

Tillamook Urban Renewal Agency

210 Laurel Avenue

Tillamook, Oregon 97141

Phone 503-842-2472 Direct 503-374-1830 Fax 503-842-3445



REQUEST FOR PROPOSALS

For the Tillamook Urban Renewal Agency 2nd Street Pilot Project Design Services

The Tillamook Urban Renewal Agency (TURA) seeks Proposals from qualified professional design teams to provide comprehensive design services to prepare plans and specifications for streetscape amenities and improvements on 2nd Street in Tillamook, Oregon between Main Avenue and Stillwell Avenue.

**Closing Date
October 3, 2017**

Contact:

TURA Administrator Paul Wyntergreen

210 Laurel Avenue

Tillamook OR 97141

503-374-1829

pwyntergreen@tillamookor.gov

PROJECT SCOPE

TURA invites proposals from qualified design firms to design plans and specifications for streetscapes amenities and improvements, based on the TURA Streetscapes Committee recommendations from 2014 (See attached Exhibit A), for the two (2) blocks on 2nd Street between Main Avenue and Stillwell Avenue

The TURA's objective is to select the design team best qualified to:

1. Work with the TURA to design the streetscape for two (2) city blocks with amenities and improvements as outlined in the recommendations.
2. Develop an innovative design that complements TURA's recently adopted "The Dairylands" Brand at this web link:
<https://www.dropbox.com/sh/hzcd5dspid9o2p0/AADTvdiU3m4P5R5RiP84eRK9a?dl=0>
3. Where viable, incorporate recommendations by the TURA Streetscapes Committee as outlined in Exhibit A.
4. Provide TURA design drawings and /or illustrations and estimated costs by February 1, 2018.

The selected design team will be responsible for preparing all plans and obtaining any approvals therefore. Based upon the proposed concept, the design team (Contractor) will prepare design documents for public review and TURA approval. Interested parties should submit a proposal that includes pertinent experience in designing streetscapes amenities and improvements as further described in this RFP

A. BACKGROUND

Second Street is a core pedestrian corridor with a one-way westbound automobile flow, that is sandwiched between several State Highways (6, 101, 131). The current ODOT project has built a festival plaza on Second between Main and Pacific, and now the City and TURA desire to enhance this corridor further by extending streetscape improvements from Main Avenue to Stillwell Avenue, an area which hosts several of the City's public parking areas and a new brewery. Such improvements could include sidewalks, street lamps, arcades, bike racks, or street trees on the two (2) blocks in the project area. The desire is to integrate the City of Tillamook adopted Resolution 1625 – Streetscapes Design Standards. (See attached Exhibit B and Exhibit C) into the design plans. The selected Contractor will be required to further design the streetscapes amenities and improvements and to prepare construction documents for review and approval by the TURA Board of Directors before advertising than for bid.

B. SUBMISSION REQUIREMENTS AND FORMAT

Proposers must provide five (5) originals of the proposal clearly marked "Proposal for 2nd Street Pilot Project" and contained in a sealed envelope or box, addressed to Paul Wyntergreen, TURA Administrator, of Tillamook, 210 Laurel Avenue, Tillamook, Oregon 97141, and must be received by 2:00 p.m. local time, on **Tuesday, October 3, 2017.**

No electronically submitted proposals (e.g. fax or scanner) shall be accepted. Proposers mailing proposals should allow normal delivery time to ensure timely receipt.

Proposals must include the items listed below.

1. Identify office location, capacity, capability and availability to perform the work, size of the organization, year the firm began doing business, and the availability of personnel to work with the project.
2. Describe your firm's experience designing streetscapes amenities and improvements.
3. Identify the key staff members who will be assigned to the TURA for this project. Describe their qualifications and roles, and provide a brief description of the extent of their professional experience and responsibilities working with similar accounts within the last five (5) years.
4. Describe your familiarity with similar municipal projects with respect to cost control, value engineering, quality of work, ability to meet schedules and contract administration. Provide a list of private and municipal clients your firm has worked with on similar engagements during the past five (5) years including a detailed description of work products delivered. This should include the client, contact name and position, and telephone number.
5. Address each of the evaluation criteria set forth in Section C.
6. Provide any other information that supports the scope of services to be provided in this RFP or considered relevant by your firm.
7. Proposals must be signed by a principal member of the proposing company capable of binding the company.

C. EVALUATION CRITERIA

Proposals will be evaluated based on the submission requirements listed above to determine which firm best meets the needs of TURA. After meeting the mandatory requirements, proposals will be evaluated on the following factors:

1. Design Proposal – The proposed design should:
 - Provide schematic documents to adequately show and describe the proposal, including site plans, structural concepts, and any other information considered required to ensure a complete proposal.
 - Provide visual renderings or artists impressions.
 - Provide the name/credentials of the designer that will endorse the proposed design.
 - Provide information related to any warranties associated with the project's design and construction.

*Higher scores will be given to teams with the best design proposal that the Contractor represents can be designed and constructed within TURA's budget. **(35 Points)***

2. Approximate Construction cost of concept – Describe and provide an approximate project estimate and how your firm will apply value engineering and quality control to ensure that the conceptual proposal can be delivered within the approximate cost.

Higher scores will be given to teams delivering a quality project at the lowest cost. (25 Points)

3. Experience – Describe the proposer's design and construction experience on projects of similar size and scope. Provide information from other completed projects that will demonstrate that the proposer understands this type of project. Describe experience in completing projects of this type in a timely manner and within budget. Include copies of drawings and/or photos from similar projects that have been completed, and demonstrate long- term durability of streetscapes components and materials. Proposer is encouraged to provide examples of facilitating public involvement in the design process.

Higher scores will be given to proposers that demonstrate the greatest experience in designing projects of a similar scope, and that demonstrate prior projects that have shown long-term durability of components and materials. (30 Points)

4. Availability – Indicate current availability and anticipated project timeline.

Higher scores will be given to teams that can complete the project in the timeliest manner. (10 Points)

D. ECONOMY OF PRESENTATION

Statements should be prepared simply and economically, providing a straightforward, concise presentation of the information requested. Fancy bindings, colored displays, promotional materials, etc., are not important. Emphasis should be on completeness and clarity of content.

E. CONTACT PERSON

Respondents can contact TURA Administrator, Paul Wyntergreen, for further information regarding this RFP. Contact with other TURA officials may be grounds for disqualification. If proposers have any questions regarding this RFP or the selection process, questions shall be submitted in writing to Mr. Wyntergreen at pwyntergreen@tillamookor.gov or by U.S. Mail to TURA, 210 Laurel Avenue, Tillamook, Oregon 97141. All responses will be issued by email and posted on the TURA's website at <http://www.tillamookor.gov>.

F. QUESTIONS

Questions may be sent via email. Responses will be circulated to all known RFP holders. The firm posing the question will not be identified in the notification/response.

G. SELECTION PROCESS AND SCHEDULE

RFP Advertised	August 10, 2017
Proposal Close	October 3, 2017
Proposal Evaluation	By October 9, 2017
Interviews (if necessary)	To Be Determined
Recommendation to TURA Board	October 11, 2017
Contract Awarded	Within the following three weeks

TURA will assign a committee with the task of selecting the best-qualified Contractor. The committee will use a three-step process:

- Step 1: They will review, score, and rank all proposals received in accordance with the point values that have been noted next to each proposal requirement. Proposals will be reviewed and, based on the strength of the proposals; the committee may, at its discretion, make a recommendation directly from the evaluation of the proposals, based on the highest scoring responsive proposal submitted by a responsible proposer. Or, the evaluation committee may short-list multiple qualified firms to participate in oral interviews.
- Step 2: If the committee decides to interview proposers, candidates on the short list will be asked to give a brief oral presentation and be interviewed by the committee.
- Step 3: The candidates will be ranked based upon the evaluation criteria set forth below. This process should result in a recommendation to the TURA Board on or about October 10, 2017 which would result in a notice of intent to award to all proposers and the successful proposer of the selection.

H. LATE PROPOSALS NOT CONSIDERED

Proposals must be received by the time specified at the address listed above. Any proposals received after the deadline will not be considered.

I. ADDENDA

In the event that it is necessary to amend, revise, or supplement any part of the RFP, addenda will be provided to all proposers who have notified Mr. Wyntergreen that they are RFP holders by email at pwyntergreen@tillamookor.gov or by U.S. Mail to 210 Laurel Avenue, Tillamook, OR 97141. Addenda will also be posted on the TURA website at www.tillamookor.gov. Any addenda so issued are to be considered part of the specifications of the RFP. TURA is not responsible for any explanation, clarification, interpretation, or approval made or given in any manner except by written addenda issued by TURA.

J. PROPOSAL OWNERSHIP

All material submitted by the proposers shall be considered property of TURA, and TURA shall not be required to return same to any proposer. The material submitted by proposers will be treated in the same manner as TURA's own records. After proposal opening, all proposals become part of the public record unless exempt under Oregon Public Records Law.

K. EXCEPTIONS TO RFP

If, for any reason, a proposer should find fault with the structure of this RFP or with the evaluation process, concerns may be submitted in writing to: Paul Wyntergreen, TURA Administrator, 210 Laurel Avenue, Tillamook, Oregon 97141. TURA will make every effort to answer questions and, if warranted, to amend the RFP. Proposers who are unable or unwilling to meet any of the requirements of this RFP should include, as part of their response, written exceptions to those requirements.

L. COMMENTS AND PROTEST PROCEDURES

A prospective proposer may deliver to TURA, Attention Paul Wyntergreen, TURA Administrator, a written request for change to any of the specification listed in this RFP. Such request shall be delivered at least five (5) working days prior to the RFP closing date. A written request for change shall include:

1. A detailed description of the legal and factual grounds for the request;
2. A description of the resulting prejudice to the prospective proposer; and
3. A statement of the form of relief requested or any proposal changes to the specifications.

TURA will review the specification change request and notify the prospective proposer of the decision in writing prior to the RFP closing date.

M. INCURRING COSTS

TURA is not liable for any cost incurred by respondents prior to issuance of a contract.

N. RIGHT TO REJECT ALL PROPOSALS

TURA reserves the right to reject any and all proposals, to waive any irregularities, and to accept the proposal deemed in the best interests of TURA. TURA may reject any proposal not in compliance with all prescribed public proposal procedures and requirements, and may reject for good cause any or all bids upon a finding of TURA it is in the public interest to do so.

O. PROFESSIONAL SERVICES CONTRACT

The selected consultant/contractor will be required to sign a professional services contract acceptable to TURA including all applicable required clauses for public contracts relating to the services being requested herein.

STREETSCAPES

2nd Street Pilot Project-B Action Plan

STREETSCAPES: AN EVOLUTION

Streetscapes, a sub committee of the Tillamook Urban Renewal Agency, was formed in 2009. The original purpose of Streetscapes was to provide guidance for the enhancement of the buildings and sidewalks on Main Avenue between 2nd and 3rd Streets.

Then ODOT (Oregon Department of Transportation) came to town. With ODOT planning a complete overhaul of the Main and Pacific blocks of downtown in conjunction with the improvement of the Hwy 6/Hwy 101 intersection, the Streetscapes' focus shifted to providing a two-block demonstration which later became a four-block demonstration of the look the City of Tillamook envisioned for the downtown. This demonstration became the **2nd Street Pilot Project**.

Meanwhile, the City of Tillamook developed a Crosstown Connections Plans, applied for a funding grant through ODOT, and won the grant. A portion of the grant has ODOT constructing the sidewalks and installing street lamps, bike racks, street trees, and overhead banner posts on 2nd between Pacific and Ivy with construction to begin in 2016. ODOT will not provide street screens, arcades, murals, furnishings, alley gates, or façade improvements.

Streetscapes must once again evolve to meet the changing status of the project. Streetscapes is now the project planner for an abbreviated pilot project—**2nd Street Pilot Project-B**. Completion of projects with high visibility is seen as important to keep TURA in the public eye and to move forward with the **2nd Street Pilot Project-B** while waiting for ODOT to begin that portion of the project being funded by the Crosstown Connections Grant.

To this end, the **2nd Street Pilot Project-B** is divided into two phases. PHASE I includes those aspects of the project that are seen as achievable in 2014-2015. PHASE II includes those aspects that require more long-term planning and/or need to be coordinated with ODOT construction on 2nd Street between Ivy and Pacific. These projects are seen as achievable sometime in 2016-2017.

NOTE: The Pilot Program Recommendation dated October 2, 2012, and the City of Tillamook Resolution No. 1625 will continue to serve as guides to Pilot Project particulars. However, as time elapses and Streetscapes evolves, some recommendations may be completed, some recommendations may no longer fit the current environment, and some recommendations may need to wait for adequate staff time to complete.

Tillamook Urban Renewal Agency

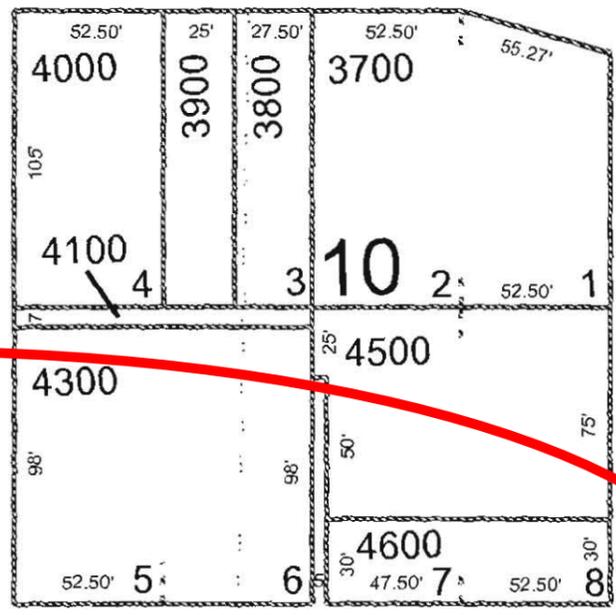
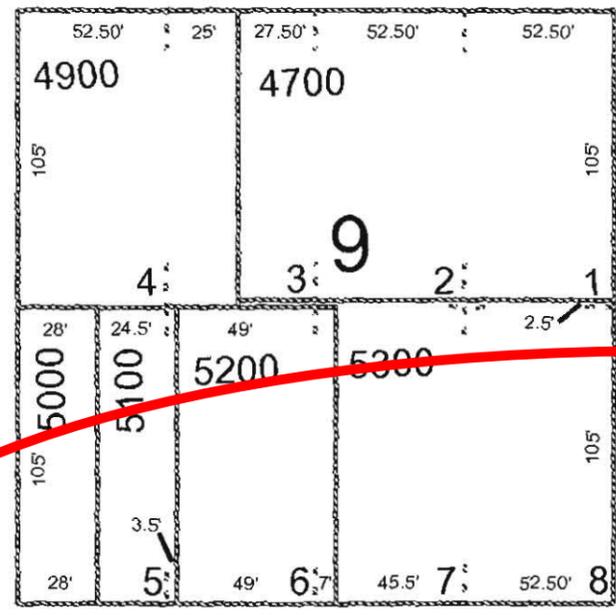
2nd Street Pilot Project - South Side of Street

TL#	Property Description	Owner	Owner Address	Alley Gate	Artistic Screens	Signs	Furnishings	Facades	Arcades	Murals	Public Art
9100	Building	Fraternal Order of Eagle Lodge #2144	209 Stillwell Ave Tillamook 97141				Notification			Permission	Notification
9200	Parking Lot	City of Tillamook	210 Laurel Ave Tillamook 97141		Notification						
9600	Parking Lot	City of Tillamook	210 Laurel Ave Tillamook 97141		Notification						
9700	Building Old LinCare	Richard Kinney	7575 Northwood Dr N Tillamook 97141	NEW OWNERS						Permission Application	
9900	Building	Steven Kershaw	2800 Champagne Ln Tillamook 97141				Notification		Notification		Notification
4400	Building Public Market	John Janac	13903 SW Hillshire Dr Tigard 97223				Notification		Notification		Notification
4300	Building Phoenix Exchange	Tillamook Apartments Inc	218 Pacific Ave Tillamook 97141					Permission Application			
3700	Parking Lot	ADD Inc	8510 Bewleys St Bay City 97107		Notification Permission						
3800	Parking Lot	ADD Inc	8510 Bewleys St Bay City 97107		Notification Permission						
3900	Buildings	City of Tillamook	210 Laurel Ave Tillamook 97141		Notification						

STILLWELL AVENUE

STREET 60'

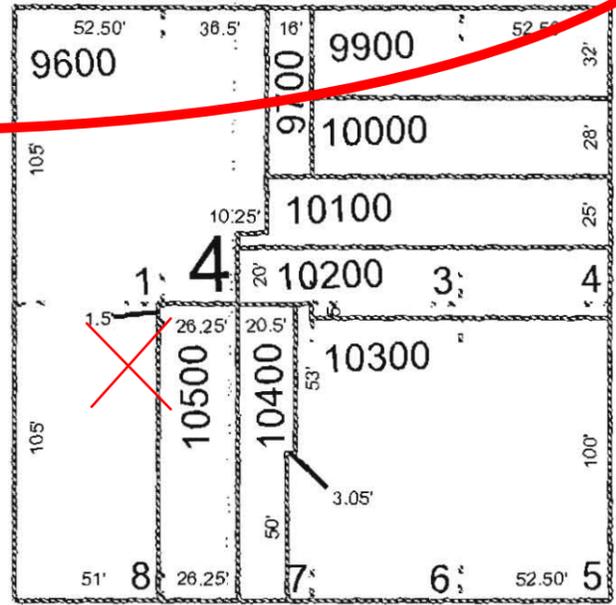
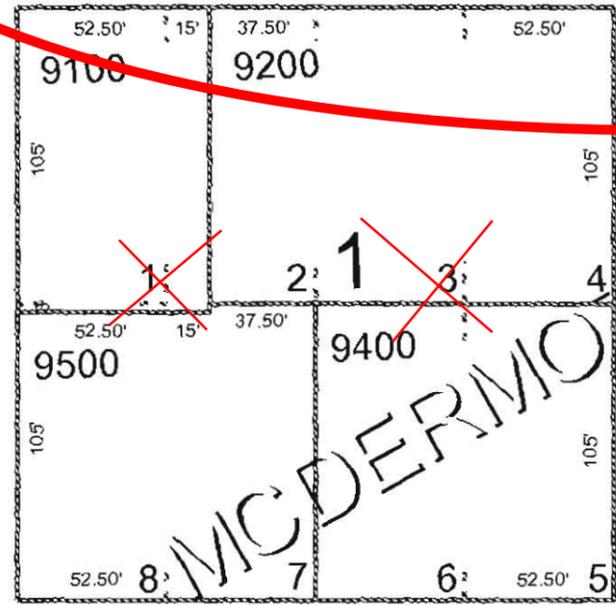
AVENUE



SECOND

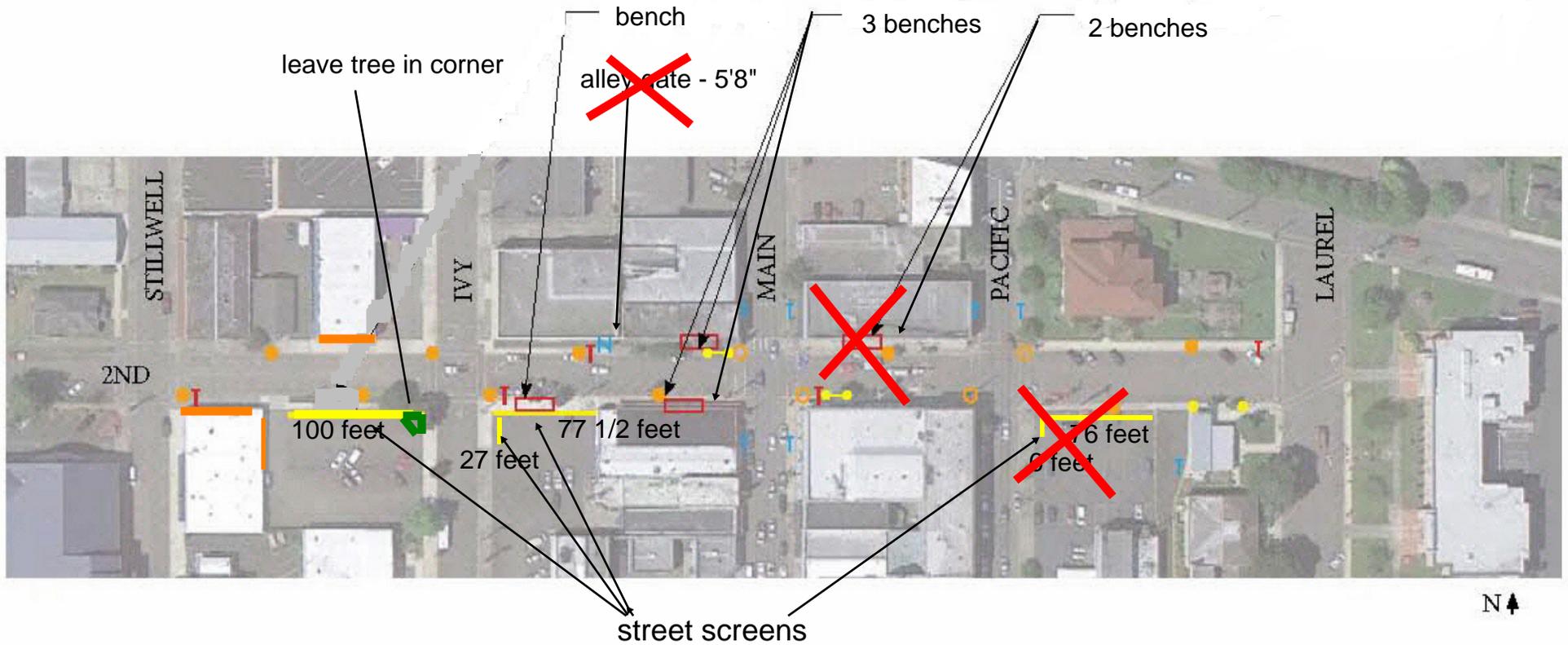
STREET 60'

REVISED PROJECT AREA



MCDERMOTT IVY

STREET 60'



NEW FURNISHINGS

EXISTING FURNISHING TO REMAIN IN PLACE

 BENCH & PLANTER (5)

 STREET SCREEN

 NEWSPAPER BIN

 GARBAGE DISPOSAL (5)

 STREET LAMP (10)

 TRASH BINS

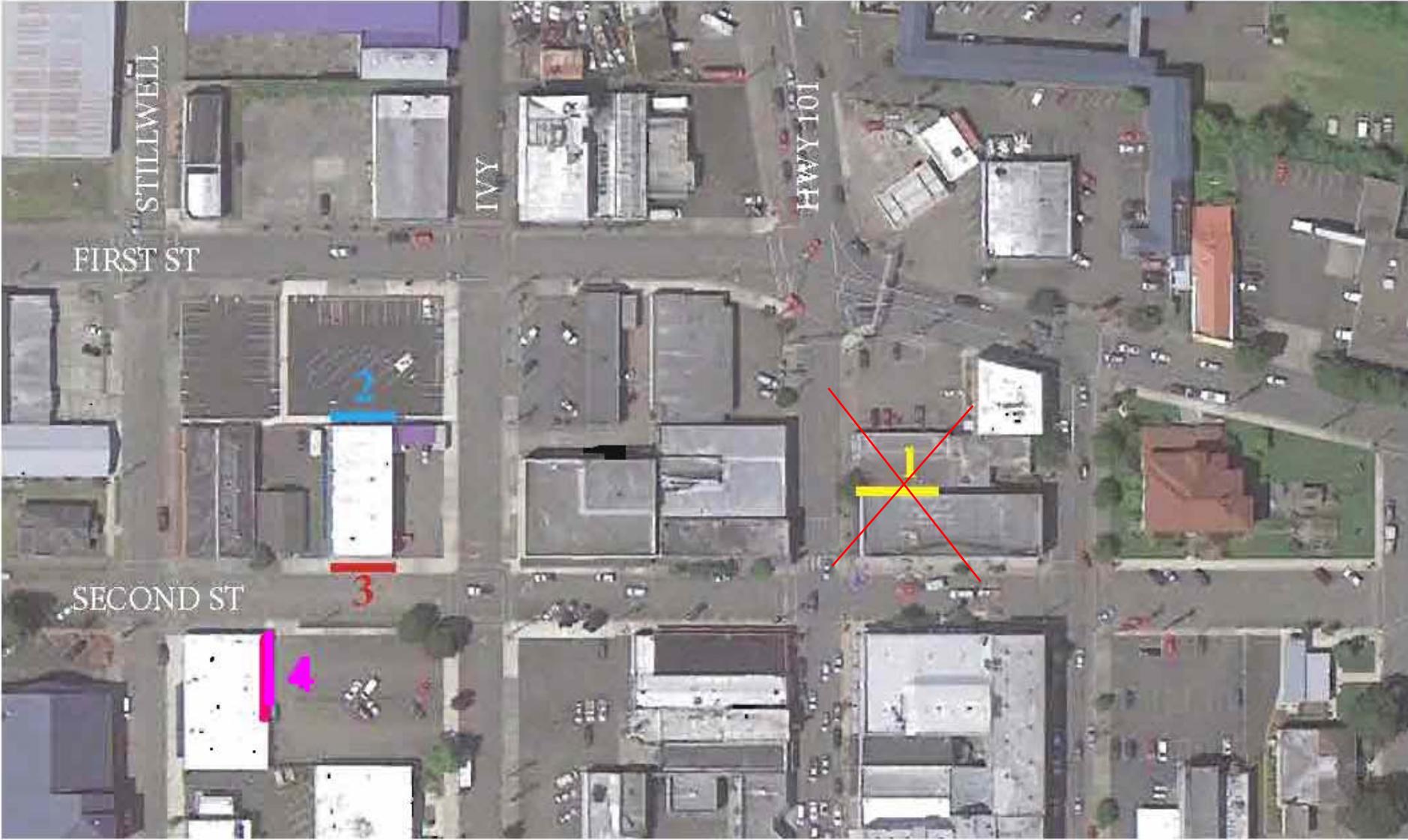
 BIKE RACK (2)

 STREET LAMP ODOT (4)

 TRANSIT CENTER STREET LAMPS

 MURAL (1)

TILLAMOOK PUBLIC MURAL PROGRAM: PHASE II
POTENTIAL LOCATIONS



N↑

INFORMATION ONLY

TURA Streetscapes Committee

Pilot Program Recommendations (Oct. 2, 2012)



Second Street between Laurel & Stillwell is recommended as the Town Center Pilot Program area. This area will be used to develop designs and themes for use by TURA on multiple east/west streets in coordination with the 2015 reconstruction of Highways 101 & 6. The resulting designs and themes can also be used by ODOT in their design work for the north/south couplet which commences this winter 2013.

The Second Street Pilot Program would be divided into three phases (detailed below):

1st Phase: Design & approval of streetscape concepts and typicals

2nd Phase: Lower cost initial projects

3rd Phase: Higher cost projects

In Phase I architectural/street themes are developed considering Tillamook's historical character and present needs. Phase II contains the easy-to-do, inexpensive, 'low-hanging fruit' and Phase III the more expensive, capital projects.

Phase I – Street Concepts and Typicals

CONCEPT STATEMENT: The Tillamook Town Center Streetscape Standards are inspired by the look and feel of Tillamook in the 1930s and 1940s. The design also introduces contemporary street infrastructure improvements and honors the city's legacy of creativity and forestry. Consequently, the town center experience evokes Tillamook in its heyday while remaining relevant to contemporary needs. The goal of this effort is to achieve a lively and inviting environment, which authentically reflects the welcoming character of the city.

GENERAL DESCRIPTION

The streetscape standards preserve existing historical elements and specify a number of character-building features: historically inspired furnishings, soft "pops" of color, use of local wood, and richly textured materials that patina well. The standards also improve wayfinding, and reduce visual clutter.

TYPICALS – purpose/goal of each is in italics

- Preservation of stamped curbing with old street names on street corners. *Preserving history; developing an inviting downtown character and distinct identity.*
- Standardized street lamps: historic acorn style with attachments for hanging flower baskets and seasonal banners and flags – minimum 12’ high patina green or black finish consider textural application. *Creating a historically-inspired look and feel; creating a well-lit, safe town center.*



Acorn lamp post with integrated flower basket & banner

- Curb extensions in key locations for ease of pedestrian crossing and slowing of traffic. Consider turning radii and lane widths for trucks. *Decreasing wait time for pedestrians crossing the street; creating visual cues for drivers to slow speed through the town center; developing an inviting downtown character and distinct identity.*
- Colored and stamped asphalt crosswalks in key locations. *Creating visual cues for drivers to slow speed through the town center; developing an inviting downtown character and distinct identity.*



Colored & stamped asphalt crosswalk

- Sidewalk paver pattern (example: pavers parallel to curb edge within furnishing zone and perpendicular line of pavers imbedded in sidewalks at 10’ intervals). *Developing an inviting downtown character and distinct identity.*
- Standards for blade signs, projecting & marquee signs and sandwich boards; encourage use of locally/regionally-made wood signs (encouraged through a program where UR offers to pay for such signs subject to certain restrictions

on number and design similar to that developed for blade signs).
Highlighting the city's connection to forestry; making the town center memorable for visitors; creating a historically-inspired look and feel.



Wood blade sign

- Street screens to continue the street wall/shield pedestrians from parking lots where necessary. *Extending the “street wall” thereby continuing the Town Center feel.*
- Dumpster screens for dumpsters abutting sidewalks. *Reducing visual clutter; developing an inviting downtown character.*
- Standards for business-owned furnishings in the Building Front Zone. *Developing an inviting downtown character and distinct identity.*
- Standard city-sponsored colorful planters, wood benches, and butt bins for placement in the Building Front Zone. *Reducing visual clutter; developing an inviting downtown character and distinct identity.*
- Locate all newspaper boxes in the “Building Front Zone” *Reducing visual clutter.*
- Standardize garbage bins into black powder coated bins previously purchased by TURA and locate them in the Furnishing Zone keeping in mind vision clearances for cars and street safety. *Reducing visual clutter; developing an inviting downtown character and distinct identity.*
- Standardized steel poles with sleeves and base covers. This shall include flush ‘no-trip’ sleeves in sidewalks for ease of replacement. If banners are not installed on lamp posts then steel posts also should allow for a seasonal round of vertical Banners and include sleeved provisions for flags/banners/special event signs. *Ease of maintenance; developing an inviting downtown character and distinct identity.*
- Standardized traffic and street signs (to greatest possible extent) inspired by the historic street signs. *Creating a historically-inspired look and feel.*



Historically inspired street signs

- Signage located so visual clutter is minimized and clarity to travelers is maximized. *Reducing visual clutter; developing an inviting town center*
- Public art program: potentially including street sculptures, mural and window painting programs. *Developing an inviting downtown character and distinct identity.*
- Accepted tree program compliant with Town Center Plan. *Developing an inviting downtown character and distinct identity.*
- Color fire hydrant trunks black to coordinate with garbage bins; caps to be color coded as required by NFPA. *Reducing visual clutter.*
- Removal of unused brackets and signage projecting from building facades. *Reducing visual clutter.*

Phase II – low cost initial projects

Projects:

- Purchase and install standard city-sponsored planters, wood benches, and butt bins for placement in the Building Front Zone; develop maintenance plan for plantings
- Locate all newspaper boxes in the Building Front Zone
- Purchase and install standard city-sponsored trash bins in the Furnishing Zone
- Develop standards for blade signs, sandwich boards, projecting & marquee signs; encourage use of locally/regionally-made wood signs similar to 2nd Street Public Market; develop incentive and/or enforcement standards. Locate all sandwich boards in the Furnishing Zone
- Remove any related design barriers in Planning Codes and add thematic design requirements (currently underway with a Planning Commission hearing scheduled for March).
- Develop a recommendation for cleaning up the alley between 1908 2nd St. & 1910 2nd St. does not go through (dead-ends); vacate
- Identify locations for signage needs so that visual clutter is minimized and clarity to travelers is maximized. This shall include directional signage for free parking off 1st and 2nd including on the Pioneer Museum grounds.

- Detail a tree program for 2nd Street that is compliant with the Town Center Plan and keeps trees on south side of street low-growing due to power lines overhead, but looks at other options on the north side where more shade is of benefit; develop maintenance program. This may be varied on other streets such as 4th where plantings may occur on the north.
- Develop a recommendation regarding covering electric boxes at the southwest corner of 2nd & Main; require building owners to screen: enforce or assist?
- Work with business owner to install coverings for meters along the south side of 2nd street
- Paint fire hydrant trunks black consistent with garbage bins (caps to be color coded as required by the NFPA)
- Design street screen for the exterior of the parking lot on the corner of 2nd and Ivy on the south side; design with installation of an Electric Vehicle Recharging station at this location
- Improve parking and loading zones along 2nd Street.
- Remove unused sign brackets on 1910 2nd St and the northeast corner of 2nd and Main
- Develop standards for business-owned furnishings in the Building Front Zone
- Hold a public meeting targeting business owners in the Pilot Program Area to discuss changes, expectations and gather specific input
- Establish a multifaceted Public Art Program:
 - Assist the Chamber of Commerce in the establishment of a historic display/window painting program for vacant and/or willing store fronts that allows for differing artists to render depictions of local attractions and events as determined by the UR Agency. Needs to have a system for artist rotation, artist payment, owner permission, and removal upon demand.
 - Establish a mural painting program that identifies key facades for public art, along with art in the ODOT remnants (Pioneer & Shell station).
 - Research and a mechanism for attaching weather tolerant street sculptures in key locations

Events: (Coordinate them through an Associations Committee central clearinghouse calendar)

- Organize a ‘Company’s Coming’/‘Paint the Town’ event for next June to clean-up downtown, including awnings and weeding/replanting of planters
- Expand the Farmers’ Market, 2nd Street Market, & ‘Garage Sale’ weekend to include sidewalk sales downtown and connect between Laurel and eventually Ivy.
- Launch a Quilts, Wine, Arts, Cheese, & Chocolate (QWACC) walk and explore “slow season” events and cultural celebrations like Cinco De Mayo, St. Patrick’s Day, and Swiss celebrations.

- Develop a long-range program that spread events out around the calendar in order to keep dollars flowing all year and so that they are multi-day thereby enhancing lodging & the multiplier effect.

Specific Properties:

- IOOF Building - Facilitate the renovation of the 2nd floor into retreat center with commercial kitchen & removal of the plywood on 2nd Street Market and replacement with entry.
- Rainy Day Books – Some sidewalk repair needed.
- Blue Moon – Investigate the removal of the tin façade and refurbishing the tile work at the entrance
- Alderman Bldg, 1914 2nd Street - The main entrance needs to be refurbished and the awnings need to be fixed, cleaned, and painted. Explore limbing up or removal of tree in front of 2nd Street Coffee.
- Masonic bldg. - Investigate the removal of the tin façade. Repaint bench @ WCC and front brick.
- Paint front & side of former Lincare bldg. The back of the buildings around the parking lot need to be cleaned up and repainted.

Phase III – higher cost projects

General Projects:

Implement/build above-described 1930's & 40's theme for architecture/signs, and streetscape improvements and traffic pattern changes. Extend street improvements from end-to-end of project area including:

- Apply curb extensions/bumpouts at all intersections with 2nd and 4th where pedestrian connectivity is encouraged (as opposed to Front, First, and Third which are truck routes) Since 2nd is primarily a one-way, curb extensions on the interior turning corners of the two 101 couplets should be minimized.
- Construct stamped colored asphalt crosswalks
- Incorporate street lamps, sleeves/mollies, pavers/ brickwork along the curb edge and/or embedded patterns into the sidewalk
- Install flush 'no-trip' sleeves in sidewalks for flags/banners/ special event signs. Establish a seasonal round of vertical banners.

Events & Specific Projects:

Implement long-range event program developed above, along with viable façade improvements identified above.

Beyond the Pilot Project

- Coordinate with ODOT to create a complementary design (using the pilot program themes and features) for US 101
- Relocate stop light at 4th & Main
- Implement Phase I and II projects on East/West Tillamook Town Center Streets
- Maintain/expand public art program

RESOLUTION NO. 1625

A RESOLUTION ADOPTING THE TOWN CENTER STREETSCAPE DESIGN FOR THE CITY OF TILLAMOOK

WHEREAS, the Tillamook Urban Renewal Agency Streetscapes Committee, the Tillamook Urban Renewal Agency Board of Directors, and the City Beautification Committee have recommended the attached Town Center Streetscape Design to the City Council; and

WHEREAS, the Town Center Streetscapes Design will be used to set the theme for future community development in the downtown area in order to enhance the economy of the city; and

NOW THEREFORE, the City Council of the City of Tillamook hereby adopts the Town Center Streetscapes Design as attached in Exhibit A with the following implementation directives:

1. That the Planning Commission use this design as a basis for code revision; and
2. That the design be used as the guide for further design development for both the Tillamook Urban Renewal Agency 2nd Street Pilot project and other downtown projects such as ODOT's Hwy 101/US 6 project.

ADOPTED by the Tillamook City Council this 4th day of February, 2013.



Suzanne Weber, Mayor

ATTEST:



Abigail Donowho, City Recorder

TOWN CENTER STREETScape DESIGN

2nd Street Pilot Program

Second St between Laurel Ave & Stillwell Ave is recommended as the Town Center Streetscape Design Pilot Program. This program will develop designs and characteristics for use on multiple east/west streets. The resulting designs should also be used by ODOT in their design work for the north/south US 101 couplet which commences winter 2013 and for the reconstruction of Highways 101 & 6 in 2015-2016.

The Second St Pilot Program would be divided into three phases:

Phase I: *Design & approval of streetscape concepts and typicals*

Phase II: *Design development & lower cost initial projects*

Phase III: *Higher cost projects*

In Phase I architectural/street characteristics are developed considering Tillamook's historical qualities and present needs. Phase II contains the easy-to-do, inexpensive, 'low-hanging fruit' and Phase III the more expensive, capital projects.



Tillamook Town Center Plan
image credit: OTAK

PHASE I – STREET CONCEPTS AND TYPICALS

CONCEPT STATEMENT:

The Tillamook Town Center Streetscape Standards are inspired by the look and feel of Tillamook in the 1930s and 1940s, but introduce contemporary street infrastructure improvements. Consequently, the town center experience will evoke Tillamook in its heyday while remaining relevant to contemporary needs. The city is often identified by its connection to the dairy industry, therefore the plan seeks to also actualize the local legacy of creativity and forestry. The goal of this effort is to achieve a lively and inviting environment, which authentically reflects the welcoming character of the city.



Historic Tillamook

GENERAL DESCRIPTION:

The streetscape standards preserve existing historical elements and specify a number of character-building features: historically inspired furnishings, soft "pops" of color, use of local wood, and richly textured materials that patina well. The standards also improve wayfinding, reduce visual clutter, and promote street safety.

TYPICALS:

SIDEWALK ZONES

The Tillamook Town Center Plan establishes sidewalk zones: *Building Front Zone*, *Through Zone* and *Furnishing Zone*. The Pilot Program specifies the boundaries for these zones and which features shall be located in each zone:

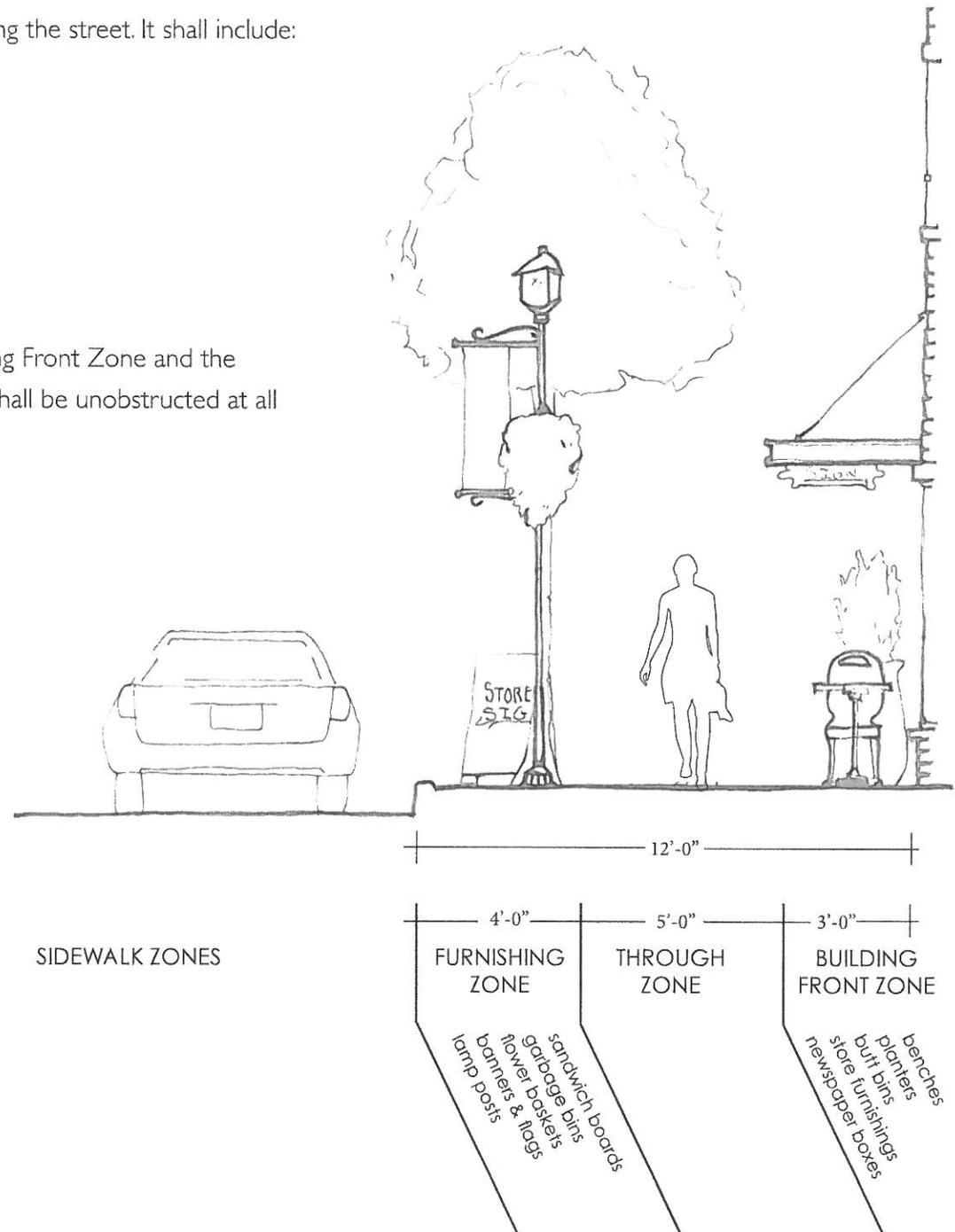
Building Front Zone is defined as a 3' strip of sidewalk directly in front the building facade. It shall include:

- Newspaper boxes
- Groupings of standard planters, benches
- Business owned furnishing
- Butt bins

Furnishing Zone is defined as a 4' strip of sidewalk abutting the street. It shall include:

- Garbage bins
- Sandwich boards
- Season/event banners
- Hanging flower baskets
- Street Lamps
- Street and traffic signs

Through Zone is defined as a 5' strip between the Building Front Zone and the Furnishing Zone. It is solely for pedestrian passage and shall be unobstructed at all times.



INFRASTRUCTURE

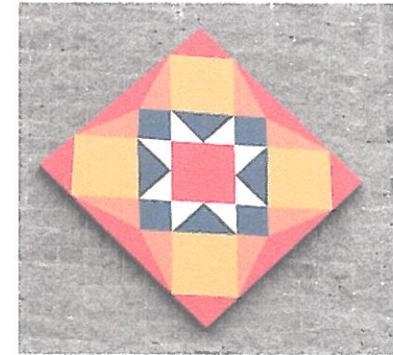
- Preservation of existing stamped curbing with old street names on street corners
- Retain existing curb extension across Main Ave at 2nd St (without integrated plantings); construct extensions in other key locations for ease and safety of pedestrian crossing; consider turning radii and lane widths for trucks
- Burnt red colored and stamped asphalt crosswalks across 2nd street
- Paint fire hydrant barrels chrome yellow with caps to be color coded as required by National Fire Protection Association (NFPA)
- Standard sidewalk design: 2' strip of concrete pavers parallel to curb edge for ease of underground utility access; standardized concrete surface treatment including a scoring pattern compatible with the pavern design
- Underground water for hanging flower baskets and electric for lamp posts and seasonal lights
- Retain the two concrete poles aligned across from each other at the northeast and northwest sides of 2nd St and Main Ave, outfit the poles to support cross highway banners
- Relocate the remaining four poles on 2nd St: locate two poles on either south side of 2nd St and Pacific Ave; the remaining two poles shall be relocated to mark another city gateway
- All traffic control and guidance structures painted black to coordinate with other streetscape furnshings

PUBLIC ART PROGRAM

- Public art program including
 - o Street sculptures
 - Flush, no-trip attachment system in sidewalks for public sculpture installation
 - o A mural program that encourages content inspired by local history and quilting traditions
 - o A window painting program, targetting vacant storefronts



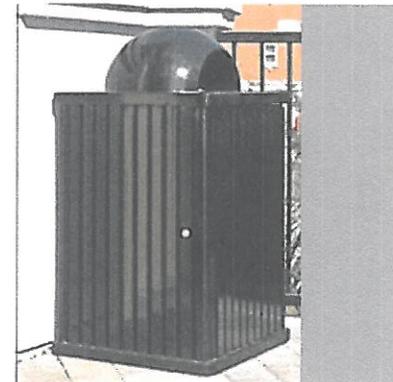
Example street sculptures, Beijing, China



Mural content may compliment the Tillamook County Quilt Trail



Example no-trip Base Portland, OR



Existing garbage bins

FURNISHINGS AND SIGNAGE

- Low maintenance, durable street screens to continue the street wall and shield pedestrians from parking lots
- Low maintenance, durable dumpster screens for dumpsters abutting sidewalks
- Standard black powder-coated garbage bins: Timberform 2834- AT Ash/Dome Top (or comparable); 10 bins have already been purchased and installed in the city by TURA
- Standards for business-owned furnishings in the Building Front Zone (to be developed by TURA)
- Standardized sign poles in 4" black powder coated steel with flush no trip bases (for ease of replacement) and base covers with a minimum 4" height
- Locate and group signage so visual clutter is minimized and clarity to travelers is maximized
- Standardized traffic and street signs inspired by the historic street signs
- Accepted tree program compliant with Town Center Plan: specify trees on the north side of the street and shrubs or no plantings on the south side of the street; tree canopy at a minimum of 10'; 2'- 6" to 3'-0" tree trunk set back from street;
- Bike racks installed along the Tillamook Bike Routes
- Required covers for meters located along the street wall; to comply with PUD standards
- Standard Street Lamp
 - o Post: minimum of 5" diameter, fluted with black finish
 - o Base Cover: minimum of 18" high, fluted with black finish
 - o Arms for season/event banners and hanging flower baskets
 - o Luminaire: black finish
 - Acorn style with lid and finial
 - o Integrate electrical outlets for seasonal lights and underground water line for flower baskets
- Blade signs, projecting & marquee signs and sandwich boards
 - o Subject to city-approved standards approved by the Beautification Committee
 - o Encourage use of locally/regionally-made wood signs or aesthetically comparable material



Example Luminaire: Acorn style with Lid and finial



Planter Shape: Round



Planter Shape: Half-Round

o Incentivized through a program where UR offers to pay for such signs
(similar to existing blade sign program)

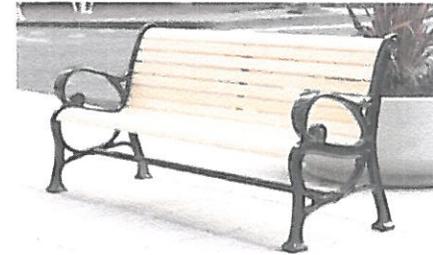
- Standard butt bins in key locations
- Overhang standards specifying that all new or replacement awnings/overhangs must be marquee style
- Restrictions on obstructing or covering mezzanine windows
- Develop banner design(s) and standards approved by the Beautification Committee; allow seasonal and event banners through an approval process
- Investigate options for a horizontal banner(s) and/or sign(s) across Main Ave and Pacific Ave; explore ODOT acceptance of an overhanging sign similar to the historic "Netarts, Oceanside Beaches" sign

Standard pairings of the following may be privately sponsored. This sponsorship can be commemorated with a standard plaque mounted on the bench, and/or planter (if feasible)

- Concrete round or half-round planters with integral color; minimum 20" in height, color options selected by the Beautification Committee
- 5' -6' exterior wood benches with black cast iron or aluminum sides

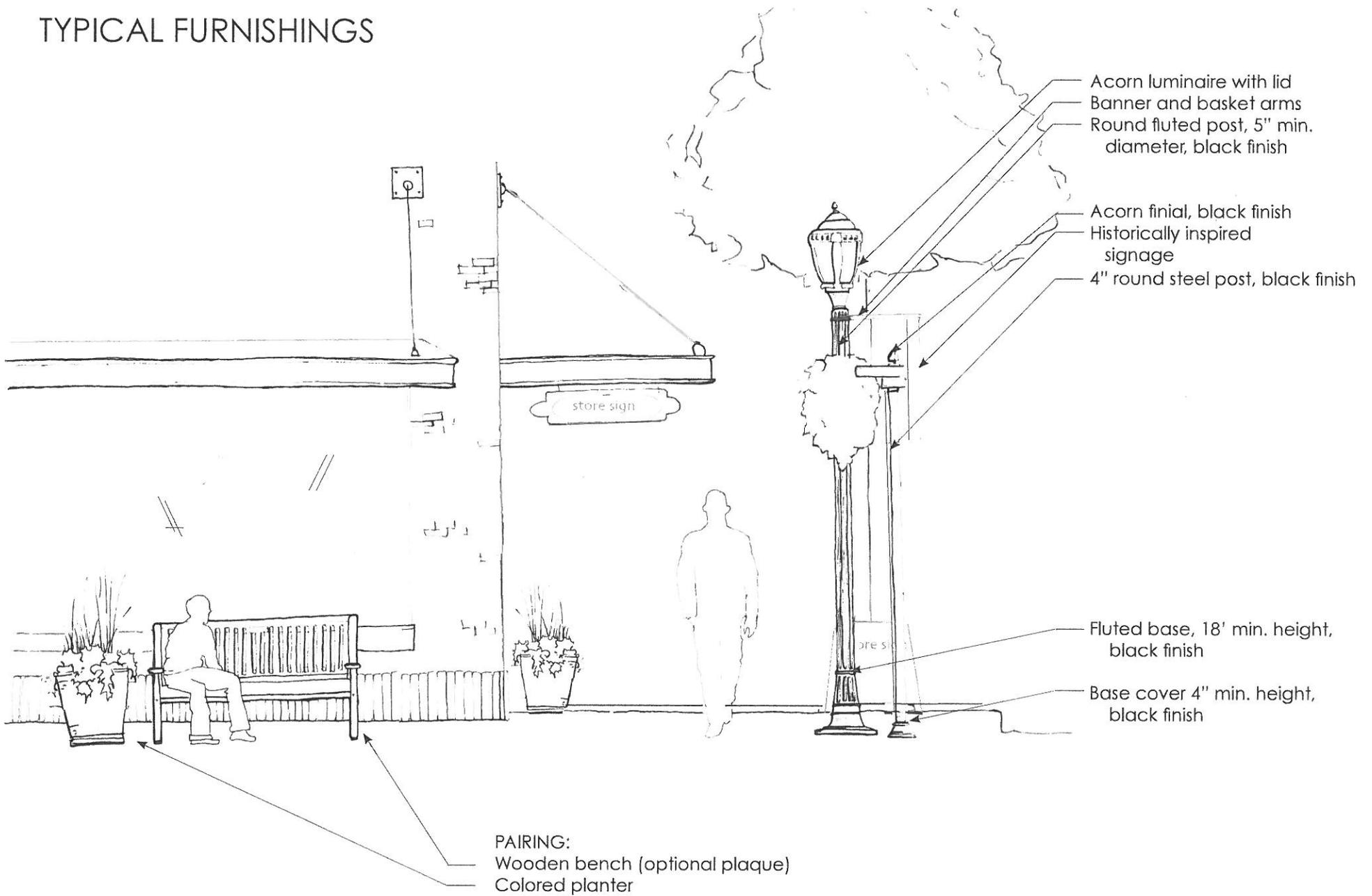


Example Horizontal Marquee Awning: Orenco Station, Oregon

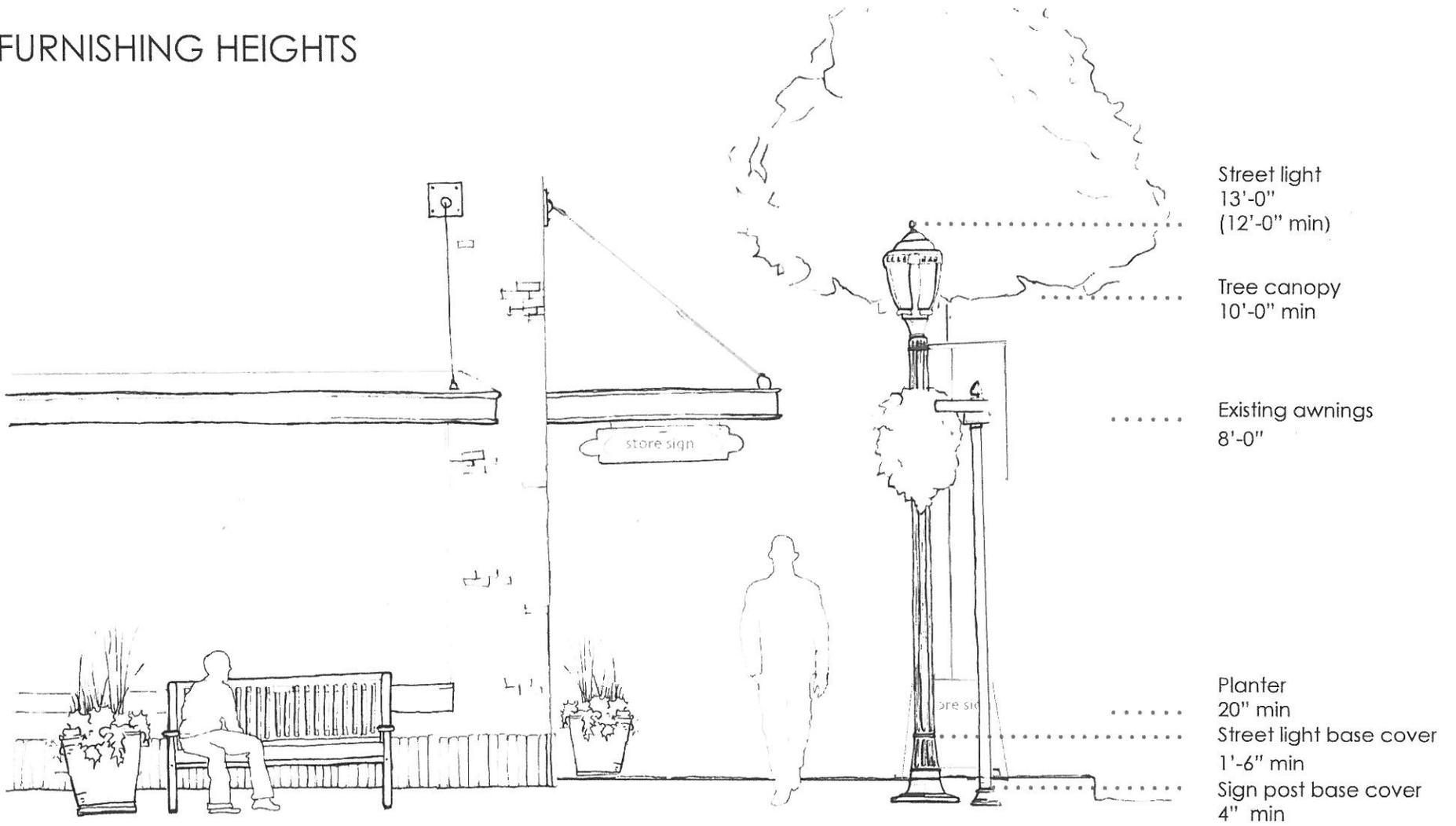


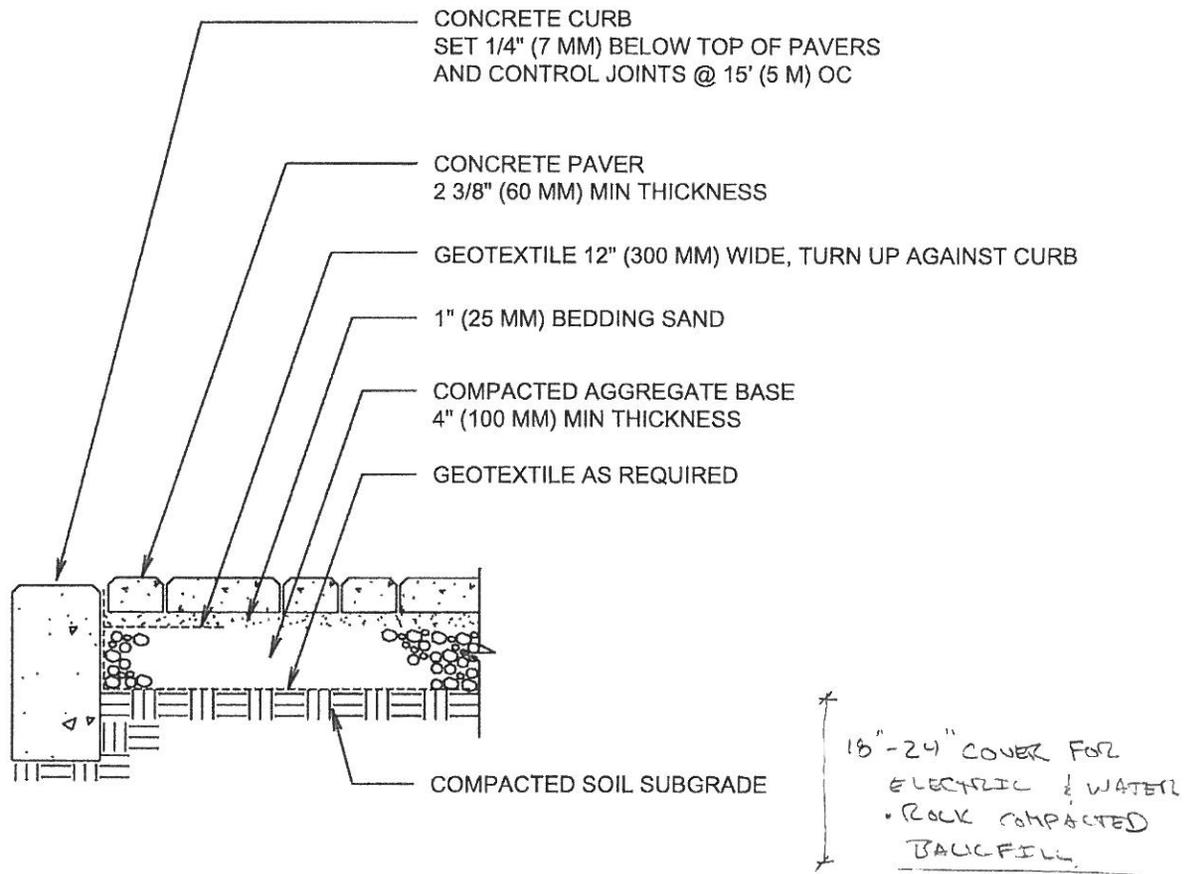
Example Bench: Exterior wood bench with cast aluminum sides

TYPICAL FURNISHINGS



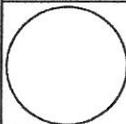
FURNISHING HEIGHTS





NOTE:

1. THICKNESS OF BASE WILL VARY WITH SUBGRADE CONDITIONS AND CLIMATE.
COLDER CLIMATES MAY REQUIRE THICKER BASES.
2. CONSULT ICPI TECH SPEC 2 FOR GUIDELINES ON SPECIFICATIONS
FOR BASE MATERIALS, SUBGRADE SOIL AND BASE COMPACTION.



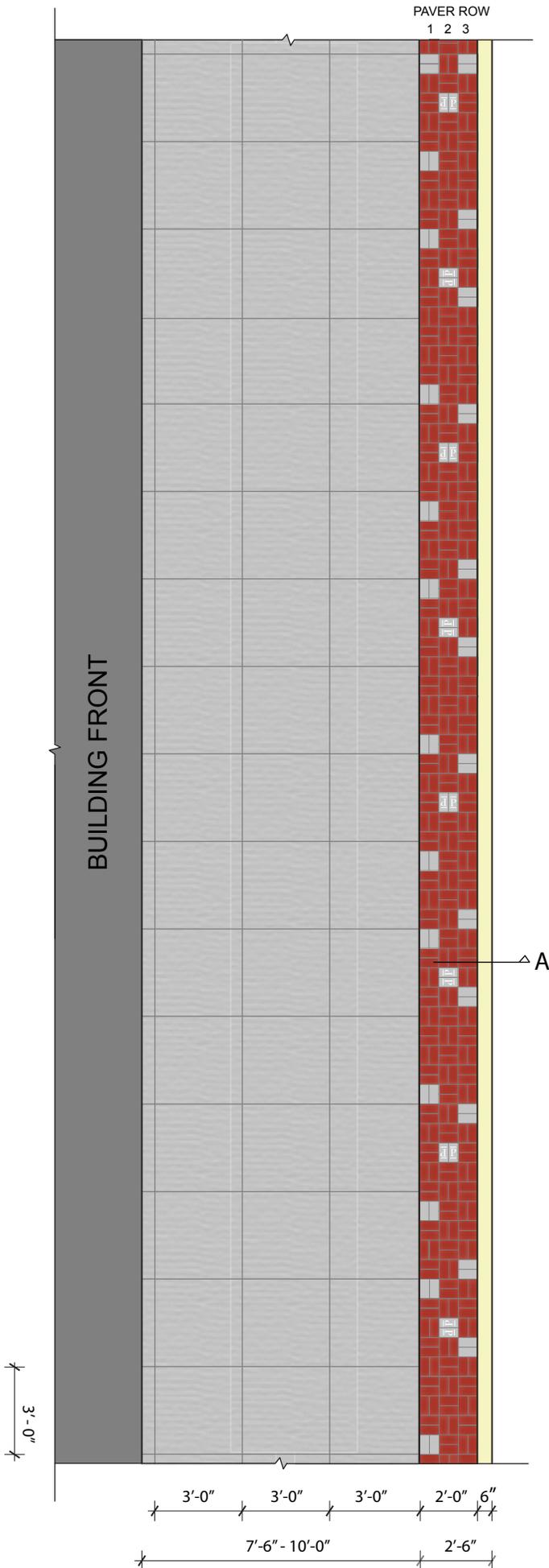
PATIO / SIDEWALK / PLAZA
ON COMPACTED AGGREGATE BASE

DRAWING NO.

ICPI-16

SCALE

F.S.

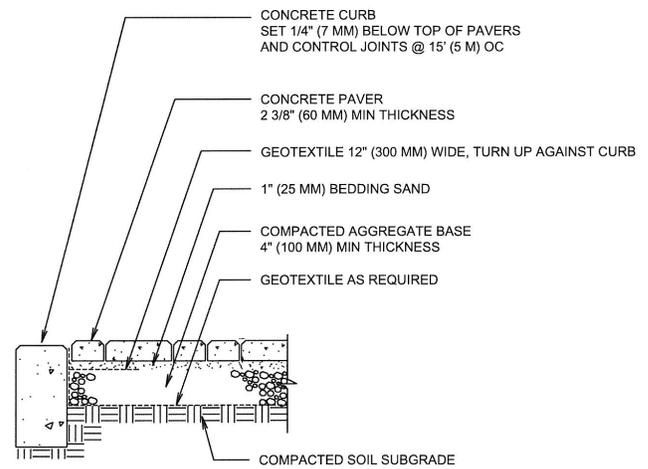


CONCRETE SIDEWALK

- ① UNIFORM BROOM FINISH
- ② SCORE LINES 3'-0" X 3'-0" APART

CONCRETE PAVER STRIP

- ① ROW 1. FIRST GRAY PAVERS INSTALLED AT START POINT; GRAY PAVER SPACING: 5'-4", 2'-8", 4'-0", REPEAT
- ② ROW 2. GRAY PAVERS MAY BE CUSTOMIZED BY SPONSOR, FIRST GRAY PAVERS LAID 2' FROM STARTING POINT THEN SPACED EVENLY EVERY 3'-0"
- ③ ROW 3. FIRST GRAY PAVERS INSTALLED 2'-8" FROM START POINT; GRAY PAVER SPACING: 2'-8", 5'-4", 4'-0", REPEAT



SECTION A: SIDEWALK PAVER AND CURB

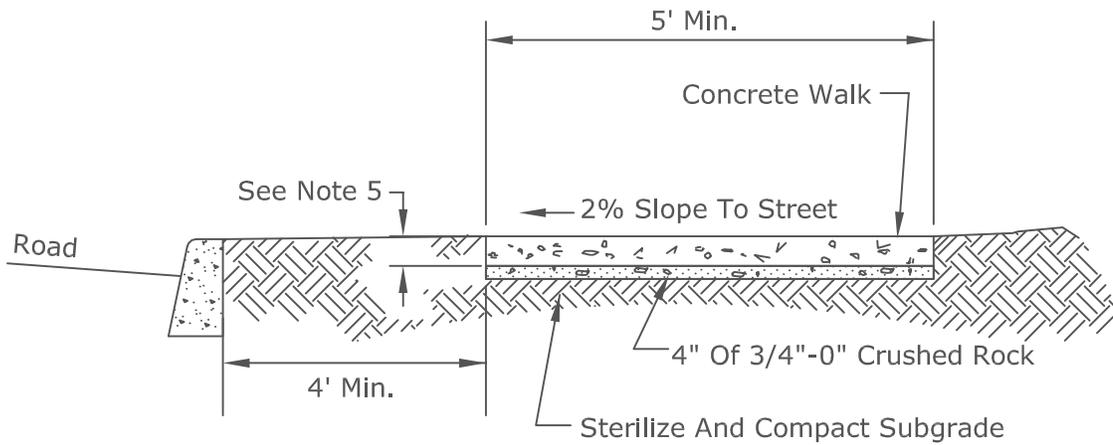
NOTE:

1. 18" - 24" COVER OF ROCK COMPACTED BACKFILL OVER WATER AND ELECTRICAL LINES
2. 7 7/8" X 3 7/8" x 2 3/8" CONCRETE PAVER (60MM)

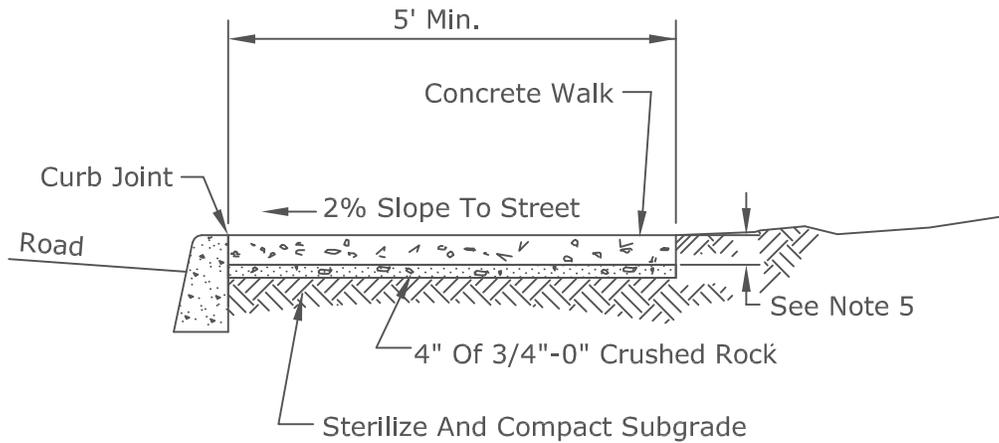
*SECTION FROM INTERLOCKING CONCRETE PAVER INSTITUTE (ICP)

STREET SCAPE - SIDEWALK SECTION

DRAWING NO.1065-ST REVISED 12-2014



SIDEWALK AWAY FROM CURB



SIDEWALK ADJACENT TO CURB

Notes:

1. Concrete Shall Be Oregon Standard Commercial Grade Concrete (3,000 psi).
2. Panel Dimensions To Be Nominal 5 Feet Or As Directed By Engineer. Perimeters Of Each Panel Shall Be Trowel Finished (shined). All Panels Shall Have A Broom Finish. Panels shall be scored in 2', 2.25' or 2.5' squares.
3. Expansion Joints To Be Placed Adjacent To Driveway Approaches, Utility Vaults, Drainage Inlets, Sidewalk Ramps, Curb Joints And At Spacing Not To Exceed 200 Feet.
4. Sidewalk Edges Shall Be Troweled With A Minimum 1/2" Radius.
5. Sidewalk Shall Have A Minimum Thickness Of 6 Inches (See Structural Sections In Standard Drawings 1020-ST And 1030-ST) If Mountable Curb is Used, Or If Sidewalk Is Intended As Portion Of Driveway. Otherwise Sidewalk Shall Have Minimum Thickness Of 4 Inches.
6. Drain Blockouts In Curbs Shall Be Extended To Back Of Sidewalk With 3" Dia. Plastic Pipe At 2% Slope. Construction Joint To Be Placed Over Pipe.
7. At Each CG-30 And CG-48 Inlet Location, Place A 10 Ft. Long #4 Bar Centered Between Back Of The Inlet Structure And Back Of Walk. Install Joints And Rebar At Direction Of Engineer.