

## **WORKSHOP #3 SUMMARY**

### **Welcome and Project Overview**

Paul Wyntergreen, Tillamook City Manager, welcomed participants to the third public workshop of the Hoquarton Waterfront Plan process and provided a brief description of the project. Steve Faust, Cogan Owens Greene, and Susan Wright, Kittelson & Associates, gave a PowerPoint presentation to describe the Waterfront Plan process, land use and transportation concepts, and implementation strategies. The PowerPoint presentation will be available on the project website at <http://hoquartonareaplan.com>.

### **Land Use Concepts**

Land use concepts were developed in consultation with City staff and incorporating community comments. The consultant team identified four distinct subareas within the project study area to provide a framework for land use recommendations.

#### Gateway

The area east of US 101 serves as a gateway to Tillamook and the coast. Key characteristics of this area will include:

- Gateway features. The US 101/OR 6 intersection reconfiguration project will facilitate traffic heading northbound. Gateway features, such as streetscape treatments, landscaping, wayfinding signage, murals and other landmarks will draw traffic across US 101 to explore downtown Tillamook and the Hoquarton area.
- Historic resources. The Pioneer Museum, Hoquarton Interpretive Center and Tillamook County Courthouse are located in this area. The City will highlight these historic resources to attract visitors.
- Waterfront amenities. The Gateway area provides access to the Hoquarton Slough via Hoquarton Park and includes the Crosstown Connection. The Park and Recreation Master Plan shows a future connection to a trail network north of the Hoquarton.

The US 101/OR 6 construction project will create a new, privately owned parcel just south of Hoquarton Park. Ideas for the parcel generated through the Hoquarton Waterfront Plan process include an amphitheater, parking lot and food carts, additional park land and hotel/restaurant. A bus stop is planned for the Hoquarton Park parking lot. City staff has discussed a bus/picnic shelter that highlights the area's native heritage.

#### Central Corridor

The Central Corridor area extends from US 101 to Stillwell Avenue and Second Street to the Hoquarton. It provides a vital connection from downtown Tillamook to Sue H. Elmore Park, the Hoquarton and the planned Hoquarton boardwalk. This area includes shopping and services for residents and visitors. New development opportunities include the vacant Napa auto parts building

and the vacant lot on First Street between the True Value hardware store and historic Thayer Bank building.

### Residential Village

The Residential Village is bounded by Stillwell and Birch avenues to the east and west and First and Second streets to the north and south. Currently, the primary use in the area is single family detached housing. The Hoquarton Waterfront Plan recommends increasing density through a variety of “mixed middle housing” options, such as fourplexes, courtyard apartments, bungalow court, and townhouses. The preferred concept transitions by decreasing the intensity of residential development from east to west. For example, a 3-story mixed use development at Grove Avenue to attached townhouses at Birch Avenue.

### Heritage Employment Area

The Heritage Employment Area is located along the Hoquarton, the historic center of commerce in Tillamook. The future boardwalk that begins at Sue H. Elmore Park will extend through this area to planned Foundry and Ironworks parks. Interpretive features highlighting the area’s industrial, commercial and native heritage and natural features will draw interest along the boardwalk and Front Street. The concept in this area is for it to include a mix of industrial, commercial and residential uses. The central concept is to develop an artisan manufacturing incubator between Elm and Cedar avenues along Front Street that includes shared spaces and services, such as a commercial kitchen and showroom. Live/work housing in the area will enhance the mix of uses in the area.

### **Transportation Concepts**

Susan Wright presented transportation concepts for the Hoquarton Waterfront Area. The existing transportation network should not see significant impacts from proposed land use changes. The proposed transportation network will encourage truck and bike traffic heading south on US 101 to head eastbound on Front Street, then north on Stillwell Avenue to reach First Street heading westbound and Third and Fourth Street heading eastbound. First street will include a dedicated bike lane heading westbound and another on Third Street heading eastbound. Front Street will utilize a “sawtooth” loading area to reduce freight loading and unloading conflicts with auto traffic. Second Street and Ivy Avenue will feature curb bumpouts and other pedestrian amenities to facilitate safe routes for walking through the area. Diagonal parking along the south side of Second Street will be extended to Fir Avenue.

Near-term transportation projects will include streetscape improvements in the area bounded by Front Street, US 101, Second Street and Fir Avenue. The focus for long-term streetscape improvements will be in the area bounded by Front Street, Fir Avenue, Second Street and Cedar Avenue.

### **Implementation Strategy**

The Hoquarton Waterfront Plan will be implemented using regulatory tools, projects and programs. A number of zone changes are proposed for the area. Many of the proposed zone changes will align current uses with the underlying zoning. One significant change will be made to the residential parcels between Grove and Birch avenues. The change will allow the more intense mixed-use and residential uses proposed for the area. A Waterfront Hoquarton Overlay zone is proposed for much

of the study area to facilitate the mix of industrial, commercial and residential uses envisioned for the area.

Near-term projects and programs will focus on infrastructure and other capital projects necessary to encourage the kind of development that is desired in the area. They should be funded primarily with public dollars and cover a time span related to that of the US 101/OR 6 construction project. Partnership Projects and Programs are contingent upon agreements with willing property owners and developers to move forward and therefore do not have a specific time span. Agreements should further the goals of the Hoquarton Waterfront Plan. Long-term projects help support the quality of life in the area and improve city-service systems.

The funding approach to implement the Hoquarton Waterfront Plan will focus on incremental investment of public funds to encourage private development. A complementary “hold and watch” approach will set up incentives to further encourage private investors. Funding tools include local, development-driven funding, publicly-generated funding, tax credits and abatements, and other miscellaneous local, state and federal funding sources.

### Discussion

Following the presentation, participants discussed five topics. Questions and responses follow:

*What is your preferred concept/use of the new parcel near Hoquarton Park that will be created by the US 101/OR 6 construction project?*

- Prefer the amphitheater or food cart concepts over a mixed use development on that site.

*What types of gateway features will entice visitors to spend time in the Hoquarton Waterfront Area?*

- Need signs to indicate direction to downtown before reaching the US 101/OR 6 intersection, especially northbound and westbound.
- Westbound sign near First Street and Ivy Avenue can direct people to downtown or Hoquarton/Sue H. Elmore Park.
- Owner of buildings on First between US 101 and Ivy Avenue is open to mural or quilt trail feature on east facing façade.
- Like the idea of TCCA tower.
- Consultant team recommends two additional renderings: 1) driver perspective heading west just before reaching the US 101/OR 6 intersection to show gateway features, and 2) pedestrian perspective looking north from First Street and Ivy Avenue of nice streetscape to Hoquarton/Sue H. Elmore Park.

*Which of the “missing middle housing” types are best suited for the Hoquarton area?*

- Bungalow court is a preferred concept.
- Need to determine where people will park, what regulations will be.

*What support services and shared facilities are needed to implement the incubator concept?*

- Like commercial kitchen concept. Has been done successfully elsewhere, such as by a nonprofit in Springfield.

*Are there any transportation needs or concerns that are not addressed by the preliminary Hoquarton Waterfront Plan?*

- Remove parking spaces from south side of First between Main and Ivy.

**Next Steps**

The consultant team will work with City staff to revise these concepts and present them to a joint meeting of the Planning Commission and City Council. Following that meeting, the team will prepare the draft Hoquarton Waterfront Plan.