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MEMORANDUM

DATE: April 15, 2015
TO: Paul Wyntergreen, City of Tillamook
FROM: Steve Faust, Cogan Owens Greene, LLC
CC: David Helton, ODOT
Susan Wright, Kittelson & Associates, Inc
RE: **Draft Memorandum #1: Plan Review**

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This memorandum provides review of documents relevant to prior planning efforts within and surrounding the Hoquarton Area (Study Area) in Tillamook, Oregon. The following is an assessment of what these efforts recommend or imply for future land uses and transportation facilities in the Study Area.

Introduction

The goal of the Hoquarton Area Plan project is to develop a unified vision for the Hoquarton area. Although the district hosts a mix of conflicting land uses and vacant lots, opportunities for recreation and economic development are present. As a means to capitalize on these opportunities, develop a cohesive identity, and celebrate its rich history, the City's objectives are to (a) create a plan for infill and redevelopment, (b) identify multimodal improvements to improve pedestrian and bicycle connections across US 101 and to downtown and (c) enhance and highlight access to Hoquarton area parks and trails.

In order to create a shared understanding of the location context and planning framework for this project, we've reviewed the following documents and planning efforts:

Table 1. List of Planning Documents and Efforts Reviewed

General	• Tillamook Comprehensive Plan 2012
	• Tillamook Town Center Plan 1999
	• Zoning Code
Economy	• Tillamook Economic Opportunities Analysis 2013
Transportation	• Tillamook Transportation System Plan 2003
	• Tillamook Transportation Refinement Plan 2006
	• US 101/OR6 Traffic Improvement Project
	• Tillamook Downtown Parking District Map, 2005
	• Crosstown Connections Project
	• Tillamook Parks and Recreation Master Plan, 2013

Parks and Trails	<ul style="list-style-type: none"> • Tillamook Parks and Recreation Master Plan 2013 • Crosstown Connections • Salmonberry Trail
Public Facilities	<ul style="list-style-type: none"> • Tillamook Storm Water Master Plan Update 2012 • Tillamook Storm Water Drainage Master Plan 2004 • Tillamook Water System Master Plan 1997
Natural Resources	<ul style="list-style-type: none"> • Tillamook Local Wetlands Inventory 1997

General

Tillamook Comprehensive Plan (TCP) 2012

The Comprehensive Plan outlines the City of Tillamook's objectives and policies to guide its desired goals under the state's land use planning framework. The City presents several goals and objectives for protecting natural and historic resources and managing urban growth, the following of which are pertinent to the Project Study Area in terms of environmental quality, economic activity, recreational opportunities and multi-modal improvements:

- To conserve, protect the unique environmental, economic and social values of local estuarine resources;
- To encourage the growth of and maximization of the use of all recreational activities provided in the parks, recreational facilities and open space, within the Tillamook UGB;
- To provide sufficient land for development to meet future needs and to preserve open space lands as much as possible;
- To improve the economic vitality of the Tillamook area, and revitalize the Tillamook City Downtown.

The Hoquarton area falls within the water resources protection overlay district, which implements the Significant Wetland and Riparian Corridor Resource policies of the TCP and guides development and conservation of these corridors. The City has identified both the West and East Hoquarton as a Shoreland Planning area, with forested, freshwater wetlands and significant wildlife habitats. The City's objectives for wetlands include reducing the hazard to human life and property and minimizing adverse effects on water quality and wildlife habitats in the Shorelands Planning Area. This is important because the Hoquarton is identified as a floodway, which subjects adjacent properties to a high risk of flooding.

In planning for recreation, the TCP states that the City shall continue to explore the feasibility of waterfront parks along the Hoquarton and extending park trails along the abandoned railroad right-of-way. Objectives include protecting environmental resources for recreational facilities, highlighting cultural assets and encouraging the southward extension of the Oregon Coast hiking trails and the Rails to Trails program.

In planning for transportation, the TCP emphasizes the enhancement of the Highway 101/OR 6 project. This is supported by policies that suggest a pedestrian/bikeway to link all park and recreation areas in the City as a Pedestrian Loop System. In addition, the City recognizes the Hoquarton Crossing on 101 as a "City Gateway," a major street entrance that heralds the City's distinctive identity. As a means to improve the economic vitality of the Tillamook area and revitalize the Tillamook City Downtown, the use of distinctive signage, lighting and landscaping is emphasized in order to enhance the Gateway's image. Each "Gateway" and City entrance shall include current City population and appropriate commerce signage in order to identify the Downtown Commercial District.

Tillamook Town Center Plan (1999)

The boundary of Town Center Plan Study Area extends along the south side of the Hoquarton, between Grove and Madrona Avenue, down to Fifth Street. Specific to the Hoquarton Study Area, this plan identifies:

- A potential multiuse path along the Hoquarton, extending to future parks and along the railroad ROW, as identified through a site analysis and community visioning exercise. Under the TTCP's illustrative plan and streetscape recommendations, development within the park would be for passive uses. A trailhead, public parking and a pedestrian/bike link between the park and town square should be developed east of the post office.
- The addition of a greenway park ("Hoquarton Park"). The 5-acre greenway park would utilize a vacant parcel of land along the Hoquarton and the abandoned railroad ROW. A recommendation was made in the plan to develop a link between the "greenway" park and town square (as noted in the Illustrative Plan and the Framework Plan) though the path and greenway were never included in the 15-block "Town Center" study area.
- The one-block area of Front Street between Stillwell Street and HWY 101, currently Sue Elmore Park, was identified as a "Potential Town Center Area." The purpose of a "Town Center" (TC) zone is to create a pedestrian oriented, mixed-use downtown core, and to preserve and enhance historic buildings and the town's character. The TC zone refrains from allowing auto-oriented businesses, such as gas stations, vehicle repair/sales/service, and drive-through establishments.

Zoning Code

The Hoquarton Study Area includes properties with a range of zoning designations and development standards. The zoning code was updated in 2014, and includes Town Center Overlay standards that are derived from the 1999 Tillamook Town Center Plan. At the central intersection of Highways 6 and 101, the area is zoned Central Commercial and Public, with a Town Center Overlay. The combined intention of the base zones and overlay is to establish a pedestrian-oriented, mixed-use downtown core, and preserve and enhance the area's historic character. Use, building and site design guidelines apply to new development and modifications to existing development; key design provisions call for buildings to be built up to the edge of the sidewalk, maintain display windows at pedestrian height, and design flat rooflines or parapets. All new development and substantial modifications require Planning Commission review, ensuring a high level of scrutiny.

The Study Area also includes parcels zoned for Light Industrial, Central Commercial without the Town Center Overlay, Open Space, and Single-Family Residential. The majority of parcels are developed, with a few vacant and undeveloped parcels. The zoning code establishes a range of use, building design, site design, public improvement requirements, landscaping, and parking standards appropriate to each zone.

Economy

Tillamook Economic Opportunities Analysis (EOA), 2013

The EOA identifies comparative advantages for economic development in the Tillamook region and found that the region has sufficient industrial land but insufficient commercial land to accommodate 20 years of population growth. The preferred growth forecast of 1,710 new employees between 2013 and 2033 will result in demand for vacant (and partially vacant) employment land¹. The EOA has several implications for the Hoquarton area:

¹ Tillamook Economic Opportunities Analysis. June 2013

- *Change in employment mix could lead to the redevelopment of underutilized land:* The EOA's preferred growth scenario assumed that 10% of industrial employment and 15% of retail, services, and government employment could be accommodated on underutilized land, or a total of additional 220 employees. The Hoquarton area has a number of sites with redevelopment potential that could help to accommodate new growth.
- *The region has a deficit of unconstrained commercial land in the commercial core:* Much of the unconstrained vacant commercial land is located north of the City along Highway 101 or east of the core along Highway 6. In addition, a 2010 Johnson-Reid study found that land is needed for businesses to move out of flood-prone areas. Since the City wants to concentrate retail and tourism activity in the commercial core, the Hoquarton area is a promising target area for new development.

The Hoquarton area could accommodate new development that would help support the region's economic development objectives. The underutilized land and existing buildings within the Hoquarton area could be desirable for businesses looking to relocate to or expand within the downtown core. The EOA found that the region has a number of businesses that might be attracted to the region, based on the region's comparative advantages:

- *Manufacturing:* The area has several sites that could accommodate a small manufacturing facility, especially one that has a tourist draw. Potential industries could include: specialty food production, forest products, agricultural services, and specialty manufacturing.
- *Tourism and service related businesses:* One key economic development goal is to increase the overnight tourism in the area. Potential businesses types that could support this type of activity include: visitor services (including leisure activities, hotels and restaurants), retail and personal services, and services for seniors (such as medical and recreation facilities).

Transportation

City of Tillamook Transportation System Plan, June 2003

The City of Tillamook Transportation System Plan (TSP) projects future transportation conditions and associated transportation projects for horizon year 2022.

Horizon Year 2022 No-Build Conditions. The 2003 TSP assumed population growth to occur at a rate of 1.7 percent annually between 2000 and 2020, with a projected population of 5,757 within the City of Tillamook by 2020. The TSP did not assume any residential or commercial growth within the Hoquarton Area. The US 101 and 1st Street intersections were evaluated under no-build 2022 future conditions, with the following results:

- US 101 (Main Avenue)/1st Street was forecasted to operate with a volume-to-capacity ratio (v/c) of 1.52 in 2022, and was thus projected to exceed the Oregon Highway Plan (OHP0 mobility target).
- US 101 (Pacific Avenue)/1st Street was forecasted to operate with a v/c of 0.77 in 2022, and was thus projected to meet the OHP mobility target.

Identified TSP Projects to Address Deficiencies

- Provide north-south bike route on Stillwell Avenue and connections with US 101 along Front Street, and coordinate with Hoquarton Trail.
- Develop Phase 1 of the Hoquarton trail along south side of the Hoquarton for approximately 1,000 feet. Connect parks along the Hoquarton and proposed Stillwell Avenue bike route.

Tillamook Transportation Refinement Plan, January 2006

The following improvements included within the Refinement Plan relate to the Study Area:

- Improve signage at US 101 and Front Street to encourage trucks to use this existing alternate route outside of downtown.
- Main and Pacific Avenue Design Alternatives
 - In the short-term (0-5 years), implement streetscape and related improvements to slow traffic and better delineate pedestrian space and movements from 1st Street to 5th Street.
- Downtown Traffic Alternatives (The alternatives below were recommended for further study as part of the US 101/OR 6 project – see US 101/OR 6 Traffic Improvement Project summary for the improvements being implemented.)
 - Implement two-way traffic on 1st and 3rd Streets to reduce congestion and reduce truck trips downtown. This would require a new traffic signal or other form of intersection control at OR 6 and Miller Street.
 - Add an additional northbound travel lane over the Hoquarton.
 - Implement a combination of above two alternatives.
 - Consider other traffic solutions at 1st Street and Main/Pacific Avenues.
- Downtown Parking Options
 - Building a deck or larger parking structure on current city parking lots, and building a structured parking area on the south side of 1st Street west of Ivy Avenue
 - Change parallel parking to angle parking along 2nd Street, Ivy Avenue, and Laurel Avenue

US 101/OR 6 Traffic Improvement Project

The US 101/OR 6 Traffic Improvement Project includes several improvements within the Study Area. Main and Pacific Avenues will be widened to improve street safety and operations. On-street parking will be maintained. Sidewalks will be narrowed by about two feet on both sides. Turn lanes will be added at select downtown intersections to decrease wait time for those traveling through and around Tillamook. New crosswalks at 1st Street and Main Avenue will help to improve pedestrian safety.

Crosstown Connections Project

Consistent with the 2003 TSP, the Crosstown Connections Project recommends an alternative bike route along Front Street and Stillwell Avenue. The bike route could be implemented through sharrows or a separated bike lane with associated signage. The Crosstown Connections Project map also shows a transit stop on Front Street, to be served by the Tillamook County Transportation District.

Tillamook Downtown Parking District Map, October 2005

The Tillamook Downtown parking District Map includes an area from 1st Street to the north, Madrona Avenue to the east, 5th Street to the south, and Stillwell Avenue to the west. The Parking District Map recommends the following parking restrictions within the Study Area:

- 2 Hour Parking, No Restrictions
 - 1st Street between Ivy Avenue and Stillwell Avenue
 - Stillwell Avenue between 2nd Street and 1st Street
- 2 Hour Parking, No Employee/Employer or Resident
 - 1st Street between Laurel Avenue and Ivy Avenue
 - 2nd Street between Pacific Avenue and Stillwell Avenue
 - Pacific Avenue between 1st Street and 5th Avenue
 - Main Avenue between 1st Street and 5th Avenue
 - Ivy Avenue between 1st Street and 3rd Avenue
 - Stillwell Avenue between 2nd Street and 5th Avenue

Parks and Trails/Multi-modal Transportation

Tillamook Parks and Recreation Master Plan 2013

This Master Plan identifies the findings and recommendations for providing and managing park, open space and recreational facilities in the City of Tillamook. Two key goals of this master plan that specifically relate to this study include:

- Create a strong pedestrian connection of trail segments linking park and recreation areas together throughout the City; and develop and maintain a core and an interconnected system of these trails, to provide a variety of recreational opportunities, such as walking, bicycling and jogging.
- Protect environmental resources, by acquiring, conserving and enhancing natural areas and open spaces within the City.

The plan provides policies for developing the parks, recreation, open space and trail system, and methods of financing improvements and management. It also provides a 5-year strategy to meet the short-term park-and-recreation needs in the City of Tillamook and a long-term strategy (>5 years) to meet longer term park-and recreation needs.

Within the Study Area, there are two parks, the 0.68-acre Sue H. Elmore Park and the 2.55-acre Hoquarton Park. The 2.32-acre Lillian Goodspeed Park lies east of the Study Area but is the terminus of a future trail connection from Hoquarton Park. Undeveloped park parcels within the floodplain total 39.58 acres, including Dean Wayside and Foundry Park. These are part of the Heritage Recreation Area, which consists of properties given to the City by FEMA and other private property owners within the historic core of the City along the Hoquarton, extending north to the banks of the Dougherty.

An interpretive trail or boardwalk will eventually link these properties, including a boardwalk along the Hoquarton and a bridge crossing it to the Hoquarton Forest. Another 72.38 acres of natural open space (NW and Hoquarton West) could be potentially included in the Heritage Area. The Salmonberry Concept helps to implement one element of this plan, the link between Goodspeed Park and Hoquarton Park on POTB ROW. The concept also will help meet the Tillamook School District's goals for providing Safe Routes to School, by providing an off road route on part of the way from downtown to Tillamook HS.

The Master Plan makes the following specific multi-modal transportation-related projects pertaining to the Study Area:

- As part of the US 101, OR 6 project, the Sue H. Elmore Park will undergo the following improvements: Additional landscaping, a covered restroom/shelter with picnic tables, benches, lighting, park signage, mapping, improvements to the existing boat launch, a boardwalk/interpretive trail along the Hoquarton connecting to Foundry Park, a gravel walking path under the bridge connecting to Hoquarton Interpretive Park, and graduated wall-length tiers leading to the water's edge. The trail, entitled Foundry Park Connector Trail, will be approximately ½ mile.
- The NW Open Space is identified as a redevelopment opportunity area, to be redeveloped into a park. As part of the redevelopment, the NW Open Space Connector Trail, approximately ¾ mile is proposed to extend northwest along the Hoquarton.
- The development of the North Pedestrian Loops which ties the park-and-recreation areas from the Heritage Recreation area to Roosevelt Wayside Park and North Main Avenue both on- and off-street. The proposed pedestrian pathways are consistent with recommendations included within the City of Tillamook TSP and the US 101/OR 6 Project.

The Master Plan identifies the following existing spaces with associated amenities within the Study Area:

- Natural Area: Hoquarton West Open Space (2.03 acres) – Non-City owned.
 - Trees, Hoquarton
- Regional Park-and-Recreation Area: Sue H. Elmore Park (0.68 acres) – City owned.
 - Boat launch, parking lot, grassy field, basketball court, tennis courts, play area
 - 35 linear feet of pedestrian paths
- Undeveloped Land: Peeler Park (0.44 acres) – City owned.
 - Forestland
 - Waterway: Hoquarton
 - Bicycle route along 1st Street

Crosstown Connections Proposal

The Crosstown Connections project is premised upon providing critical modal links between over six different systems (rail, transit, pedestrian, bicycle, automotive and waterways). It will also provide multiple alternatives to travel on state-owned facilities whether commuter, commercial, or recreationally-based. The alternative bicycle routing system proposed will make for a safe and enjoyable connectivity through the City for the large number of cyclists who utilize US 101, OR 6, and OR 131, while reducing their conflicts with freight movement on those facilities.

The Crosstown Connections project would construct an integrated variety of multimodal improvements which include:

- 1) A more comprehensive and integrated alternate bicycle routing system. Simple signage and pavement markings, in accordance with the specifications of the State's bicycle program and in combination with the construction of #2 below, can resolve this dilemma and make for a safe comfortable circuit for residents and visitors.
- 2) A new separated bicycle/ped pathway from Highway 101 to Goodspeed Park where there will be an intermodal connection with the Oregon Coast Scenic Railroad.
- 3) Three new transit shelters in critical locations: Goodspeed and Hoquarton Interpretive Parks, along with a stop on Front Street next to the Marie Mills Center serving the developmentally disabled and near Sue H. Elmore Park.
- 4) Additional traffic calming, pathfinding, and safety features on Main and Pacific Streets including pedestrian scale lighting and pathfinding signage on Main and lighting fixtures, trees, and sign locations on Pacific. An architectural banner structure would occur on Main, along with covered bike racks on the couplet's intersections with Second Street, the City's primary pedestrian boulevard that crosses Highway 101.
- 5) Complementary streetscape enhancements on Second Street.

Salmonberry Trail

The Port of Tillamook Bay (POTB) railroad once connected the Willamette Valley to the Oregon Coast on an 88-mile rail corridor formerly owned by Southern Pacific, running from Schefflin to the Tillamook Airport through the canyon of the Salmonberry River and the Tillamook State Forest. The Right Of Way (ROW) is currently owned fee simple by the Port of Tillamook Bay, who purchased the ROW in 1990 from Southern Pacific Railroad (SPRR) with assistance from the State of Oregon. This unique passage, which is referred to as the Salmonberry Corridor, has the potential to connect urban and rural Oregon while tapping into a wide network of existing recreation trails and parks, educational opportunities and heritage sites. The Salmonberry Corridor will likely take many years of development until it can be considered as a complete recreational resource and a full, unprecedented passage through Oregon's Coast Range.

An undamaged portion of the line is currently being used by the Oregon Coast Scenic Railway to conduct tours between Garibaldi and Milepost 816 at the confluence of the Nehalem and Salmonberry Rivers. The OCSR operates under a lease Agreement with the POTB, effective until 2016 with potential for renewal for two subsequent 5-year periods. This Agreement allows use of

the POTB ROW in exchange for OCSR's ongoing rehabilitation and maintenance of the ROW between Enright (MP 810.5) and the Tillamook Industrial Park (MP 859.13). This work includes rail, ballast and tie replacement, vegetation management and land slide repair. The Agreement states that trails can be built within the ROW, if it allows for continued use of the OCSR. Volunteers are raising funds to rebuild the former Tillamook Depot at the Blue Heron Cheese & Wine Company, north of the Hoquarton Study Area.

Honoring this legal agreement, the recently-adopted concept plan shows options for a Rail-with-Trail alongside the active rail line between Enright and the Tillamook Creamery. In discussions with dairy farmers in Tillamook County, several concerns were raised about the proposed corridor, based on potential conflicts with farming operations between Highway 6 and the Tillamook Creamery. Farmers support a bypass beginning at the Tillamook Creamery, extending west of the corridor closer to Highway 101, south to the Hoquarton, where a connection can be made back to the corridor at Goodspeed Park via a POTB rail spur. An easement for this has been granted by POTB. This connection will be further studied as part of this Hoquarton Area Plan and is listed as a Catalyst Project (#9) in the Salmonberry Corridor Concept Plan. The active Hampton Lumber Mill south of Highway 6 makes full OCSR operation and/or a trail south to the Air Museum challenging (although the corridor is not owned by Hampton in this location, they still operate vehicles back and forth across the tracks).

Public Facilities

Tillamook Storm Water Master Plan Update 2012

The purpose of the 2012 update to the Storm Water Master Plan is to expand the coverage area to include land which had been annexed into the City since 2005. In addition, it expands and modifies the original Capital Improvements Plan (CIP) and examines the Cross Connection Study, which includes elements of sanitary and storm sewer projects.

Specific to the Study Area, the plan highlights flooding issues along OR 6 coming into Tillamook from the east. Although storm drainage improvements for OR 6 are the responsibility of ODOT, the plan refers to recommendations proposed by an outside study that include bio-swales, vegetated strips, improved culverts and ditches, and a bio-filtration pond located adjacent to the OR 6/Wilson River Road intersection.

More specifically, the plan suggests to:

- Coordinate with ODOT and the Port of Tillamook Bay Railroad on the maintenance of the ditch serving as the outlet for the OR 6 underpass.
- Repair an Outfall Pipe at Front Street/Stillwell Avenue
- Replace a sewer at Front Street/Elm Avenue

The update also highlights elevated levels of bacterial contamination that were found from the outfall to Hoquarton at US 101. This was primarily due to a raw sewage cross connection to the storm sewer. Since 2012, this issue has been remedied and the section of Front Street in the Study Area has been reconstructed to include storm drainage upgrades.

Finally, any new development in the Study Area may be subject to a new Reimbursement Fee or Improvement fee. This stems from the recommendations of a System Development Charge Study that was based on the modified capital improvement plan costs from this master plan update.

Tillamook Storm Water Drainage Master Plan 2004

In 2004, the City of Tillamook undertook a study of the storm water sewer system that carries away storm runoff. The study was done because of increasing requirements under the Oregon Department of Environmental Quality (DEQ) for preventing polluted storm water from being

discharged into local rivers and streams. DEQ ultimately ordered the city to take steps to put a plan into action.

The primary purpose of the master plan is to describe existing water quality problems in Tillamook Bay, identify the source points for these problems in Tillamook City's storm water discharges and propose solutions. The plan estimates that the Hoquarton and Trask River receive 95% of the storm runoff generated within city limits. The plan identifies two relevant projects that would result in significant enhancements for water quality and hydraulic capacity:

- A high-priority hydraulic improvement at two adjacent, separate systems that outfall from Stillwell Avenue and Front Street along Elm and Fir avenues.
- A high-priority improvement to an ODOT main line under Main Avenue, from 6th Street to the outfall to the Hoquarton, including an elimination of all sanitary system connections to the storm drainage system.

Tillamook Water System Master Plan 1997

The purpose of this master plan is to evaluate the City Water Commission's immediate and future needs. It outlines a plan of capital improvements in order to meet the requirements of the Water Commission in providing potable water to Tillamook's citizens.

The plan proposes three new or upgraded distribution mains in the Study Area by 2017: (1) Hoquarton Bridge crossing, (2) Front Street from Cedar Avenue to Douglas Ave, and (3) Front Street from Elm Avenue to Grove Avenue. These projects rank 7th, 23rd and 24th, out of 25 water improvement projects, respectively. The justifications for these projects are due to existing and future hydraulic deficiencies, as well as a fire flow deficiency. In addition, one City Transmission Main is proposed along Rail Road Avenue/3rd Street to US 101 in order to remedy a future hydraulic deficiency and a fire flow deficiency (priority is 9th out of 13 proposed projects). Finally, with regards to fire protection, the plan proposes fire hydrant coverage centered on the intersection of Fir Avenue and 1st Street.

Natural Resources

Tillamook Local Wetlands Inventory 1997

The purpose of Tillamook's Local Wetlands Inventory (LWI) is to survey the types and locations of wetlands within a geographic area. This provides community-wide information and aids city planning and development. The inventory located approximately 240 acres of wetlands within the Tillamook City study area of 1,620 acres. Based on this LWI, the Hoquarton identifies with four wetlands areas, of which three falls within the Project Area boundaries. At the time of this inventory (1997), the following characteristics were noted:

- HOQ1 (*Hoquarton complex west of US 101, including Stillwell Slough*). This large wetland area is associated with the Hoquarton on the northwest side of Tillamook. This wetland is forested in general, but in the southeast portion urban development, fill activity, and an abandoned log pond have created some areas of scrub-shrub and emergent wetland. A portion of the wetland near US 101 has been cleared and is currently grazed.
- HOQ3 (*N and S side of the Hoquarton, east of Hwy 101 and N of S.P. railroad line*). Much of this wetland is similar to HOQ1, but it is hydrologically separated from HOQ1 by US 101. It is forested in general, but portions are scrub-shrub wetland. Large areas of the forested wetland appear to form a complex mosaic with upland areas. Similar to those lands found under HOQ1, adjacent uplands include: 1) upland pasture north of the grazed pasture wetland; 2) cleared and tilled land west of Del Monte Avenue and north of the railroad tracks; 3) areas of urban fill along US 101 and south of the railroad; and 4) portions of the banks of the Hoquarton, which are probably dewatered by the slough.

- HOQ4 (*Wooded area N of 1st St (Wilson River Hwy) and S of S.P. railroad line between Del Monte Ave and Hwy 101*). This wetland occupies depressions within the wooded area south of the railroad tracks and north of First Street, west of Del Monte Avenue. Some of the area appears to be a wetland / upland mosaic. Whereas the wetland is widest at the east end, it tapers to a linear drainage west of Madrona Avenue in the Project Study Area. Offsite observation showed hydrophytic vegetation, and mapped soils are shown as hydric.