local business and not because

Ellingson is a member of city council.

Kent Seida echoed concerns about the NBMU height restriction and also opposed the decision to prohibit drive-through operations in the Nelscott Business District, a move he said reduced the options for developing his Highway 101 property.

Seida described the prohibition as "absolutely loony" in the current economic climate.

Councilors also received praise from some residents for being responsive to concerns about over-commercialization.

Judy Casper, president of the NNA, said more than 70 people attended the group's August meeting to give their opinions on what would work for the area.

She said the long-term effects of development mean zone changes have to be approached with caution.

"Once you make those changes, they are forever," she said. "You can't undo them."

Councilors are expected to adopt a final version of the plan at their Oct. 27 meeting.

Elk found left to waste near Otis

Oregon State Police (OSP) Fish & Wildlife Division is seeking the public's help again for information to identify the suspect or suspects involved in illegally killing an elk and leaving it to waste near Otis.

On Oct. 12, OSP Fish and Wildlife Trooper Ryan Kehr responded to the Trout Creek area off Slick Rock Creek Road to investigate a report of a dead cow elk left to waste. The adult cow elk had been dead for approximately three days and no meat was taken.

Anyone with information regarding this case is asked to contact OSP Northern Command Center dispatch at (800) 452-7888.

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NEWS ARTICLE - URBAN RENEWAL FRESHENS CUTLER CITY

THE NEWS TIMES - WEDNESDAY, OCTOBER 22, 2008



Urban renewal freshens Cutler City

By Kate Rowland
Of the News-Times

Lincoln City Urban Renewal presented potential designs from the last of four community charrettes - a "visually engaging, interactive and collaborative series of public workshops and design sessions" meant to bring community design experts together with international guests, as well as Lincoln City residents, to achieve workable visions and solutions for neighborhood improvement.

About 25 people attended a weekday meeting in October when Kurt Olsen, director of Lincoln City Urban Renewal, and Alison Nelson, assistant director, presented the new "Outlines of Cutler City" poster, along with details on ongoing design efforts.

Cutler City joins Lincoln City neighborhoods including "Chimneys of Newell," "History of Teff" and "Gardens of Oregonlake."

Beginning in late April, meetings have been ongoing. Representatives from The Netherlands, Belgium, Spain, Italy, Mexico, Austria, Greece, Australia, Turkey and United Arab Emirates took part early on.

Continued on Page 29

URBAN RENEWAL *Continued from Page A7*

A regional team of landscape architects, urban design, engineering, transportation planning and historical preservation provided expertise to the design process. They took a community workshop and turned it into workable solutions.

The process began with planning, moves into design and then construction. They could not determine. The effort is tentatively planned to conclude within five years.

"We're trying to make areas good for the community to use," Olsen said. "You can't do what we do with our taxpayer support. It's hard enough to do with 9 percent support."

In Cutler City, no one cared whether their neighbors had a green house or a blue house, or if they were changed, like in Nelson's. They were more concerned with what they could do to have a green neighborhood.

Some of the solutions Olsen defines were:

- Community center - Pacific Park Church, 553 SW Galley, involving a cleanup for community activities and possibly emergency center, as well. It would be a community effort, Olsen said.
- Rehabilitation - The community could plant about 500 trees, shrubs, etc. in the future, plus the city runs in would be rehabilitation, as well.
- Bike stations - Parks Department could plant bikes in a couple of locations and create a service team if they aren't maintained and not being used.
- Neighborhood streets - For traffic calming, the city could extend SW Kent Avenue through 6th Street to 4th Avenue, and extend SW 4th Avenue to Highway 61, as the single side street. That would make 4th Avenue better as a two-way street, and not such a roadway, Olsen said. Also, 5-inch speed bumps, which are 100 percent as a speed bump, will slow people down and function as crosswalks. That could be the city's first project, Olsen said. Two speed bumps could be placed at 1st and 6th Street, and Galley at Kent Park.
- Parks - Kids and seniors can have a playground and upgrade playground equipment.
- Cutler City Welcome Open Space - Improve some areas to be a trail. Add signs with distance. Expect a trail to be ready by next year.
- Bicycle destination - Park and Carler City. Since many people don't have cars, they could use SW Galley, 5th Street and 6th Street to improve lot or open space and improve. People really like driveways, Olsen said. "Apparently, they consider open space and driveways to be really better in other parts of the world," he added. He said signs in a time-to-time markers to prevent people from walking through city streets, signs. All signs at 6th Street to avoid boulders, and add warning platform over muddy areas.
- Hwy 101 - Add gateway and landscaping feature. There is no way a traffic signal will be part of the project, Olsen said, and the city should do a traffic study to see how it would be no way to create the

street safely. Instead, the city could add turnarounds, landscaped medians, sidewalks and a pedestrian bridge near Sebecus Creek.

- Public Works - Additional public works, storm water management and storm drainage, and sanitary sewer extension.

Olsen said the city will not need to restore Cutler City neighborhoods, saying, "I don't see that as a need for this area."

One community member mentioned that every time parking is created, people from outside the neighborhood are encouraged to stop.

Olsen replied, "Anything we do here is for the community. We're not planning on doing things to create a visitor destination, but people will find it."

Daryl Pritchard's family has owned a cottage in the Cutler City district for 25 years. His father's position was he had been watching the change process closely. The best following his from the street, he said, "I've seen sites" about the whole thing. "We're lucky to have four Olsen working with us."

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re 58 raises concerns

... Monday as the Oregon Department of Transportation will control one-way traffic between Otter Rock and Agate Beach around the clock until the anticipated completion time of noon Friday. Motorists should expect 10-minute delays. (Photo by Kate Rowland)

... in architecture. His wedding announcement appeared in The Oregonian a while back, where a former teacher saw it. That teacher remembers Albert entering his class as a recent immigrant struggling with English literacy skills. Although Albert was educated in Ecuador, he needed special help gaining confidence

... hand to get going here."

The ESL program was renamed because, for some students, Spanish is their second language, while a Mexican Indian dialect is their native tongue.

"The vast majority of ESOL students are first generation Americans," Boyer said. "These kids are usually recruited to the U.S. these days"



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Cutler City's story stems from a beautiful and challenging geography. A deceptively tranquil bay, fed by rivers and creeks, divides the ocean and land creating a unique setting. Abundant wildlife continues to exist amidst floods and rain, waves and tides, wind and even fire. Access to the area was difficult until the first highway and bridges were constructed linking the community to both north and south. Early settlers needed to depend on one another. Cutler City's 1930s cottages and lush gardens reflect the community's hardy spirit and the days when it was also a popular auto camp for visitors.

The Cutler District... Naturally



**The authors would like to acknowledge and thank
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the Urban Land Institute (ULI),
for their support in this project.**

About the Authors

Alexandra Roberts Bullock was the former Redevelopment Coordinator for Lincoln City Urban Renewal, as a 2007-2008 RARE Participant during the Cutler District Community Charrette. She is a member of the American Planning Association, and is currently pursuing graduate work at Portland State University.

Alison Nelson is the Assistant Director of the Lincoln City Urban Renewal Agency, is a LEED Accredited Professional with the U.S. Green Building Council, serves as Staff Representative for the Lincoln City Community Sustainability Committee, and is a board member of the Lincoln Community Land Trust of Lincoln County which addresses affordable and workforce housing.

Kurt Olsen is the Director of the Lincoln City Urban Renewal Agency, President of the Association of Oregon Redevelopment Agencies, and the American Planning Association Planner of the Year 2006 - Oregon Chapter award recipient.



For more information, contact:

Lincoln City Urban Renewal Agency
801 SW Highway 101 - Box 50
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