

**Parking from A1**

without someone to push or pull, they are almost impossible to use," she said. "The curbs are way too high for me to use because I am not strong enough to step up on them. ... It would be a great help to those of us in Cottage Grove that need some assistance getting around to have a designated parking spot on each block to be able to shop in our local establishments."

Ed Lovato, dispatcher at South Lane Wheels, said he has heard similar concerns from the nonprofit's drivers.

"Many of our riders are in need of transportation, with quite a few of them needing to use the paratransit lift in our buses," he said. "The downtown area, mainly Main Street, is a stressful area for the drivers to lower their lifts. They have to put on their flashers and basically stop traffic while they unload and load passengers, taking time to secure them safely before departure. This takes a few minutes."

Also, if parking spaces are full, people with walkers or wheelchairs cannot get through the parked cars to the sidewalk from the stopped bus, Lovato added.

"A designated drop-off area downtown, not blocked by cars, would be a great idea," he said.

Stewart, too, acknowledged the need for upgrades and that, while built to ADA standards at the time of construction, some streets and ramps have since fallen out of compliance as ADA rules have changed over time.

"I have actually physically watched individuals in a wheelchair — the ramps are excessively steep and they're really hard at times without assistance for people to get up," said Stewart.

Legally, the city does not have to upgrade ADA components of streets which are not compliant unless a certain level of reconstruction is done on that street. Many of the streets in Cottage Grove are known to have fallen out of compliance, but city officials have said that securing the funding to upgrade them all is the primary hurdle.

Roots of trees along Main Street have also created bulges on downtown walkways, which can be obstacles for certain people with mobility issues.

**Possible Solutions**

Currently, the city's best bet at addressing these problems may be the Main Street Refinement Plan, which was adopted by the Cottage Grove City Council in 2015.

The project has a stated aim to create a "more dynamic Main Street Historic District to boost local businesses, promote community engagement, and create a safe and beautiful experience for everyone in Cottage Grove."

The refinement plan's area of interest extends well beyond Main Street, as far as Gibbs Avenue to the north and Adams Avenue to the south.

Among its many proposals, it seeks to make rights-of-way more accessible to all users regardless of ability. The document also points to the need to bring pedestrian

routes and sidewalks up to modern ADA standards as they are "in poor condition in many areas."

Though already adopted, the plan is still sitting on the shelf and needs funding to get the gears turning on any construction. At the time of adoption, the total plan cost estimates were about \$10 million; it is likely to have increased in the ensuing years.

Getting those dollars is the main challenge.

The city gets about \$1.2 million in local and state gas tax revenue each year, about 50 percent of which Stewart estimates is spent on normal maintenance, contractual obligations with ODOT, filling potholes, painting curbs and some street sweeping.

"So when we get it all done, we might have somewhere in the neighborhood of \$500,000 a year that we invest in projects," he said.

That half a million falls significantly short of the Main Street Refinement Plan's costs. Instead, the city has used that money for other projects in the last several years such as rebuilding bridges and other street work.

Because the City of Cottage Grove cannot fund the refinement project by itself, officials have turned to other funding sources. Currently, the city is researching available grant opportunities and is working with the Lane Council of Governments on applications for a Main Street-specific grant through the Economic Development Administration.

The grant maxes out at \$5 million, so the city would need to find a way to slim down its Main Street Refinement Plan to be approved. One option in this direction would be to cut the side street portions of the plan and focus specifically on Main Street.

"We're cautiously optimistic that we can come under the financial constraints," said Stewart. The application is scheduled to be ready in January.

Another option is America Rescue Plan Act (ARPA) dollars. Last month, the City of Cottage Grove received its first distribution of \$1,161,562.89 from these relief funds. A second and equal payment will be received next year.

The funds are meant to cover a range of local needs including support for households, small businesses, impacted industries, essential workers, and the communities hardest-hit by the economic crisis. They are also intended for investment in building, maintaining, or upgrading water, sewer and broadband infrastructure.

"We believe that we can fit in the criteria and have a strong chance to receive some favorable responses," said Stewart of the possibility of Main Street work getting done with these dollars.

The city has also at least twice applied for the competitive BUILD (Better Utilizing Investments to Leverage Development) grants, which are federally awarded funding for surface transportation infrastructure projects. Cottage Grove has not yet been successful in securing one.

And while still too early to tell how much money will trickle down to local governments, there may also be money in the Biden Administration's recently-passed infrastructure bill.

Whichever the financial avenue, officials acknowledge the need to do something with Main Street.

"I do think that we need to try to accommodate the uses downtown and the people that come there," said Stewart.

There are currently drop-off zones on side streets where a reconstruction project could possibly look at installing ADA sites.

"Not to say that couldn't be on Main Street, but I think that that really needs to go through a planning, vetted process with professionals and also the citizens included," said Stewart, adding that he expected parking options could be created where mobility-challenged people would travel no more than 100 feet or so to their destination.

Ultimately, the conversation about mobility and parking will likely fall on the city council's shoulders. If funding is secured, a public conversation will have to take place about the final approval of construction plans around Main Street's refinement project, though such conversation may not happen for some months to come.

**Beams from A1**

cost the city upwards of \$800,000 and possibly more if the project isn't started for several years.

The city will have to pay to transport the beams in January, however, which is estimated to cost nearly \$100,000. Storing the beams closer to the planned construction site will bring down future costs of moving again.

"So, we're figuring if we get these now, they're not going to spoil. They're not going to go bad," said Meyers. "We can put these away, have them ready so that when we build the bridge — and the bridge can be designed directly for these — we save that cost."

Just having the materials may create the opportunities for the bridge construction to come along even sooner as well.

On top of these advantages, Meyers said he was pleased with the energy and material efficiency of the move.

"This is also a great example of reducing, reusing, recycling," noting that the city is working with the Department of Environmental Quality on getting an estimate on total CO2 savings. "Here's cement that doesn't have to be busted up and hauled to the landfill as well as the energy and all of the resources that were used in putting those beams together isn't going to be reused again in new ones."

Only two cities, including Cottage Grove, have taken advantage of getting the beams, said Meyers.

**Zone from A1**

construction of an open shared space with a courtyard and garden, and collectively-owned vehicles for the residents.

"It is my hope that this project could provide a model or pilot for similar living units with consideration of the demands for energy, materials and greenhouse emissions that I feel is imperative to respond to the societal need for affordable housing without imperiling the natural environment for the future generations ... on our planet," stated Nordin's submission.

Nordin further explained in public comment that he wanted the RC designation to allow him "flexibility". An entrepreneur himself, Nordin proposed that such zoning would allow for space on the land for himself or people to run small business ventures.

"I would want to maintain that possibility of keeping commercial activity there, not to draw people from outside of the area to that spot, but for small-scale manufacturing, warehousing, or an incubator space or developing," he said.

Nordin also said he was disappointed with nearby construction projects on Sunrise Ridge, which seem to use up a lot of energy but yield little in the way of housing.

"I'm trying to provide a model of another kind of development that would be a little more intense with human hab-

See **PLANNING 7A**



**Coast Fork Feed Co.**  
Est. 2013  
Cottage Grove, Oregon

**EVENTS!**

**SUNDAY:** CFB Specialty! Bloody Mary Sunday, All Day, 21+  
**MONDAY:** Monday Madness, \$12 CFB Growler Fills on 64oz  
**TUESDAY:** Trivia w/ Gerald 6-7:30, All Ages, Teams up to Six  
**WEDNESDAY:** Acoustic Jam with Greg Biller 6-7:30  
**THURSDAY:** 12/02 Growler Specials All Day + Bunco & Brews! 6-7:30  
**FRIDAY:** 11/26 Art Walk w/ Heather Endicott & Music by Steve Goodbar  
**SATURDAY:** 11/27 Mule On Fire (Jazz & Blues Infused Folk) 6-8:30

As always no cover charge, 20 and under are welcome until 8:30 p.m.  
For more information call 541-942-8770

# Drinking and Driving: You Can't Have It Both Ways.



Drinking and driving is a one-way street to disaster. Stay on the right track—if you're drinking, arrange for a ride; if you're driving, stay sober. With so many celebrations during the holiday season, it's especially important to remember your responsibility to yourself, your family, your friends and your community: Keep yourself and fellow motorists out of danger by staying sober behind the wheel.

*This message brought to you by these local sponsors:*

- Ray's Towing
- Fountain Gutters
- Fort Rock Construction
- Magnolia Gardens Senior Living
- Pinocchio's Pizza
- Boyce & Sons Landscaping & Building Materials
- South Lane Wheels
- Lane Electric Co-op
- Hitch Pro & Tow
- Dave's Pump & Construction
- Adventure! Children's Museum
- Overhead Door Company - Eugene
- State Farm Insurance- Matt Bjornn
- South Willamette Veterinary Clinic
- McDonalds- Cottage Grove
- My Boys Pizza



**Wishing Everyone a Wonderful Thanksgiving**

**Please Help!!!**

**We have Buyers – We need Listings**  
Call for your FREE Market Value on your home!



<b>Ryan Yoss</b> Broker 541-337-6607	<b>Cody Spencer</b> Broker 541-636-7903	<b>Tawny Lowrey</b> Principal Broker 541-554-2044	<b>Sherry Yoss</b> Acting Principal Broker 541-729-9797	<b>Julie Backman</b> Broker 541-206-9312
--	---	---	--	--

Visit us at the  
**Cottage Grove Christmas Kick-Off**  
December 4<sup>th</sup> in Bohemia Park  
Between 5-8pm  
Tree Lighting at 5pm.  
**Check out our facebook page Yoss Team Real Estate Professionals for information about our annual Christmas lights contest!**

**YOSS TEAM**  
REAL ESTATE PROFESSIONALS  
*Discover the power of true teamwork!*

**914 N. 9th (Hwy.99) • Cottage Grove, OR**  
**541-942-4040**