Garibaldi Connections Project

OREGON
COASTAL
FUTURES
PROJECT

Design Action Team Report
1000 Friends of Oregon
February, 2006

Garibaldi Connections Project Design Action Team

An Oregon Coastal Futures Project initiative of 1000 Friends of Oregon in collaboration with the City of Garibaldi, the Port of Garibaldi, and the Economic Development Council of Tillamook County

The Coastal Futures Project is a partnership of 1000 Friends of Oregon, the Oregon Downtown Development Association, and Oregon Shores Conservation Coalition. The project is made possible through the generous financial support of the Meyer Memorial Trust, Rose E. Tucker Charitable Trust, Collins Foundation, the Over the River and Through the Woods Fund of the Oregon Community Foundation, Goodman Foundation, and individual donors. The Garibaldi Design Action Team is comprised of professionals who contributed their time and expertise on a pro bono basis. Working closely with the citizens of Garibaldi, this team prepared this report in order to guide land use, economic development and public-private partnerships that will contribute to the future of Garibaldi for generations to come.

1000 FRIENDS OF OREGON

Second printing.

All photographs by 1000 Friends of Oregon staff except where noted. Cover photo by Matt Lustig.

Maps and figures courtesy of Greenworks, PC.

This report is not intended to serve as legal advice. Readers are urged to consult a lawyer concerning any specific legal questions regarding projects contained herein or any other specific legal questions you may have. Connections Project elements may require additional land use or regulatory approvals.

Contents

Introduction	1
Context	2
Project Team	3
Process and Principles	4
Connections Project Principles	5
Community Workshop	6
Connections Project Elements	7
Connections Project Implementation Strategy	17
Implementation Resources	20

Appendix

Coastal Futures Project Design Action Team
Project Selection Criteria

Figures

A Site Context
B City of Garibaldi
C Exisiting Conditions
D Project Elements

Matt Lustig

Introduction & Objectives

The Garibaldi Connections Project is a comprehensive strategy to use a path network to address economic and community development, strengthening ties between community assets and encouraging investment in new employment and recreational opportunities. The connections outlined in this report are both literal and allegorical; these recommendations lay forth a strategy for both reconnecting the various sectors of the town to each other, as well as building a sense of community and bridges to the world beyond the city limits. The Design Action Team effort builds upon previous Garibaldi community initiatives, including the 2000 Oregon Downtown Development Association Garibaldi Resource Team and Report, 2003 Garibaldi Transportation Plan, Garibaldi Gateway Signs proposal, and work of the Garibaldi Scenic Trail Committee.

Through the generous support of Coastal Future Project contributors and the pro bono services of Design Action Team members, 1000 Friends of Oregon was able to offer services for strategic support to a community development project on the North Coast. 1000 Friends publicly solicited project proposals, reviewed applications, and awarded services to Garibaldi. The City, Economic Development Council, and Port first applied to have 1000 Friends help develop a municipal path network to better link various community nodes including civic buildings, future

park sites, the waterfront, main street, elementary school, and museum. Reasons for selection of the Connections Project among many presented to 1000 Friends of Oregon include its ability to provide a replicable model for the revitalization of other small coastal communities. The criteria are published in full in *Oregon Coastal Futures Project – Design Action Team Project Selection Criteria*. (See appendix)

Upon study of the Garibaldi proposal and community needs, all parties agreed to direct efforts toward an integrative strategy for connecting those assets, as well as to encourage investment in economic development, hence the Garibaldi Connections Project. Onsite work also revealed that a formal trail is appropriate in some parts of town, whereas sidewalk improvements or other design treatments are most appropriate in other areas. Implementation of the Connections Project will prove its viability, and therefore received more emphasis in the Design Action Team work than specifics of design.

In order to capitalize fully on Garibaldi's assets while preserving the town's unique character, the parts of the community must be linked together more efficiently – restoring missing links in the circulation systems of local vehicles, walkers and cyclists. All modes of movement must be improved while accommodating through traffic on Highway 101 and the Tillamook Bay Railroad. Speaking to the concerns of business, government, institutions and individual citizens is necessary for success. The project should be designed to complete and improve this infrastructure so that continuity is assured.

The Garibaldi community is currently undertaking notable related efforts: an update of its Comprehensive Plan, study of creation of an urban renewal district, and redevelopment of the Old Mill property adjacent to the harbor. The Connections Project is intended to dovetail into those and future efforts. It is our hope that the work done by community members and Coastal Futures Project partners will enable the community to systematically work toward a better future for Garibaldi.

Mike Faha

Context

Garibaldi is a small coastal community located on the north side of Tillamook Bay in Tillamook County. Located 90 miles west of the Portland metropolitan area and eight miles north of the town of Tillamook, Garibaldi is nestled against forested hills less than a mile from the Pacific Ocean. (See figure A – Site Context) The only commercial harbor between Warrenton-Astoria and Depoe Bay, the local economy is driven by the fishing and timber industries. Already home to a thriving sport fishing industry, the town of 1,000 people is seeking to further diversify its economy, while also adding recreational amenities for residents and strengthening its main street commercial core. (See figure B – City of Garibaldi)

Design Action Team

Mike Faha, Principal, Greenworks, PC
Dave Leland, Managing Director, Leland Consulting Group
Paddy Tillett, Director of Planning & Urban Design, Zimmer Gunsul Frasca Partnership
Anita Van Asperdt, Principal, A. Van Asperdt, PC

1000 Friends of Oregon Project Staff

Julie Bollermann, Administrative Assistant
Daniel Eisenbeis, Design Action Team Project Manager
Kate Kimball, Communications Director
Cameron La Follette, Oregon Coastal Futures Project Director

Oregon Coastal Futures Project Design Advisory Committee

Rajiv Batra, Senior Supervising Urban Designer, PB PlaceMaking
John Berdes, President, Shorebank Enterprise Pacific
Karen Perl Fox (*ex officio*), Principal, PerlFox Associates LLC
Vicki Dugger, Executive Director, Oregon Downtown Development Association
John Lansing, Astoria Branch Manager, Wells Fargo
Dave Leland, Managing Director, Leland Consulting Group
Bill Lennertz, Executive Director, National Charrette Institute
Paddy Tillett, Director of Planning & Urban Design, Zimmer Gunsul Frasca Partnership

Local Participants

Don Bacon, Manager, Port of Garibaldi
Ev Brown, Mayor, City of Garibaldi
Terry Kandle, Councilor, City of Garibaldi (former member of scenic trail committee)
Val Folkema, Commissioner, Port of Garibaldi
Kevin Greenwood, Administrator, City of Garibaldi
Suzan Greenwood, Outreach and Education Coordinator, Tillamook Estuaries Partnership
Dale Jordan, Planner, City of Garibaldi
Carolee North, Local business owner, Planning Commissioner, City of Garibaldi
Sue McCarthy, Council President, City of Garibaldi
Claudine Rehn, Accounting Manager, Tillamook Estuaries Partnership
Rob Trost, Co-owner, Old Mill Marina property
Christy Vail, Executive Director, Economic Development Council of Tillamook County

Special Thanks to

Valerie Grigg Devis, Senior Transportation Land Use Planner, Oregon Department of Transportation
Karen Perl Fox, Principal, PerlFox Associates LLC (Community Design Consultant)
Sheila Lyons, Bike-Ped Engineer, Oregon Department of Transportation Bicycle and Pedestrian Program
Matt Lustig, Research and Photography Volunteer
Laren Woolley, North Coast Regional Representative, Oregon Coastal Management Program

-and-

The Residents of Garibaldi, stewards of a spectacular community

Garibaldi City Planner Dale Jordan explains land use zoning near the harbor.

Process and Principles

1000 Friends of Oregon staff and Design Action Team members spent fall 2005 researching Garibaldi economic and employment data, reviewing previous planning efforts, and meeting with community leaders to prepare for an intensive onsite process to:

- Identify community design projects;
- Prepare illustrative design concepts for those projects; and
- Develop an implementation strategy for those projects.

On November 7th and 8th, 2005, the Design Action Team worked intensively with community members to achieve these objectives. Onsite work began November 7th with a walking tour of town led by Mayor Ev Brown and other community members to identify challenges and opportunities for improving the built environment of Garibaldi. The tour included stops at City Hall, Garibaldi Elementary School, the heron rookery site, old pier, existing scenic trail and sandy beach, port facilities, Lumberman's Park, Old Mill Site, and Highway 101, which serves as the town's main street. (See figure C – Existing Conditions) After the tour, community members reviewed and refined draft principles and identified issues to inform the Team's work and enable beneficial community transformation to occur.

City Councilor Terry Kandle discusses trail design issues with Design Action Team member Paddy Tillett.

Participants and team members tour the Garibaldi scenic trail.

Connections Project Principles

The purpose of these principles is to provide a basis on which to build a strategy for holistic physical and economic improvement of the coastal town of Garibaldi, Oregon.

1. Enable evolution

- Strengthen the connections between civic, business and financial resources in and beyond Garibaldi
- Strengthen infrastructure connections throughout the community, including safe and convenient routes for those on foot, bicycle, and in vehicles

2. Cultivate leadership

- Connect civic and business leaders with their peers in other successful communities
- Identify champions for numerous projects, large and small throughout Garibaldi
- Identify a range of opportunities for public involvement

3. Identify realistic markets

- Analyze real estate market options and identify what is achievable
- Focus on promoting businesses that can succeed in Garibaldi

4. Invest in policy

- Reassess the priorities among established policies and invest in their implementation
- Identify important issues on which policy is lacking in the community, write, test, refine and adopt new policy and invest in its implementation

5. Create place

- Identify and strengthen those characteristics of Garibaldi that make it a special and valued place
- Define spaces and places within the community that have the potential to add to the vitality of the place, and design and implement improvements to achieve that potential

6. Establish pulse points

- Identify existing places where businesses and other activities intersect to create a focus of activity and attraction
- Identify a small number of locations in the town where critical investments in real estate and business improvements can show the greatest returns in the near and mid-term

7. Diversify character

- Celebrate the differences in the assets of the community: the harbor, Highway 101, tourists, traditional employment, woodlands, educational opportunities, etc.
- Identify new activities that could complement what already exists in Garibaldi

8. Consolidate successes

- Catalogue and celebrate projects completed in the past decade as a baseline for future accomplishments
- Celebrate the accomplishments of individuals whose efforts benefit the vitality of the community

9. Develop wisely

- Accept only developments that contribute positively to the 'big picture' of the town's future
- Deny expedient investments that would compromise the plan, such as a parking lot that interrupts the continuity of a row of storefronts
- Coordinate investments, such as parking management, where possible

10. Redirect resources

- When public or private investments are proposed that would run counter to the purposes of these principles, redirect those investments so that they become supportive
- Adapt existing facilities and practices so that they are supportive of the emerging successes of the community

Council President Sue McCarthy, Mayor Ev Brown, and 1000 Friends Planner Dan Eisenbeis consult maps of town (above).

Workshop participants discuss development of the Old Mill site with property owner Rob Trost (below).

Landscape architects Anita Van Asperdt and Mike Faha work to develop design concept for the connections project.

Community Workshop

On November 8th, the team worked with community participants to develop an implementation strategy, identify and map design projects, develop illustrative design concepts for those projects, and then refine an implementation strategy.

The process began by establishing an implementation strategy, one in which each decision has a beneficial connection to every other decision. As stated in the introduction, the strategy is about connections – people, places, attitudes, commitments. Community members identified, discussed, and mapped a large number of projects including brainstorming possible funding sources, potential responsible parties, and barriers to success. The team's landscape architects independently identified their assessment of opportunities and possibilities in an effort to provide an alternative set of choices to the community. Further, they sketched some design concepts for their alternatives. The findings of the landscape architects mostly confirmed the thinking of the community group. The various projects were then refined and integrated into an implementation strategy for the Connections Project.

Connections Project Elements

Community participants in the Design Action Team workshop identified a total of 41 projects. Not every participant endorsed each project, but the following list indicates the range of elements that will help the community achieve its goals. See Figure D - Project Elements for a map of those projects in specific locations.

1) **Grange Hall Picnic Area** – The Grange Hall site above Highway 101 (below, white building) should be developed into a picnic area and park. Such development should be phased to include pedestrian access improvements to the site.

2) **Amphitheatre Project** – The vacant lot between the museum and Grange Hall site should be targeted for acquisition and development as a public park. The site slopes up from Highway 101 and adjoins another vacant lot that might also be acquired. These sites could be developed to include an amphitheatre. The amphitheatre could be managed with and jointly share the museum parking. The Native American connection to this land should be honored in any development of the site.

3) **Mural Project** – A mural should be painted on the large blank east wall of the museum facing the vacant lot to complement the picnic area and amphitheatre. The community should hold a design competition to identify the artist best suited to paint this very visible addition.

Greenworks, PC

4) **Miami Cove Shoreline & Water Trail** – A trail along the northern shore of Miami Cove should be developed if it would be permitted alongside the railroad right of way. A destination birding blind (example above) or other feature at the eastern extremity of a trail would be ideal. Development of a pedestrian boardwalk sensitive to the natural function of the estuary (similar to the image below) should also be explored.

Anita Van Asperdt

5) **Nature Park** – Redevelopment of the junk yard is strongly recommended, changing this site into a natural park with a kayak launch to Miami Cove. The City should study changing the zoning of the site to ensure appropriate successor uses to the current auto wrecker. Other viable and acceptable uses should be considered and private redevelopment encouraged that will protect and restore the Cove.

Anita Van Asperdt

The Old Mill peninsula viewed from the northern shore of Miami Cove.

6) **Water Trail Entry Point** – Development by the Old Mill chimney (above), a very visible icon, should be a point of entry to the shoreline trail and the Old Mill development. A train station would be located here. In addition, facilities should be developed for kayak launches and birding to take advantage of the natural attractions of the Miami Cove estuary. The Cove is zoned Estuary Natural, so development of this land should not diminish the natural quality of the site, consistent with the State-wide Planning Goal for estuarine resources.

7) **Viewpoint** – The southern point of the Old Mill peninsula provides unusual viewpoints and should be capitalized upon with publicly accessible development that complements the character of the site.

Miami Cove viewed from the southern point of the Old Mill Peninsula.

8) **Peninsula Development** – The east and south-west edges of the Old Mill peninsula invite a mix of residential and commercial uses. Cars should be kept back from the waterfront. A path network should be incorporated into the perimeter of the peninsula, as well as through the interior of the site. Such paths would encourage pedestrian and cyclist circulation between town, the waterfront, and peninsula development.

Matt Lustig

The beach at southern end of the Old Mill Peninsula.

9) **Additional Marina** – Development of an additional marina on the southwest side of the Old Mill peninsula should be explored to meet market demand for larger vessels as forecast by the Port. This additional boat moorage will complement development of the peninsula. Such development would necessitate location of a new site for dredge material disposal. Also, development of a jetty or steel breakwater to protect the new marina should have minimal impacts on the estuary. Ideally, such a project would improve hydrologic flow of the Miami River into Tillamook Bay or be paired with projects to enhance the natural habitat of the Bay. A strategy to share parking between a new marina and Old Mill development should be explored. In all likelihood, the land would be leased from the Port.

Matt Lustig

Port officials forecast market demand to exceed the capacity of the current marina.

Anita Van Asperdt

Pedestrian saftey improvements along the railroad between 7th and 3rd Streets might be inspired by the scenic trail crossing.

10) **Railroad Crossings** – Current railroad crossings at 7th and 3rd Streets should be improved for pedestrian safety. An additional vehicular and pedestrian crossing should be explored for location east of 3rd Street to serve the Old Mill site, but not serve as a replacement for the 3rd Street crossing. However, a railroad crossing at 2nd as identified in the Garibaldi Transportation System Plan creates dangerously limited sight lines for westbound traffic entering town on Highway 101.

11) **Railroad Pedestrian Barrier** – Pedestrian barriers should be constructed between 3rd and 7th Streets to prevent haphazard crossings of the tracks between main street and the port area. Such a barrier should be a design amenity to neighboring properties and Lumbermen's Park. A barrier should also be phased for construction with pedestrian

Example of a simple pedestrian barrier to improve pedestrian safety.

improvements at the 3rd and 7th Street railroad crossings.

12) **Road Re-Alignment** – At Lumbermen's Park, the Port has discussed straightening American Avenue. However, the re-alignment would destroy Garibaldi's only existing park. Instead, improvement of the road geometry and conditions are recommended. The Park currently serves as a community linchpin and crossroads between the Port, Old Mill redevelopment, and main street. Furthermore, Lumbermen's Park could not retain its inclusion of the railroad if the park were moved to be adjacent to the harbor.

Matt Lustig

The Old Train engine is at the heart of Lumbermen's Park, and the community.

13) **School Creek Restoration** – School Creek once ran through Lumbermen's Park and should be rediscovered and integrated into the park as a wetland.

Anita Van Asperdt

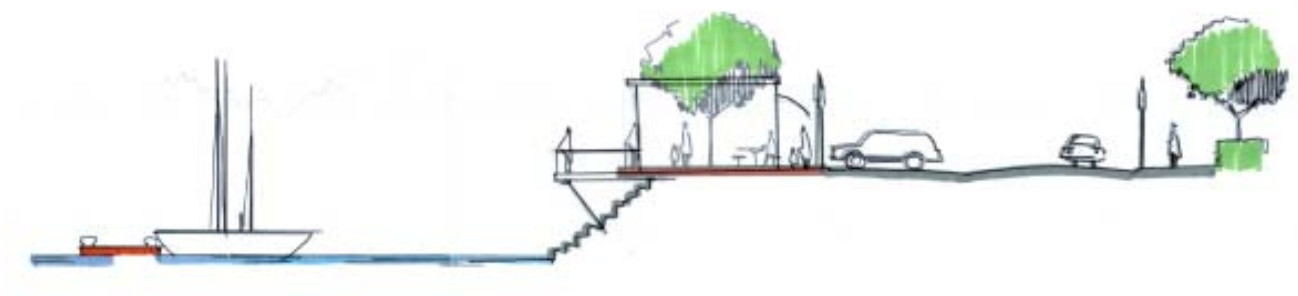
Sidewalk improvements should be made to connect the scenic trail with Lumbermen's Park and beyond.

14) **Sidewalk Improvements** – Commercial Avenue is a prominent link in any future municipal path network, with city sidewalks on each side of the street. The sidewalks should be improved and extended to American Avenue east of Commercial Avenue. Sidewalk improvements should also be made along the harbor at the port parking lot.

Greenworks, PC

This sidewalk near the waterfront in Newport might serve as a model for sidewalk improvements on Commercial Avenue.

A boardwalk might be designed as a cantilevered pedestrian park (as above) or adjacent to small shops and cafes (below).



Design sketches by Anita Van Asperdt

15) **Boardwalk** – Reshape Biak Street to include a lookout across the harbor basin and boardwalk on the water (south) side of the street (See boardwalk concept designs above). At the public boat ramp, acquire the boardwalk to the north and improve the environs for pedestrians. An overlook with benches and coffee shop might occupy what is now the Pier's Inn space.

Mike Faha

The waterfront along Biak Street could be complemented with a boardwalk.

Mike Faha

Matt Lustig

16) **Water Taxis** – Water taxies could be developed to serve the attractions along the waterfront, including Bayocean Spit. This would be a complementary means of transportation and a resource for tourists.

17) **Eco-Tours and Water Trail** – Eco-tours have great potential in this area, using charter boats and kayaks on the bay coupled with shore-based programs. For example, the Tillamook Estuaries Partnership had an inter-tidal tank in their office during summer 2005, which attracted great attention. Development of kayak launches and interpretive signage or maps could also constitute a water trail. Like a land trail, a water trail can address economic and community development, strengthening ties amongst community assets and encouraging investment in new employment and recreational opportunities.

18) **Additional Trail Access Point** – A second access point is needed north of the trailer homes from the port (east) to the existing scenic trail along the sandy beach.

19) **Public Restroom Landscaping** – At the port parking lot, landscape the area around the restrooms.

20) **Trail Entry Development** – Greater visibility of the entry to the trail by the Mariners' Monument is needed and might be accomplished with construction of a gateway or sculpture. A kayak launch point should also be developed here as part of a water trail network.

Greenworks, PC

Inviting development at the port entrance to the scenic trail could draw more visitors. The park pictured is in Corvallis.

21) **Sandy Beach Access** – The sandy beach by the existing trail should be capitalized upon as the only easily accessible sandy beach in the area. The current scenic trail should be improved to include multiple access points to the beach. Artwork interpreting the natural history of the area should also be sited along the trail.

Greenworks, PC

Restored and new interpretive signage along the scenic trail would educate visitors and students.

Anita Van Asperdt

Invasive plants (foreground) should be removed from the sandy beach.

22) **Native Plant Restoration** – Invasive plants should be eradicated and replaced with native species along the scenic sandy beach trail.

23) **Heron Observation Deck** – Current access to the heron rookery is poor and the natural area should be protected so that bird nesting is not disturbed. A heron observation deck could be developed near the sandy beach, with a good view of the flight-path to and from the rookery. Such a facility would complement birding opportunities around Miami Cove. Whether an interpretive center or platform can be developed at the edge of the heron rookery without disturbing the natural function of the area warrants further investigation.

24) **Main Street Trail Access Point** – The current Miller's property should be upgraded as a formal access point to the Sandy Beach Trail and to create a pulse point for private investment.

Matt Lustig

25) **Additional Public Restroom** – A public restroom should be located in either the vicinity of the Miller's property or near the old Coast Guard Pier.

Matt Lustig

26) **Pier's End Kayak Launch** – By Pier's End, people bring kayaks that roll on wheels from the parking lot – but the climb down over the rocks to the water is dangerous. Clammers also use this route from the parking lot. A formal kayak launch point should be located on the east side of the pier to improve safety.

Anita Van Asperdt

27) **Gondola** – A gondola could connect Bay Lane to a trail above the big 'G' sign on the hill above town.

Matt Lustig

28) **Historic Coast Guard Station Access** – Sidewalks should be improved from Highway 101 to provide access to the vicinity of the historic Coast Guard station. Though not open to the public, the facility is one of Garibaldi's finest historic buildings and could attract walking tourists if made more accessible.

Matt Lustig

29) **Johnson Creek Path Segment** – Consider using Johnson Creek as an attraction for pedestrian improvements along 9th Street, perhaps as a connector to an eventual interpretive center at the heron rookery.

30) **Reservoir Park** – Explore development of a five-acre parcel below the reservoir at the end of 3rd Street into a park. A smaller parcel near the reservoir could also be used as a new reservoir or as public open space.

This sidewalk bulb-out in Wheeler narrows the Highway 101 crossing.

31) **School Route Safety Improvements** – Improve the streetscape to include sidewalk bulb-outs at crosswalks along Sixth Street from the elementary school to Highway 101, which is a popular walking route for students. The City Hall wall on 6th Street could be painted, provided with benches, and otherwise improved. There are vacant lots along this route on which investment might be stimulated.

32) **Transit Stop Improvements** – The property at the southwest corner of 6th Street at Highway 101, the site of a current bus stop, belongs to the City. This property should be improved as a public open space and transit stop.

Matt Lustig

A park near the reservoir could offer spectacular views.

33) **Parking Lot Redevelopment** – The Welch property, located on the south side of Highway 101 west of 3rd Street, has been proposed for acquisition by the city. This would be a short- to mid-term use. This central frontage of Garibaldi's main commercial street should be restored with active uses as soon as possible, retaining public parking behind it.

34) **Main Street Utilities** – The overhead utilities along Highway 101 should be placed underground. Appropriately designed streetlights should replace the existing lights. This should be done only as part of a comprehensive streetscape improvement project.

Anita Van Asperdt

35) **Traffic Calming** – Traffic calming measures should be implemented on Highway 101 between 3rd and 10th Streets, although full streetscape improvements might be limited to the road between 3rd and 7th Streets. The current right-of-way should in most places accommodate a single lane of through traffic in each direction, parallel parking on each side of the street, 10' wide sidewalks, and bulb-outs at intersections. 12' wide sidewalks would be preferable and should be developed in areas where allowed by building setbacks.

The ODOT Special Transportation Area designation of Highway 101 in Garibaldi favors reducing posted speeds to 25 mph. Narrowing the width of Highway 101 and at each end of the downtown core would most effectively reduce traffic speeds. A zoning overlay should be created to require a minimum of two-story facades in new construction along main street would also help reduce traffic speeds and strengthen the town center.

Anita Van Asperdt

Pedestrian crosswalk bulb-outs are currently planned along Highway 101 at 4th and 5th Streets only. As every intersection is a legal crosswalk, each is a candidate for a bulb-out and should be lit for pedestrian safety. The crosswalk at 6th Street should be upgraded to include bulb-outs to accommodate pedestrians traveling to and from the pharmacy and Post Office.

Greenworks, PC

36) **Gateway Signs** – Gateway signs to town have previously been discussed in the community as a way to strengthen the sense of place and demonstrate civic pride. There is a vacant site at 11th Street on Highway 101 that would make a good eastbound gateway sign location. This is also adjacent to the Highway 101 crossing to the sandy beach for the neighborhood. A westbound sign should be located east of the highway bend at the grange hall site, in view of the old smokestack.

Projects in Non-Specific Locations

37) **Forestland Conservation Easements** – Conservation easements can be used to create tax shelters on developable property with elements of extraordinary environmental quality. The Green Diamond timberland holdings on the hills north of Garibaldi should be targeted for voluntary conservation easements.

Mike Faha

38) **Community Amenity Brochure** – A map should be developed that describes community attractions, many of which are now hidden from visitors to town. The brochure can be made available in area businesses and public buildings. A sub-regional map of attractions in Garibaldi and other communities would offer wider distribution.

39) **Promotional Campaign** – Advertising Garibaldi as a destination for fundraising runs or other events would bring more people to town and strengthen support for a path system.

Greenworks, PC

40) **Path Network Amenities** – Throughout the trail system, introduce amenities such as benches, interpretive signage, and historically relevant sculpted figures. Err on the side of generosity in choosing the width of trail paving; paths should be 10-12 feet wide where possible.

Greenworks, PC

Anita Van Asperdt

Markers, rather than simple signage, provide an artistic touch as well as directions.

41) **Residential Street Grid Improvements** – Repairs to the grid system north of Highway 101 are already planned. Routes through the district could be distinguished by common sidewalk improvements and way markers. Markers could use imagery taken from nearby destinations, such as the heron rookery, the bay, the Old Mill. Markers or common design elements would strengthen the sense of sidewalks and paths as being part of a system. Various routes through town could be indicated by distinct imagery.

Connections Project Implementation Strategy

Coastal Strategic Alliance

- Form a regional alliance with neighboring communities and brand for marketing, economic development, and to more effectively attract grant funding and investment;
- Consider the 'well kept secret' of Garibaldi as part of a relatively unknown part of the coast; and
- A Twin Rocks—Garibaldi—Bay City alliance would be most likely, but Rockaway, Tillamook, Wheeler, or other communities could also be viable partners.

The formation of a regional alliance may grow out of established relationships. The Port of Garibaldi owns or leases land as far south as the oyster plant in Bay City. Garibaldi officials have had conversations with Bay City and Rockaway about water supply. The Tillamook Estuaries Partnership, a non-profit that received state and federal funding, covers a larger area. Through an alliance of common interest, combining the strengths, attractions, leadership and citizen talents and support, the combination of towns can better expect to establish a marketing and economic development strategy and make a stronger appeal for state and federal funds to assist implementation. The Connections Project can be extended from Garibaldi to these other communities.

Garibaldi Community Alliance for the Connections Project

Form broad community partnerships to increase the likelihood of implementation. Local partners may include:

- City of Garibaldi
- Port of Garibaldi
- Tillamook Estuaries Partnership
- Old Mill Investment, LLC
- Lions Club
- School children, teachers, and parents (e.g. local Parent Teacher Association)
- Other civic organizations
- Other businesses
- Coast Guard

The Connections Project depends upon local leadership and cooperation for success. If organizations with staffs can take on elements of the project or segments of a trail, then the larger project can get done. *Local leadership is essential to organize, sustain momentum, access funding, and ensure successful implementation of the Connections Project.*

Community members may want to consider forming a new nonprofit organization specifically to coordinate and pursue work on the Project. Such an approach, with a "Garibaldi Connections" 501(c)(3) corporation, would allow people to make tax-deductible contributions to support the effort and ensure the Connections Project does not fall by the wayside. Such a coordinating organization must be steered by a range of community interest rather than controlled by a single entity, because the latter could jeopardize its continuing ability to function. Ideally, this organization is not operated by the city, but rather, by the private sector in partnership with the city.

Refinement of the Connections Project Principles

The ten strategic principles contained in this report guided the work of the Design Action Team and will enable beneficial transformation of the Garibaldi community to occur. Each of these principles should be reviewed and developed by community alliance partners to include objectives, projects, and examples relevant to Garibaldi. The ten principles should be the guiding basis for all work related to the Connections Project, by each of the partners or a new coordinating organization.

Connections Project as a Sum of Many Parts

The Connections Project should not be considered as a single path or project, but rather comprised of many projects ranging in scope and location. The Project elements together:

- Unify parts of the town
- Possess multiple personalities
- Create pulse points or nodes for investment opportunity

As stated, the linkages formed by the Connections Project elements are both literal and allegorical. The characteristics of the trail will change along its length, influencing and being influenced by features along the way. It is important that the trail project be made up of a number of separate but coordinated projects that are not mutually dependent. The failure or delay of one project cannot be permitted to inhibit others. At no time should the implementation of the Connections Project ever become vulnerable to the failure or delay of one of its parts.

Strategy for Each Identified Project Element

Develop a chart or checklist for each project that indicates:

- A description of what and where it is
- The estimated cost
- Responsible party or parties for implementation
- Priority ranking (relative to other projects)
- Funding sources (both possible and secured)
- Barriers to success
- Timeline for completion

Public Involvement

As various community partners take responsibility for distinct elements of the Connections Project, they should develop a range of opportunities for citizen involvement. Opportunities could range from a family-oriented Tillamook Bay clean-up operation hosted by SOLV to a work party to construct a kayak launch to the Bay. Familiar landmarks such as the Coast Guard Maritime Memorial, Lumberman's Park, or the Old Mill smokestack would serve as good rallying points for such work parties. Other opportunities for citizen involvement may include opportunities to contribute to a sidewalk improvement design charrette (perhaps hosted by the elementary school and involving students), write grant proposals, or advocate before public bodies and commissions for funding of Connections Project elements.

A Sense of Urgency

As evidenced in the community workshop, citizen enthusiasm is high for the Connections Project! That energy should not be lost – the sooner the community puts the plan into action, the more likely it is to succeed in implementation. Partners should identify not less than 10 projects for 2006 with sponsors and supporters. It is important that the City and Port not take on the lion's share of the projects. The city and property owners should continue to work closely in developing the Old Mill site. Each community leader who believes in and loves Garibaldi needs to be a part of the Connections Project in order for it to be successful.

Community members should not overly depend on the City for this to happen. Garibaldi has a limited tax base and a small staff. Community members should look to combine forces wherever possible. Establish joint ventures with organizations and agencies such as the Tillamook Estuaries Partnership, Oregon Department of Transportation, SOLV, etc. The Garibaldi City Council and Port should adopt this report in the form of a Resolution of Intent to give it official legitimacy. Then, each project requiring an action by the City Council or Port Commission can be addressed on a case-by-case basis.

A Sense of Pride

Involve the local and regional media as partners to boost civic pride and attract investment. Document and catalogue Garibaldi's successes. The Connections Project will gain momentum as local partners build an array of success stories, and share them through media attention and a website or brochure.

This Connections Project report shows that there are a great many opportunities that can be realized in the short term to benefit Garibaldi. It is up to the citizens of Garibaldi to weave the elements of the past into a story for a thriving future.

Connections Project Implementation Resources

In addition to resources within the community, the City of Garibaldi, Economic Development Council of Tillamook County, Port of Garibaldi, and other partners may find the following resources instrumental in successfully implementing the Connections Project:

Bicycle and Pedestrian Grants Program | Oregon Department of Transportation

Competitive grants awarded once every two years for on-street pedestrian and bicycle facilities, including sidewalks, curb extensions, and restriping streets for bike lanes. Awards range from $50,000-$500,000 and do not require local matching funding, though a local match strengthens a proposal. A notification letter for the next round of funding will be sent to all cities and counties in April 2006.

Learn more:

- http://www.oregon.gov/ODOT/HWY/BIKEPED/grants.shtml
- Michael Ronkin, Bicycle and Pedestrian Program Manager, (503) 986-3555, michael.p.ronkin@state.or.us

Department of Landscape Architecture | University of Oregon

On a case-by-case basis, student working on independent projects and professors leading design studios are sometimes interested in working on "real world" projects in need of design assistance. In Tillamook County, the Hoquarton Slough trail project benefited from such an arrangement.

Contact: Anita Van Asperdt, Landscape Architect, (541) 434-2458

Local Government Grants | Oregon Parks and Recreation Department

Provides funding assistance for land acquisition and development in support of public outdoor park and recreation areas.

- Grants are awarded once every two years; *the next grant application deadline is April 14, 2006*
- Grant awards are for up to $50,000 for small projects and up to $500,000 for large projects
- Grant awards are for up to 60% of total project costs for communities of less than 5,000 people

Learn more:

- http://www.oregon.gov/OPRD/GRANTS/local.shtml
- Michele Scalise, Grants/Contracts Coordinator, (503) 986-0708, michele.scalise@state.or.us

National Scenic Byways Program | Federal Highway Administration and Oregon Department of Transportation

A program for reimbursement of funds spent on projects along designated scenic byways, such as Highway 101. This program may be helpful for efforts to connect Garibaldi with nearby communities via a trail in an expanded Connections Project. Funds for repayment are typically available on a yearly basis, though the application process is technically demanding.

- Both a State & Federal application is required
- Signed endorsement from Carole Richardson, Area 1 Manager is required
- Environmental Part III document will be required for any construction projects, and
- Projects must have a 20 percent local match

Learn more:

- http://www.bywaysonline.org/grants/
- Pat Moran, ODOT Scenic Byways Grant Program Manager, at (503) 986-4261

Oregon Trails 2005-2014: Water Trails Plan | Oregon Parks and Recreation Department

The State of Oregon has recently adopted a Water Trails plan (http://egov.oregon.gov/OPRD/PLANS/docs/trails/Water.pdf). The plan makes clear that water trails will become beneficial for the State of Oregon as several communities are trying to find new recreational opportunities to diversity their economic base. One of the goals of Oregon's Water Trail plan is to make funding available during 2005-2014 for the implementation of water trails.

Oregon Transportation Infrastructure Bank | Oregon Department of Transportation

A revolving loan fund for innovative financing of transportation projects.

Learn more:

- http://www.oregon.gov/ODOT/HWY/LGS/funding.shtml

RARE | Resource Assistance for Rural Environments

A program to place graduate-level students in rural communities to assist with economic development and environmental protection efforts. Host organizations must provide $17,000 match in exchange for:

- A student who will provide community service full-time for 11 months (1,700 hours);
- Support services from a team of six planning/policy analysts; and
- Regular community site visits and evaluation by RARE staff.

Community Pre-Applications due April 15, 2005.

Learn more at:

- http://darkwing.uoregon.edu/%7Erare/community/community_what/community_what.htm

Recreation Trail Grants | Oregon Parks and Recreation Department

Program to fund recreational trails including construction, maintenance or restoration of trails, development of trailhead facilities, or acquisition of easements and fee simple titles to property.

- Grants are awarded once each year
- Grant awards are for $5,000-$150,000 and require a 20% match
- Projects must be completed within two years grant authorization

Learn more at:

- http://www.oregon.gov/OPRD/GRANTS/trails.shtml
- Michele Scalise, Grants/Contracts Coordinator, (503) 986-0708, michele.scalise@state.or.us

Rivers, Trails, and Conservation Assistance Program | National Park Service

Technical assistance grant available to community partners to help them protect important natural resources or enhance outdoor recreation opportunities.

- Preference is given to projects that provide "physical connections among resources"
- Assistance is for one year, but may be renewed for a second year

Learn more at:

- http://www.nps.gov/ncrc/programs/rtca/contactus/cu_apply.html

Safe Routes to School Program | Oregon Department of Transportation and Bicycle Transportation Alliance

Recent federal and state legislation will enable grants to fund projects to encourage students to walk and bicycle to school. Projects eligible for funding include those within two miles of schools, such as:

- Sidewalk, street crossing or traffic calming improvements
- Bicycle facilities
- Non-infrastructure projects such as education campaigns and traffic enforcement

Approximately $3.7 million will be available in 2006-2010 for the Oregon grant program, which has yet to be worked out by state administrative rule. Communities are required to create a "Safe Routes to School Plan" to be eligible to receive projects for specific projects. The Bicycle Transportation Alliance (BTA) also provides technical assistance and advice to communities.

Learn more:

Oregon Department of Transportation:

- http://www.oregon.gov/ODOT/TS/saferoutes.shtml
- Julie Yip, Safe Routes to School Program Manager, (503) 986-4196, julie.a.yip@state.or.us

Walk+Bike:

- http://www.walknbike.org/

Bicycle Transportation Alliance:

- http://www.bta4bikes.org/at_work/saferoutesadvice.php
- Robert Ping, Safe Routes to School Program Director, (866) 452-8300 or (503) 226-0676 x18, robert@bta4bikes.org

Small Scale Construction and Acquisition Grant (306A) Program | Oregon Coastal Management Program

Competitive grant program to develop waterfronts, preserve or restore natural, scenic, or historic sites, and improve recreational access to coastal waterfront areas.

- Projects can generally be completed in twelve to eighteen months
- Grants are up to $50,000 and require full match from other source
- Cities and port districts (as well as counties and state agencies) are eligible to apply
- Applications for project this year are due February 17, 2006

Learn more:

- http://www.oregon.gov/LCD/OCMP/Grant_Intro.shtml#Small_Scale_Construction_or_Acquisition_Grants__306A_
- Laren Woolley, North Coast Field Representative, (541) 563-3745, laren.woolley@state.or.us

Special City Allotment | Oregon Department of Transportation

Cities with populations under 5,000 are eligible for grants up to $50,000 (including $25,000 up front) from state gas tax revenues for local street improvements

Learn more:

- http://www.oregon.gov/ODOT/HWY/LGS/funding.shtml

Transportation Enhancement Program | Oregon Department of Transportation

Program to enhance the environmental, aesthetic, or cultural value of transportation systems. Eligible projects include pedestrian and bicycle facilities, streetscape improvements, pedestrian and bicycle safety education, acquisition of scenic or historic sites, or landscaping.

- Grants are awarded once every two years
- Grant awards are a minimum of $200,000 and require10.27% local match

Learn more:

- http://www.oregon.gov/LCD/TGM/grants.shtml
- Patricia Fisher, Oregon Transportation Enhancement Program Manager, (503) 986-3528, patricia.r.fisher@odot.state.or.us

Transportation & Growth Management Program | Oregon Department of Transportation

Program to award planning grants to expand transportation choices for people. Eligible projects can includes new or updated plans for main street or downtown pedestrian-friendliness, bicycle and pedestrian improvements, transit access, or zoning code ordinance amendments to facilitate compact development.

- Grants are awarded once every two years
- Grant awards require 11% local match (though exceptions are possible for economically distressed communities)

Contact: Cindy Lesmeister at (503) 986-4349, Cindy.L.Lesmeister@odot.state.or.us

This page left intentionally blank.

OREGON COASTAL FUTURES PROJECT

Design Action Team Project Selection Criteria

Development projects in town or rural settings are eligible for conceptual design support from the Oregon Coastal Futures Project. Design Action Teams will partner with local sponsors on one project each on the north, mid-, and south coasts, respectively. Project nomination and preliminary application forms are available online or at the address below. A project selection committee will evaluate proposals and give preference to projects that:

1) Strengthen Identity of Place

The project strengthens the identity of the place as a home for residents and a destination for visitors. The project strengthens the sense of place through quality design complementary to its surroundings.

2a) Contribute to Compact Form and Integrate with Quality Human-Scale Elements

(for town projects only)

The project incorporates quality human-scale detail and contributes to the concentration of activities and success of pedestrian-friendly districts, such as main street or downtown. The project makes efficient use of land, contributes to the life of the streetscape, and has good potential to spur other development.

2b) Contribute to Rural Character and/or Scenic Resource Preservation

(for rural projects only)

The project contributes to the quality of rural life and the preservation of farm and forest lands or scenic and natural areas.

3) Provide Transportation Choices

The project improves transportation choices, such as by improving a streetscape or other facilities for pedestrians, cyclists, or transit, improving street or trail network connectivity, or improving connections between housing, employment, and other services (parks, schools etc.).

4) Provide Housing Choices for People of all Income Levels and Life Stages

The project incorporates a range of integrated housing types and/or affordable housing that integrates well into the existing community. Quality designed housing projects that allow members of the community to continue to live locally throughout all life stages (i.e. entry level worker, student, young professional, head of household, retired, elderly) are encouraged.

over, please

To support or learn more about this project, please contact us:
Design Action Team, 1000 Friends of Oregon, 534 SW Third Ave. #300, Portland, OR, 97204
www.coastalfutures.org | (503) 497-1000 | design@coastalfutures.org

The Oregon Coastal Futures Project receives generous support from:
Meyer Memorial Trust • Rose E. Tucker Charitable Trust •
Collins Foundation • Over the River and Through the Woods Fund of the Oregon Community Foundation • Goodman Foundation

1000 FRIENDS OF OREGON

OREGON COASTAL FUTURES PROJECT

Design Action Team Project Selection Criteria

page two

5) *Design for Sustainability*

The project is compatible with community environmental concerns, promotes energy efficiency, and integrates well with surrounding ecosystems, and scenic and natural resources. The project makes use of quality lasting materials that are environmentally sound, involves local labor and the re-use of existing sites and buildings.

6) *Represent a Model for Oregon Coastal Communities*

The project represents an innovative or cutting edge design and development approach combining two or more of the above criteria. The project has potential to act as a catalyst for other quality design and development projects.

7) *Are Replicable in Other Coastal Communities*

The project can be replicated in other communities and is likely to set a positive example for quality design and development on the Oregon coast.

8) *Benefit from Design Action Teams Services*

The project will substantially benefit from conceptual design services provided by the Design Action Team and is likely to incorporate design recommendations into final project designs.

9) *Have a Strong Likelihood of Implementation*

The project has a strong likelihood of implementation demonstrated by factors such as: key leadership are in place, demonstrated community and government support exists, funding is available or likely to be available, developers have indicated interest, and there is other investment potential in the immediate area. The project has matching funds or in-kind contributions available to support design work.

Some project examples (for illustrative purposes only—applications are not limited to these specific projects) might include:

- An historic rehabilitation that incorporates best sustainable practices
- Pedestrian-friendly streetscape plan
- Design for preservation of a scenic area
- Model rural homestead design
- Mixed-use development that incorporates affordable housing
- Cultural center that provides indoor and outdoor educational opportunities
- Waterfront development that addresses environmental needs
- Infill development project that is designed to revitalize the surrounding area
- Town entrance/gateway, public plaza, promenade/trail, or other civic space
- Transportation design to improve street connectivity or reduce conflicts between Highway 101 and Main Street
- Downtown façade design and improvement plan
- A theater or civic center compatible with the local business district

OREGON COASTAL FUTURES PROJECT