

SUMMARY

Welcome and Project Overview

Steve Faust welcomed Project Advisory Committee (PAC) members and thanked them for their participation. Following introductions, Steve Faust, Cogan Owens Greene, reviewed the agenda. Steve Faust and Susan Wright, Kittelson & Associates, will review the process to date then focus on land use and transportation concepts for the Hoquarton Waterfront Area. The PAC will review the proposed implementation strategy including regulatory changes and a funding approach and tools. Finally the PAC will discuss the October 27th public workshop.

Land Use Concepts

Steve gave a presentation reviewing work on the project to date, including:

- Project objectives
- Study area
- Process
- Guiding Principles

Next, Steve described the land use concepts developed in consultation with City staff and incorporating community comments. The consultant team identified four distinct areas within the 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. PAC member' ideas for the parcel include:

- Small scale amphitheater in the spirit of the historic opera house
- Something unique to area, part of the quilt trail
- The park would serve as a buffer from highway noise
- Something intimate and small
- Commercial development with residential above would be a public use (restaurant) and provide "eyes on the park" to enhance safety
- An amenity where people arrive on foot
- Work with private property owners and provide incentives in a public/private partnership
- A public square

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. A local artist shared a conceptual design for the shelter.

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. PAC members suggested that the TURA public parking lot could include a bike shelter and TESLA charging stations.

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. When asked about what housing concepts best fit the character of Tillamook, one PAC member suggested the bungalow court is a preferred option.

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.

PAC members suggest a machine shop as another potential feature of the incubator. Other examples of incubators have catered to artists or provide shared office space and amenities. The City should consider facilitating the shared economy by supporting services such as Airbnb and VRBO. There may be lessons to learn from Slynda, Colorado, where a successful incubator for artists was developed.

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 dedicate 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. PAC members recommend proposing a relative schedule for future improvements and possibly phasing improvements north to south from the Hoquarton to Second Street.

Public Workshop #3 Format

The format for public workshop #3 will mirror the format of previous workshops to a large degree. The consultant team will present land use, transportation and implementation recommendations. Participants will then discuss topics to gather ideas on specific topics, such as the new parcel created by US 101/OR 6 construction, preferred gateway features and housing types and amenities to be included in the artisan manufacturing incubator.