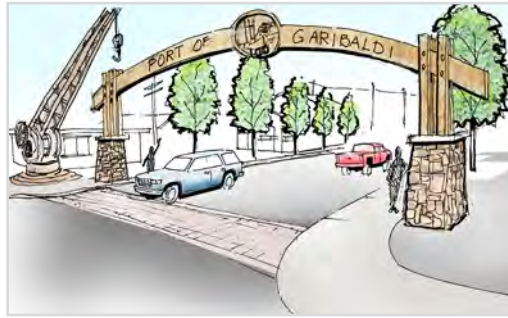


Revision 1 November 2014



Port of Garibaldi Vision Plan



Thanks to the Port of Garibaldi, its stakeholders, and community partners for sharing their time and insight in the development of this Vision Plan.



DATE: 12 November, 2014

RE: Summary of revision #1 changes to POG Vision Plan

A. Vision Plan Document

1. P. 2 of 24, 4th bullet point, 3rd sentence replace with the following:
The new wharf needs to accommodate the fishing industry and other marine related industries that coincide with our mission and vision statement.
2. P. 3 of 24, last sentence, top paragraph-omit last sentence.
3. P. 7 of 24, item 3, need to clean up these zoning problems with the city?
This is a housekeeping item.
4. P. 12 of 24, item 2.2.2, delete "but mill expansion is not encouraged"
5. P. 16 of 24, item 3.1, refers to design standards working water front and fishing village theme. need to address these issues more clearly in the following for Commercial St. only.
6. P. 17 of 24, item 3.4, Delete the last sentence this section.

Acknowledgements

This vision plan was developed by the Port of Garibaldi with input from the community. For more information about the Port of Garibaldi, visit: portofgaribaldi.org

Prepared by

BergerABAM
116 Third Street, Suite 217
Hood River, Oregon 97031

Port of Garibaldi Commissioners

Valerie Folkema, President
Bob Browning, Vice President
John Luquette, Secretary/Treasurer
Kelly Barnett, Commissioner
Paul Daniels, Commissioner

Port of Garibaldi Staff

Mike Saindon, Port Manager
Jessi Coon, Office Manager
Claudia Maciel, Admin Assistant/Bookkeeper
David Olson, Maintenance Supervisor
Virgil Loudon, Port Maintenance Worker III
Christopher Miller, Port Maintenance Worker II

July 2014

Revision #1, November 2014

VISION PLAN
Port of Garibaldi

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- Appendix B: Vision Workshop Summary**
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PORT OF GARIBALDI VISION PLAN

1.0 VISION PLAN DEVELOPMENT PROCESS

The Port of Garibaldi (Port) completed its strategic business plan in 2010, and became the first Oregon port with a state-acknowledged plan compliant with *Oregon Ports: A New Strategic Plan for Oregon's Statewide Ports System*, 2010. The Port's strategic business plan includes priority projects and strategies designed to enhance the economic future of the Port and the community of Garibaldi. State acknowledgement of a local strategic business plan makes the Port eligible for state funding under the Port Planning and Marketing fund. The Port wasted no time putting its plan to work, and has already tackled several of its top priority projects, including:

- Commercial Avenue Wharf Reconstruction – This project received state and federal grants totaling \$6.5 million, and is under construction and due for completion in late 2014.
- Parks Master Plan – This project was funded by an Oregon Parks and Recreation Department grant and was completed in 2012.

Plan implementation continues with completion of this Port-funded Port of Garibaldi Vision plan to help the Port identify preferred land uses, business types, and design standards for Port-owned property on the Garibaldi waterfront. In 2013, the Port hired BergerABAM to complete this vision plan. The process included stakeholder interviews in late 2013, followed by public and Port Commission input through a visioning design workshop, the refinement of the vision plan, and a review by the Commission of the elements of the draft plan during the winter and spring of 2014.

This vision plan has several key components that were developed to guide future land use as well as marine and building design on approximately 7 acres of Port-owned property. The vision plan was developed within the waterfront context of this property, and considered adjacent uses such as Lumberman's Park, the Northwest Hardwoods Mill, and the Old Mill property. Key components of the work reflected in this plan include:

- Kickoff site tour and stakeholder interviews
- Vision design workshop
- Land use matrix
- Vision plan
- Design standards
- Recommended strategic business plan updates
- Next steps

1.1 Kickoff Site Tour and Stakeholder Interviews

BergerABAM visited Port properties and interviewed 13 stakeholders in October 2013. The visits and interviews included Port tenants, business and industry representatives, recreational users, and community leaders (see Appendix A, Stakeholder Interview Summary). Key stakeholder input to the vision included:

- **Vision of the Port in 2034**

The community has been working together on a “face lift,” and the City of Garibaldi (City) is now very inviting. Economic sustainability has become a reality. The Port waterfront is active, with adequate loading and staging areas and some new slips for larger vessels. The new wharf maintains an ice house, dredging keeps the bar safe, and tourists enjoy the bustle of marine commerce and new accommodations for families. The Port has become a truly vibrant mixed-use area. The scene is one of cultural tourism, with eating and drinking establishments tucked in with active water-related industry.

- **How does the NW Hardwoods Mill fit into the vision?**

The mill is an important employer, and all of those interviewed support its retention. On the question of potential growth and expansion, responses varied, ranging from expanding west into the bay, to determining the mill as a nonconforming use that could stay in operation at its current level. Some felt that industrial interpretation for visitors (signs and viewpoints for operations) would be a plus in educating the public and thereby mitigating possible conflicts.

- **What forms of recreational activities are compatible with the Port?**

Interviewees mentioned fishing, walking trails, bicycling, picnicking, boating, kayaking, bird watching, sightseeing, clamming and crabbing, as well as ecotourism with shuttle buses, trains, and other means of accessing attractions around Tillamook Bay. Both kayak launch and rails for trails improvements came up several times. Additional comments included travel/dining-related tourism, shopping, and family activities; in short, something for families to do while the family angler is out to sea.

- **What uses would you like to see, and what does not fit?**

Garibaldi could use a few new restaurants, activities, and services to augment its offerings as a retirement community and reinforce its image as the best fishing village on the coast. Some uses, such as garbage truck storage and RV parks, should be considered temporary. The new wharf needs to accommodate the fishing industry and other marinerelated industries that coincide with our mission and vision statement. The Port also needs to better accommodate tourist activities, similar to Pacific Oyster in Bay City.

- **Are there issues with parking and security?**

Most all of the stakeholders interviewed agreed that there is a lack of parking during the peak season (August through October). Most would like to see added parking

areas, while others feel existing parking could be better organized and more encouragement could be given to shared parking opportunities such as night time eating and drinking establishments near the wharf or additional parking at the Old Mill site.

- **What building heights are appropriate on the waterfront?**

Most of the stakeholders felt that two-story, and possibly three-story construction would fit on the Port waterfront. A few felt height should be market-driven and/or would be different for a hotel (three plus stories). Some said height should not be regulated and a few felt the maximum should be two stories for all future waterfront development.

- **Do you see conflicts among users, and are buffers appropriate?**

Stakeholders emphasize maintaining “green marina” standards and avoiding any discharge that would harm the estuary and its oysters. They want attention paid to the use and visual conflicts of various uses (crab pots, garbage trucks, etc.) when considering tourism growth and expectations. Avoid conflicts by placing needed infrastructure to accommodate mixed uses, include visible signs, and maintain a welcome attitude to capture the broadest number of interests and economic development potential.

- **What should not change?**

Water-dependent uses and working waterfront culture, commercial and recreational fishing, RV parks, free crabbing dock, mixed-use flavor, and small town identity should remain. Note that most do not favor a waterfront hotel or condos on the Port waterfront and, with a few exceptions, prefer that this development take place on the Old Mill property.

- **What should change?**

Stakeholders hope to change population outflow and aesthetics, enhance employment options, and grow local attractions that embrace tourism.

1.2 Vision Design Workshop

The vision workshop was held in December 2013 at the Garibaldi Community Hall, and included an open house-style design session followed by a Port Commission meeting. In preparation for the vision workshop, BergerABAM produced eight vision boards that represented the existing conditions at the Port and the vision ideas expressed in the stakeholder interviews (see Appendix B, Vision Workshop Summary). These display boards were used to facilitate discussions with community members regarding their vision for Port property types and locations, recreational access and opportunities, parking and circulation, and building design and scale. The workshop concluded with a Port Commission meeting and presentation by BergerABAM of the public input and concept graphics produced throughout the workshop.

Input provided at the workshop was compiled into five key categories (marine facilities, business types, parks and recreation, tourism, and relocation of Port office) that represent the broad focus of the vision process. Table 1 is a summary of the input received for each of the five key categories.

Table 1. Vision Workshop Input Summary

Marine Facilities
<ul style="list-style-type: none"> • Marine supply and services • Lift, ice house, bait pens • Improve commercial dock • Cold storage, canneries • Future east boat basin • Covered boat storage
Business Types
<ul style="list-style-type: none"> • Sustainable fisheries • High-value catch • New jobs • “Mini” fishermen’s wharf • One to two commercial anchors • Mixed-use commercial/industrial <ul style="list-style-type: none"> – Restaurant – Shops – Artisan lofts – Fishing – Retail sales – Fish processing
Parks and Recreation
<ul style="list-style-type: none"> • Lumberman’s Park improvements <ul style="list-style-type: none"> – American Avenue – Parking – alternative RV parking – Facilities and maintenance • Oregon Coast Scenic Railroad <ul style="list-style-type: none"> – Improvements – depot to increase sales – Integrate with Lumberman’s Park – Rails and Trails • Attractions <ul style="list-style-type: none"> – Pocket parks/play structures • Green spaces/streets/bioswales
Tourism
<ul style="list-style-type: none"> • Interpretive center for mill and fishing industries • Covered gathering spaces • Tower – functional and aesthetic • Promenade on Mooring Basin Drive • Gateway at South Seventh and Highway 101
Relocate/Incorporate Port Office
New maintenance shop

Note: See Appendix B for a full vision workshop summary and additional graphics.

Throughout the vision workshop, a BergerABAM designer produced graphics to represent public and Port Commission input. Figure 1 represents a new Port gateway concept for the intersection of Highway 101 and South Seventh Street.

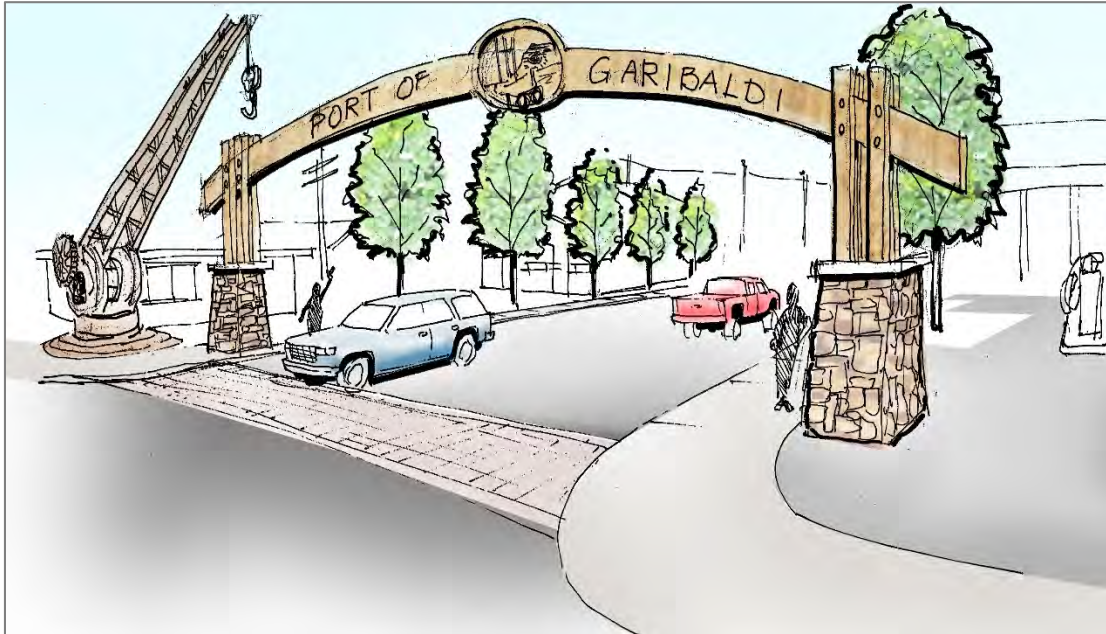


Figure 1. Highway 101/South Seventh Street Gateway Concept

1.3 Land Use Matrix

The vision input continued to be refined by the Port Commission during additional hearings conducted over the winter of 2014. The uses listed in Table 2 reflect the Port's vision and the matrix identifies their compatibility with current zoning designations, and use location on the vision plan (Figure 2). While the matrix identifies several potential zone changes, many of the uses envisioned are consistent with current zoning.

City of Garibaldi Zoning Key:

WD: Waterfront Development Zone

WM: Waterfront Mixed-Use Zone

I-1: Industrial Zone

EC-1: Estuary Conservation Zone 1

EC-2: Estuary Conservation Zone 2

ED: Estuary Development

DMD: Dredge Material Disposal Site Protection Overlay Zone

C: Conditional Use

P: Permitted Use

Table 2. Land Use Matrix

Key: [WD] (*Italics*): Current Zone; X: Potential Rezone; P: Permitted Use; C: Conditional Use

Proposed Uses	Zone							Potential Zone Change	Notes and Vision Plan Location
	WD	WM	I-1	EC-1	EC-2	ED	DMD		
1 Commercial Avenue Wharf	<i>WD</i>								Marina Central
North/Harbor Side:									All proposed uses may be allowed in the WD zone subject to the City Zoning and Development Standards; depending on the relationship between the use and a corresponding water-dependent use, some uses listed as conditional may be permitted.
First Floor:									
• Fish Buying	C								
• Seafood Processing	P								
• Contract Filleting	C								
• Tasting Counters	C								
• Charter Offices	C								
• Marine Supply	C								
• Marine Metal Fabricator	C								
Second Floor:									
• Admin Offices	C								
• Marine Insurance Office	C								
• Real Estate Office	C								
• Restaurant	C								
• Professional Offices	C								
Public Catwalk	C								
Northeast Corner:									
Ice Facility	C								
Diesel Station	C								
South/Bay Side:									
Cold Storage	C								
Interpretive Center	C							The allowance of an interpretive center in the WD zone requires further discussion with City officials.	
Park	P								
Viewing Tower/Picnic Area	P								
Parking	C								

Proposed Uses		Zone						Potential Zone Change	Notes and Vision Plan Location
		WD	WM	I-1	EC-1	EC-2	ED		
2	Southwest Waterfront	WD	WM			EC-2	ED		West Bay Front
	Hotel		C						
	Restaurant		P						
	Expanded Cargo Dock					C	C		In addition to the standards of the EC-2 and ED zones, dock expansion must meet the requirements of the Garibaldi Municipal Code Chapter 18.160 Estuary and Shoreline Standards and Chapter 18.165 Review of Regulated Activities, and the regulatory requirements of all applicable state and federal permits. Expansion east of the existing cargo dock would take the dock into the ED zone; the existing use and the expansion are conditional uses.
	Potential Relocation of R-Sanitary		X					X	The preferred relocation site between the mill and the City's wastewater treatment facility may require a zone change.
3	Hardwood Mill Storage			I-1					West Bay Front
	Potential Expansion to Harborview Inn and RV Site		X					X	The Harborview Inn and RV site is currently zoned WM; a zone change may be required to further expand the mill into the WM zone. A lumber mill use is not a permitted or conditional use in the WM zone. The portion of the existing mill that operates in the WM zone is a non-conforming use. The City does not allow expansion of non-conforming uses.
	Repurpose Existing Mill Storage			X				X	Use of this site for a non-industrial use may require a zone change.
	Interpretive Opportunities and Safe Viewing Area		P						This could be considered a "temporary or interim use" since it would not preclude the use of the property for the existing industrial use.
4	South Biak/South Seventh Intersection	WD	WM						Marina Central
	Redesign Traffic Island	P							
	Port Facility Map and Sign	P	P						Permitted as a transportation improvement within an existing right-of-way.
	Port Office - 605 Biak Ave.	C							
	Link w/ Harborview Trail, Picnic Area, Viewing Tower	P							

Proposed Uses		Zone						Potential Zone Change	Notes and Vision Plan Location
		WD	WM	I-1	EC-1	EC-2	ED		
5	Lumberman's Park	WD							Marina Central
	Realign American Way	P/C							American Way is considered an ODOT Minor Collector; if the realignment is included in the City's Transportation System Plan, it is a permitted use; if not, it is a conditional use.
	Redesign Park	P							
6	Dredge Disposal Site	WD						ED	East Bay Front
	Alternatives Analysis							X	Any proposed use on a DMD overlay zone that would preclude the use of the site for dredge material disposal would require removal of the DMD designation. A portion of the site is proposed for a future RV park in the vision plan, requiring a dredge site area needs assessment and partial rezone.
7	Other Opportunities								
	Old Mill Site		WM						East Bay Front
	Gateway			I-1					Marina Central
	Gateway Sign			P					Permitted as a transportation improvement
	Potential Redevelopment			X				X	West Bay Front Existing mill storage site may require rezoning for a non-industrial use.
	Mooring Basin Drive Promenade	WM							Marina Central
	Boardwalk/Promenade	P							
	Temporary Vendors	P							
	RV Park		WM						Marina Central
	Infrastructure Upgrades								The RV park is a conditional use in the WM zone; permit requirements for upgrades would need to be discussed with City Staff.
	New Bath/Shower/Utility Building								
	Utility Service Upgrades								
	Perimeter Fencing and Landscaping								
Pier's End				EC-1				Marina Central	
Marketing Efforts								Future uses must comply with City Zoning and Development Standards and Department of State Lands Water Lease requirements.	

Proposed Uses	Zone							Potential Zone Change	Notes and Vision Plan Location
	WD	WM	I-1	EC-1	EC-2	ED	DMD		
Parks Plan	Multiple Zones								West Bay Front/Marina Central/East Bay Front The permit requirements for park construction will be assessed at a later date. Parks are permitted uses in the WD and WM zones.

Additional Notes:

1. The purpose of this matrix is to evaluate vision plan concepts against current City zoning. This matrix is intended only as a visioning tool and is not a governing document; all uses are subject to City zoning and development standards. Future refinement of vision alternatives may require further evaluation of zoning and development standards.
2. Any proposed rezoning of WD land will require an evaluation of the WD land inventory in compliance with Statewide Planning Goal 17 and may require filing a Goal Exception with the state.

2.0 THE VISION PLAN

The Port of Garibaldi and the community share a 20-year vision for a lively working waterfront with new marine facilities, supporting businesses, and activities for families – all focused on the charm and bustle of this traditional fishing port. This vision plan builds on other accomplishments initiated with adoption of the Port of Garibaldi Strategic Business Plan in 2010, including Commercial Avenue wharf reconstruction and the parks master plan. The plan will add to these successes by providing an overall development plan for the Port’s roughly 7 acres of waterfront properties, excluding— but acknowledging— adjoining non-Port parcels, such as NW Hardwood, Lumberman’s Park, and the Old Mill site.

This section of the plan gives the overall vision plan graphic (Figure 2), and describes each component of the conceptual plan. It is important to note that certain elements of the plan will take time to redevelop, and immediate land use changes are not suggested (such as the plan to meet long-term parking needs). The design standards included in later sections of this report are intended to provide greater certainty for the Port and developers as to the marine, building, street, and recreational components as they develop incrementally over time, consistent with the vision. Finally, a set of proposed strategic business plan updates (Appendix C) are proposed to support the vision plan and assist the Port with its implementation.



Port of Garibaldi

Garibaldi Oregon | Vision Plan | July 2014

Figure 2



2.1 Key Elements of the Vision

The vision plan is organized around three primary waterfront areas:

- Western Bay Front, west of South Seventh Street
- Marina Central, from Seventh Street to Jerry Creasy Way, and from Lumberman's Park to the Commercial Avenue Wharf
- Eastern Bay Front, east of Jerry Creasy Way

Within each of these areas, plan elements marked with the letters (A through S) on the plan are described below.

2.2 WESTERN BAY FRONT

The western bay front starts with the gateway from Highway 101, and includes plan elements west of South Seventh Street. This area includes the NW Hardwood Mill, the west bay beaches accessed by the Harborview Trail, an RV park and hotel, the U.S. Coast Guard (USCG), and the west end waterfront, west of Commercial Avenue.

2.2.1 Port Gateway (H)

The visioning process clearly identified the need for a major gateway on Highway 101 to ensure visibility of the Port's primary access on South Seventh Street. The gateway concept (above in Figure 1) includes an arched structure with the Port's name and logo positioned at the entry to South Seventh Street. This concept can be fully developed or can be simplified to include a prominent entry sign and landscaping – but should be scaled to capture the attention of visitors and Port users traveling on Highway 101. In addition to this primary gateway, directional Port area signage is proposed at the intersection of South Seventh and Biak Avenue to help direct Port patrons.

2.2.2 NW Hardwoods Mill (B)

The mill is a significant part of the local economy, clearly valued by those interviewed, as well as those who attended the vision workshop. The mill is a working piece of history that echoes the early years of timber harvest and mill production and log shipping from Tillamook Bay and its watershed. The mill offers opportunity for industrial interpretation through signs, and could include a viewing station on South Seventh Street from which visitors could observe mill yard operations safely. This is one in a series of interpretive opportunities for the Garibaldi waterfront that would create visitor interest and in turn support the vision of a working port with a vibrant mix of commerce and tourism. The “rougher edges” of the mill operations (noise and dust) are considered a part of the Garibaldi waterfront experience.

2.2.3 Harborview Trail/Parks and Green Space (A)

The Harborview Trail crosses the waterfront from west to east, extending beyond the study area. Its various components, including green spaces, viewing platforms, Lumberman's Park and other points of interest, are more fully described in the Parks

Master Plan. In the western bay front, an extension of the trail is planned along the west waterfront to connect with the Commercial Avenue Wharf. An extension across South Seventh Street near the public restrooms is also proposed that would connect with the Mooring Drive boardwalk and access to the marina.

2.2.4 Public Pier and Historic Boathouse (S)

The western most feature along the Harborview Trail is the Public Pier and Historic Boathouse. This popular crabbing and viewing pier was built in 1934 and is the longest public pier in Oregon. It leads to the Historic Boathouse, used as a US Coast Guard boat house and launch from the early 1940's to the early 1960's. The important historic structure is currently used as lease space, and is only accessible by foot via the pier.

2.2.5 U.S. Coast Guard Station (F)

The USCG Tillamook Bay facilities are an integral part of the western waterfront, and provide both the location to manage operations and a rich history of serving boat safety and rescue operations for the Port. The USCG facilities remain an integral part of the Port's vision which includes maritime traditions such as the Blessing of the Fleet.

2.2.6 Boat Trailer and Auto Parking (C)

The vision plan includes a Port staff survey of available on- and off-street auto and boat trailer parking in the Port area (see Appendix B). The survey found that the Port has 117 on-street and 213 off-street auto spaces, 136 boat/trailer spaces, and 11 Americans with Disabilities Act parking spaces. The interviews and workshop summary indicate that peak fishing season (August through October) parking demands are not being met. In order to help accommodate long-term parking for current and new development needs over time, the vision plan retains existing parking and encourages shared parking.

2.2.7 RV Park and Motel (K and G)

The western RV park and hotel uses will remain within the vision plan, and the Harborview Motel site is envisioned to redevelop as a new mixed use / hotel site.

2.2.8 Western Waterfront Mixed-Use (G)

The proposed mixed-use area is presently occupied by the Port office and the Tillamook Bay National Estuary Partnership office. This area would be activated by a new hotel, commercial offices uses, and new brew pub or restaurant/bar uses. Patrons will have access to the Harborview Trail and the public dock from this area. Additional benefits include parking demand management measures achieved by increases in nighttime shared parking for commercial uses (hotel and restaurant establishments) that reduce impacts to needed daytime parking while accommodating day and night activity.

2.3 MARINA CENTRAL

The Garibaldi Marina (R) occupies the central portion of the three vision plan sub-areas. This area extends from Lumberman's Park to the north to the newly reconstructed Commercial Avenue Wharf to the south and is flanked by South Seventh Street to the west, and Jerry Creasy Way to the east.

2.3.1 Commercial Avenue Wharf (A, E)

Marine commerce and related activities are planned on the new wharf, with water-dependent uses, including fisheries support services, a new offloading lift, fish markets, and others on the north (marina) and east side of Commercial Avenue. Commercial support services, or water-related uses including fisheries support, tourist commercial, and a new park are proposed on the south (bay) side of the wharf (see Figure 3)



Figure 3. Commercial Avenue Wharf Perspective

2.3.2 Port Office and Viewing Tower (N, O)

The intersection of South Seventh Street and Biak Avenue offers more than a central location for directional signs – it is a key viewing point for activities at the docks, at the mill, and on the wharf. For this reason, the vision plan includes a public viewing platform or tower to draw patrons to the Port and provide a safe overlook of activities. The site below the tower and adjacent to the boat launch has the foundation of a former building, proposed to be reconstructed as a Port office location, which will help the Port administer and manage Port operations, while yielding the prime western waterfront for mixed-use commercial activities.

2.3.3 Biak Avenue Commercial (A, E, M)

Biak Avenue offers excellent views and access to the marina. The plan includes maintenance of the greenway south of Biak Avenue, with the provision of small shop tents of mini-commercial stands that cater to tourists and families (ice cream, T-shirts, fishing gear). Additional commercial uses are planned on the north side of Biak Avenue (see Figure 4).



Figure 4. Biak Avenue – View East from South Seventh Street

2.3.4 Central RV Park (K)

The existing restaurant on the north side of Biak Avenue is joined by retail and commercial uses over time, as the RV park yields 150 to 200 feet, including a potential east-west access alley behind the shops. RV users will still view and walk between the businesses to the street frontage to access services and the marina. Displaced RV parking space is proposed to be replaced and expanded on the eastern bay front.

2.3.5 Sixth Street Commercial (E)

On both the east and west sides of Sixth Street, commercial activities continue up to American Avenue. These activities include the new boat wash, existing cannery, and Port shops, but expand to include new marine support businesses.

2.3.6 Lumberman’s Park and Oregon Scenic Railroad (A, C, I)

Long term safety traffic safety and operational concerns result in American Avenue being realigned and straightened eastward through Lumberman’s Park to connect with Third Street. This provides an expanded bay front park and amphitheater area. The reconfiguration allows additional parking across from and east of Jerry Creasy Way and on the north side of American Avenue. The Oregon Scenic Railroad develops its master plan, including a new terminal and ticket sales building.

2.4 EASTERN BAY FRONT

The eastern bay front includes properties east of Jerry Creasy Way, and is proposed for parking, an existing dredge spoils site, interim crab pot storage area, and the Old Mill master plan, a privately owned mixed-use development.

2.4.1 Parking and Storage Areas (C, J)

As mentioned above, a parking area is proposed just south of the reconfigured American Avenue and east of Jerry Creasy Way. Adjoining this lot to the south is a

planned crab pot storage area to replace the area lost to mixed use on the western waterfront. This storage is expandable into the dredge spoils (below) only as an interim use as space allows.

2.4.2 Dredge Spoils Area (L, D)

The dredge spoils site is retained on the eastern Port-owned parcel. As space allows, interim crab pot storage is planned for the northern portion of the spoils area.

2.4.3 Old Mill Future Master Plan (P)

The Old Mill is private property planned for mixed-use development, which responds to and supports the new vision plan. In addition to hotels, shops, and commercial centers, the Old Mill waterfront is active, including an extension of the Harborview Trail. It is considered an integral part of the waterfront, but like other private property, it is not governed by the Port's vision or design standards.

3.0 DESIGN STANDARDS

3.1 Introduction

Design standards are a tool to help the Port develop the property consistent with the Port's broader vision and to implement the policies and recommendations developed in the vision plan. These standards establish a design framework for specific elements and relationships such as new buildings, the harbor, streetscape design, public open space elements, furnishings, and materials. The standards will act as a guide for development within the Port-owned areas that maintain and enhance the "working waterfront" identity and "fishing village" theme. The standards have been written for use by the Port and will help developers, building owners, and contractors make decisions about new projects.

3.2 Applicability

The standards should be considered during the early planning and design phase of a new project. The standards apply to all Port-owned property and the Port will have the authority to alter or amend the design review process and standards for development proposals. An advisory committee, established by the Port Manager and Commission, will review all proposals and provide guidance to applicants regarding the proposal's consistency with the standards.

3.3 Existing Conditions

The Port is located on Tillamook Bay and supports commerce in the City of Garibaldi, including recreational and commercial fishing and processing, marine services, City public works, a lumber mill, restaurants, RV parks, and other recreational businesses. The Port is also home to the USCG Station Tillamook Bay. The marina provides moorage for 300 vessels and serves as the base of operations for many types of commercial fishing and charter operations. Recreational activities at the Port include a boat launch and water access, the Harborview Trail, Lumberman's Park, and the station for the Oregon Coast Scenic Railroad. The Port is truly a working waterfront and the standards are

intended to support the diversity of existing businesses while unifying and enhancing the visual and functional qualities of this fishing village.

3.4 Design Review Process

The design standards establish a process for reviewing project proposals to verify compliance with standards. The Port will review and approve plans for all developments using the following process. The Port's intent is not to dictate design, but to ensure design compatibility with surrounding uses and the established vision. The Port will consider the unique aspects of each proposal and will provide assistance to ensure a timely review that does not delay the development process unduly. The Port's design review actions are not land use decisions, and they do not replace or affect local, state, or federal land use and environmental permitting needs.

The Port manager and other advisory committee members will review proposals for new construction and major renovations. The advisory committee will include the Port manager and representatives of the Commission and may include City representation. The Port manager will review the proposal to verify its consistency with the intent and policies of the design standards.

3.4.1 Design Review Submittal

Unless notified by the Port that the design standards do not apply, the applicant will provide plans to the Port for review and approval prior to submitting them to the City for regulatory approval. The applicant will provide five copies of the design submittal, which must include the following submittal items:

1. **Project Narrative.** Brief written project narrative describing project scope, intended uses, number of employees, hours of operation, estimated traffic access, parking, landscape concept, and building size, materials, and design features. The applicant will include any other pertinent project information that will be helpful in the design review process.
2. **Site Plan.** Plan view drawing at an appropriate scale that illustrates:
 - a. The project location, existing conditions, and lot lines
 - b. Building location, height, and size
 - c. Parking, loading, service areas, and vehicle/vessel circulation
 - d. Exterior storage and refuse/recycling locations
 - e. Location and type of sidewalks and paths
 - f. Conceptual landscape design
 - g. Utility and drainage improvements
 - h. Location, size, and type of proposed exterior signs

3. **Floor Plan.** Architectural floor plan(s) illustrating building layout for all floors. Floor plans should also indicate primary entrances and potential office space and public gathering locations.
4. **Building Elevation.** Architectural building elevation(s) illustrating proposed exterior wall and roof materials including building height, door locations, and other special architectural features such as canopies, decks, and loading doors.

3.4.2 Design Review

The applicant is encouraged to meet with the Port to discuss the project before submitting materials for design review. The manager will review each proposal and, within 20 working days, will notify the applicant in writing of the Port's findings relating to building and site design. During the review process, the Port may contact the applicant to discuss the submittal. If the Port finds that the proposal is not consistent with the design standards or insufficient information has been submitted to effectively evaluate the proposal, the Port may ask the applicant to revise the submittal and resubmit it for review. The Port's review will be limited to the elements of the project that have been changed or have been added. The Port will complete a review of the revised submittal within 10 working days.

3.4.3 Final Approval

The Port will issue a notice of project approval, conditional approval, or non-conformance with the design standards. Before submitting plans and other documentation for City development permits, the developer must obtain design guideline approval from the Port. The Port's approval does not override City development standards and the Port will accept changes required by the City municipal codes.

3.4.4 Architectural Standards

The architectural standards seek to improve the compatibility of built structures and enhance the continuity of development at the Port. The standards will ensure high quality architectural design at the Port that promotes the identity of the area as a working waterfront and the fishing village theme. The architectural designs should promote unity and provide permanence while strengthening the business image of the Port. The architectural designs should reinforce the Port's industrial heritage while promoting diverse business types.

1. Building Design and Use.

- a. Provide land uses, buildings, and features consistent with the vision plan and marine facilities.
- b. Provide diverse building types with high quality architectural design features that are consistent with the Port's identity and theme.

- c. Provide visual access to water from building entries, interior gathering spaces, and dining and entertainment areas where feasible.
- d. Strengthen connections to the water that support water-based activities and encourage water-based businesses such as kayak rental, brass fitters, marine repair, waterfront dining, tourism, charter fishing, surf/dive shops, etc.
- e. Orient buildings to provide access to sunlight and include architectural features that provide weather protection for users.
- f. Recommended building design standards include the following.
 - i. Building heights of one, two, and three stories depending on use.
 - ii. Ensure architectural facades are diverse. Avoid monolithic, blank building facades.
 - iii. Provide architectural interest and variety through the use of windows, building recesses, and material changes.
 - iv. Vary the rooflines along public streets.
 - v. Highlight building entries with ground-floor windows, canopies, and other architectural features.
 - vi. Encourage access to interior natural daylight through glazing, dormers, and clearstory windows where appropriate.
 - vii. Screen roof-mounted equipment from public areas to minimize visual impacts.



2. Materials.

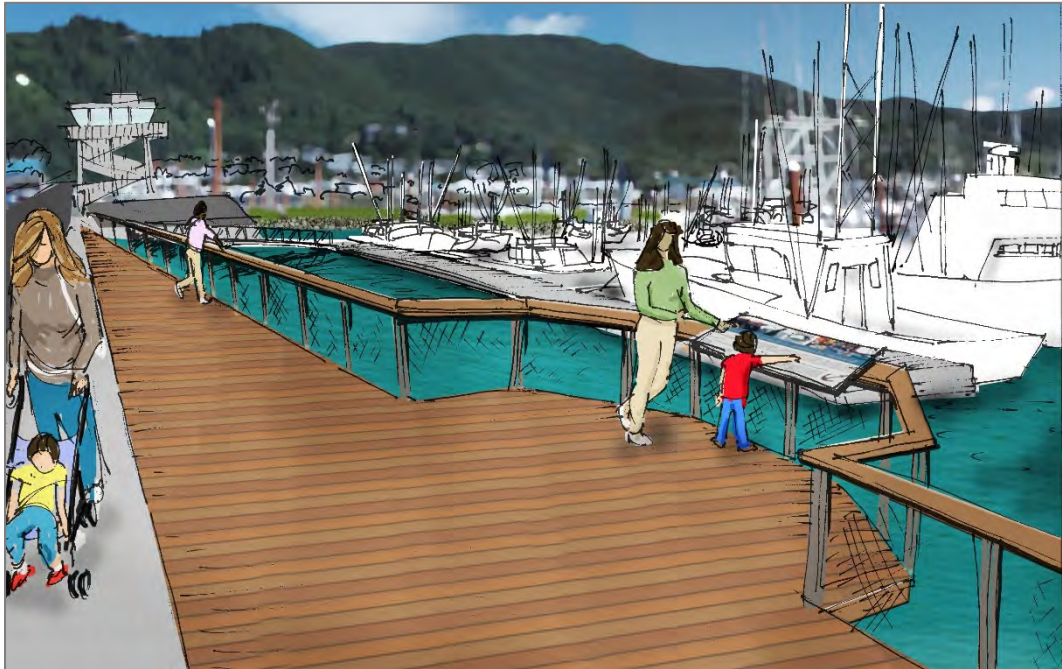
- a. Use high-quality and durable construction materials including wood, concrete, masonry, and stone. Metal roofing and exterior metal accents may be used.
- b. Encourage materials and finishes consistent with the waterfront identity and fishing village theme.
- c. Consider the use of sustainable, recycled, and recyclable materials.
- d. No metal pole-buildings or other temporary structures.

3.4.5 Site Development Standards

The site development standards are intended to create safe outdoor, parking, and landscape areas that are consistent with the surrounding area and the working waterfront identity and fishing village theme. Well-designed sites mitigate the impacts of parking and storage areas while creating appealing outdoor spaces for visitors, customers, and employees. Visual access to the water and the protection of sensitive views of the surrounding landscape are critical to development at the Port.

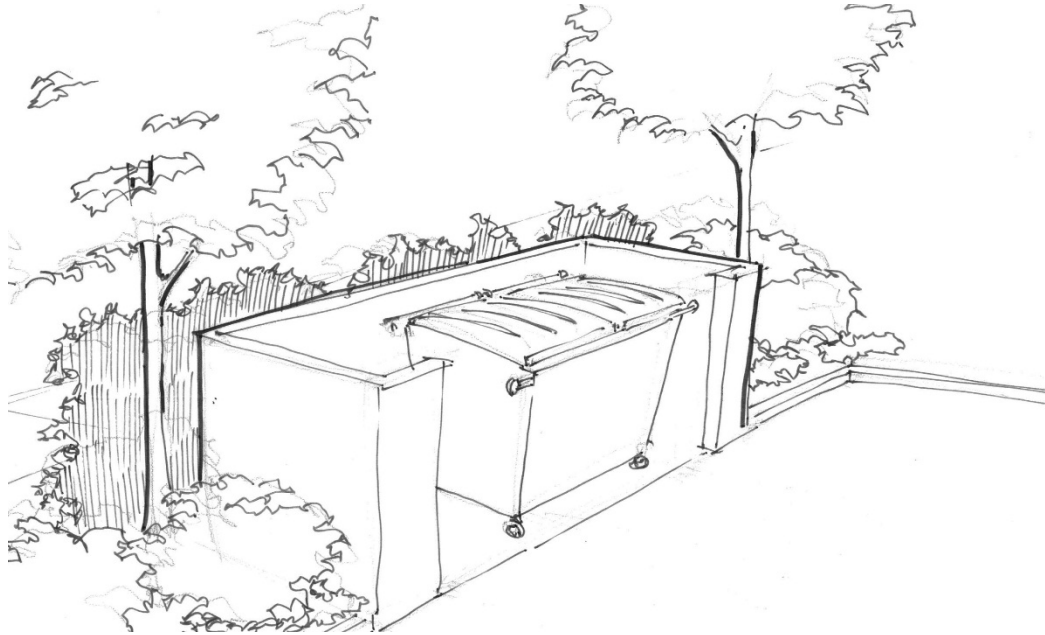
1. Site Design.

- a. Provide a safe and accessible pedestrian circulation system that makes linkages to area businesses, downtown, and area trails (Harborview Trail, Salmonberry Rail-Trail, Tillamook Bay Water Trail, etc.).



- b. Provide visual and physical connections to the waterfront from building entries, decks, boardwalks and trails, and other gathering places.
- c. Create clear connections between parking areas and building entries.
- d. Develop streetscapes that are aesthetically pleasing and that include site furnishings and viewpoints.

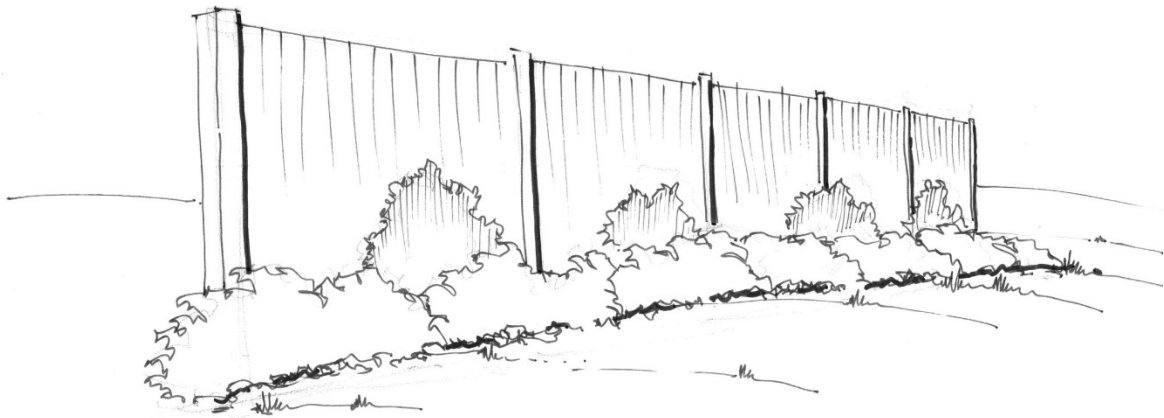
- e. Encourage landscaping as a way to buffer fencing and blank building walls. Screen service and loading areas from streets and public gathering spaces.



- f. Minimize and screen visual impacts from utilities and mechanical equipment.

2. Site Materials.

- a. Use high-quality and durable construction materials including concrete paving, concrete pavers, or timber wood decking. Avoid galvanized chain link fencing or other blank screen walls. Where appropriate, vinyl-clad chain link fencing and/or privacy slats may be proposed. The use of landscaping in conjunction with fencing is encouraged.



- b. Encourage the use of native and adaptive ornamental landscaping that is well-suited for the local climate.
- c. Use efficient irrigation systems for landscape areas to minimize the use of potable water.

3.4.6 Lighting Standards

The lighting standards are intended to create safe outdoor public spaces that are consistent with the surrounding area and the working waterfront identity and fishing village theme.

1. Lighting Standards.

- a. Provide the appropriate light levels to improve safety.
- b. Encourage the use of appropriately scaled light fixtures that create an active atmosphere and promote nighttime use of the marina and businesses.
- c. Enhance security at Port properties.
- d. Direct lighting to minimize glare and light pollution to adjacent residential areas, RV parks, and lodging.
- e. Provide uniform light fixtures along public streets and trails and consider low-level lighting at trail access points and gathering areas.
- f. Avoid cobra-head style fixtures.

3.4.7 Signage Standards

The signage standards are intended to develop exterior building and site signs that are consistent with the surrounding area and the working waterfront identity and fishing village theme.

1. Signage Standards.

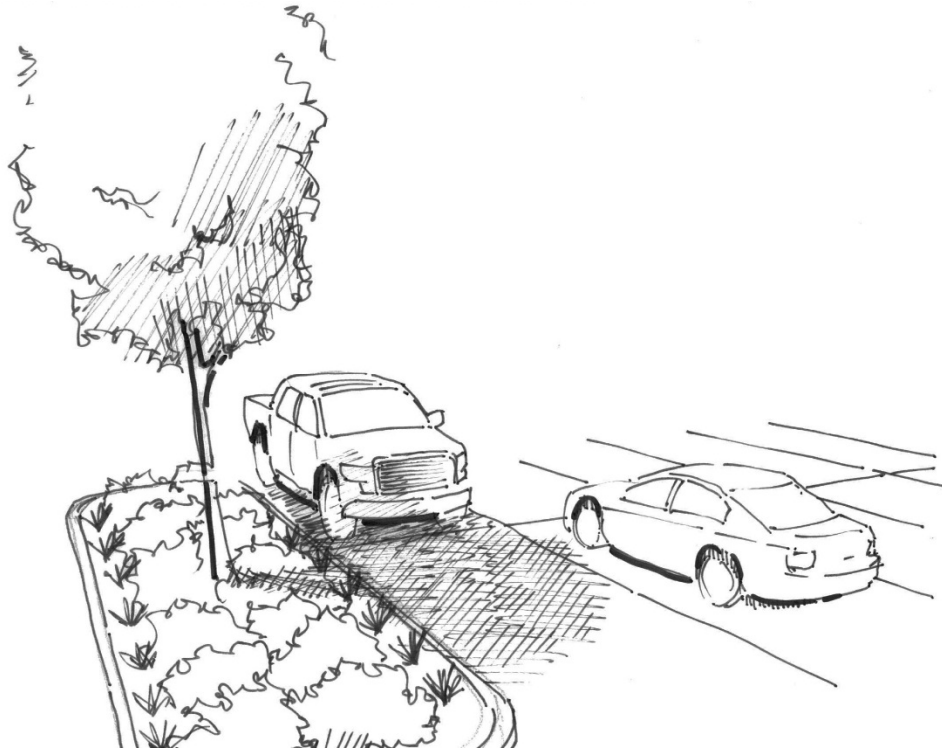
- a. Encourage gateway and iconic signage (gateway at Highway 101, murals on buildings/roofs, etc.).
- b. Include interpretive and educational signs in public areas where appropriate.
- c. Provide signs that are consistent with local codes and ordinances and are easily recognizable.
- d. Recommended sign materials include wood, stone, and metal.
- e. Lighting of signs is encouraged.

3.4.8 Sustainability Standards

The sustainability standards encourage the use of sustainable techniques such as passive daylighting and solar, water-efficient irrigation and landscaping, and efficient mechanical and lighting systems.

1. Sustainability Standards.

- a. Encourage the use of alternative energy sources, recycled materials, and efficient mechanical and electrical systems.
- b. Integrate parking lot landscaping and street trees where feasible to reduce overall paved area, and to provide urban green spaces.



- c. Incorporate low impact development stormwater management where feasible.
- d. Use LEED design standards where feasible.

4.0 STRATEGIC BUSINESS PLAN UPDATES

As part of the process of developing the vision plan, the consultant team recommended updates to the Port's 2010 strategic business plan, and reviewed the proposal with the Port Commission. These updates to the Port's mission, goals and strategies support the vision plan, and place it within the Port's policy structure. Please see Appendix C, for recommended strategic business plan updates.

5.0 NEXT STEPS

The Port of Garibaldi has established a vision plan to guide the next 20 years of development on its Tillamook Bay waterfront. The process involved significant public input through interviews, a design workshop, and several Port Commission sessions. The next step for the Port is to adopt the plan and proposed design standards to ensure

that future development is consistent with the vision plan. Certain zoning updates and permit steps have been identified as possibly being required to implement the vision plan over time, and additional permit diligence will be required to ensure development can be completed under this plan.

5.1 Plan Adoption

The Port should adopt the vision plan at a future Port Commission meeting. The Port has reviewed the plan and its design standards, and is prepared to apply them consistently on all Port-owned property.

5.2 Design Standards Adoption

Design standards represent an additional step in the development review process, and do not replace or supersede local, state, and federal permit standards. Developers, including the Port, will need to review and approve projects in step with City and any other permit requirements needed for a project. The Port is expected to adopt the design standards with adoption of this plan and make the requirements mandatory. Design standards will ensure the intent of the vision plan is met and will help the Port to achieve the type of environment and economic prosperity reflected in the plan.

**Port of Garibaldi
Vision Plan
Garibaldi, Oregon**

**Appendix A
Stakeholder**

Port of Garibaldi Vision Plan Interviews Summary

As part of its 2014 Vision Plan, the Port of Garibaldi solicited input from Port tenants and business, industry, and recreational users and leaders to help define what is desired for the Port-owned waterfront area and significant adjacent parcels. The consultant conducted 13 interviews in Garibaldi on October 21 and 22, 2013, involving 14 people. Responses are given per topic area below, and a list of participants is attached.

- 1. Please describe your image or vision of the Port of Garibaldi in 20 years? What does it look like and what is going on?**
- 2. Do you envision commerce, industry and recreation on the Port waterfront? If so, what are the key features that make this place unique?**

The community has been working together on a “face lift,” and Garibaldi is now very inviting. Economic sustainability has become a reality. The Port waterfront is active, with adequate loading and staging areas, and some new slips for larger vessels. The new wharf maintains an ice house, dredging keeps the bar safe, and tourists enjoy the bustle of marine commerce and new accommodations for families. The Port has become a truly vibrant mixed-use area. The scene is one of cultural tourism, with eating and drinking establishments tucked in with active water-related industry.

The commercial fleet has held it’s own, and sport fishing has enjoyed solid growth. This overall picture is one of organic growth; not contrived, but driven by market forces. The Port has entered the 21st Century – fishing, commerce, and tourism coexist in a dynamic and exciting environment. Diversification has created a sustainable business model that includes a solid mix of activities. Garibaldi has become the place to fish on the coast, for both commercial and recreational pursuits. Aquaculture thrives in the bay, where oyster harvests continue to grow as a sustainable resource. Infrastructure improvements and fair regulations help to support the fishing industry, still the economic engine for the community.

The waterfront has successfully connected with downtown Garibaldi. New signs and attractions provide flow between the town and its waterfront. Somehow, through this slow and deliberate growth, Garibaldi maintains its casual, low-key identity. Historic canneries reemerge, and tourists view both fish and lumber processing along the bay. Drivers are drawn to this active community, and many stop to explore, dine, and stay overnight as they travel on Highway 101. With so many options, travelers still choose Garibaldi for its unique attractions, restaurants, and shops. Its recreation and tourism activities have further raised the bar, as the community becomes a national model for the integration of tourism and recreation within a working waterfront. People enjoy the culture and activities via a series of new covered areas and business locations.

Open access to the Pacific Ocean and ongoing dredging are the hallmark feature of Garibaldi, the most popular and proximate deep-water port to the Portland market. The Old Mill site east of the Port is a thriving mixed-use center developed through public/private partnerships.

3. NW Hardwood Mill employs over 70 people. How do you see those more industrial businesses in the Port's vision?"

The Mill is an important employer, and all of those interviewed support its retention. On the question of potential growth and expansion, responses from those interviewed varied. The responses ranged from expanding west into the bay, to determining the mill as a nonconforming use that could stay in operation at its current level. Some felt that industrial interpretation by visitors (signs and viewpoints for operations) would be a plus in educating the public and thereby mitigating possible conflicts. It was noted that the operation crosses 7th Street and any effort to consolidate activities west of 7th Street would reduce conflicts. Even though there are some noise complaints, most recognize that limited alternative sites are available and they highly value this local employer.

4. What forms of recreation do you feel are compatible with the Port, as a working wharf?

Circle all that apply: Fishing, walking trails, bicycling, picnicking, boating, kayaking, bird watching, sight-seeing, other: please explain:

All of the above were confirmed, along with clamming and crabbing, as well as ecotourism, with shuttle buses, trains, and other means of accessing attractions around Tillamook Bay. Kayak launch and rails for trails improvement needs each came up several times. Additional comments included travel/dining-related tourism, shopping, and family activities; in short, something for families to do while fisherman are out to sea. Some also see new KOA-style RV camping areas with ballparks, batting cages, mini-golf, and other youth activities. A new boat launch was suggested east on Biak Avenue, and bicycle improvements to enhance safe access were noted as a safety need. New signage, clean surroundings, and polite staff were also noted as key elements needed to succeed in drawing tourist and recreational enthusiasts to Garibaldi. Other sporting opportunities, such as jet skis and windsurfing, were noted as all but absent and given an honorable mention as potential local sporting attractions.

5. Are there uses you would like to see or some that you feel do not belong on the Port waterfront? Please explain:

Garibaldi could use a few new restaurants, activities, and services to augment it as a retirement community, and reinforce it as the best fishing village on the coast. Some uses, such as garbage truck storage and RV Parks, should be considered as temporary uses. The new wharf needs to accommodate more than t-shirt shops – it needs to accommodate the fishing industry, including staging for oyster and crab loading and unloading and boat repair. The Port also needs to better accommodate tourist activities, similar to Pacific Oyster in Bay City. Consider a large viewing tower on or near the new wharf. The Oregon Tuna Classic is bringing a lot of people to town and is for a good cause. The Port Commission should bring in new businesses and attractions.

6. What are some issues or concerns you believe must be considered during the vision process such as parking, security, attracting new business/visitors, etc.

Most all of the stakeholders interviewed agreed that there is a lack of parking during the peak season (August through October). Several respondents noted a lack of nighttime security, and that the security cameras set up at the marina are not working.

Additional ideas related to parking and circulation include:

- Permit parking for fisherman and charters, with tourists parking north of Biak Avenue
- Parking attendants could help organize truck and trailer boat launch and parking to reduce delays during the peak season
- Pedestrian access improvements would help reduce potential conflicts with trucks and forklifts

Additional uses that stakeholders feel should be considered:

- Mixed-use and hotel on Old Mill property
- Recreational activities, including attractions for kids and families, such as the USCG water fights, should continue along with other improvements
- Relocate highest and best uses on the waterfront (water-related)

Lease process suggestions:

- Review and provide various small- and large-business lease agreements
- Recognize that some incentive is needed if businesses can only lease and not buy

In terms of aesthetic concerns, it was suggested that the crab pots being stored west of the Port office could be moved out to Jerry Creasy Way, along the east side of the Marina. It was also noted that the Old Mill site offers 50 upland acres for additional uses, some of which could be temporary until the market drives redevelopment of the site.

7. Do you feel that existing parking for the marina, business, and recreation uses is adequate? Do you feel parking can be shared effectively for certain uses?

Most would like to see added parking areas, while others feel there could be better organization of existing parking, and encouragement for more shared parking opportunities such as night time eating and drinking establishments near the wharf or additional parking at the Old Mill site. One respondent feels the Port waterfront is too constrained for added evening uses, while others feel that nighttime uses would add security and relieve parking pressure through shared parking. Parking count, organization, and safety are important themes for respondents.

8. Are building heights an issue, and if so, what do you feel is an appropriate building height on the Port waterfront: 1 story, 2 stories, 3 stories, other?

Most of the stakeholders felt that two-story, possibly three-story construction would fit on the Port waterfront. There were a few who felt height should be market-driven and/or would be different for a hotel (three plus stories). Some said, height should not be regulated and a few feel the maximum should be two-stories for all future waterfront development. A few of those interviewed noted an expectation for hotels or condos on the Old Mill site, so they feel the eastern waterfront of Garibaldi should have taller buildings. Consider views and the need to “step down” building heights toward the waterfront.

9. If you see possible conflicts among uses (i.e. heavy manufacturing v. commercial or recreation), and are buffers (e.g., landscaped setbacks) an effective way to make them more compatible?

Maintain “green marina” standards and avoid any discharge that would harm the estuary and its oysters. Consider the use and visual conflicts of various uses (crab pots, garbage trucks, etc.), when considering tourism growth and expectations. Avoid conflicts by placing needed infrastructure to accommodate mixed-use, include visible signs, and maintain a welcome attitude to capture the broadest number of interests and economic development potential. Consider traffic and decrease potential conflicts with redevelopment. Some note conflicts are between businesses in similar industries, but this is typical with the fishing industry. Others disagree, and find all the uses can coexist in the future as they have in the past.

Most agreed that the typical tension between the fishing industry and commercial and related tourism markets can be handled with increased signs and awareness. Some welcome the idea of some sort of design standards, although others caution not to make them too prescriptive, which can dampen market interest. In general, the group interviewed would like to see the focus on fishing continue, with more being done to accommodate tourism.

Some of those interviewed noted that space is limited for including buffers between uses, so the focus should be on working-wharf “interpretation” experiences, such as viewing areas and interpretative signs. This may be the best way to showcase the working mill and educate visitors on the area’s rich history. Additional opportunities include the USCG memorial and ceremonies, such as the Blessing of the Fleet, which could even be matched with Garibaldi Days to create one big event, with logging competitions and water wars.

10. What do you feel should NOT change at the Port of Garibaldi?

Don't change: water-dependent uses and working waterfront culture, commercial and recreational fishing, RV parks, free crabbing dock, mixed-use flavor, and small town identity. Note that most do not favor waterfront hotel or condos on the Port waterfront and prefer this development on the Old Mill property, with a few exceptions.

Do change: population outflow, aesthetics; enhance employment options; grow local attractions that embrace tourism

11. Can you think of a waterfront that Garibaldi can learn from? What is special about this place?

Newport, OR – nice working waterfront with tourism, although at a much larger scale (a waterfront brew pub would be nice in Garibaldi)

Bandon, OR – very beautiful with boardwalk and shops, easy, inviting (consider a boardwalk on Biak Avenue?)

Port Townsend, WA – A good example for boat building and repair (needed at Garibaldi)

Astoria, OR – good example of blending cruise ships and commercial fishing

Charleston, OR – good example of mixed-use working port with recent improvements

Boston Harbor, MA – very large scale, interesting to tourists

Cannon Beach, OR – nice Cape Cod look

Tillamook Cheese Factory, OR – a nearby attraction with huge tourism draw

Tillamook Bay – note that many ideas have been implemented, including floating restrooms; walking and kayak trails (Garibaldi needs cold storage and an ice plant)

Freeport, MA – “an outdoor mecca”

Rockaway, OR – new plaza with compass rose and lots of parking. “Use real estate carefully and economic development will come”

Morro Bay, CA – interesting outdoor spaces (i.e. large chess set; plus chess tables)

Illwaco, WA – also holds a Tuna Classic; Saturday Market; commerce happens all day

12. Think back to question No. 1 and focus on the Port of Garibaldi in 20 years. What do you see that we have not covered? Is there anything else you would like to add?

Garibaldi's commercial activity has reversed its decline and maintains interest as a working waterfront that people love to watch.

There is an active "mini" Pike Street Market on Biak Avenue.

The ground work has opened up zoning to all a better mix of uses.

A stoplight has been added at 7th Street and Highway 101, boat launch queuing has improved, and the east side boat basin is now complete.

A new entry sign helps visitors access the Port, and the new eastside boat basin accommodates larger vessels.

A synergy has recreated the Garibaldi waterfront in an organic, market-driven fashion, including Port-owned property and the Old Mill adjacent to the east.

The Port has compatible nighttime uses, including restaurants and a pub; you can "cook your own fish" and there is lots of parking.

Natural resources have been protected.

The new Convention Center facility can hold 500 people, and has a hotel, restaurant, and caterers, and through joint efforts has become a major regional draw.

The RV Parks accommodate a few snowbirds, but lots of new visitors who enjoy eco-tourism, and fishing – many have learned about Garibaldi through publications, such as fishing and travel magazines.

There is a hotel on the waterfront and a meeting place near the new Port Office near the boat ramp "corner" on Biak Avenue.

The new Garibaldi Wharf is larger than when it was initially rebuilt and has a seacoast look that is welcoming to tourists, with new and improved restaurants. Commercial fisherman and crabbers enjoy improved facilities, and their activities attract tourists.

List of those Interviewed

Ken Hooley, Recreational Fisherman
Maighread Gallagher, Irish Mooring, Port Tenant
Mike Saindon, USCG Station Tillamook Bay, Master Chief
Tammy King, Recreational Fishing/Oregon Tuna Classic
Whitey Forsman, Pacific Oyster, General Manager, Port Tenant
Jeff Folkema, Garibaldi Marina, Port Tenant
Rob Trost, Commercial Real Estate, Old Mill Ownership Group
Darus Peake, Commercial Fisherman/Bay Boathouse, Port Tenant
Marcus Hinz, Kayak Tillamook, Toursim
Tim and Betty Thomas, Commercial Fisherman
John Bowles, Charter Fisherman
Gene Tish, Garibaldi House Inn, Tourism
Svein Hansen, Pacific Oyster, Farm Manager, Port Tenant

**Port of Garibaldi
Vision Plan
Garibaldi, Oregon**

**Appendix B
Vision Workshop Summary**

24 December 2013

VISION WORKSHOP SUMMARY

Date: 10 December 2013
Meeting: Vision Workshop (2:00 to 5:30 PM)
Port Commission Meeting (6:30 to 7:30 PM)
Location: Garibaldi Community Hall


INTRODUCTION

The Port of Garibaldi is in the process of developing a Vision Plan that will guide future development on Port-owned and adjacent properties on the Garibaldi waterfront. This plan is part of the Port's successful and ongoing implementation of the 2010 Strategic Business Plan, which has since included funding and completion of a Parks Master Plan and the procurement of grants to reconstruct the Commercial Avenue Wharf. The Port hired BergerABAM to facilitate and complete the Vision Plan, which kicked off in October 2013. On 21 and 22 October 2013, BergerABAM conducted 13 stakeholder interviews, including Port tenants and business, industry, and recreational Port users and community leaders.

The second phase of the Vision Plan process was the Vision Workshop conducted on 10 December 2013 at the Garibaldi Community Hall. The Vision Workshop began with an open house-style design session that was open to the public and provided community members the opportunity to share their vision for the Port's future. The workshop concluded with a Port Commission meeting and presentation by BergerABAM of the open house input and concept graphics produced throughout the workshop.

PUBLIC WORKSHOP

In preparation for the Vision Workshop, BergerABAM produced eight vision boards that represented the existing conditions at the Port and the vision ideas expressed in the stakeholder interviews (see Attachment A, Vision Workshop Materials). The display boards were used to facilitate discussions with community members regarding their vision for Port property types and locations, recreational access and opportunities, parking and circulation, and building design and scale. The public input was captured, compiled, and presented during the Port Commission meeting.



Vision Input

The following outline is broken into five categories (Marine Facilities, Business Types, Parks and Recreation, Tourism, and Relocation of Port Office) that represent the broad focus of the vision process. The ideas within each category are based on the public input received during the vision workshop. The graphics that follow further represent the public input received and were produced during the workshop by a BergerABAM designer.

- Marine Facilities
 - Marine supply and services
 - Lift, ice house, bait pens
 - Improve commercial dock
 - Cold storage, canneries
 - Future east boat basin
 - Covered boat storage

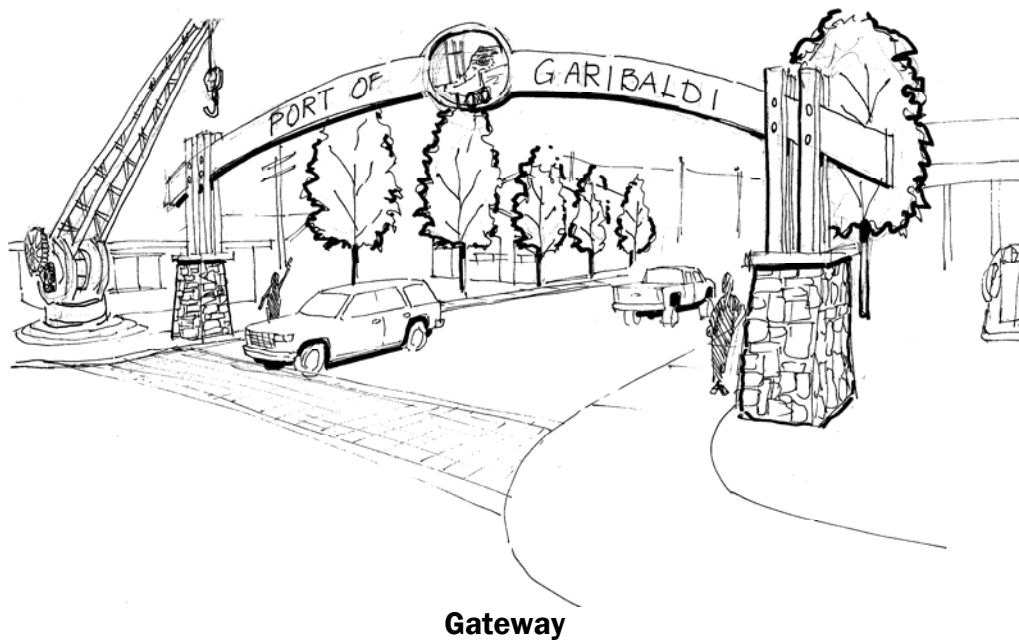
- Business Types
 - Sustainable fisheries
 - High-value catch
 - New jobs
 - “Mini” fisherman’s wharf
 - One to two commercial anchors
 - Mixed-use commercial/industrial
 - Restaurant
 - Shops
 - Artisan lofts
 - Fishing
 - Retail sales
 - Fish processing

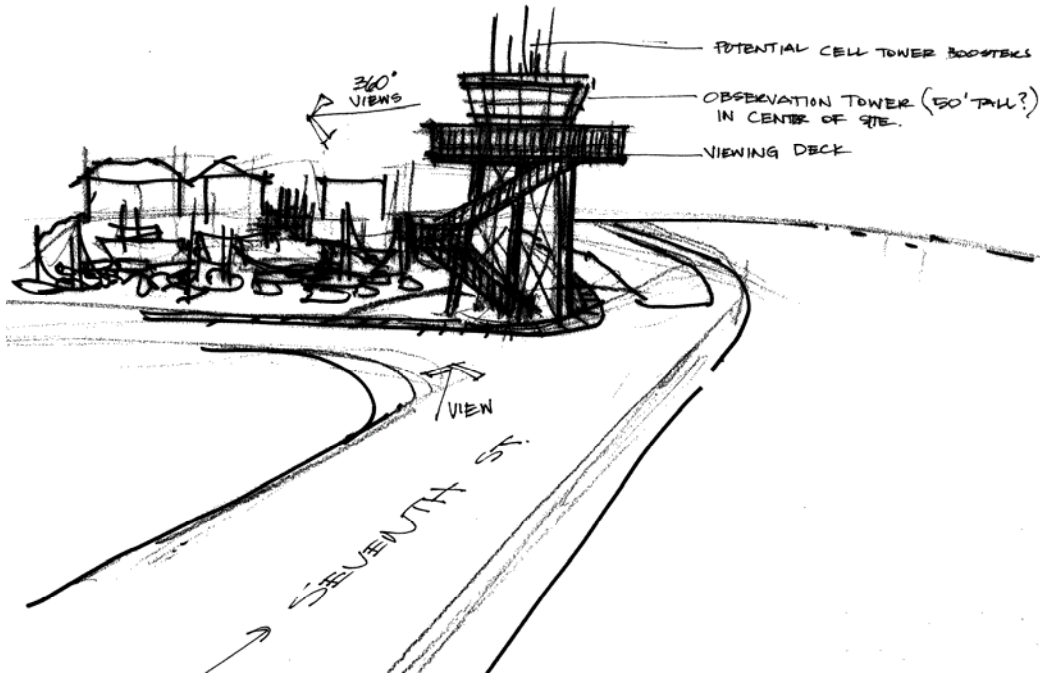
- Parks and Recreation
 - Lumberman’s park improvements
 - American Avenue
 - Parking – Alternative RV parking
 - Facilities and maintenance

 - Oregon Coast Scenic Railroad
 - Improvements – Depot to increase sales
 - Integrate with Lumberman’s Park
 - Rails AND Trails

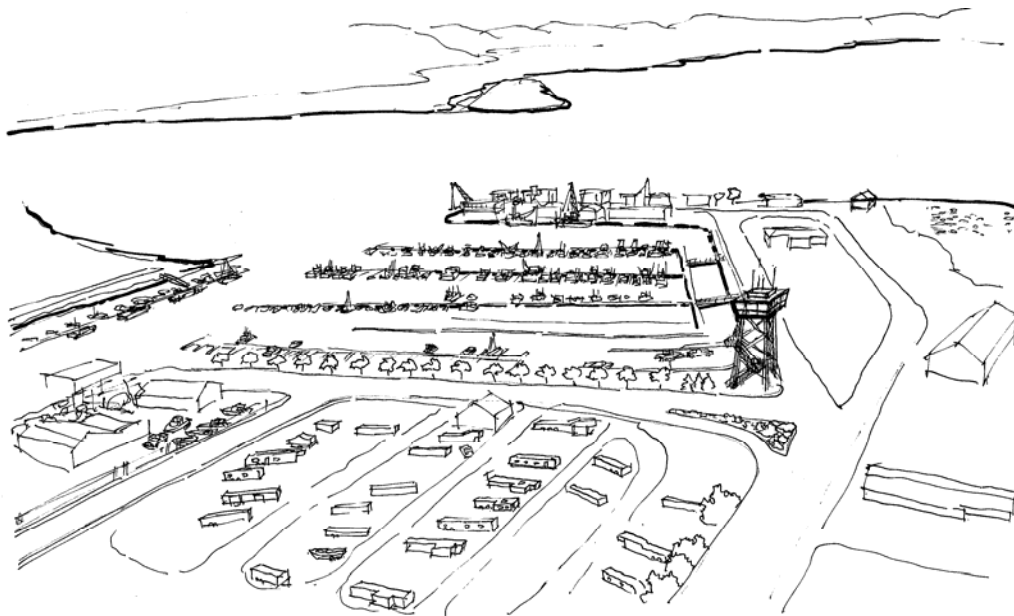
- Attractions
 - Pocket parks/play structures
 - Green spaces/streets/bioswales
- Tourism
 - Interpretive center for mill and fishing industries
 - Covered gathering spaces
 - Tower – Functional and Aesthetic
 - Promenade on Mooring Basin Drive
 - Gateway at 7th and Highway 101
- Relocate/Incorporate Port Office
 - New maintenance shop

Vision Sketches

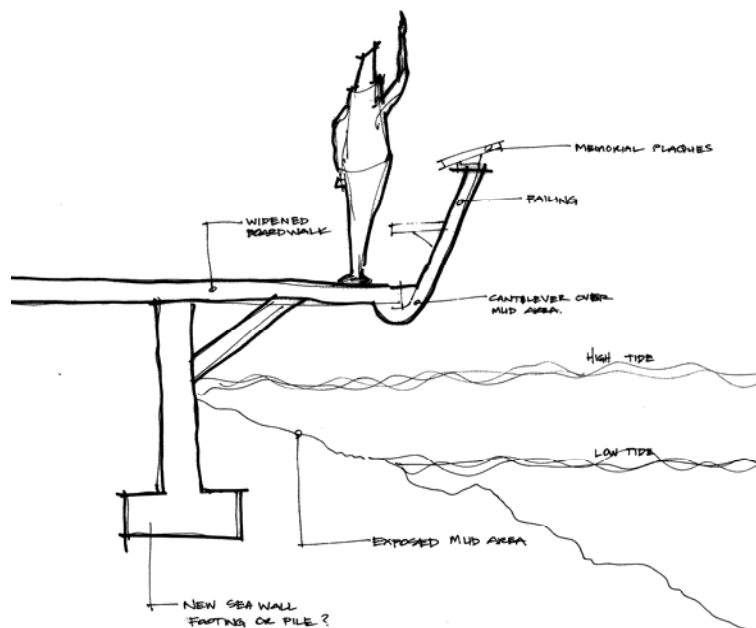




Viewing Tower



Overview with Tower



Promenade

NEXT STEPS

BergerABAM will continue to work with Port Staff and Commissioners to refine the Port's vision through the following steps:

- Land Use Compatibility Analysis
- Draft Design Guidelines

The draft Vision Plan will be presented in spring 2014.

VISION WORKSHOP ATTENDEES

Port of Garibaldi Commissioners and Staff

Garibaldi Residents (See Attachment A)

BergerABAM Staff (Scott Keillor, Earl Christian, Nicole McDermott)

ATTACHMENTS

Attachment A: Vision Workshop Materials (announcement flyer, vision boards, sign-in sheet)

ATTACHMENT A: WORKSHOP MATERIALS

REDESIGN THE GARIBALDI WATERFRONT!



PORT OF GARIBALDI
VISION PLAN WORKSHOP • GARIBALDI CITY HALL • 107 SIXTH ST.
TUESDAY, DECEMBER 10, 2013

- 3:00 – 5:30 pm** *Work with Port's Design Team to share your vision for the Garibaldi Waterfront. You talk; they draw!*
- 6:30 pm** *Design Team Presentation to Commission*

From 3:00 to 5:30pm, citizens can visit for as short or as long as they choose to review the following stations:

- Welcome Station
- Existing Conditions and Photo Board
- Stakeholder ideas/concerns
- Land uses
- Parking and Circulation
- Amenities



After reviewing the materials and ideas, citizens can work with the landscape architects who will be drawing your ideas on a base map. Guests are invited to spend an hour reviewing, but they can learn and contribute in as short as 15 minutes as well. This is designed to make it easy for participation.

The design team will take an hour to consolidate the input and then present their distillation at 6:30pm to the community and Port Commission.

Stop in for a half hour, grab dinner and come back at 6:30pm to hear the presentation.

After the holidays, the Commission will consider whether port development should be required to meet design guidelines.

The Final Vision Plan with Commission input and refinement is scheduled for adoption in March 2014.

For further questions, contact Kevin Greenwood, Port Manager, (503) 322-3292.



Imagery Date: 7/6/2012 (Google Earth)

Port of Garibaldi

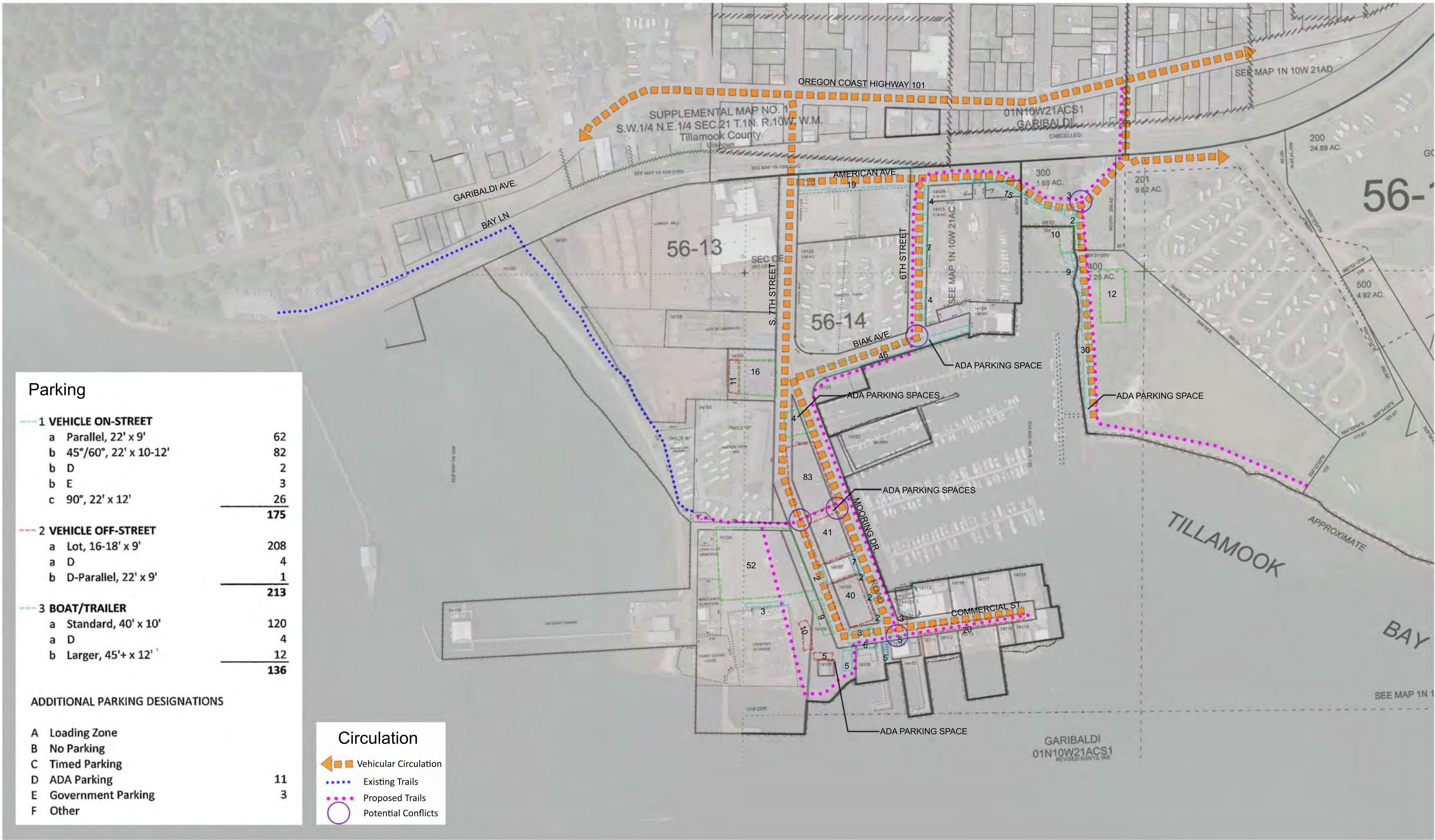
Garibaldi Oregon | Aerial Photo | December 2013





Port of Garibaldi

Garibaldi Oregon | Existing Conditions | December 2013



Parking

1 VEHICLE ON-STREET	
a Parallel, 22' x 9'	62
b 45°/60°, 22' x 10-12'	82
b D	2
b E	3
c 90°, 22' x 12'	26
	175
2 VEHICLE OFF-STREET	
a Lot, 16-18' x 9'	208
a D	4
b D-Parallel, 22' x 9'	1
	213
3 BOAT/TRAILER	
a Standard, 40' x 10'	120
a D	4
b Larger, 45'+ x 12' ±	12
	136

ADDITIONAL PARKING DESIGNATIONS

A Loading Zone	
B No Parking	
C Timed Parking	
D ADA Parking	11
E Government Parking	3
F Other	

Circulation

- Vehicular Circulation
- Existing Trails
- Proposed Trails
- Potential Conflicts

Port of Garibaldi

Garibaldi Oregon | Parking and Circulation | December 2013





Port of Garibaldi

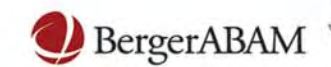
Garibaldi Oregon | Vision Photo Board | December 2013





Port of Garibaldi

Garibaldi Oregon | Vision Photo Board | December 2013





Port of Garibaldi

Garibaldi Oregon | Vision Photo Board | December 2013





Port of Garibaldi

Garibaldi Oregon | Photo Board | December 2013

Stakeholders' Vision for the Port of Garibaldi in 20 years (2034)

New and Expanded Waterfront Business Activities

- The waterfront is active, with adequate loading and staging areas, and new slips for larger vessels.
- The new wharf maintains a crane, ice house, dredging keeps the bar safe, and tourists enjoy the bustle of marine commerce and new accommodations for families.
- Waterfront uses line the new wharf, and water-related businesses expand west along the bay front.
- Diversification has created a sustainable business model that includes a solid mix of activities.
- The Port has entered the 21st Century – fishing, commerce, and tourism leverage mutual growth.

Fishing Industry and Mill thrive along with Tourism Growth

- Infrastructure improvements and fair regulations help to support the fishing industry, still the economic engine for the community.
- Open access to the Pacific Ocean make Garibaldi the most popular and proximate deep-water port to the Portland market.
- Historic canneries reemerge, and tourists view both fish and lumber processing along the bay.
- Aquaculture thrives in the bay, where oyster harvests continue to grow as a sustainable resource.

Parking and Circulation

- The waterfront has successfully connected with downtown Garibaldi.
- New signs and attractions provide safe movement between the town and its waterfront.
- Parking has been optimized to include expansion, shared-uses, and ADA parking spaces.
- American Avenue is improved, and enhances circulation, parking and pedestrian travel.
- Biak Avenue is lined with new small shops and green space along the marina.
- Harbor View Trail crossings are improved at 7th Street, Commercial Avenue, and at a redesigned Lumberman's Park.

Attractions and Culture

- People enjoy the culture and activities via a series of new covered areas and business locations.
- The Old Mill site is a thriving mixed-use center developed through public/private partnerships.
- The US Coast Guard maintains a strong presence, and the Tillamook bar is dredged for safe passage.
- A community center is developed on the waterfront. Trails, pocket parks, new kayak and boat launches, a viewing tower and platforms draw visitors.
- Highway 101 travelers stop to explore, dine, and stay overnight.
- Its recreation and tourism activities make the community a national model for the integration of tourism and recreation within a working waterfront.
- Oregon Coast Scenic Railroad visitors enjoy new parking, restrooms and ticket booths.



sign-in sheet



Port of Garibaldi – Vision Workshop

December 10, 2013

2:00 PM to 7:00 PM – Garibaldi Community Hall

107 6th Street, Garibaldi, Oregon

Please Sign In Below:

Name	Email	Phone
JEFF HUNTER	JEFF@HARBORVIEWFUN.COM	503-322-3251
Wynne Lande	wynne916@gmail.com	503 322 3796
Terese Freeman	terese.freeman@yahoo.com	322-3791
Paul Daniels	danielspaul353@yahoo.com	503-322-2025
JOE POSTERWALT	joe@oregoncoastbank.com	541-265-4818
Scott Wickert OCSR	S.wickert@ocsr.net	503-801-4007
RICHARD HARRISON OCSR	FISHIRWH@SPIRITONE.COM	503 810 5964
Lisa Phipps TEP	lhipps@tbnep.org	503-322-2222
MARK BEVELS	bevelsm@hotmail.com	971-645-0798
John Foulk		503-708-4021
Valerie Schumann	uschumann@bhhsnw.com	503 812 8423
David B. Smith		503 351-9444
Dave Clark	Port of Garibaldi	503-322-3292
Kelly Barnett	Port of Garibaldi	503 812 1602

Name	Email	Phone
John John O'Leary	johu@ci.garibaldi.or.us	503-322-3327
RON WALLPNER	Ronald.WALLPNER@H&H1mott.com	503-806 1672
Val Folkema	vsfolkema@gmail	503 812-2973
CHRISTIE & Jim ZERFING	clzerfing@wcn.net	503.322.2312
Tish	eugene.tish@gmail.com	503 322 3338
Eric Alm	eric.alm@gmail.com	(360) 952-2318

**Port of Garibaldi
Vision Plan
Garibaldi, Oregon**

**Appendix C
Strategic Business Plan Updates**

Memorandum

Date: 21 July 2014

Subject: Port of Garibaldi Strategic Business Plan Review

From: Scott Keillor, AICP

To: Mike Saindon, Port Manager

In 2010, the Port of Garibaldi (Port) became the first Port in Oregon to complete a Strategic Business Plan in compliance with the State template, *Ports 2010: A New Strategic Business Plan for Oregon's Ports*. Since that time, the Port has successfully secured funding to complete the Garibaldi Parks Implementation Plan and the reconstruction of the Commercial Avenue Wharf, currently underway. The Port is now in the process of completing a Vision Plan to more fully develop its vision and guide development and new investment in Port properties. As part of the Vision Plan process, BergerABAM reviewed the Port's Strategic Business Plan (SBP) mission, vision, sub-plans, goals and strategies in order to address needed updates and refinements.

STRATEGIC BUSINESS PLAN UPDATES

Suggested updates and refinements to the SBP vision and relevant goals, policies, and strategies to reflect the Port's Vision Plan will ensure continued success and support for future Port projects. Recommendations are provided below for each SBP sub-plan.

Mission

The Port of Garibaldi exists to maximize commerce business and recreational opportunities within its district.

Recommendation: No update is necessary, the Port's mission is supported by the SBP vision and sub-plan goals, policies and strategies.

Vision

The Port of Garibaldi forms strategic businesscommerce and recreational relationships to ~~maximize productivity for business and facility usage within its district~~ maintain, improve, and develop commercial and recreational facilities and opportunities outlined within the Port Vision Plan, while maintaining its authentic fishing port character ~~and guiding future development outlined in the Port Vision Plan~~.

Recommendation: Update as suggested above.



CAPITAL FACILITIES PLAN

Goal 1: *Develop and maintain adequate infrastructure to support attractive development and future employment opportunities.*

Policy: *The Port will develop and maintain a Capital Facilities Plan in order to identify and prioritize capital improvement and maintenance project needs.*

Strategy 5: *Invest in façade enhancements and design improvements for Port-owned buildings to comply with the Port's Design Guidelines. Encourage new development to comply with the Port's Vision Plan and Design Guidelines and encourage ~~new and~~ existing tenants to make similar ~~investments~~ updates and improvements.*

Strategy 6: *~~Ensure~~ Improve existing and encourage new attractions for Port tenants, users and visitors, in compliance with the Port's Vision Plan. Specifically encourage development of the Commercial Avenue Wharf as outlined in the Vision Plan to improve fishing and commerce, accommodate families, lengthen visits, and enhance the local quality of life. ~~including family activities within the community and on Port property to lengthen visits and enhance the local quality of life.~~*

Recommendation: In addition to the refinements to Strategies 5 and 6 suggested above, updates to the Port's Capital Facilities Plan (CFP) should include infrastructure improvements needed to support the Port's Vision Plan. The CFP currently identifies the development and implementation of design guidelines as a strategy to support the CFP goal. This strategy should be deleted with the adoption of design guidelines.

MANAGEMENT PLAN

Goal 1: *Develop successful organizational and physical resource management techniques to support commerce and recreational activities.*

Policy: *The Port will identify, pursue and support target businesses most suited to locate on Port property. ~~These target businesses are identified in this Strategic Business Plan and the Port's Vision Plan.~~*

Strategy 2: *Pursue land use flexibility and rezoning efforts as needed for WD-1 and WD-2 zones consistent with the Port's vision and state law.*

Recommendation: To support the Management Plan Goal 1 and ensure consistency with the Vision Plan, the Policy should be updated as suggested above and Strategy 2 should be updated to include the current City of Garibaldi zones, Water-Dependent Development (WD) and Waterfront Mixed-Use (WM). The current City code no longer includes zones WD-1 and WD-2. It should also be noted that all WD zoned land is included in the City's Statewide Planning Goal

17 inventory, and rezoning of any WD land will require evaluation and may require filling a Goal Exception with the State.

Goal 3: *Integrate and foster the use of planning to guide the Port.*

Policy: *The Port of Garibaldi supports strategic planning as a tool to gauge progress toward successful management of resources, assets and financial needs.*

Recommendation: The Port's continued planning efforts support Management Plan Goal 3.

Goal 4: *Be a visible leader and improve strategic government, constituent and private business developer relationships.*

Policy: *Port staff and commission members shall participate in inter-governmental forums related to target industry development.*

Strategy 1: *Continue to work with state and federal agencies to support jetty improvements, dredging and aids in navigation that enhance fisheries and support industries.*

Recommendation: Update Strategy 1 to include Dredge Material Disposal (DMD) Alternatives Analysis. Note coordination with City and Federal agencies required to remove DMD overlay and allow use of the site for purposes other than DMD.

FINANCIAL PLAN

Goal 1: *Maintain the Port's financial stability and ensure its ability to perform its current mission and long term vision.*

Policy: *Improve accounting practices, reliable cash flows, and seek additional income-generating activities.*

Strategy 6: *Evaluate assets and any capital improvement costs to determine where reliable new revenue may be generated.*

Recommendation: No updates to the Financial Plan are suggested. As assets and capital improvement costs are evaluated, as suggested in Strategy 6, ensure capital improvements related to the Port's vision are considered. This will also be achieved through regular updates to the CFP.

ENVIRONMENTAL PLAN

Goal 1: *Partner with City of Garibaldi, City of Bay City, City of Rockaway Beach, Tillamook Bay National Estuary Partnership, State and Federal Agencies, and stakeholders to meet environmental regulations for the Port's existing operations and future developments.*

***Policy:** The Port shall work to maintain statutory environmental compliance for all operations on its property.*

Strategy 6: Encourage sustainable construction methods and practices for new development and improvements on Port property consistent with the Port's Design Guidelines.

Strategy 7: Work with local, state, and federal agencies to find a sustainable, long-term solution to dredge material disposal.

Recommendation: Add Strategies 6 and 7 as suggested above.

MARKETING PLAN

***Goal 1:** Market the Port District, its assets, opportunities, innovations and communities.*

***Policy:** The Port shall work to implement marketing materials that focus on Port district and local community assets, resources, job opportunities, and land availability.*

***Strategy 1:** Work with Oregon Department of Transportation (ODOT) on final plans for the intersection of Highway 101 and 7th Street to ~~increase~~ the Port's visibility and access ~~with improved~~ and create a Gateway, consistent with the Port's Vision Plan. ~~Highway 101 signage, 7th Street streetscape enhancements, and a future Highway 101/7th Street signal.~~*

***Strategy 5:** Create marketing materials (brochures, websites, etc.) for three identified markets: 1) Local Constituents; 2) Tourism; and 3) Potential Tenants*

Recommendation: In order to ensure consistency with the Vision Plan and support the Marketing Plan Goal, Strategy 1 should be updated as suggested above. Additionally, marketing materials listed in Strategy 5 should reflect the Vision Plan.

CONTINUATION OF TRAIL SYSTEM TO CONNECT WITH OTHER PORT AND TILLAMOOK BAY FACILITIES, FEATURES & ENHANCEMENTS

SHORT-TERM LAUNCH PARKING & ACCESSIBLE PARKING FOR TRAIL & LAUNCH

NEW PAVING AND OTHER PARKING LOT IMPROVEMENTS

FUTURE PLANNED ENCLOSURE & ENHANCEMENTS OF FISHERMAN'S MEMORIAL AS AN EVENTS, INTERPRETIVE AND RESTING/VIEWING SITE

BAY VIEWING AREA FROM ENHANCED MEMORIAL

SMALL LAWN AREA FOR PICNIC TABLES, POSSIBLE ADDITIONAL RIP-RAP PROTECTION ROCKS ON BAY SIDE

SMALL ROOFED KIOSK SIMILAR TO PIER TRAILHEAD, WITH TRANSLUCENT ROOF, LIFESAVING EQUIPMENT, BROCHURES & INFORMATION

TYPICAL NEW 8' WIDE HARDSURFACE TRAIL TYPICALLY ON EXISTING TRAIL BED/SUBSTRATE

"CARRY-CRAFT" (I.E. CANOES, KAYAKS, PADDLE BOARDS, ETC.) CONCRETE RAMP TO BAY & LOW TIDE WATER LEVEL

LAUNCH AT FISHERMAN'S MEMORIAL/TRAILHEAD



BAYFRONT TRAIL

AS A PART OF THE TILLAMOOK BAY HERITAGE TRAIL SYSTEM UNDER DEVELOPMENT

PORT OF GARIBALDI, OREGON

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NEW MEMORIAL PAVILION FROM SOUTH

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FISHERMAN'S MEMORIAL PARK

PORT OF GARIBALDI

GARIBALDI, OREGON

SEDER ARCHITECTURE + URBAN DESIGN LLC

NOVEMBER 2017

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BAYFRONT TRAIL, SCHEDULED FOR FUTURE IMPROVEMENTS INCLUDING INTERPRETIVE SIGNAGE, REST SPOTS PIER ACCESS

NEW CARRY-CRAFT LAUNCHING RAMP

LAWN & PICNIC SPOTS

BAY OVERLOOK BENCHES

NIGHT LIT PORT LOGO ON NW SIDE OF NEW PAVILION FACING HIGHWAY FROM WEST/NORTH

PARKING FOR MEMORIAL & SHELTER

MAINTAINED & POSSIBLY IMPROVED STREET TO COAST GUARD STATION

EXISTING MOBILE HOME PARK

WALKWAY CONNECTION AS PART OF PORT TRAIL SYSTEM

PARKING FOR BOATS & RV'S

NEW SHELTER, AND OTHER SITE IMPROVEMENTS AT EXISTING FISHERMAN'S MEMORIAL

EXISTING CONDITIONS

OVERALL SITE PLAN



FISHERMAN'S MEMORIAL PARK

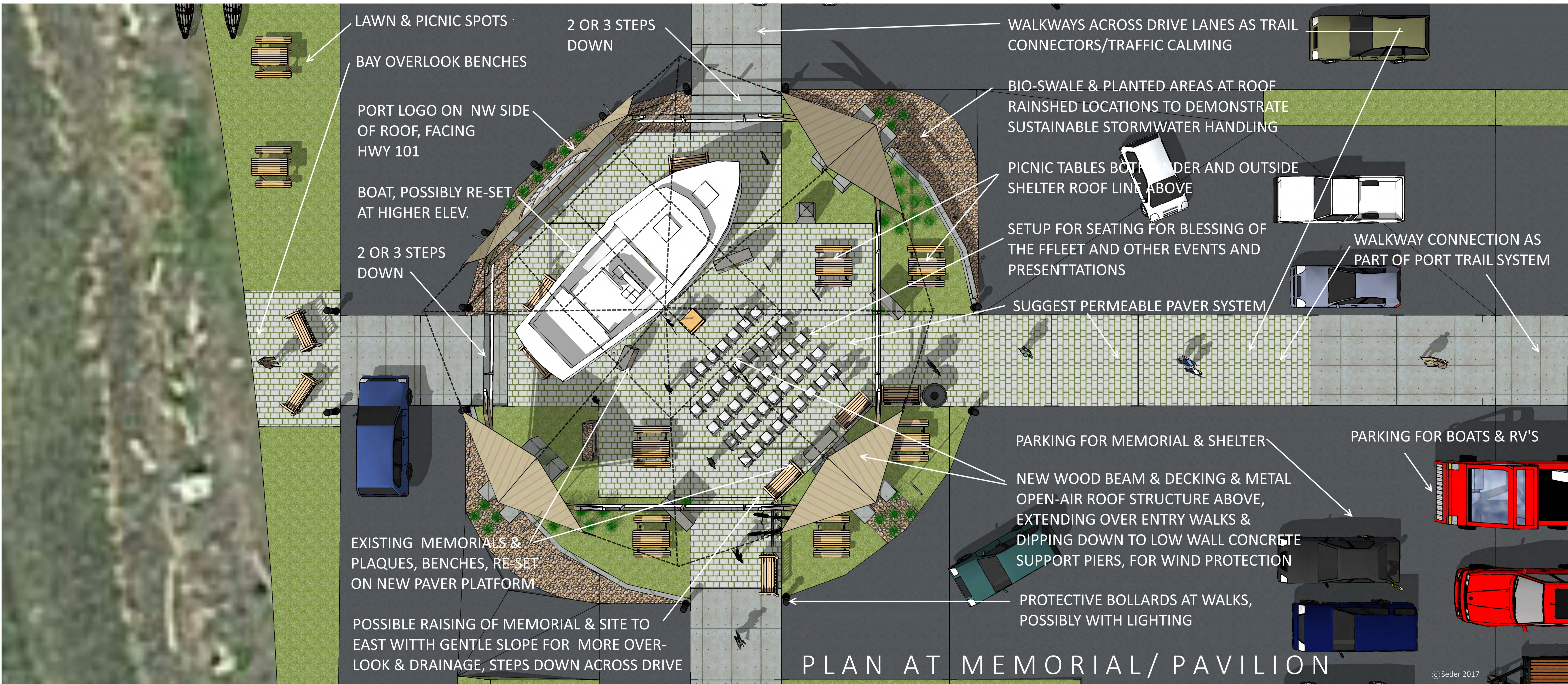
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OCTOBER 2017

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FISHERMAN'S MEMORIAL PARK

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NEW MEMORIAL PAVILION AERIAL

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FISHERMAN'S MEMORIAL PARK

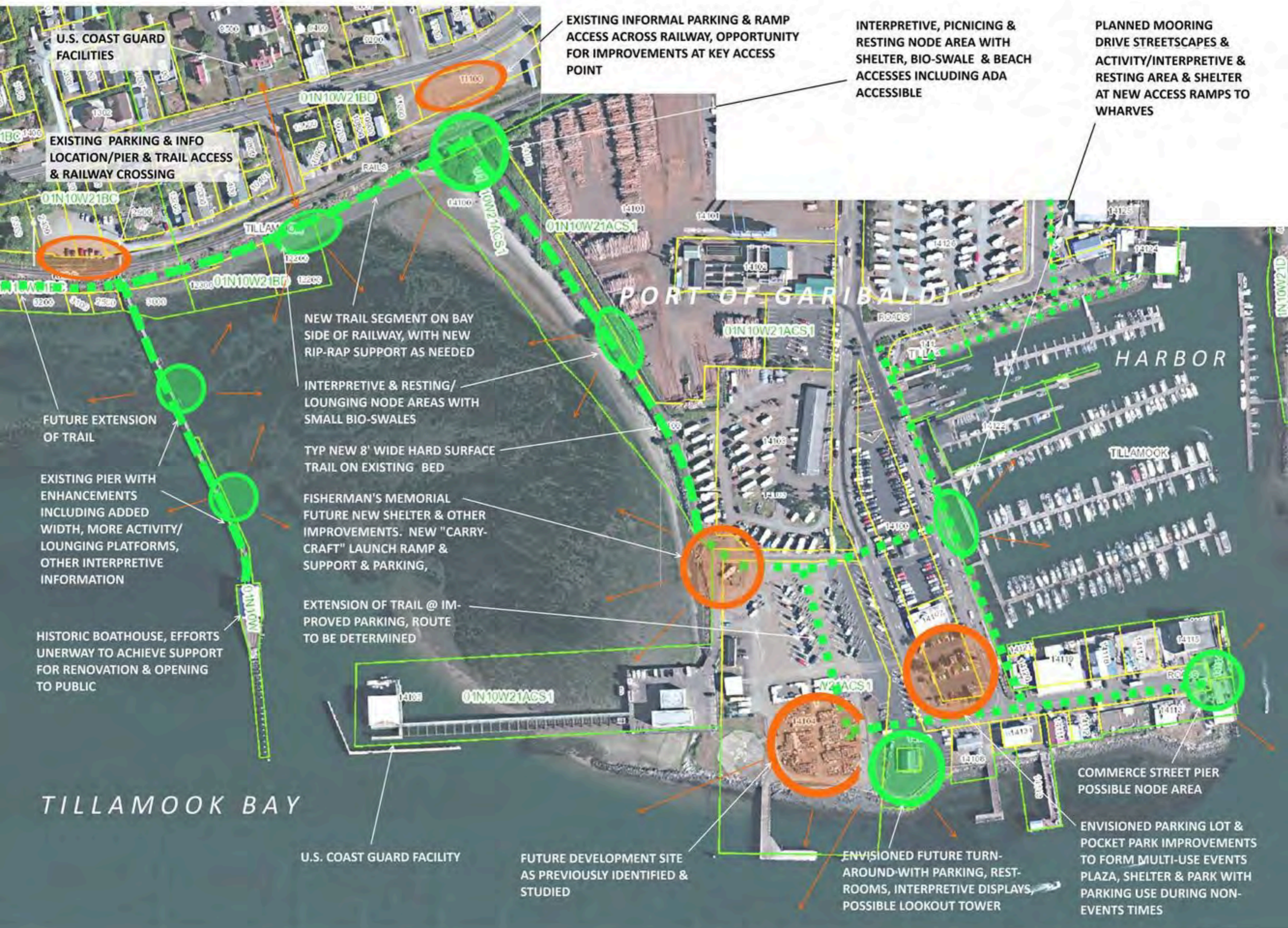
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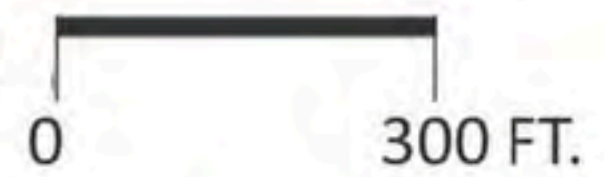
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OVERALL TRAIL PLAN



BAYFRONT TRAIL

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NEW TRAIL ON ENHANCED RIP-RAP BANK ON BAY SIDE OF EXISTING RAILWAY

RESTING AND INTERPRETIVE NODE WITH CABLE OR OTHER RAILINGS, INTERPRETIVE "STORY-TELLING" DISPLAYS, BENCHES & PICNIC TABLES

POSSIBLE PARKING LOT & ACCESS IMPROVEMENTS BY CITY OR OTHERS, AT KEY TRAIL ACCESS POINT DIRECTLY OFF OF HIGHWAY 101. NOTE EASE OF ADA ACCESS AT THIS LOCATION

NEW SHELTER & DECK/PATIO AREA FORMING RESTING, PICNICING AND INTERPRETIVE NODE @ KEY JUNCTURE. POSSIBLE POTABLE WATER, WETLANDS INTERPRETATION, ETC.

TYPICAL NEW TRAIL CONSTRUCTION 8' WIDE HARD-SURFACE MAINLY ON EXISTING TRAIL BED & ROUTING

DIRECT "LARGE STEPS" ACCESS TO BEACH, FOR PEDESTRIANS & "CARRY-CRAFT" (I.E. CANOES, KAYAKS, PADDLE BOARDS, ETC.) ACCESS

TILLAMOOK BAY

EXISTING MILL

NEW TREE PLANTINGS @ STRATEGIC LOCAT'NS



EXISTING AERIAL VIEW

ENHANCED & REPAIRED WATER COURSE FROM EXISTING DITCH & CULVERT ALONG MILL SITE, DOWN TO BEACH

HARD SURFACE ACCESSIBLE WALKWAY TO BEACH

RESTING AND INTERPRETIVE NODE WITH DISPLAYS ON TRAIL OVERLOOKING BAY AS WELL AS IN HARD-SURFACE AREA OFF WALKWAY. BENCHES & PICNIC TABLES, POSSIBLE SMALL BIO-SWALE WITH INTERPRETIVE SIGNAGE

VIEW OF TYPICAL FEATURES & NORTHEAST SECTION



BAYFRONT TRAIL

AS A PART OF THE TILLAMOOK BAY HERITAGE TRAIL SYSTEM UNDER DEVELOPMENT

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INTERPRETIVE & RESTING NODE



BAYFRONT TRAIL

AS A PART OF THE TILLAMOOK BAY HERITAGE TRAIL SYSTEM UNDER DEVELOPMENT

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PRELIMINARY OVERALL PLAN 6-11-17



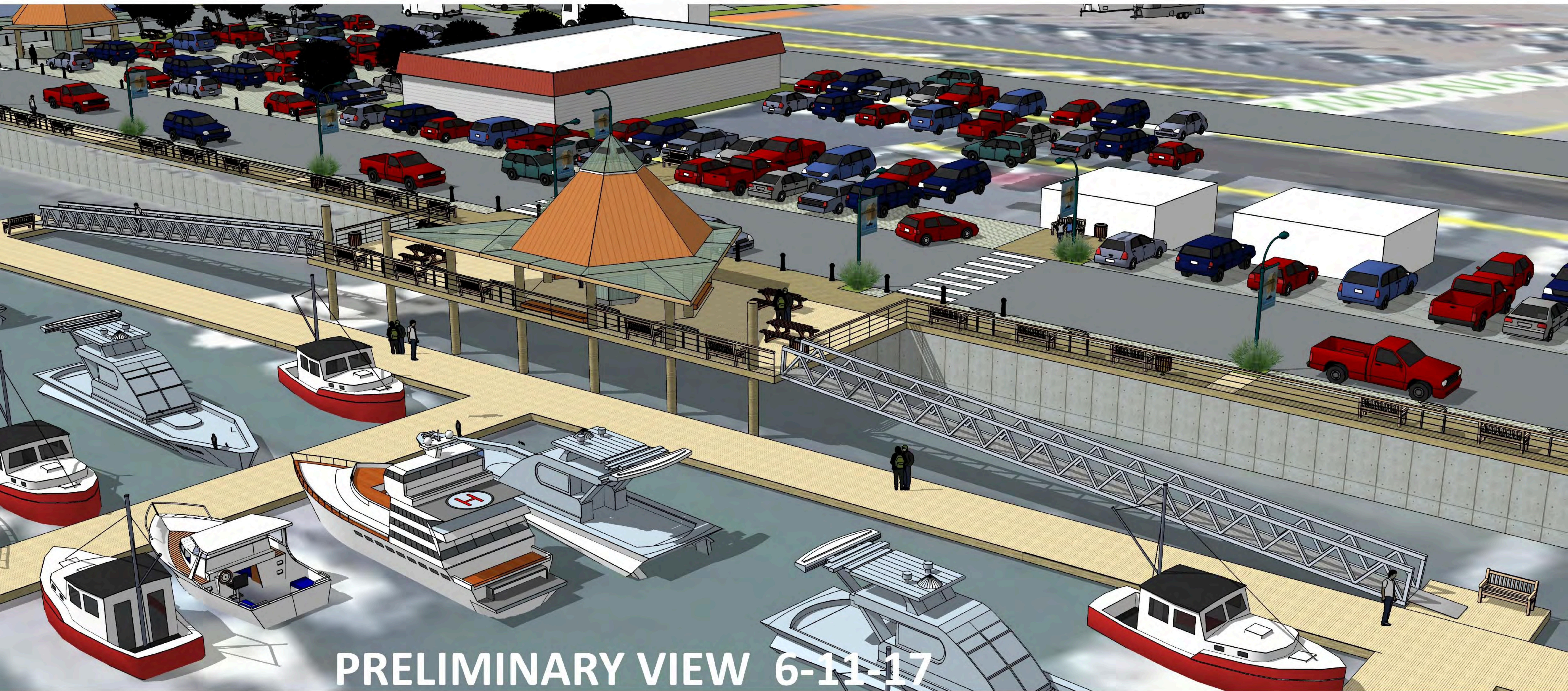
MOORING DRIVE STREETSCAPE & ASSOCIATED IMPROVEMENTS

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PRELIMINARY VIEW 6-11-17



MOORING DRIVE STREETScape & ASSOCIATED IMPROVEMENTS

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PRELIMINARY VIEW 6-11-17



MOORING DRIVE STREETScape & ASSOCIATED IMPROVEMENTS

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PARKING CIRCLE, VIEWING & INTERPRETIVE AREA



OVERALL VISIONING DESIGN CONCEPTS

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