Welcome and Introductions
Project Partners, County staff and the consultant team convened at Pacific City Bible Church and introduced themselves. Several other members of the community were participated in the meeting. Rachel Hagerty, County project manager, gave a brief overview of the project. While the study area for this project consists of eight (8) publicly-owned parcels across Pacific City, the Cape Kiwanda parking lot is the main factor driving the need for a Master Plan. Cape Kiwanda has become one of the County’s most popular tourist destinations and has become the source of a number of issues including parking, traffic, public safety and solid waste. The purpose of this project is to prepare a Master Plan for Tourism-Related Facilities to address these and other negative impacts on the infrastructure, natural areas and neighboring communities.

Site Tour and Existing Conditions
Meeting participants visited several sites in the study area then returned to the church to discuss the issues in greater depth. A map of the study area is attached.

Pacific City Turn Around Parking Lot (#1)
This parcel is located at the south end of the study area and at the west end of the bridge over the Big Nestucca River. The parcel is used as a 50-75 space parking lot for access to the beach, but the number of spaces is limited by accumulations of sand. Tillamook Lightwave (TLW) owns a vault buried beneath the parking lot that serves as a landing point for transoceanic fiber optic cable. The parcel is managed by the Tillamook County Parks Department, but the department has struggled to keep the parking lot free of sand. The Parks Department has had discussions about leasing the parcel to TLW who would assume responsibility for maintenance. The cost to maintain the parking lot is about $1,000 per month. The Pacific City Chamber of Commerce has occasionally paid for portable toilets on-site. The site has access to water, but sewer pipes do not extend to the site. This is one of three sites with beach access for vehicles, which creates a safety concern as vehicles drive blindly over the top of the dune. Signs may be needed to alert pedestrians and drivers of the danger. Some people have suggested leveling the dune. County code allows dune grading to the base foot elevation plus four feet with a permit in 500 foot sections. Several participants also mentioned traffic safety concerns at the bridge intersection and with pedestrians crossing the north side of the bridge.

TLW Parcel (#4)
This 4.5-acre site is located on the east side of Cape Kiwanda Drive just south of the Cape Kiwanda RV Park. The site is owned by TLW and has agreed to lease 2.3 acres of the parcel to the community. The Nestucca Valley Community Alliance has prepared a master plan for the
site includes 66 parking spaces (no campers), a covered playground, skate park and interpretive center. A left turn lane and right deceleration lane on Cape Kiwanda Drive may be required. A smaller portion of the parcel is planned for lease to the fire district for a building to house water rescue craft. The parcel also will be used to provide access to planned trails on the adjacent Bureau of Land Management parcel (#4). Participants also suggested this parcel could help provide pedestrian access parallel to Cape Kiwanda Drive.

**Cape Kiwanda Parking Lot (#5)**
The two acre parcel is managed by Tillamook County Parks Department and used for parking, beach access (public and dory fleet) and the site of major events. The parking lot regularly exceeds its capacity causing traffic issues and forcing people to park on the beach or neighborhood streets. Chronic sand accumulation, outdated public restrooms and garbage generated by users are additional problems at the site. The most important concern is public safety as conflicts regularly occur between vehicles, pedestrians, surfers and the dory fleet. Overcrowded conditions make emergency vehicle access a challenge. The parking lot is adjacent to Pelican Pub & Brewery and parking lot.

Tillamook County Public Works has hired a consultant to construct a new two-lane boat ramp to be completed by spring break 2016. The reconfigured ramp will help alleviate some traffic issues to and from the beach. Concrete planks are installed and removed each year to extend the boat ramp, reducing the number of vehicles getting stuck on the beach. These measures help, but will not alleviate all of the issues on the beach. At peak times, visitors often park in areas designated for the dory fleet. Conflicts between vehicles and beach users also are frequent as vehicles speed up to get through deep sand. Conflicts between surfers and dory boats are another concern.

Meeting participants discussed the possibility of charging a fee to park in the lot and using on-street parking meters to mitigate parking pressures on local streets. Another option could be reserving local streets for residential parking only. Some also suggested encouraging Oregon Parks and Recreation Department to charge a fee to drive/park or access the beach. Participants also suggested electronic signs to direct visitors to available parking lots and a Pacific City smart phone app to do the same.

**Webb Park (#6)**
Many people recommend moving Webb Park further to the northwest, but still on County property, to make room for a new parking lot. County Parks staff are not opposed to this idea, but note that funds will be needed to move the park. Some nearby residents have expressed concern about security and noise if the park is moved.

**Pacific City Boat Launch**
While not in the preliminary study area, several participants mentioned the Pacific City Boat Launch as an opportunity for additional parking. The lot is located on the west side of the Nestucca River off Sunset Avenue. It has 150 parking spaces and a restroom. Participants say
the lot rarely fills up and is well suited for large vehicles. Bob Straub State Park also was mentioned, although there are not as many parking stalls there

Cape Kiwanda Drive
Safety is a concern where pedestrians cross Cape Kiwanda Drive between the County or Pelican parking lots and Cape Kiwanda Inn. Vehicles frequently travel above posted speed limits and pedestrians cross at various locations, ignoring the crosswalks. County Public Works has installed speed humps and pedestrian beacons, but some feel these measures are insufficient. Cape Kiwanda Inn plans to install a rope railing to prevent pedestrians from crossing the street mid-block. Several meeting participants recommend constructing a pedestrian under or overpass. The group also discussed widening Cape Kiwanda Drive, especially near the TLW lot to provide a left turn lane and right deceleration lane. Public right-of-way varies across the extent of Cape Kiwanda Drive.

Bureau of Land Management (#3) and US Forest Service (#8)
- BLM RPP lease 75 acre BLM parcel, community and TLT
- USFS doesn’t develop trails without partners
- USFS land swaps

Community Engagement Process
The Steering Committee reviewed the draft Community Engagement Plan. The Plan calls for six Steering Committee meetings, two Community Advisory Committee meetings and three Community Meetings. Project staff will use several tools, including a project website, to communicate with stakeholders. The project will last approximately one year. Steering Committee members are encouraged to contact Rachel Hagerty with suggestions for additional outreach methods and opportunities.

Wrap Up and Next Steps
The consultant team is drafting an Existing and Planned Conditions Report derived from existing documents and information gathered at this kickoff meeting. The draft report will be available in early January at which time the Steering Committee will meet again and the Community Advisory Committee will hold its first meeting. The first Community Meeting will take place in February.
Cape Kiwanda Master Plan for Tourism Facilities

Steering Committee Meeting #2
January 12, 2016, 2:00 – 3:30 pm
Pelican Pub & Brewery
33180 Cape Kiwanda Drive, Pacific City

SUMMARY

Existing and Planned Conditions
Rachel Hagerty of Tillamook County welcomed Steering Committee members and thanked them for their participation. Steve Faust of Cogan Owens Greene, project manager for the consultant team, presented key elements of the Existing and Planned Conditions Report. The purpose of the report is to inventory existing and planned tourism facilities, and identify issues and opportunities to address those issues. Steve explained that the study area consists of eight publicly-owned parcels (see attached map): 1) Turnaround parking lot, 2) Pacific City Joint Water-Sanitary Authority parcel, 3) Bureau of Land Management, 4) Tillamook Lightwave, 5) Cape Kiwanda parking lot, 6) Webb Park, 7) County tract, 8) US Forest Service. Two additional lots were added during the site visit: Pacific City Boat Launch and Bob Straub State Park.

Steve presented the issues and opportunities the consultant team identified through research, stakeholder interviews, site tour and first Steering Committee meeting:

<table>
<thead>
<tr>
<th>ISSUES</th>
<th>OPPORTUNITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Circulation</td>
<td></td>
</tr>
<tr>
<td>• Congested during summer months; most so at Cape Kiwanda parking lot</td>
<td>• “Backage” road</td>
</tr>
<tr>
<td>• Circulation in adjacent residential areas (Shore Drive, Pine Street)</td>
<td>• Gateway treatments and pedestrian crossings</td>
</tr>
<tr>
<td>• Speeding vehicles</td>
<td>• Roped pedestrian guides</td>
</tr>
<tr>
<td>• Pedestrian safety at Cape Kiwanda Drive</td>
<td>• Under/overpass</td>
</tr>
<tr>
<td>• Traffic control at Pacific Avenue and Cape Kiwanda Drive</td>
<td>• Pedestrian and bicycle facilities</td>
</tr>
<tr>
<td></td>
<td>• Intersection improvements – signage and striping</td>
</tr>
<tr>
<td>Parking</td>
<td></td>
</tr>
<tr>
<td>• Inconsistent quality and availability</td>
<td>• Parking management plan</td>
</tr>
<tr>
<td>• Sand accumulation and undefined parking stalls</td>
<td>• Shuttle to area parking lots</td>
</tr>
<tr>
<td>• Signage and wayfinding</td>
<td>• Relocate Webb Park</td>
</tr>
<tr>
<td>• Conflicts on local streets: narrow roads, blocked driveways</td>
<td>• Parking restrictions on local streets</td>
</tr>
<tr>
<td></td>
<td>• Pay to park</td>
</tr>
<tr>
<td></td>
<td>• Wayfinding and messaging program</td>
</tr>
<tr>
<td></td>
<td>• Sand management plan; native plantings</td>
</tr>
<tr>
<td>Beach Safety</td>
<td>Facilities and Infrastructure</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------</td>
</tr>
<tr>
<td>• Surfers, dory boats, beachgoers at surf</td>
<td>• Restroom maintenance</td>
</tr>
<tr>
<td>• Surfers, dory boats, beachgoer vehicles in sand</td>
<td>• New restroom facilities</td>
</tr>
<tr>
<td>• Emergency access</td>
<td>• Webb Park restrooms</td>
</tr>
<tr>
<td>• Hungry Harbor Road – high speeds, lack of pedestrian access</td>
<td>• Temporary or permanent restrooms at Turnaround</td>
</tr>
<tr>
<td>• Cape Kiwanda parking lot</td>
<td>• Encourage beachgoers to pack out garbage; work with OPRD</td>
</tr>
<tr>
<td>• Dune at Turnaround</td>
<td></td>
</tr>
<tr>
<td>• Education materials at surf shop</td>
<td></td>
</tr>
<tr>
<td>• Enforcement</td>
<td></td>
</tr>
<tr>
<td>• Planned road improvements</td>
<td></td>
</tr>
<tr>
<td>• Post and cable pedestrian safety zone, signs</td>
<td></td>
</tr>
<tr>
<td>• Rollable/segmented surfaces</td>
<td></td>
</tr>
<tr>
<td>• Turnaround – dune grading, signage</td>
<td></td>
</tr>
</tbody>
</table>

**Opportunities Discussion**

Following the presentation, Steering Committee members participated in several table discussions then reported the results of those discussions back to the full group. The following is a summary of those reports:

**Circulation**
- Congestions is a symptom of parking issues
- Pedestrian walkways should be wide, well-defined and logical
- Improve bike circulation
- Traffic circles and a parallel road
- Pedestrian beacons are not working; reassess that approach
- Only market Pacific City for off-season and shoulder seasons

**Parking**
- 66 new spaces at new park by May 15th
- Pay to park? If so, how much and how is the fee collected?
- Work with Tillamook Transit District (WAVE) to operate shuttle; at least seasonal; could serve Cloverdale, Woods, Pacific City and Tierra Del Mar
- How much parking does the community want? Enough to replace on-street and illegal parking, but no parking structures
- Do not allow parking on residential streets
- Beach is closed 3-4 times per year due to number of cars and rising tide
- Divert people to beach at Tierra Del Mar
- Incorporation would be a source of City revenue
- Better wayfinding signage; electronic
- Make needed improvements at Turnaround lot
- Move Webb Park; explore underpass at Cape Kiwanda Drive

**Beach Safety**
- Institute a pedestrian safety zone from Hungry Harbor Road to the Cape
- Use post and cables and/or signs to delineate dory landing area
- Need staff to enforce parking restrictions
- Legislative action needed for additional Oregon Parks and Recreation Department funding; starts with letter from County or local jurisdiction
- Separate pedestrian walkway and roadway with curbs or cables
- Enhance pedestrian access to staircase and sidewalk

**Facilities and Infrastructure**
- Increase frequency of garbage pickup at Cape Kiwanda parking lot and other areas
- Kiosk with information and signage
- Need more restrooms in core area; at new park
- Planned wastewater upgrade in August 2018
- Approximately $24,000 per new restroom hookup
- Streamline dune grading ordinance

**Wrap Up and Next Steps**
The Community Advisory Committee meets later this afternoon. Comments from both meetings will be used to prepare for the first of three Community Meetings on Thursday, February 4th. Following the Community Meeting, the consultant team will assess existing and needed facilities. The Steering Committee will meet sometime in March to review and comment on the assessment of existing and needed facilities.
CAPE KIWANDA MASTER PLAN
FOR TOURISM-RELATED FACILITIES

PUBLIC OWNERSHIP SUMMARY

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Exhibit</th>
<th>Owner</th>
<th>Acreage</th>
<th>Taxlot</th>
</tr>
</thead>
<tbody>
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<td>1</td>
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<td>Tillamook County</td>
<td>1.86</td>
<td>4511 25AA 500</td>
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<tr>
<td>2</td>
<td>C</td>
<td>Pacific City Joint Water &amp; Sanitary Authority</td>
<td>3.21</td>
<td>4510 19 301</td>
</tr>
<tr>
<td>3</td>
<td>C</td>
<td>Bureau of Land Management</td>
<td>75.50</td>
<td>4510 19 300</td>
</tr>
<tr>
<td>4</td>
<td>D &amp; G</td>
<td>Tillamook Lighthouse</td>
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<tr>
<td>5</td>
<td>D</td>
<td>Tillamook County</td>
<td>2.00</td>
<td>4511 24AA 1600</td>
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<tr>
<td>6</td>
<td>D</td>
<td>Tillamook County</td>
<td>2.10</td>
<td>4511 24AA 400</td>
</tr>
<tr>
<td>7</td>
<td>E &amp; H</td>
<td>Tillamook County</td>
<td>33.20</td>
<td>4511 130 100</td>
</tr>
<tr>
<td>8</td>
<td>F</td>
<td>US Forest Service</td>
<td>161.44</td>
<td>4510 18 600</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>283.87</strong></td>
<td></td>
</tr>
</tbody>
</table>
SUMMARY

Welcome and Introductions
Rachel Hagerty welcomed Steering Committee members to the meeting and thanked them for their continued participation. Following introductions, Commissioner Tim Josi gave an update on the safety issue at the Cape. Senator Roblan, Commissioner Josi, Sherriff Andy Long, Fire Chief Kris Weiland, a representative from the the Oregon Parks and Recreation Department and others walked the Cape to assess the dangers and potential solutions. Commissioner Josi is forming a small task force which continue that work in the coming months. Steve Faust thanked Commissioner Josi and added that the results of the task force process would be incorporated into the Cape Kiwanda Master Plan for Tourism-Related Facilities.

Needed Facilities and Feasibility
Steve reported that in addition to assessing the issues at Cape Kiwanda, the consultant team also compiled a table of concepts to address those issues. These concepts were gathered through stakeholder interviews, the two Steering Committee meetings, one Community Advisory Committee meeting, and the public meeting. This inventory was sent to Steering Committee members in advance of this meeting. Each concept is listed along with advantages and disadvantages and comments or unanswered questions as determined by the consultant team. Steve described each concept and asked for Steering Committee member comments. He mentioned that while reviewing these concepts one at a time, the ultimate solution will be a comprehensive approach that includes several concepts working in unison.

<table>
<thead>
<tr>
<th>Concept</th>
<th>Steering Committee Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>New road east of the Inn at Cape Kiwanda, parallel to Cape Kiwanda Drive with public parking.</td>
<td>•Support for this concept. •New roads should not impact Pacific City RV Park.</td>
</tr>
<tr>
<td>New road east of Cape Kiwanda RV Park to BLM land, parallel to Cape Kiwanda Drive with public parking.</td>
<td>•Potential support for this concept. •New roads should not impact Pacific City RV Park. •RP&amp;P lease for recreational access to BLM administered by PCJWSA.</td>
</tr>
<tr>
<td>Gateway treatments entering Cape Kiwanda area.</td>
<td>No comments for or against.</td>
</tr>
<tr>
<td>Pedestrian/Bicycle Circulation</td>
<td>Parking</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>---------</td>
</tr>
</tbody>
</table>
| **Roundabout at Cape Kiwanda parking lot.** | • Support for roundabouts should they prove to be feasible.  
• Consider roundabouts in conjunction with parallel road concept. |
| **Make the Pacific Avenue/Cape Kiwanda Drive intersection an all-way stop.** | • Mixed-support for this concept. Unclear if changing traffic control would be effective; it would add to congestion issues.  
• Maybe new/different signage would be helpful.  
• 2010 study envisioned roundabout as a long-term solution.  
• Remember potential development of adjacent properties when considering long term solutions.  
• Safe pedestrian circulation is highest priority.  
• Consider flashers. |
| **Reduce posted speed limits along Cape Kiwanda Drive.** | • Speed limits already have been lowered. |
| **Fix potholes on Cape Kiwanda Drive.** | • Contradictory to slower speeds. Does not address congestion issue. |
| **Fix potholes on Sunset Drive.** | • Contradictory to slower speeds. Does not address congestion issue. |
| **Install contiguous bike lanes from Pacific Avenue bridge to Cape Kiwanda parking lot.** | • Support for this concept and sidewalks or multi-use paths.  
• Paths should connect Cape Kiwanda to Bob Straub State Park. |
| **Install contiguous sidewalks from Pacific Avenue Bridge to Cape Kiwanda parking lot.** | • Consider installing street lights.  
• Curbs will make on-street parking easier and reduce the number of cars blocking private driveways. |
| **Install contiguous multi-use paths from Pacific Avenue Bridge to Cape Kiwanda parking lot.** | • Multi-use paths may be most feasible considering limits on ROW. |
| **Construct an underpass or overpass across Cape Kiwanda Drive at the Cape Kiwanda parking lot.** | • Agreement that concept is not feasible.  
• Consider installing a stop light at the intersection. |
| **Relocate Webb Park to adjacent parcel; convert Webb Park to parking lot with restrooms.** | • A lot of support for this concept.  
• Need to have funding in place to acquire County land and relocate park.  
• Need to develop new Webb Park before closing the existing one.  
• Address neighbor concerns; buffers. |
<table>
<thead>
<tr>
<th>Proposal</th>
<th>Support</th>
</tr>
</thead>
</table>
| Initiate shuttle service to circulate among local parking lots (Cape Kiwanda, PC Community Park, Turnaround, Bob Straub, Boat Launch, downtown Pacific City) | •Strong support for this concept.  
•Route should extend to downtown Pacific City.  
•Brings business to Pacific City.  
•Examples from Lincoln City and Newport.  
• Stops must be safe and visible.  
•Frequency of service is important to success.  
•Marketing is important to success.  
•Recommend free service. |
| Initiate shuttle service to circulate among Cloverdale, Pacific City, Woods and Tierra Del Mar. | •Less support for this concept. Visitors would not use. |
| No parking on Cape Kiwanda Drive.             | •Mixed opinions on removing or keeping parking on Kiwanda Drive.  
•Curb delineation would help people understand where they can and cannot park.  
•Left turn pockets.  
•Concern about pedestrian traffic and parking near CP Community Park. |
| No parking on one side of Cape Kiwanda Drive | •Mixed opinions on removing or keeping parking on Kiwanda Drive. |
| No parking on local streets.                  | •Mixed opinions on removing or keeping parking; residents want to park in front of their houses, but don't want people to block driveways.  
•Temporary no parking signs on one side of street have helped keep streets open for emergency services. |
| No parking on one side of local streets.      | •Mixed opinions on removing or keeping parking; residents want to park in front of their houses, but don't want people to block driveways.  
•Temporary no parking signs on one side of street have helped keep streets open for emergency services. |
| Construct parking garage.                    | •Not much support for this concept.  
•To what end? For how many visitors are we planning? How big?  
•Not an efficient use of resources. |
| Parking fee in Cape Kiwanda parking lot, Turnaround lot, and potential lot on Webb Park site. | •Support for this concept.  
•Variable pricing. |
| Parking fee to access beach.                  | •Little support for this concept.  
•Difficult to implement and possibly illegal. |
| **Sand Management** | **Support for these concepts as part of a comprehensive plan to keep sand out of lots.**  
**Consider Sand Removal District (Bandon example).** |
|---------------------|---------------------------------------------------------------------------------------------------|
| Remove sand on regular basis. | **Grade dunes at Turnaround lot and Bob Straub State Park on a regular basis.**  
**Replant beachgrass to stabilize dune.** |
| **Wayfinding** | **Also could include shuttle information.**  
**Also information on other attractions in Pacific City.** |
| Create Pacific City app to direct drivers to available parking. | **Permanent sign should show number of spaces available in various lots.** |
| Use electronic signs to direct drivers to available parking. | **Great to identify place and community character.**  
**Consider blue P (parking) signs as easily recognizable.**  
**Coordinate with Tillamook County Tourism.** |
| Assess existing signs and create cohesive wayfinding system throughout Cape Kiwanda area. | **Support for this concept.**  
**Easy and low cost strategy.**  
**Local shops and lodging.**  
**Public service announcements on cable TV.** |
| Create beach safety educational materials to place in local shops. | **Little support for constructing a booth.** |
| Construct booth along Hungry Harbor Drive to intercept and educate visitors. | **Community seems to support enhanced patrol.** |
| Add County Sheriff staff to enforce regulations. | **OPRD more likely to increase funds giving to Sheriff’s Office.** |
| Add OPRD staff to enforce regulations. | **Some support for this concept.**  
**Dorymen do not believe the signs will be effective; people will ignore them.** |
| Use temporary warning signs (e.g. sandwich boards) that can be put up and removed by Dorymen on a daily basis to establish a pedestrian safety zone from parking lot to Cape. | **No support for this concept.** |
| Use posts and cable to establish a pedestrian safety zone from parking lot to Cape. | **Keep this option on the table; build above rip rap.**  
**Consider portable boardwalk.** |
| Construct boardwalk from parking lot to Cape. | **No support for this concept.** |
| Construct lifeguard tower; employ lifeguards during peak season. | **Not much support; concern about slippery slope.** |
| Do not allow vehicles on beach. | **Difficult to implement and little support.** |
| Charge fee to park on beach; "sand pass". | **To be addressed by Task Force and incorporated into plan.** |
| Ideas to prevent more deaths at Cape (memorial? Other?) | **To be addressed by Task Force and incorporated into plan.** |
### Infrastructure and Facilities

<table>
<thead>
<tr>
<th>Concept</th>
<th>Support for concept, funding required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase frequency of restroom maintenance</td>
<td>Support for concept, but requires funding.</td>
</tr>
<tr>
<td>Construct new restroom facilities at Cape Kiwanda parking lot.</td>
<td>Less support for concept, as it would require more funding.</td>
</tr>
<tr>
<td>Construct additional restroom facilities (Turnaround, Tierra Del Mar).</td>
<td>Yes at Turnaround. Not likely at Tierra Del Mar.</td>
</tr>
<tr>
<td>Reduce or mitigate impacts of visitors on sewer infrastructure.</td>
<td></td>
</tr>
<tr>
<td>Increase garbage pickup frequency.</td>
<td>Support for concept, but requires funding.</td>
</tr>
<tr>
<td>More garbage receptacles in more convenient locations.</td>
<td>Support for concept, but requires funding.</td>
</tr>
<tr>
<td>Bags and receptacles for pet waste.</td>
<td>Support for concept.</td>
</tr>
</tbody>
</table>

### Camping

<table>
<thead>
<tr>
<th>Concept</th>
<th>Support for concept.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address illegal camping along Ridge Road.</td>
<td>Developers seeking to build road and build homes, which would take care of issue. Having difficulty building road.</td>
</tr>
</tbody>
</table>

**Funding Tools**

Steve acknowledged that each of these concepts comes with a cost. Due to a lack of meeting time, he briefly mentioned potential funding sources. A memo describing the funding sources in detail was sent to Steering Committee members in advance of the meeting.

- **Local Funding – Development Driven**
  - Local Improvement District
  - Economic Improvement District / Business Improvement District
- **Local Funding – Public Funding and Increase in Fees**
  - County Transient Lodging Tax and tourism Marketing and Promotions Grant Program
  - General Fund and General Obligation Bonds
  - Day Use Parking Lot User Fee
  - Boat Ramp and Beach Access Fee
  - County Fuel Tax
  - Fees or Other Dedicated Revenue
- **Other Tools**
  - Land Disposition
  - Transportation Grants/Loans
- **Funding Agreements**
  - Capital Improvement Program
  - Public-Private Partnership

**Next Steps**

The consultant team will work with County staff to package these concepts in up to three alternatives. The alternatives will be presented at meetings of the Steering Committee and Community Advisory Committee later this spring before they are presented at a public meeting.
Agenda

10:00 – Welcome and Introductions

10:10 – Needed Facilities:  
  *Feasibility Discussion*

11:15 – Funding Tools

11:45 – Wrap Up and Next Steps

12:00 – Adjourn
Cape Kiwanda Master Plan for Tourism Related Facilities

Study Area

1. Turnaround
2. PCJWSA
3. BLM
4. TLW
5. Cape Kiwanda parking lot
6. Webb Park
7. County tract
8. USFS
   • Bob Straub State Park
   • Pacific City Boat Launch
Phase 2

- Inventory of needed tourism facilities
- Identify advantages and disadvantages for each concept

Next Steps

- Develop facility alternatives
Automobile Circulation
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>New road east of the Inn at Cape Kiwanda, parallel to Cape Kiwanda Drive with public parking.</td>
<td>Provides secondary circulation.</td>
<td>Impacts to Cape Kiwanda RV Resort.</td>
</tr>
</tbody>
</table>
| New road east of Cape Kiwanda RV Park to BLM land, parallel to Cape Kiwanda Drive with public parking. | • Provides access to BLM land.  
• Provides secondary circulation. | Potential impacts to Cape Kiwanda RV Resort and other properties. |
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| Gateway treatments entering Cape Kiwanda area. | • Informs users of change in roadway character aimed at slowing traffic.  
• Signage/art/landscaping/lighting to distinguish character.  
• Roadway treatments: curb bulbouts, pavers, curbed median, signage, pavement markings. | • Does not force traffic to slow down via roadway geometry (roundabout) or speed cushion.  
• Needs routine maintenance. |
| Roundabout at Cape Kiwanda parking lot. | • Slows traffic at intersection through roadway geometry and central island.  
• Nice Cape feature: landscaped central island, Cape Kiwanda sign, lighting.  
• Provides sense of arrival. | • Real estate intensive. 110' to 130' roundabout difficult to locate without major impacts to parking lot.  
• Only slows traffic at the roundabout. |
## Cape Kiwanda Master Plan for Tourism Related Facilities

<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| Make the Pacific Avenue/Cape Kiwanda Drive intersection a all-way stop. | • Less confusion at the intersection.  
• Inexpensive to implement.  
• Consistent with all-way stop at Pacific Avenue/Brooten Road. | • Stops traffic on main north/south route.  
• Only a temporary solution? |
| Reduce posted speed limits along Cape Kiwanda Drive. | May reduce speeds. | • Only effective if enforced.  
• May not reduce speeds without changes to roadway character. |
| Fix potholes on Cape Kiwanda Drive and Sunset Drive. | More of a road maintenance issue rather than a road circulation issue. |   |
### Automobile Circulation Concepts: Feasibility?

<table>
<thead>
<tr>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>New road east of the Inn at Cape Kiwanda, parallel to Cape Kiwanda Drive</td>
</tr>
<tr>
<td>with public parking.</td>
</tr>
<tr>
<td>New road east of Cape Kiwanda RV Park to BLM land, parallel to Cape</td>
</tr>
<tr>
<td>Kiwanda Drive with public parking.</td>
</tr>
<tr>
<td>Gateway treatments entering Cape Kiwanda area.</td>
</tr>
<tr>
<td>Roundabout at Cape Kiwanda parking lot.</td>
</tr>
<tr>
<td>Make the Pacific Avenue/Cape Kiwanda Drive intersection a all-way stop.</td>
</tr>
<tr>
<td>Reduce posted speed limits along Cape Kiwanda Drive.</td>
</tr>
<tr>
<td>Fix potholes on Cape Kiwanda Drive.</td>
</tr>
<tr>
<td>Fix potholes on Sunset Drive.</td>
</tr>
</tbody>
</table>
Pedestrian/Bicycle Circulation
### Cape Kiwanda Master Plan for Tourism Related Facilities

<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| Install contiguous bike lanes from Pacific Avenue bridge to Cape Kiwanda parking lot. | • Provides defined space for bicyclists out of vehicular zone.  
• Creates connectivity between downtown and Cape Kiwanda. | • Costs.  
• Lack of public ROW to provide continuous public route.  
• Bike lanes adjacent to roadway traffic may not be attractive to inexperienced/casual users. |
| Install contiguous sidewalks from Pacific Avenue Bridge to Cape Kiwanda parking lot. | • Provides defined space for pedestrians out of vehicular zone.  
• Creates connectivity between downtown and Cape Kiwanda. | • Costs.  
• Lack of public ROW to provide continuous public route. |
### Install contiguous multi-use paths from Pacific Avenue Bridge to Cape Kiwanda parking lot.

- Provides defined space for bicyclists and pedestrians out of vehicular zone.
- Alternative for inexperienced/casual users separated from roadway.

### Construct underpass or overpass across Cape Kiwanda Drive at the Cape Kiwanda parking lot.

- Separates pedestrians from the roadway.

---

<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install contiguous multi-use paths from Pacific Avenue Bridge to Cape Kiwanda parking lot.</td>
<td>• Provides defined space for bicyclists and pedestrians out of vehicular zone.</td>
<td>• Costs.</td>
</tr>
<tr>
<td></td>
<td>• Alternative for inexperienced/casual users separated from roadway.</td>
<td>• Lack of public ROW to provide continuous public route.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Mixing uses (bike/ped) can create conflict.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• More experienced bicyclists may still ride in road.</td>
</tr>
<tr>
<td>Construct underpass or overpass across Cape Kiwanda Drive at the Cape Kiwanda parking lot.</td>
<td>Separates pedestrians from the roadway.</td>
<td>• Difficult to implement with current driveway/roadway configuration.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Pedestrians may choose to cross at-grade.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Expensive to design and construct.</td>
</tr>
</tbody>
</table>
## Pedestrian/Bicycle Circulation Concepts: Feasibility?

<table>
<thead>
<tr>
<th>Concept</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install contiguous bike lanes</td>
<td>Install contiguous bike lanes from Pacific Avenue bridge to Cape Kiwanda parking lot.</td>
</tr>
<tr>
<td>Install contiguous sidewalks</td>
<td>Install contiguous sidewalks from Pacific Avenue Bridge to Cape Kiwanda parking lot.</td>
</tr>
<tr>
<td>Install contiguous multi-use paths</td>
<td>Install contiguous multi-use paths from Pacific Avenue Bridge to Cape Kiwanda parking lot.</td>
</tr>
<tr>
<td>Construct an underpass or overpass</td>
<td>Construct an underpass or overpass across Cape Kiwanda Drive at the Cape Kiwanda parking lot.</td>
</tr>
</tbody>
</table>
Parking
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| Relocate Webb Park to adjacent parcel; convert Webb Park to parking lot with restrooms. | • Provides needed parking infrastructure at the Cape.  
• Opportunity to expand Webb Park, increase revenues.  
• Opportunity to create new street access with sidewalks, lighting, bollards, seating that is accessible and easy to find.  
• Explore public/private opportunity to develop living units with parking below and public parking to the east and north. | Need to fund acquisition of County land and park relocation. |
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initiate shuttle service to circulate among local parking lots (Cape Kiwanda, PC Community Park, Turnaround, Bob Straub, Boat Launch, downtown Pacific City).</td>
<td>• Uses current parking lot infrastructure to spread visitors out. • May be inexpensive to experiment with what does/does not work.</td>
<td>• Requires effective signage and information system to inform visitors when the Cape Kiwanda parking lot is full. • Not be effective if visitors choose to circle the Cape Kiwanda parking area first. • Requires enforcing parking in areas that are prohibited. • Visitors may not find this an attractive option (waiting for shuttle and being separated from vehicle). • Should only be used effective as part of overall parking management strategy.</td>
</tr>
<tr>
<td>Concept</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
<tr>
<td>---------</td>
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<td>---------------</td>
</tr>
<tr>
<td>Initiate shuttle service to circulate among Cloverdale, Pacific City, Woods and Tierra Del Mar.</td>
<td>May be used by local residents of Cloverdale, Woods and Tierra Del Mar to visit Cape and Pacific City.</td>
<td>Would have no effect on visitors seeking parking at Cape Kiwanda.</td>
</tr>
</tbody>
</table>
| No parking on Cape Kiwanda Drive. | Maintains continuous flow of traffic. | • Removes effective use of existing ROW for parking near Cape Kiwanda.  
• No on-street parking promotes higher speeds.  
• On-street parking provides buffer for sidewalk/multi-use path from traffic, for more pedestrian friendly environment.  
• Requires enforcement. |
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| No parking on one side of Cape Kiwanda Drive | Maintains continuous flow of traffic.                                        | • Removes effective use of the existing right-of-way for parking in the area.  
• No on-street parking promotes higher speeds.  
• On-street parking provides buffer for sidewalk/multi-use path from traffic, for a more pedestrian friendly environment.  
• Requires enforcement.  
• Parking only on one side would require traffic traveling the opposite direction to make U-turns. |
| No parking on local streets.                 | Reduces impact of visitors on home owners in the area.                       | • Removes effective use of the existing right-of-way for parking in the area.  
• Requires enforcement. |
| No parking on one side of local streets.     | Reduces impact of visitors on home owners in the area.                       | • Removes effective use of the existing right-of-way for parking in the area.  
• Requires enforcement. |
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| Construct parking garage. | • Provides needed parking infrastructure in the area.  
• Reduces parking footprint (compared to surface lot). | Expensive to build and implement. |
| Parking fee in Cape Kiwanda parking lot, Turnaround lot, potential lot on Webb Park site. | • Generates revenue.  
• May only need during peak seasons. | • Requires consistent enforcement.  
• Visitors may park on beach, private lots, road shoulder if not part of overall parking plan. |
| Parking fee to access beach. | • Generates revenue.  
• May reduce traffic on the beach creating a safer environment for everyone. | Requires consistent enforcement. |
## Parking Concepts: Feasibility?

<table>
<thead>
<tr>
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</tr>
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<tr>
<td>Relocate Webb Park to adjacent parcel; convert Webb Park to parking lot with restrooms.</td>
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</tr>
<tr>
<td>No parking on Cape Kiwanda Drive.</td>
</tr>
<tr>
<td>No parking on one side of Cape Kiwanda Drive</td>
</tr>
<tr>
<td>No parking on local streets.</td>
</tr>
<tr>
<td>No parking on one side of local streets.</td>
</tr>
<tr>
<td>Construct parking garage.</td>
</tr>
<tr>
<td>Parking fee in Cape Kiwanda parking lot, Turnaround lot, potential lot on Webb Park site.</td>
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<tr>
<td>Parking fee to access beach.</td>
</tr>
</tbody>
</table>
Sand Management
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| Remove sand on a regular basis. | • Improved parking access, circulation and capacity at Cape Kiwanda parking lot.  
• Opens up parking area at Turnaround, allows for parking improvements and potential of new restroom facilities. | • Not sustainable without significant stabilization measures on dunes.  
• Increased expectation by users that these areas are to remain open and free of significant sand encroachment.  
• Increased cost of monitoring and maintenance of dune stabilization measures to satisfy resource permits. |
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| Grade dunes at Turnaround Lot and Bob Straub State Park on a regular basis. | Improves beach access and safety by improving site distance. If dune stabilization is pursued, then there is a possibility that the sand migration can be slowed down and thereby sand removal efforts could be reduced. | • Increased annual cost for maintenance of dune stabilization and enforcement of beach access.  
• Need to engage a consultant specializing in sand migration and dune stabilization. Will need resource permits that dictate long term monitoring and maintenance.  
• Costs are too high for OPRD to maintain on a regular basis. |
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| Replant Beachgrass to stabilize dunes. | • Provides sand capture and reduces migration of sand onto roads and parking areas reducing maintenance costs.  
• Initiates natural dune formation process and natural protection of private properties. | • Beach restoration efforts must use American Beachgrass as plant material which is in limited supply and is costly. American Beachgrass does not create the height of the dune structure created by European Beachgrass.  
• May limit views and visibility of ocean front with natural dune formation. |
## Sand Management Concepts: Feasibility?

- Remove sand on regular basis.
- Grade dunes at Turnaround lot and Bob Straub State Park on a regular basis.
- Replant Beachgrass to stabilize dune.
Wayfinding
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create Pacific City app to direct drivers to available parking.</td>
<td>• Provides real time response to visitors and residents to inform parking choices.</td>
<td>• Only works for visitors with smartphones. • Costs to develop the app and maintain the site.</td>
</tr>
<tr>
<td>Use electronic signs to direct drivers to available parking.</td>
<td>• Provides real time response to visitors and residents to inform parking choices.</td>
<td>• Costs to develop the &quot;smart&quot; signage and ongoing maintenance costs to maintain.</td>
</tr>
<tr>
<td>Assess existing signs and create cohesive wayfinding system throughout Cape Kiwanda area.</td>
<td>• Creates unifying identity and recognizable brand of Pacific City. • Creates cohesive method of presenting information to visitors.</td>
<td>• Costs. • Maintenance and policing to prevent vandalism. • Certain information can become obsolete and signs would need replacement.</td>
</tr>
</tbody>
</table>
# Wayfinding Concepts: Feasibility?

<table>
<thead>
<tr>
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<tbody>
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</tbody>
</table>
Beach Safety
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| Create beach safety educational materials to place in local shops. | • Low-cost method to educate public about parking regulations and safety guidelines.  
• Creates unifying identity and recognizable brand of Pacific City.  
• Creates cohesive method of presenting information. | • Only reaches a small portion of beach users. |
| Construct booth along Hungry Harbor Drive to intercept and educate visitors. | • Provides "eyes on the Cape" to facilitate safety and visitor experience of the Cape.  
• Contact with majority of beach users. | • Cost to construct and staff booth.  
• May be illegal for the County to charge fee on publically owned land/public ROW. |
<p>| Add County Sheriff staff to enforce regulations. | • Provides &quot;eyes on the Cape&quot; to facilitate safety and visitor experience of the Cape. | • Costs to pay additional sheriff hours/salary. |</p>
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add OPRD staff to enforce regulations.</td>
<td>• Provides &quot;eyes on the Cape&quot; to facilitate safety and visitor experience of the Cape.</td>
<td>• OPRD does not have capacity to hire additional Park Ranger Staff. A park ranger would cost on average an additional 80k/yr.</td>
</tr>
<tr>
<td>Use temporary warning signs (e.g. sandwich boards) that can be put up and removed by Dorymen on a daily basis to establish a pedestrian safety zone from parking lot to Cape.</td>
<td>• Provides additional visual reinforcement of special nature of the Cape area and danger associated with daily operations of Dory fleet.</td>
<td>• In the past, Dorymen Assoc. declined to participate in providing daily sign installation and removal.</td>
</tr>
<tr>
<td>Concept</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>----------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Use posts and cable to establish a pedestrian safety zone from parking lot to Cape. | • Provides designated safety zone to allow pedestrians safe access from parking lot to the Cape. | • Visitors may or may not use the facilities.  
• Costs associated with installation of posts/cables and constant replacement; installed facilities may last one day to three months to one year dependent upon the forces of the ocean. |
| Construct boardwalk from parking lot to Cape. | • Provides designated safety zone to allow pedestrians safe access from parking lot to the Cape. | • Costs associated with installation of posts and constant replacement.  
• Visitors may not use raised boardwalk.  
• Seasonal changes to wave direction create an extended beach in the summer and winter currents can have wave action right up the sand dune. |
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construct lifeguard tower;</td>
<td>• Provides designated safety/security person for the Cape with eyes on the</td>
<td>• Costs associated with installation of lifeguard stations and constant</td>
</tr>
<tr>
<td>employ lifeguards during peak</td>
<td>beach and eyes on the water.</td>
<td>replacement.</td>
</tr>
<tr>
<td>season.</td>
<td></td>
<td>• Locations far away from water limit usefulness.</td>
</tr>
<tr>
<td>Do not allow vehicles on beach.</td>
<td>• Removes vehicles and most conflicts on the beach.</td>
<td>• Closing a beach to driving involves a petition to the State Parks Commission</td>
</tr>
<tr>
<td></td>
<td></td>
<td>and a public process.</td>
</tr>
<tr>
<td>Concept</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
<tr>
<td>---------</td>
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<td>---------------</td>
</tr>
</tbody>
</table>
| Charge fee to park on beach; "sand pass". | • Reduces number of vehicles and conflicts on the beach.  
• Raises funds to maintain parking lot and provide more security/police/OPRD rangers. | • May be illegal for County to charge fee on publically owned land/public ROW.  
• May involve changes to state law. |
| Ideas to prevent more deaths at Cape (memorial? other?) | • Memorial walk indicating loss of lives.  
• Multiple layers of fence types and barrier types with warning signage.  
• Landscape art memorial in parking lot indicating number of deaths at the Cape.  
• Provide an app for the Cape highlighting individuals, ages and location of death on the Cape with warnings about its danger - in association with an overall visitor site.  
• Use Instagram hashtags to capture dangerous locations and locations of deaths. | • Costs associated with installing art, memorials, and additional fencing.  
• Costs associated with creating websites/Instagram and constant updating/monitoring. |
### Beach Safety Concepts: Feasibility?

<table>
<thead>
<tr>
<th>Safety Concept</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create beach safety educational materials to place in local shops.</td>
</tr>
<tr>
<td>Construct booth along Hungry Harbor Drive to intercept and educate visitors.</td>
</tr>
<tr>
<td>Add County Sheriff staff to enforce regulations.</td>
</tr>
<tr>
<td>Add OPRD staff to enforce regulations.</td>
</tr>
<tr>
<td>Use temporary warning signs (e.g. sandwich boards) that can be put up and removed by Dorymen on a daily basis to establish a pedestrian safety zone from parking lot to Cape.</td>
</tr>
<tr>
<td>Use posts and cable to establish a pedestrian safety zone from parking lot to Cape.</td>
</tr>
<tr>
<td>Construct boardwalk from parking lot to Cape.</td>
</tr>
<tr>
<td>Construct lifeguard tower; employ lifeguards during peak season.</td>
</tr>
<tr>
<td>Do not allow vehicles on beach.</td>
</tr>
<tr>
<td>Charge fee to park on beach; &quot;sand pass&quot;.</td>
</tr>
<tr>
<td>Ideas to prevent more deaths at Cape (memorial? Other?)</td>
</tr>
</tbody>
</table>
Facilities and Infrastructure
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase frequency of restroom maintenance.</td>
<td>• Improves visitors experience.</td>
<td>Increased maintenance cost.</td>
</tr>
<tr>
<td></td>
<td>• Better monitoring of the facilities and improves identification of</td>
<td></td>
</tr>
<tr>
<td></td>
<td>maintenance issues.</td>
<td></td>
</tr>
<tr>
<td>Construct new restroom facilities at Cape</td>
<td>• Allows for new technology to be</td>
<td>• Cost of improvements for a new building.</td>
</tr>
<tr>
<td>Kiwanda parking lot.</td>
<td>put in place including plumbing, lighting and ventilation.</td>
<td>• Impact on visitors during construction which may need to be completed</td>
</tr>
<tr>
<td></td>
<td>• Reduces maintenance cost.</td>
<td>during best weather months which coincides with highest visitor</td>
</tr>
<tr>
<td></td>
<td>• Improves visitor's experience.</td>
<td>turnouts.</td>
</tr>
<tr>
<td>Construct additional restroom facilities</td>
<td>Improves visitors experience and sanitation.</td>
<td>• Increased maintenance cost.</td>
</tr>
<tr>
<td>(Turnaround, Tierra Del Mar).</td>
<td></td>
<td>• Can require increased law enforcement patrols.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Will require utility extensions at Turnaround.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Not aware of what utilities are available at Tierra Del Mar. If no</td>
</tr>
<tr>
<td></td>
<td></td>
<td>water or sewer is available at Tierra Del Mar, then alternative facility</td>
</tr>
<tr>
<td></td>
<td></td>
<td>may be necessary such as composting toilets.</td>
</tr>
<tr>
<td>Concept</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Reduce or mitigate impacts of visitors on</td>
<td>Can reduce flows during peak tourist seasons and cost of increased effluent</td>
<td>Not easy to do and can require significant investment if the goal is to increase</td>
</tr>
<tr>
<td>sewer infrastructure.</td>
<td>and solids handling and treatment.</td>
<td>system capacity. Increasing system capacity is not necessary during off-peak</td>
</tr>
<tr>
<td></td>
<td></td>
<td>seasons. Mitigation would involve a bigger public and private program with</td>
</tr>
<tr>
<td></td>
<td></td>
<td>administrative costs, but capital cost could be less.</td>
</tr>
<tr>
<td>Increase garbage pickup frequency.</td>
<td>• Reduces build up during peak seasons.</td>
<td>Added cost and coordination with vendor.</td>
</tr>
<tr>
<td></td>
<td>• Controls rodents.</td>
<td></td>
</tr>
<tr>
<td>More garbage receptacles in more convenient</td>
<td>Can reduce littering if pick up frequency is consistent and timely during</td>
<td>• Locations need to be monitored so that trash build up does not begin to</td>
</tr>
<tr>
<td>locations.</td>
<td>peak seasons.</td>
<td>cause issues.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Increased collection costs.</td>
</tr>
<tr>
<td>Bags and receptacles for pet waste.</td>
<td>Reduces health/safety issue on beach area (feces can even cause infection in</td>
<td>• Costs associated with installing bag/receptacle stations in public area/</td>
</tr>
<tr>
<td></td>
<td>both pets and humans especially children with exposure).</td>
<td>beach access.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Costs associated with maintenance to provide receptacle removal.</td>
</tr>
</tbody>
</table>
Facilities and Infrastructure Concepts: Feasibility?

<table>
<thead>
<tr>
<th>Concept</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Increase frequency of restroom maintenance</td>
<td></td>
</tr>
<tr>
<td>Construct new restroom facilities at Cape Kiwanda parking lot.</td>
<td></td>
</tr>
<tr>
<td>Construct additional restroom facilities (Turnaround, Tierra Del Mar).</td>
<td></td>
</tr>
<tr>
<td>Reduce or mitigate impacts of visitors on sewer infrastructure.</td>
<td></td>
</tr>
<tr>
<td>Increase garbage pickup frequency.</td>
<td></td>
</tr>
<tr>
<td>More garbage receptacles in more convenient locations.</td>
<td></td>
</tr>
<tr>
<td>Bags and receptacles for pet waste.</td>
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<td>Construct new restroom facilities at Cape Kiwanda parking lot.</td>
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<tr>
<td>Reduce or mitigate impacts of visitors on sewer infrastructure.</td>
<td></td>
</tr>
</tbody>
</table>
Camping
<table>
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<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address illegal camping along Ridge Road.</td>
<td>Redirect campers to appropriate locations.</td>
<td>None.</td>
</tr>
</tbody>
</table>
Camping Concepts: Feasibility?

Address illegal camping along Ridge Road.
Funding Tools
Local Funding – Development Driven

- Local Improvement District (LID)
- Economic Improvement District (EID)/Business Improvement Area (BID)
### Local Funding – Public Funding and Increase in Fees

| County Transient Lodging Tax and Tourism Marketing and Promotions Grant Program | Boat Ramp and Beach Access Fee |
| General Fund and General Obligation (GO) Bonds | County Fuel Tax |
| Day Use Parking Lot User Fee | Fees or Other Dedicated Revenue |
Other Tools

- Land Disposition
- Transportation Grants/Loans
Funding Agreements

Capital Improvement Program (CIP)

Public-Private Partnership (PPP)
Thank You!
<table>
<thead>
<tr>
<th>Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
<th>Questions/ Comments</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>New road east of the Inn at Cape Kiwanda, parallel to Cape Kiwanda Drive with public parking.</td>
<td>Provides secondary circulation.</td>
<td>Impacts to Cape Kiwanda RV Resort.</td>
<td>Parallel road only makes sense if public parking is included.</td>
<td></td>
</tr>
<tr>
<td>New road east of Cape Kiwanda RV Park to BLM land, parallel to Cape Kiwanda Drive with public parking.</td>
<td>Provides access to BLM land. Provides secondary circulation.</td>
<td>Impacts to Cape Kiwanda RV Resort and potentially to other properties.</td>
<td>Parallel road only makes sense if public parking is included. Would need to purchase BLM land. What would BLM land be used for? Will people use the road? Public parking should be located closer to Cape Kiwanda Drive.</td>
<td></td>
</tr>
<tr>
<td>Gateway treatments entering Cape Kiwanda area.</td>
<td>•Informs users of change in roadway character aimed at slowing traffic. •Signage/art/landscaping/lighting may be used to distinguish character. •Roadway treatments may include curb bulbouts, pavers, curbed median, signage, pavement markings.</td>
<td>•Does not physically force traffic to slow down via roadway geometry (roundabout) or speed cushion. •Needs routine maintenance.</td>
<td></td>
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<tr>
<td>Roundabout at Cape Kiwanda parking lot.</td>
<td>•Slows traffic at intersection through roadway geometry and central island. •Landscaped central island, Cape Kiwanda sign, and lighting creates nice feature in middle of Cape area. •Provides sense of arrival.</td>
<td>•Is real estate intensive. A 110' to 130' roundabout may be difficult to locate without major impacts to the Cape Kiwanda parking lot. •It would only slow traffic at the roundabout, not necessarily traffic entering the Cape area.</td>
<td>Should only be considered with other gateway treatments entering Cape Kiwanda area.</td>
<td></td>
</tr>
<tr>
<td>Make the Pacific Avenue/Cape Kiwanda Drive intersection a all-way stop.</td>
<td>•May result in less confusion at the intersection. •Inexpensive to implement. •Consistent with all-way stop at Pacific Avenue/Brooten Road.</td>
<td>•Stops traffic on main north/south route through town. •Only a temporary solution?</td>
<td>2010 Intersection Study identified near- and long-term alternatives. Interim Alternative suggests reconfiguration of intersection to maintain unimpeded flow along the main north/south route.</td>
<td></td>
</tr>
<tr>
<td>Reduce posted speed limits along Cape Kiwanda Drive.</td>
<td>May reduce speeds.</td>
<td>•Only effective if enforced. •May not reduce speeds if other speed reduction features or gateway treatments not included to change character of roadway.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fix potholes on Cape Kiwanda Drive.</td>
<td>More of a road maintenance issue rather than a road circulation issue.</td>
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<td>Fix potholes on Sunset Drive.</td>
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<td>Install contiguous bike lanes from Pacific Avenue bridge to Cape Kiwanda parking lot.</td>
<td>•Provides defined space for bicyclists out of vehicular zone. •Creates connectivity between downtown and Cape Kiwanda.</td>
<td>•Costs. •Lack of public right-of-way in certain areas to provide continuous public route. •Bike lanes adjacent to roadway traffic may not be attractive to inexperienced/casual users.</td>
<td>County Public Works</td>
<td></td>
</tr>
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</table>
| Pedestrian/Bicycle Circulation | Install contiguous sidewalks from Pacific Avenue Bridge to Cape Kiwanda parking lot. | • Provides defined space for pedestrians out of vehicular zone.  
• Creates connectivity between downtown and Cape Kiwanda. | • Costs.  
• Lack of public right-of-way in certain areas to provide continuous public route. | County Public Works |
| Install contiguous multi-use paths from Pacific Avenue Bridge to Cape Kiwanda parking lot. | • Provides defined space for bicyclists and pedestrians out of vehicular zone.  
• More attractive alternative to bike on facility separated from roadway for inexperienced/casual users. | • Costs.  
• Lack of public right-of-way in certain areas to provide continuous public route.  
• Mixing uses (bike/ped) can create conflict amongst users.  
• More experienced bicyclist may choose to ride in road rather than mix with pedestrians. | Striping can be used on multi-use path to define pedestrian and bike areas. | County Public Works |
| Construct an underpass or overpass across Cape Kiwanda Drive at the Cape Kiwanda parking lot. | Separates pedestrians from the roadway. | • Difficult to implement with current driveway/roadway configuration.  
• Most pedestrians may choose to cross an at-grade, 30'-45' wide roadway rather than a circuitous overpass/underpass structure.  
• Expensive to design and construct.  
• Not likely an attractive option. | Would not be effective without a full reconfiguration of the area around the Cape to grade-separate Cape Kiwanda Drive from other area driveways/accesses/sidewalks. | County Public Works |
| Relocate Webb Park to adjacent parcel; convert Webb Park to parking lot with restrooms. | • Provides needed parking infrastructure at the Cape.  
• Opportunity to expand Webb Park, increase revenues.  
• Provides opportunity to create a strong, new street access with sidewalks, lighting, bollards, seating that is easily accessible and easy to find from Cape Kiwanda Drive.  
• Could explore public/private opportunity to develop living units with parking below and public parking to the east and north. | Would need to fund acquisition of County land and park relocation. | • A portion of revenue generated by Webb Park goes to offset Cape Kiwanda parking lot maintenance and other unfunded facilities.  
• A replacement must be constructed before Webb Park is shut down. There is a nine-month reservation system to be turned off and turned on again.  
• Webb Park is 2.1 acres; adjacent County-owned parcel is 33.2 acres.  
• Consider vehicle access to relocated Webb Park and new parking lot to the north from Cape Kiwanda Drive. | County Parks |
| Initiate shuttle service to circulate among local parking lots (Cape Kiwanda, PC Community Park, Turnaround, Bob Straub, Boat Launch). | • Uses current parking lot infrastructure to spread visitors out.  
• May be inexpensive to experiment with what does/does not work. | • Would require an effective signage and information system to inform visitors when the Cape Kiwanda parking lot is full.  
• Would not be effective if visitors choose to circle the Cape Kiwanda parking area first.  
• Would require enforcing parking in areas that are prohibited.  
• Visitors may not find this an attractive option (waiting for shuttle and being separated from vehicle).  
• Should only be used effective as part of overall parking management strategy. | It appears the Cannon Beach shuttles visitors between certain attractions with 30 minute headways between 11am and 6pm.  
• Cannon Beach and Pacific City are quite different in character, so similar shuttle service may not be as applicable to Pacific City. Cannon Beach has surface parking lots near attractions accessible by walking. For something similar to be successfully in Pacific City, the Turnaround, Bob Straub, Boat Launch, and PC Community Park would need to be attractive alternatives for visitors to frequent besides the Cape.  
• This may not be effective if only used as parking alternative for Cape visitors. | Tillamook County Transportation District |
<p>| Initiate shuttle service to circulate among Cloverdale, Pacific City, Woods and Tierra Del Mar. | May be used by local residents of Cloverdale, Woods and Tierra Del Mar to visit Cape and Pacific City. | Would have no effect on visitors seeking parking at Cape Kiwanda. | Being considered as part of regional transit plan. | Tillamook County Transportation District |</p>
<table>
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<th>Inventory of Needed Facilities</th>
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<tr>
<td><strong>Parking</strong></td>
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| No parking on Cape Kiwanda Drive. | Maintains continuous flow of traffic. | • Removes effective use of existing right-of-way for parking near Cape Kiwanda.  
• No on-street parking promotes higher speeds.  
• On-street parking provides buffer for sidewalk/multi-use path from traffic, creating a more pedestrian friendly environment.  
• Requires enforcement.  
|                                | If parking only considered on one side, parking should be installed on the west side of the street so visitors do not have to cross the street to access the beach. |
| No parking on one side of Cape Kiwanda Drive | Maintains continuous flow of traffic. | • Removes effective use of the existing right-of-way for parking in the area.  
• No on-street parking promotes higher speeds.  
• On-street parking provides buffer for sidewalk/multi-use path from traffic, creating a more pedestrian friendly environment.  
• Requires enforcement.  
• Parking only on one side would require traffic traveling the opposite direction make U-turns.  
|                                | More evaluation is needed to determine how much parking is available between driveways along the local streets. |
| No parking on local streets. | Reduces impact of visitors on home owners in the area. | Removes effective use of the existing right-of-way for parking in the area.  
Requires enforcement.  
|                                | More evaluation is needed to determine how much parking is available between driveways along the local streets. |
| No parking on one side of local streets. | Reduces impact of visitors on home owners in the area. | Removes effective use of the existing right-of-way for parking in the area.  
Requires enforcement.  
|                                | More evaluation is needed to determine how much parking is available between driveways along the local streets. |
| Construct parking garage. | • Provides needed parking infrastructure in the area.  
• Ability to reduce parking footprint if large quantity of parking is needed (compared to surface lot). | Expensive to build and implement.  
|                                | Needs to be part of parking management plan. |
| Parking fee in Cape Kiwanda parking lot, Turnaround lot, potential lot on Webb Park site. | Generates revenue. May only need use during peak seasons. | Requires consistent enforcement. To avoid paying, visitors may park on beach, in private lots, or on road shoulder if not part of overall parking plan.  
|                                | Needs to be part of parking management plan.  
| County Parks  
| Parking fee to access beach. | • Generates revenue.  
• Depending on how it’s used, it may reduce traffic on the beach creating a safer environment for everyone. | Requires consistent enforcement.  
|                                | Needs to be part of parking management plan.  
| County Parks; OPRD  
| Remove sand on regular basis. | • Opens up parking area at Turnaround, allows for parking improvements and potential of new restroom facilities.  
• Improved parking access, circulation and capacity at Cape Kiwanda parking lot. | Not sustainable without significant stabilization measures on dunes.  
Increased expectation by users that these areas are to remain open and free of significant sand encroachment.  
Increased cost of monitoring and maintenance of dune stabilization measures to satisfy resource permits.  
<p>|</p>
<table>
<thead>
<tr>
<th><strong>Wayfinding</strong></th>
<th><strong>Inventory of Needed Facilities</strong></th>
</tr>
</thead>
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<tr>
<td><strong>Create Pacific City app to direct drivers to available parking.</strong></td>
<td>• Provides real-time response to visitors and residents at the Cape to inform their choices for destination/visit. • Only works for those visitors who have access or own smartphones. • Costs to develop the app and maintain the site.</td>
</tr>
<tr>
<td><strong>Use electronic signs to direct drivers to available parking.</strong></td>
<td>• Provides real-time response to visitors and residents at the Cape to inform their choices for destination/visit. • Costs to develop the “smart” signage and ongoing maintenance costs to maintain.</td>
</tr>
<tr>
<td><strong>Assess existing signs and create cohesive wayfinding system throughout Cape Kiwanda area.</strong></td>
<td>• Creates unifying identity and recognizable brand of Pacific City. • Creates cohesive and unifying method of presenting information so that visitors can find out about how to get around the city and other attractions in Pacific City. • Costs. • Maintenance and policing to prevent vandalism. • Certain information can become obsolete and signs would need replacement.</td>
</tr>
<tr>
<td><strong>Create beach safety educational materials to place in local shops.</strong></td>
<td>• Low-cost method to educate public about parking regulations and safety guidelines on the beach. • Creates unifying identity and recognizable brand of Pacific City. • Creates cohesive and unifying method of presenting information so that visitors can find out about how to get around the city and other attractions in Pacific City. • Only reaches a small portion of beach users.</td>
</tr>
<tr>
<td><strong>Construct booth along Hungry Harbor Drive to intercept and educate visitors.</strong></td>
<td>• Provides “eyes on the Cape” to facilitate safety and visitor experience of the Cape. • Contact with majority of beach users. • Cost to construct and staff booth. • May be illegal for the County to charge fee on publically owned land/public right-of-way.</td>
</tr>
<tr>
<td><strong>Add County Sheriff staff to enforce regulations.</strong></td>
<td>• Provides “eyes on the Cape” to facilitate safety and visitor experience of the Cape. • Costs to pay additional sheriff hours/salary. FT officer costs approximately $100k/yr.</td>
</tr>
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<table>
<thead>
<tr>
<th><strong>Sand Management</strong></th>
<th><strong>Inventory of Needed Facilities</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Grade dunes at Turnaround lot and Bob Straub State Park on a regular basis.</strong></td>
<td>• Improves beach access and safety by improving site distance. If dune stabilization is pursued, then there is a possibility that the sand migration can be slowed down and thereby sand removal efforts could be reduced. • Increased annual cost for maintenance of dune stabilization and enforcement of beach access. Will need to engage a consultant that specializes in evaluation of sand migration and dune stabilization. If the County decides to move forward with stabilization of the dunes, then resource permits will need to be obtained which will also dictate long term monitoring and maintenance. Costs are too high for OPRD to maintain on a regular basis.</td>
</tr>
<tr>
<td><strong>Replant beachgrass to stabilize dune.</strong></td>
<td>• Provides sand capture and reduces migration of sand onto roads and parking areas reducing maintenance costs. • Initiates natural dune formation process and natural protection of private properties. • Beach restoration efforts must use American Beachgrass as plant material which is in very limited supply and is costly. American Beachgrass does not create the height of the dune structure created by European Beachgrass. • May limit views and visibility of ocean front with natural dune formation.</td>
</tr>
</tbody>
</table>

<p>| <strong>County, Pelican Brewery, OPRD, citizen volunteers</strong> | <strong>County, Pelican Brewery</strong> |</p>
<table>
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<tr>
<th>Beach Safety</th>
<th>Inventory of Needed Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add OPRD staff to enforce regulations.</td>
<td>• Provides &quot;eyes on the Cape&quot; to facilitate safety and visitor experience of the Cape. • OPRD does not have capacity to hire additional Park Ranger Staff. A park ranger would cost on average an additional 80k/yr. • OPRD pays the County’s Sheriff’s office 16k a year to provide patrolling and enforcement at the Cape. OPRD would consider possible additional funds to increase enforcement by paying more to the Sheriff’s office for support at the Cape.</td>
</tr>
<tr>
<td>Use temporary warning signs (e.g. sandwich boards) that can be put up and removed by Dorymen on a daily basis to establish a pedestrian safety zone from parking lot to Cape.</td>
<td>• Provides additional visual reinforcement of special nature of the Cape area and danger associated with daily operations of Dory fleet. • In the past, Dorymen Assoc. declined to participate in providing sign installation and removal daily based on the first boat in the water or the last boat out of the water. • Costs associated with signs and constant replacement (sneaker waves, changing currents and storm events will destroy signs and carry them into the water).</td>
</tr>
<tr>
<td>Use posts and cable to establish a pedestrian safety zone from parking lot to Cape.</td>
<td>• Provides designated safety zone to allow pedestrians safe access from parking lot to the Cape. • Visitors may or may not use the facilities. • Costs associated with installation of posts/cables and constant replacement (sneaker waves, changing currents and storm events will destroy signs and carry them into the water) installed facilities may last 3 months to a year or just one night dependent upon the forces of the ocean.</td>
</tr>
<tr>
<td>Construct boardwalk from parking lot to Cape.</td>
<td>• Provides designated safety zone to allow pedestrians safe access from parking lot to the Cape. • Costs associated with installation of posts and constant replacement (sneaker waves, changing currents and storm events will destroy boardwalk and carry it into the water) installed facilities may last 3 months to a year or just one night dependent upon the forces of the ocean. • Boardwalk would need to be raised so high to get out ocean wave reach that visitors may or may not use the facility. • Seasonal changes to wave direction creates an extended beach in the summer, and winter currents can have wave action right up the the sand dune at the Cottages at Cape Kiwanda, which would wash the boardwalk away.</td>
</tr>
<tr>
<td>Facility Type</td>
<td>Proposed Solutions</td>
</tr>
<tr>
<td>---------------</td>
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</tr>
<tr>
<td>Lifeguard Tower</td>
<td>Construct; employ during peak season. Would provide designated safety/security person for the Cape with eyes on the beach and eyes on the water.</td>
</tr>
<tr>
<td>Beach Access</td>
<td>Do not allow vehicles on beach.</td>
</tr>
<tr>
<td>Parking Fee</td>
<td>Charge fee to park on beach; “sand pass”.</td>
</tr>
<tr>
<td>Memorial Area</td>
<td>Ideas to prevent more deaths at Cape (memorial? Other?) Memorial walk, a memorial area indicating loss of lives. Multiple layers of fence types and barrier types with warning signage. Landscape art memorial in parking lot indicating number of deaths at the Cape. Provide an app for the Cape highlighting individuals, ages and location of death on the Cape with warnings about its danger - in association with an overall visitor site. Use Instagram hashtags to capture dangerous locations and locations of deaths.</td>
</tr>
<tr>
<td>Restroom Maintenance</td>
<td>Increase frequency of restroom maintenance.</td>
</tr>
<tr>
<td>New Restroom Facilities</td>
<td>Construct new restroom facilities at Cape Kiwanda parking lot. Allows for new technology to be put in place including plumbing, lighting and ventilation. Reduces maintenance cost. Improves visitor’s experience.</td>
</tr>
<tr>
<td>Infrastructure and Facilities</td>
<td>Construct additional restroom facilities (Turnaround, Tierra Del Mar).</td>
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<td></td>
<td>Reduce or mitigate impacts of visitors on sewer infrastructure.</td>
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<tr>
<td></td>
<td>Increase garbage pickup frequency.</td>
</tr>
<tr>
<td></td>
<td>More garbage receptacles in more convenient locations.</td>
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<tr>
<td></td>
<td>Bags and receptables for pet waste.</td>
</tr>
<tr>
<td>Camping</td>
<td>Address illegal camping along Ridge Road.</td>
</tr>
<tr>
<td>Concept</td>
<td>Project Type</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
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<td>New road east of the Inn at Cape Kiwanda, parallel to Cape Kiwanda Drive with public parking.</td>
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<td>Reduce posted speed limits along Cape Kiwanda Drive.</td>
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<td>Install contiguous multi-use paths from Pacific Avenue Bridge to Cape Kiwanda parking lot.</td>
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<td>Construct an underpass or overpass across Cape Kiwanda Drive at the Cape Kiwanda parking lot.</td>
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<td>Relocate Webb Park to adjacent parcel; convert Webb Park to parking lot with restrooms.</td>
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<td>Initiate shuttle service to circulate among Cloverdale, Pacific City, Woods and Tierra Del Mar.</td>
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</tr>
<tr>
<td>No parking on Cape Kiwanda Drive.</td>
<td>Program</td>
</tr>
</tbody>
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Notes:
- **Potential Funding Tools**
- LID/BID
- GO Bond/General Fund
- Parking Fees
- Boat Ramp Fee
- Transient Lodging Tax
- Local Gas Tax
- Public Private Partnership
- State Grants
- Other

- **Concept**
- **Project Type**
- **Notes**
  - This is programatic and does not require new funding.
  - This is mostly a program, except for getting the new signs.
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<td>Construct lifeguard tower; employ lifeguards during peak season.</td>
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<td>Do not allow vehicles on beach.</td>
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<td>Increase frequency of restroom maintenance.</td>
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<tr>
<td>Construct new restroom facilities at Cape Kiwanda parking lot.</td>
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<tr>
<td>Construct additional restroom facilities (Turnaround, Tierra Del Mar).</td>
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<td>Address illegal camping along Ridge Road.</td>
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Parking Management Strategy Notes

1. There would be immediate value in developing a parking management strategy that would be agreed upon between the County and private businesses in the area. A goal could be to limit visitors parking in private lots for day-use. Signage, such as “Parking For Customers Only – Violators Will Be Towed”, can be added to help deter visitors using private lots for non-business day-use. Signing and parking management will only be effective if the parking limits are enforced; including towing vehicles, if necessary.

2. If/when additional, well-defined public parking is added in the area, visitors may be less likely to use the private lots for day-use. This could ultimately reduce demands on enforcement/towing program. If no additional public parking is identified, a stringent enforcement/towing program will be more critical to manage parking.

3. A pay-to-park, kiosk system could be implemented to help fund public parking improvements, parking additions, and maintenance. A funding mechanism of this type will only work if enforcement is included. A year-round system may not be necessary, but can be used during peak seasons when demand is highest. A pay-to-park system may also encourage visitors to use free private lots. This reinforces the importance of enforcement for the pay-to-park system and “parking for customers only” strategy.

4. Any parking management strategy that attempts to reinforce the separation of private and public lots will only be as good as the commitment by business owners and the County to enforcement. There needs to be buy-off by all parties to actively engage in and support an agreed upon parking management approach.

5. As an alternative approach, business owners and the County could consider making all parking “public”. This could originate from wishing to avoid the negative impression an enforcement/towing program might create. Visitors might prefer to park once and use all the amenities at the Cape, including the private businesses, without having to drive between closely spaced parking lots. A program of this type will require close cooperation between businesses and the County to make all parking public. This would likely necessitate an overall shared parking management and maintenance program.
The Cape Kiwanda Master Plan for Tourism Facilities project will include identification of needed tourism facilities and an implementation strategy to describe options for funding the facilities. Through the public process, the consulting team has identified a wide range of infrastructure and other deficits necessary to support tourism in Cape Kiwanda. The consulting team is compiling information about each of the concepts, including enumerating potential funding tools for each concept.

This memorandum presents information about the tools available for funding tourism facilities in Cape Kiwanda. This memo provides a starting place for the County to explore potential funding tools. This is not an exhaustive list of all available funding tools, but represents our understanding of the list of infrastructure concepts. With revision and narrowing of the infrastructure concepts, this list will likely change and become more targeted, as part of the Implementation Strategy.

The tools outlined in this memorandum are grouped into the following funding categories:

1. Local Funding – Development Driven
2. Local Funding – Public Funding and Increase in Fees
3. Low Interest Loans, Subsidies, and Grants
Local Funding – Development Driven

Local Improvement District (LID)

How It Works
A special assessment district where property owners are assessed a fee to pay for capital improvements, such as streetscape enhancements, underground utilities, or shared open space. LIDs must be supported by a majority of affected property owners.

Fund Sources
LID bonds are backed by revenue committed by property owners (which can be public as well as private).

Benefits
- Organizes property owners around a common goal.
- Allows property owners to make payments over time to bring about improvements quickly that benefit them individually.
- Improvements within smaller areas can enhance catalytic and redevelopment value of the area.
- LIDs can be bundled with other resources such as TIF.

Drawbacks
- Setting up fair LID payments for various property owners, who are located different distances from the improvement, is challenging.
- Some lenders insist that LIDs be paid off when properties are transferred.
- Small geographic areas may not have sufficient LID revenues to support bonds for the desired improvement.

Economic Improvement District (EID) / Business Improvement Area (BID)

How It Works
An E.I.D. is a funding mechanism designed to enable a community to fulfill its commercial revitalization goals and plans; and is established as an assessment to property owners for use in promoting and improving the defined business district. A B.I.D. is a funding mechanism designed to enable a community to fulfill its commercial revitalization goals and plans; and is established as an assessment (surcharge on business licenses) to business owners for use in promoting and improving the defined business district.

Fund Sources
EID (property owners), BID (Business Owners)

Benefits
- Flexible source of funding that organizes property owners around a common goal.
- Allows property owners to make payments over time to bring about improvements quickly that benefit them individually.
- Improvements within smaller areas can enhance catalytic and redevelopment value of the area.
- Like LID’s, can be bundled with other resources such as TIF.
- A BID can be renewed indefinitely, but an EID has a term limit of 5 years.
Local Funding – Public / Increased Fees

General Fund and General Obligation (GO) Bonds

**How It Works**
County can use general fund monies on hand or can issue bonds backed by the full faith and credit of the county to pay for desired public improvements.

**Fund Sources**
Property taxes are increased to pay back the GO bonds.

**Benefits**
- Community can implement public projects that can in turn catalyze other development (e.g. parking garage, transportation improvements...).

**Drawbacks**
- Requires public vote.
- Takes time and money to run a campaign for public vote.
- Raises property owner taxes.

County Transient Lodging Tax and Tourism Marketing and Promotions Grant Program

**How It Works**
In 2014, Tillamook County started to collect a Transient Lodging Tax of 1% in incorporated areas and 10% in unincorporated areas. Per state law, 70% of this tax is devoted to tourism promotion and tourism-related facilities; the 30% balance is dedicated to the maintenance of county roads.

Beginning July 1st, 2016, Tillamook County will change its TLT allocation. Of the 70% devoted to tourism marketing, promotion, and tourism-related facilities, 45% will be allocated to marketing and promotion, escalating to 50% over five years (1% increase per year). The other 55% will be spent on tourism-related facilities, declining to 50% over 5 years (1% decrease per year). This has yet to be adopted by the County.

Based on revenues like those in 2014, the County would have about $875,000 revenues per to spend on facilities county-wide, including Fairgrounds projects, Strategic Investment Projects, and Grant Solicitations. This amount will change with changes in TLT revenues, as well as changes in the percentage of Tourism funds spent on facilities projects over the next 5 years.

**Fund Sources**
Overnight visitors

**Benefits**
- Provides a good nexus between the visitors who use facilities and the sources needed to help fund those facilities.
- Overall receipts have broader uses, including tourism-related facilities.

**Drawbacks**
- Grants are limited to tourism promotion and are competitive.
- This is likely tool that will be limited to programs like wayfinding, branding, and infrastructure or services that directly support tourism.

Day Use Parking Lot User Fee

**How It Works**
A fee per vehicle would be charged to park in the day use parking lot. Many cities have collected user fees for services that they direct into enterprise funds that provide dedicated revenue to fund specific projects. A parking revenue fund is an example.

A day use parking fee must be implemented as part of a comprehensive parking strategy for Cape Kiwanda, to prevent visitors from parking along residential streets or in private parking lots.

**Fund Sources**
Visitors and residents

**Benefits**
- Majority of revenue from visitors
- Allows for new revenue streams into the County.
- If implemented as part of a comprehensive parking strategy for Cape Kiwanda, the parking system may alleviate visitor parking in residential areas.

**Drawbacks**
- Increased incentive for vehicles to park on the beach
- Political challenges of introducing new fees or increasing existing fees that are directed toward specific funding objectives, unless those objectives are widely supported.
## Boat Ramp and Beach Access Fee

<table>
<thead>
<tr>
<th>How It Works</th>
<th>The county would charge a fee per vehicle for use of the boat ramp that allows vehicle access to the beach. The county could also limit access to the beach for specific types of vehicles or control number of vehicles on the beach during peak hours.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund Sources</td>
<td>Visitors and residents</td>
</tr>
</tbody>
</table>
| Benefits |  • Allows for new revenue streams into the County.  
  • Majority of revenue from visitors, especially if people living in the area are given a beach access pass.  
  • May reduce beach parking. |
| Drawbacks |  • Political challenges of restricting use of public boat ramp, including the possibility of resistance to the fee from key stakeholder groups.  
  • Political challenges of introducing new fees or increasing existing fees that are directed toward specific funding objectives, unless those objectives are widely supported. |

## County Fuel Tax

<table>
<thead>
<tr>
<th>How It Works</th>
<th>A tax on the sale of gasoline and other fuels, levied as a fixed dollar amount per gallon. Typically, the use of local fuel tax revenues is limited to transportation projects. Tillamook County currently does not have a fuel tax.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund Sources</td>
<td>Users of the transportation system</td>
</tr>
</tbody>
</table>
| Benefits |  • Gas stations already collect state and federal gas tax revenues, and could easily collect local gas tax revenues as well.  
  • Revenues tend to be fairly stable and predictable, though subject to broader economic trends. |
| Drawbacks |  • Requires public vote  
  • Unlikely to be politically feasible |

## Fees or Other Dedicated Revenue

<table>
<thead>
<tr>
<th>How It Works</th>
<th>Many cities have collected user fees for services that they direct into enterprise funds that provide dedicated revenue to fund specific projects. Examples of those types of funds can include parking revenue funds, stormwater/sewer fees, street fees, etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund Sources</td>
<td>Residents and businesses.</td>
</tr>
</tbody>
</table>
| Benefits |  • Allows for new revenue streams into the County.  
  • Many developers support fee-in-lieu programs if they allow them to receive the same parking allocation for less money than it would cost to build and manage the space. |
| Drawbacks |  • Political challenges of introducing new fees or increasing existing fees that are directed toward specific funding objectives, unless those objectives are widely supported. |
Other Tools

Land Disposition

How It Works  The public sector sometimes controls land that has been acquired with resources that enable it to dispose of that land for private and/or nonprofit redevelopment. In select cases, land acquired with funding sources such as tax increment, EB5, or through federal resources such as CDBG or HUD Section 108 can be sold or leased at below-market rates for various projects to help achieve redevelopment objectives.

Fund Sources  Land sales, CDBG/HUD 108

Benefits  
- Increases development feasibility by reducing development costs
- Gives the public sector leverage to achieve its goals for the development via development agreement process with developer

Drawbacks  
- Public agencies sometimes buy land at the appraised value because they want to achieve multiple goals, which can impact costs of future public and private acquisitions.
- Requires careful underwriting and program administration to reduce public sector risk and ensure program compliance

Transportation Grants/Loans

How It Works  ODOT administers several grant programs that help to pay for pedestrian and bicycle improvements, including crosswalks, bike lane striping, and pedestrian crossing islands. Local governments must often match grant funding. These programs include:

- **ConnectOregon.** ConnectOregon focuses on improving connections and supporting local economies throughout the state. Dedicated to non-highway projects, ConnectOregon was first approved by the Oregon legislature in 2005 and has funded more than 130 marine/ports, aviation, public transit, and rail projects around the state. For ConnectOregon V, bicycle/pedestrian projects were also eligible to compete for funds. State program webpage: http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx

- **Statewide Transportation Enhancements Program.** The Statewide Transportation Improvement Program, known as the STIP, is Oregon's four-year transportation capital improvement program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. STIP will be divided into two broad categories: Fix-It and Enhance. State program webpage: http://www.oregon.gov/ODOT/TD/STIP/Pages/about.aspx

- **Oregon Transportation Infrastructure Bank.** The Bank is a low-interest revolving loan fund that can help to pay for transportation capital projects. These low-interest loans can be repaid with TIF, general fund, or local improvement district revenues. They provide up front monies (planning, engineering) as well as implementation funds which means cities don’t need to wait for TIF build up. Need to make sure there will be a county repayment source. State program webpage: http://www.oregon.gov/ODOT/CS/FS/pages/otib.aspx

- **ODOT immediate Opportunity Fund.** This fund supports economic development by providing road improvements where they will assure job development opportunities. The fund may be used only when other sources of funding are unavailable, and is restricted to job retention and committed job creation opportunities. To be eligible, a project must require an immediate commitment of road construction funds to address an actual transportation problem. The applicant must show that the location decision of a firm or development depends on those transportation improvements, and the jobs created by the development must be “primary” jobs such as manufacturing, distribution, or service jobs.

- **State of Oregon Parks and Recreation Grants.** Applicable state grants include the lottery-funded local government grants, recreational trails grants, land and conservation fund grants. State program webpage: http://www.oregon.gov/OPRD/GRANTS/pages/index.aspx

Fund Sources  State and federal funds

Benefits  
- Direct public investment into private projects.
- Does not impact county funds.

Drawbacks  
- Highly competitive and must meet state-identified criteria (varies by program).
- For loans, need to establish a county repayment source.
## Funding Agreements

### Capital Improvement Program (CIP)

**How It Works**
A process for a jurisdiction to identify short- to long-term capital projects, appropriate funding resources, and develop a timeline for completion. Each jurisdiction will revisit its CIPs on a regular basis to re-evaluate project prioritization.

**Fund Sources**
Other funding tools

**Benefits**
- Provides an organization mechanism to identify and prioritize projects

**Drawbacks**
- Not a funding tool itself

### Public-Private Partnership (PPP)

**How It Works**
An agreement between a public entity and one or more private sector partners to pool financial resources and other assets to fund and implement projects. A PPP must be implemented in conjunction with public funding sources such as parking fee revenue, general fund dollars, or lodging tax revenues. Public agencies pursue PPPs for several reasons, including access to private capital, budget certainty, accelerated project delivery, transfer of risk to the private sector, attraction of private sector innovation, and improved or more reliable service levels. However, PPPs, like conventional projects, usually require revenue in order to pay back the upfront investment.

**Fund Sources**
Private partner funds and a range of public funding tools

**Benefits**
- Supports projects that may not have been possible with one source of funds, and often with an innovative outcome.
- Leverages private sector investment to implement projects that provide community benefits.

**Drawbacks**
- Must be supported by strong political will at all levels of government.
- Financing risks can result in the inability to reach financial close or lead to default on project debt during the operating period.
- Increased project timeline costs if the private sector entity is unable to receive the required federal, state, and local permits.
- The time needed to negotiate partnership components can substantially increase the cost and risk of implementing a project.
Welcome and Introductions
Rachel Hagerty welcomed Steering Committee members to the meeting and thanked them for their continued participation. Rachel reminded committee members that the consultant team first prepared a report on existing conditions which was reviewed by the Steering Committee, CAC and at a Town Hall meeting. In March, the Steering Committee met to review the full list of master plan concepts developed through public engagement efforts and comment on the feasibility of each concept. They also identified a range of potential funding sources. Today, the Steering Committee will review and comment on a refined list of master plan concepts and rough order of magnitude costs. Rachel explained that the Community Advisory Committee will meet right after this meeting. The same or similar information we view today will be presented at the Town Hall meeting on June 29 at 6pm at Kiawanda Community Center.

Facility Alternatives
Steve Faust, project manager for the consultant team, began a presentation of facility alternatives and identified broad areas of focus:

- A concept map that illustrates the locations of various projects
- Illustrations of traffic circulation concepts
- Possible cross-section designs for Cape Kiwanda Drive
- Potential programs
- Order-of-magnitude cost estimates
- Priority-setting exercise

Concept Map
The following is a summary of various elements of the concept map:

1. Boardwalk. The boardwalk has broad community support, but faces serious engineering challenges and high costs.

2. Nestucca Valley Community Park. Preliminary designs are complete and fundraising underway. Recently, a concept was raised to take the skate park out of the Community Park and locate it at the current Webb Park site. Advantages would include better visibility and potentially safety. Losing potential parking across from the Cape Kiwanda lot is a disadvantage. Committee members noted that at the Webb Park site, the skate park could be developed to attract an audience beyond local residents. Several committee members expressed that they do not want an amenity that draws more visitors. All agree that additional research would be needed in terms of the market for such an amenity and a cost/benefit analysis of providing it.
Concept Map

**LEGEND**

1. Boardwalk
2. Community park and parking
3. Garbage facilities
4. New parking lot
5. Beach safety zone
6. Redeveloped beach access road and sidewalks
7. Relocated Webb Park
8. Restrooms
9. Turnaround lot
10. Beachgrass and dune restoration
11. Redesigned Cape Kiwanda Drive
12. Traffic circulation alternatives
3. Garbage/Recycling Facilities. Steve asked the group if new/more garbage facilities are needed or if more frequent garbage pickup is the best solution. Dennis Comfort, Oregon Parks and Recreation Department (OPRD), suggested a trash compactor as a cost-effective way to reduce the frequency of garbage pickups. Steering Committee members agree that this was the best approach.

4/7. Webb Park/New Parking Lot. Steering Committee members generally support the concept of relocating Webb Park to adjacent property and replacing it with a public parking lot. It’s proximity makes it a logical place for Cape Kiwanda visitors. Phasing will be very important as the new Webb Park must be constructed before the existing park is closed in order to ensure there is no break in service or revenue. Residents along Circle Drive have expressed concern about potential noise issues, so County staff agreed to do some targeted outreach to those residents. Staff from County Parks would like to explore the possibility of a new access road north of the existing Webb Park to help relieve traffic congestion.

5. Beach/Pedestrian Safety Zone. Rachel noted that a separate effort is underway to address safety issues on the Cape itself. The results of that effort will be incorporated into the Master Plan. The focus of this group is the surf and beach area where dory boats, vehicles and pedestrians mix. A number of community members in previous meetings suggested permanent or temporary signs to indicate where visitors can/should and cannot/should not walk and park. Permanent signs are not feasible due to wave and weather conditions on the beach. Steering Committee members agree that visitors ignore signs and that enforcement is the only viable way to address this issue.

Through a separate effort, Pacific City residents are exploring the possibility of an Enhanced Sheriff Patrol District, which would provide the community with one dedicated deputy and another who would share time with Neskowin. Dennis Comfort indicated that OPRD is interested in providing a part-time staff person who would assist with education efforts, but would not have enforcement authority. Members also suggested taking a fresh look at where parking is and is not allowed on the beach and possibly expanding public access further to the south.

6. Redeveloped Beach Access Road and Sidewalks. Liane Welch, Tillamook County Public Works, stated that work on the road should begin right after Labor Day and be completed by the end of 2016. The improvements will make Hungry Harbor Road a two-way street and add a sidewalk to the south side of the road.

8. Restrooms. As with garbage facilities, Steve asked Steering Committee members if new restroom facilities or more frequent maintenance of the existing facility is the preferred approach. Steering Committee members agree that a new, more resilient facility is needed at the Cape Kiwanda parking lot. Several members recommend a specific company, CXT Concrete Buildings, used by OPRD and the US Forest Service. The facilities are difficult to damage and easy to maintain. One member encouraged the group to think about where restroom facilities are located from a broader perspective to ensure there is a sufficient number of facilities. For instance, the restroom at the existing Webb Park could be maintained to provide another option for the public. Also, different locations require different types of facilities. A facility at
the Turnaround lot will not need to be as big as the one at Cape Kiwanda parking lot. Several members agreed that a new restroom should be highlighted as a priority project in the Master Plan.

Steve indicated that items 9 -12 will be addressed in subsequent portions of the presentation.

**Traffic Circulation**
Four concepts to assist with traffic circulation and calming have been raised through the process thus far: streetscape improvements (medians, crosswalks, ADA accessibility improvements, etc.), a backage road behind Cape Kiwanda Inn, a longer loop road that extends out to Bureau of Land Management (BLM) property, and a roundabout.

*Streetscape Improvements*

Steering Committee members generally support streetscape improvements and note that they can be paired with any of the concepts that follow. Crosswalks will be especially useful if Webb Park becomes a parking lot for Cape Kiwanda visitors.
Steve noted that any impacts on private properties, such as Cape Kiwanda Inn and Cape Kiwanda RV Park, would have to be addressed. Committee members fear that the road is not a long-term solution to the congestion problem as it also would quickly become congested.
Committee members feel that this concept has more long-term value as a way to access BLM property which is the site of proposed hiking trails. Karen Schank of BLM noted that there are some obstacles to siting the road on BLM property, but they do not seem insurmountable.
Steve noted that a roundabout could be paired with either of the roads. Liane commented and other members agreed that the roundabout should be located further north. Some members also expressed interest for a second roundabout at the south end of a new road or at the bridge.

Cape Kiwanda Drive
In response to the desire for pedestrian/bicycle facilities along Cape Kiwanda Drive and a variety of opinions about whether on-street parking should be allowed, Steve presented various design concepts for Cape Kiwanda Drive. The nine concepts are comprised of three bike/pedestrian facility alternatives and three parking and left turn lane options.

<table>
<thead>
<tr>
<th>Bike/Pedestrian Facility Alternatives</th>
<th>On-street Parking/Left Turn Lane Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Multi-use paths both sides</td>
<td>A. No parking or turn lane</td>
</tr>
<tr>
<td>2. Multi-use path one side, sidewalk other side</td>
<td>B. On-street parking (one or both sides)</td>
</tr>
<tr>
<td>3. Bike lanes and sidewalks on both sides</td>
<td>C. Two Way Left Turn Lane</td>
</tr>
</tbody>
</table>
Committee members first discussed desired bike/pedestrian facilities and agreed that at least in the short-term, a multi-use path on one side of the street would be sufficient. Regarding on-street parking, many members feel that there should be no parking on Cape Kiwanda Drive. Others noted that removing on-street parking would take away one of the primary parking areas for visitors. The group generally agreed that the street should not have a continuous left turn lane or on-street parking, but rather pockets of each in certain locations where the right-of-way allows it. Steve agreed to assess opportunities for angled parking.

Members also discussed how changes to Cape Kiwanda Drive would impact local streets. At a previous meeting, members indicated that temporary no parking signs placed on one side of the street during busy days had been successful and was the preferred approach moving forward. Several
members would like to see a permit parking district for local streets that would allow parking only for residents and guests. Other members disagreed with that approach. The group seemed to agree that permanently prohibiting parking on one side of the street may be the best approach.

**Programs**
Steve recommended that the County pursue several programs as a follow up to this planning process. The following is a brief description of each program. The Committee was unable to provide comments on these programs due to time constraints.

*Parking Management Plan*
A parking management strategy agreed upon by the County and local businesses. A goal could be to limit visitors parking in private lots for day-use. Signage, such as “Parking For Customers Only – Violators Will Be Towed”, can be added to help deter visitors using private lots for non-business day-uses. Signing and parking management will only be effective if the parking limits are enforced; including towing vehicles, if necessary.

If/when additional, well-defined public parking is added in the area, visitors may be less likely to use private lots for day-use. This could ultimately reduce demands on law enforcement and towing. If no additional public parking is identified, a stringent enforcement/towing program will be more critical to manage parking.

A pay-to-park, kiosk system could be implemented to help fund public parking improvements, parking additions, and maintenance. A funding mechanism of this type will only work if enforcement is included. A year-round system may not be necessary, but can be used during peak seasons when demand is highest. A pay-to-park system may also encourage visitors to use free public (beach) or private lots. This reinforces the importance of enforcement for the pay-to-park system and signage strategy.

Any parking management strategy that attempts to reinforce the separation of private and public lots will only be as good as the commitment by business owners and the County to enforcement. There needs to be buy-off by all parties to actively engage in and support an agreed upon parking management approach.

*Sand Management Plan*
The management of sand intrusion into parking lots is not an easy problem to address. A Sand Management Plan could consist of several elements:

- Continue removing sand, but on a more regular basis.
- Plant beach grass to stabilize the dunes. A challenge is finding the right species of beach grass that is not invasive yet achieves the desired result.
- Install sand fences in certain areas to help rebuild the dunes. Sand fences are placed perpendicular to wind movement in order to help prevent sand movement.
- Grade to reshape the dune in some areas (Turnaround lot, Bob Straub) to what may be considered a more natural condition. The community should consider pursuing a district-wide permit rather than individual permits for each area.
Committee members noted that the County is updating its Foredune Management Plan which may impact recommended activities.

Wayfinding Plan
Wayfinding and signage in the community is inconsistent in message and quality. This can be confusing to users as they approach the area from the north and south, the only two ways into the community. Also, existing signs do not provide a clear direction to public parking or beach access. A wayfinding and messaging program could focus on directing visitors to public parking and beach access areas including Cape Kiwanda, Pacific City Turnaround, and Bob Straub State Park. The program also could help spread visitors out over all three public beach access locations to alleviate the pressure on Cape Kiwanda beach access. An added benefit is that a wayfinding and messaging program could help create a unified identity.

Cost Estimates and Priorities
Due to limited time, Steve provided a summary of potential projects and order-of-magnitude costs using the following classifications:

- Very Low: $10,000 or less
- Low: $10,000 to $100,000
- Medium: $100,000 to $1 million
- High: $1 million to $5 million
- Very High: More than $5 million

Steering Committee members were asked to rank the projects in order of priority from 1-5 and record their comments on the form provided and submit it to Rachel Hagerty. The following is a summary of completed comment forms.

Cape Kiwanda Drive Improvements – High to Very High Cost
Rank: 4, 6, 3, 3
Comments:
- I link this idea to the roundabout/median traffic calming devices in the business center at the north end of Cape K Drive. For the money I think this is a very important improvement. It has the potential to provide increased safety for pedestrians and bicyclists, clarify auto traffic patterns, and delineate where parking is allowed and where it is not. Liane indicated that monies might be available from state or federal programs that could actually make this feasible. However, I do not think we should “muddy the water” with concepts for these improvements that clearly extend beyond the physical boundaries of the existing ROWs. I think this study needs to focus more on what is feasible in this setting and less on “boiler plate” concepts that will not fit at all. I am not looking for what can be done “in general”…I am looking for what can realistically be done in our specific area of focus.
- This is being done by another project.
- Alternative 2A only after other new parking facililities are constructed to mitigate the loss of on street parking
- This concept definitely needs more planning. After the (June 2) meeting, when I had time to reflect the thought occurred to me that perhaps that ideas from the Sun River, OR could be incorporated into future planning of the community.
• This has to be considered. Must be included down the line – plan for it, then find funding for it.

*Elevated Boardwalk – Very High Cost*
Rank: 25, 5, 4
Comments:
• Lovely idea and many attractive examples exist but I think it is unrealistic in this setting. It would be prohibitively expensive to build, and maintenance would also be extremely expensive. These are funds no public agency is going to pay anytime soon, and private funding does not seem like a realistic prospect at this time.
• How about something like a Baily Bridge?
• Nice idea, but costly and no maintenance consideration.

*Beach Safety Zone – Very Low Cost*
Rank: 14, 2, 1
Comments:
• Outside the immediate scope of this master planning effort I think. I see this as more of a beach/Cape safety issue not facilities related, and, as such, I do not think it belongs in the mix for this study. If the volunteer Cape safety team idea that is being discussed as a part of the Cape Kiwanda Safety Task Force “grows legs” I could see this being a logical extension of that effort. A couple of volunteers with appropriate, official looking safety vests on could roam the beach and tell visitors to stay out of the way of the dory boats.
• Make the beach open on both ends – not a dead end. Two vehicle beach access points at Cape Kiwanda lot and Turnaround lot.

*Sheriff Enforcement – Low to Medium Cost*
Rank: 1, 13, 1, 1, 2
Comments:
• The photo here is of activity on the beach, and enforcement there is important but I wonder if it within the scope of this master planning process for tourist related facilities. Within the scope of this study I think enforcement means traffic and parking enforcement more on the roads (main roads and neighborhood roads) than on the beach. I think it is very important to have rules but the rules are meaningless if there is no enforcement.
• Top priority. If you do nothing else, this will help.

*Cape Kiwanda App – Medium Cost*
Rank: 8, 20, 3, 1
Comments:
• I think this makes sense and would definitely be do-able but there are too many things that are more immediate needs for the larger area we are studying. Maybe this specific idea belongs in the Cape Kiwanda Safety Task Force discussions?
• This could be the most expensive app ever. I’d love to get that as a $1 million contract. It’s a good idea, but may be a bad cost estimate.
• Apps are becoming very popular for people to use looking for transit options.
• Nice.
Educational Materials – Very Low Cost
Rank: 7, 11, 16, 2, 1
Comments:
- Low cost; but will anyone read them and pay attention? I think this is something State Parks ought to provide for the whole coast so I can’t rate it very highly on the Cape Kiwanda list of needs. It is not unique to our town, our roads, or our local beach. I think this study should focus on things that are unique to the area outlined in the design of this master planning process.
- This idea makes sense and is not expensive, but I’m not sure how effective it would be. It’s worth a try, anyway.

Electronic Parking Signs – High Cost
Rank: 24, 4, 3, 4
Comments:
- Nice, but expensive.
- Seems very costly for what it might provide.
- Start it now. Get people to use it. Bring on more parking and the system will be ready and in place.

Parking Signs – Very Low cost
Rank: 1,7, 1, 1
Comments:
- Nice, but labor intensive.
- Help inform visitors where parking spots are so they don’t drive around, or just leave.
- OK fill in, but not the end all fix.

Wayfinding System – Medium Cost
Rank: 23, 1, 1, 5
Comments:
- I don’t think we solve a lot of problems with signs. People tend not to read them, maybe because there are too many of them as it is, and there is another effort underway for a county wide wayfinding plan that I think can handle this. There should be coordination of the two efforts so it would be nice to see Nan Devlin at the Cape Kiwanda Master Plan Steering Committee meetings. Nan needs to be working actively on both sides of the tourism issues – how to get them here and what to do with them when they arrive.
- This is being done in another project.
- Start it now along with electronic parking signs.

Backage Road – Medium to High Cost
Rank: 2, 5, 1, 3
Comments:
- I don’t think providing a by-pass for the main part of Cape Kiwanda Drive is going to be worth the expense and headaches of purchasing ROW, etc. I think multi-modal approaches are far more reasonable and desirable than providing more roads for cars.
• This is another horrible idea. Don’t ruin our neighborhoods and the new park we have been struggling for years to create.

**Loop Road – High Cost**
Rank: 4, 5, 2
Comments:
• I don’t think providing a by-pass for the main part of Cape Kiwanda Drive is going to be worth the expense and headaches of purchasing ROW, etc. I think multi-modal approaches are far more reasonable and desirable than providing more roads for cars.
• No to this. The businesses that would be adversely affected are too important to the visitor experience and to our community to be wrecked with this plan.
• Big loop with roundabout. Opens up the most opportunities and a central park for Pacific City.

**Gateway Treatments – Low Cost**
Rank: 22, 2, 2
Comments:
• I think it is already obvious that you have entered a congested area and we make more progress if we install some traffic calming devices (roundabout, medians, etc.). I don’t know what “gateway treatments” are supposed to accomplish in a practical sense. Maybe I just don’t understand exactly what we are talking about here.
• This is the people crossing you direct people out of the new parking lot at Webb Park. Vehicles to the north, people to the south.

**Roundabout – Medium to High Cost**
Rank: 4, 1, 2, 2
Comments:
• As we discussed at the meeting the specific location for the roundabout(s) would need further exploration but I think this would be a very important traffic calming device. I do not think it is practicable to put it at the entrance to the Cape parking lot considering the dory boats. But we discussed two roundabouts...one at about Circle Drive and one maybe at the entrance to Doryland Pizza/Cape Kiwanda RV Park (or maybe that would just be a median to slow traffic because there is not a lot of room there for a real roundabout.) No matter what is done it needs to be plenty large to accommodate dory boats and RVs...not to mention fire trucks!
• This is a mess. It doesn’t make sense in this configuration, by Circle Drive.
• Should have one to the north and one to the south with vehicle beach access at the Turnaroud, with vehicle access on the beach from the Turnaround to Cape Kiwanda to relieve pressure.

**Parking Shuttle – Medium Cost**
Rank: 1, 8, 2, 1
Comments:
• This seems like it would go hand in hand with the electronic “Parking Lot Full” signs that would direct people to other parking...then the shuttle would have a purpose. The way I see our tourists behaving, they mostly want to be at the Cape so I don’t think the time is right for
this idea. If we had some discretionary funds I could see trying it out for a while to see what happens but I can’t rate it very highly.

- **This option would be fast and fairly easy to implement, and most effective in moving people between the boat launch parking lot and the Cape, and other beach access points (Turn Around and Bob Straub). Would require easy-to-understand signage around town at implementation.**

- **I don’t believe a shuttle service would be this costly. If the desire is for shuttle service to be provided around community events, seasonal (summer months) service and utilize existing fleet the cost would be no more than $35K to $50K per year. If the desire is for high frequency service 365 days per year and use special designed coaches, then the service could cost $1 million. Also, free transit service would attract a lot more riders and having dedicated bus stops that are visual is critical.**

- **Good idea. To be successful with multiple parking lots it is a must. Set schedule from 7am to 7pm, seven days a week, March – October or at least April – September.**

**Relocate Webb Park / Develop New Parking Lot – High Cost**

**Rank: 5, 3, 1, 2**

**Comments:**

- **I hate to provide more parking because more people will come BUT they are here and we can’t accommodate them as it is, so I think this idea makes a lot of sense. If we do this I think the existing Cape parking lot should be posted as off-limits to RVs and cars/trucks pulling trailers of any kind EXCEPT dory boats of course. Those larger rigs get trapped in tight spaces in the existing lot and cause nightmare bottlenecks. The new parking lot could/should have a number of spaces designated for large rigs and signage that directs larger rigs to that lot.**

- **This is a good idea, but not worth $5 million. It feels like something the county wants to do and they want to get it paid for by someone other than County Parks (who will get the money from parking fees, new camping facilities and more land – maybe they should pay for it). However, it also seems to be the trigger for the road revisions that would negatively affect the Pacific City Community.**

- **Major access to new parking lot and relocate Webb Campground on the north end. Pedestrian only walkway out the south end.**

**Parking Fees / Kiosks – Low Cost**

**Rank: 2, 10, 9, 2, 1, 1**

**Comments:**

- **This makes a lot of sense to me. User fees for public facilities are common place now…and in a political environment where local taxpayers will not underwrite facilities they won’t/can’t use because of the numbers of tourist we are hard pressed to pass taxes to maintain these facilities. I would apply this to the Cape parking lot and the new parking lot across the street IF it is built. It also seems like something that could be done fairly quickly. However…if the enforcement piece is not there (for these lots and the surrounding neighborhoods) it will not have the desired outcome.**

- **This is sort of a “no-brainer.” I ranked it lower than some of the improvements because it might be better perceived if parking fees were implemented along with some improvements to the facilities. But it’s still a good idea.**
• Perhaps consider charging for parking in the highest desirable areas and have free parking in locations where you want to encourage people to park.
• Start it now – early on funding. Fees will aid in controlling parking issues. Sets the tone for all parking facilities.

_Sand Removal – Low Cost_
Rank: 18, 1, 1
Comments:
• Sand removal at the Cape parking lot and the Turn-a-Round parking lot are related to this master planning in terms of providing access to parking but I put them in a very different category because I don’t see them as related only to tourists or this Master Planning project. I think these are routine maintenance issues that the county should be performing because they are public properties. Unlike the bathrooms which need more maintenance because of the increased use during peak times, these parking lots should be routinely maintained year round.

_Beachgrass Planting – Medium Cost_
Rank: 17, 4, 1
Comments:
• I do not see this as an issue directly related to the Cape and the problems we are trying to solve through the Master Planning process. It is a much larger issue that State Parks and the County should be and are addressing. I think this issue is too far removed from the Master Planning for tourist facilities process to deal with here.

_Sand Fences – Medium Cost_
Rank: 21, 3, 3
Comments:
• I see this as an issue of more concern to property owners along the beach…I don’t see it helping with the problems we experience as a result of the tourist traffic and I do not see it as part of this Master Planning for tourist facilities process.
• I don’t know much about this concept so my lack of understanding might be affecting how I reacted to it.
• Homeowners?

_Dune Grading – Low Cost_
Rank: 2, 19, 2, 2
Comments:
• I see this as an issue of more concern to property owners along the beach…I don’t see it helping with the problems we experience as a result of the tourist traffic.
• Improving access and parking at the Turnaround to create an obvious alternative beach access point should de-load the Cape area.
• Tillamook Lightwave is working on a funding plan to take care of the Turnaround site on an ongoing basis.
**New Cape Kiwanda Restrooms – Medium Cost**
Rank: 6, 8, 5, 1, 1
Comments:
- I put all the bathroom issues in one box. I think they are important but we have facilities at the Cape now and the Chamber is providing a port-a-potty at the Turnaround so I don’t see the bathroom issues are the most immediate need.
- Tillamook County has been promising to replace this restroom for years. They committed to use an RV registration fee increase for it, got the money and used it for something else, ignoring their commitment to us.
- A. Complete roadway improvements. B. Complete parking improvements. C. Enact #1-5. D. Only build new restroom when fees have been agreed on and implemented.

**New Restrooms at Turnaround Lot – Medium Cost**
Rank: 6, 9, 12, 3, 1
Comments:
- See above. I think a port-a-potty or two at the turn-a-round is adequate for the time being. I think there are too many competing needs to put a lot of money into a construction project for restrooms at that location. Then there is maintenance expense to consider. At least with the port-a-potty maintenance comes with the rental. The parking lot at the turn-a-round is not that big so you don’t get the accumulation of people there that you have at the Cape.
- Adding this new facility would clearly support the TLT’s objective of using the tax dollars to add tourism-related facilities. It would also help make the Turnaround a more obvious alternative to the Cape access.
- Turnaround access to the beach should have a high priority. It will take the pressure of Cape Kiwanda parking lot and beach access.

**Increased Restroom Maintenance – Low Cost**
Rank: 6, 6, 11, 2, 1
Comments:
- I can’t speak to this because I don’t know what the schedule is now, how much time is devoted to regular maintenance, and what conditions they find when they come to clean. If it is out of control when the maintenance people arrive increased service would probably make sense.
- This is critical for the current facilities as well as new facilities added in the future. Poor maintenance reflects horribly on our area as a destination.
- Only when fees are in place. No increase without funding.

**Additional Garbage and Recycling Facilities – Very Low Cost**
Rank: 3, 4, 10, 1, 3
Comments:
- Again, I am grouping this item with the following item…increased collection. We discussed the compacters and that makes total sense to me.
- This should help with the garbage problems we see, especially on busy weekends.
- Is it possible this could increase the amount of garbage left behind?
- No. Change to compacting unit.
Increased Garbage Collection – Low Cost
Rank: 3, 5, 15, 1, 3
Comments:
- If we install compacters the collection schedule would probably/maybe not need to be increased...so I think this item and “Increase garbage facilities” item above go hand-in-hand.
- This goes hand-in-hand with increasing facilities.
- No. Change to compacting unit.

Do you have anything else to add?
- I tried to factor impact, feasibility, and cost, as much as desirability, into my thinking in ranking 1-5. I think a lot of the ideas here are important but either beyond the scope of this study and/or not directly/exclusively related to tourist facilities. I think some are more appropriately taken up by the Cape Kiwanda Safety Task Force.
- It’s obvious to all that we have a big problem to solve. Our project has given us some great options, including many that can be implemented quickly and will make an immediate improvement. I think it’s critical that we harvest the “low hanging fruit” as quickly as possible. The big ticket items will take years to plan, much less fund, and some would very negatively affect the Pacific City community, and may be obsolete before they are implemented.
- I think all of the options should be pursued. I ranked the projects my thought was to rank the lowest cost options the highest so that some progress could be made while further developing the larger cost concepts. The thought also occurred to me the higher cost concepts could be further divided and developed so that they could be implemented in phases over a longer time horizon.

Next Steps
The County will host a community Town Hall on June 29th where participants will comment on the same or similar concepts as those presented above. Following the Town Hall and based on results of the that meeting, the consultant team will work with County staff to develop a preferred alternative package.
Study Area

1. Turnaround
2. PCJWSA
3. BLM
4. TLW
5. Cape Kiwanda parking lot
6. Webb Park
7. County tract
8. USFS
   - Bob Straub State Park
   - Pacific City Boat Launch
Phase 3

- Select and refine preferred alternatives

Next Steps

- Community meeting to review and comment on alternatives
- Prepare preferred alternative and implementation strategy
Facility Alternatives

• Concept Map
• Traffic circulation
• Cape Kiwanda Drive design
• Programs
• Costs/funding
• Priorities
Concept Map

**LEGEND**

1. Boardwalk
2. Community park and parking
3. Garbage facilities
4. New parking lot
5. Beach safety zone
6. Redeveloped beach access road and sidewalks
7. Relocated Webb Park
8. Restrooms
9. Turnaround lot
10. Beachgrass and dune restoration
11. Redesigned Cape Kiwanda Drive
12. Traffic circulation alternatives
Traffic Circulation

- Streetscape improvements
- Parallel road
- Loop road
- Roundabout
Cape Kiwanda Drive

Bike/Pedestrian Facility Alternatives

1. Multi-use paths both sides
2. Multi-use path one side, sidewalk on other side
3. Bike lanes and sidewalks on both sides
Cape Kiwanda Drive

On-street Parking/Turn Lane Options

A. No parking or turn lane
B. On-street parking
C. Turn Lane
Alternative 1
• Accommodates all users

Option A
• Narrowest roadway
• Removes on-street parking
Alternative 2
- Bikers travel both ways on path, cross street to access

Option A
- Narrowest roadway
- Removes on-street parking
Alternative 3
- Conventional approach

Option A
- Narrowest roadway
- Removes on-street parking
Alternative 1
• Accommodates all users

Option B
• On-street parking
• ROW purchase
Alternative 2
• Bikers travel both ways on path, cross street to access

Option B
• On-street parking
• ROW purchase
Alternative 3
• Conventional approach

Option B
• On-street parking
• ROW purchase
Alternative 1
• Accommodates all users

Option C
• Left turn lane
• ROW purchase
Alternative 2
• Bikers travel both ways on path, cross street to access

Option C
• Left turn lane
• ROW purchase
Alternative 3
• Conventional approach

Option C
• Left turn lane
• ROW purchase
### Cape Kiwanda Drive

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
<th>Alternate 1: Multi-use paths both sides</th>
<th>Alternate 2: Multi-use path one side, sidewalk other side</th>
<th>Alternate 3: Bike lanes &amp; sidewalks both sides</th>
</tr>
</thead>
</table>
| A      | No parking or turn lane | • Accommodates all users  
• Narrowest roadway  
• Removes on-street | • Bikes travel both ways on path  
• Narrowest roadway  
• Removes on-street | • Conventional approach  
• Narrowest roadway  
• Removes on-street parking |
| B      | On-street parking | • Accommodates all users  
• On-street parking  
• ROW purchase needed | • Bikes travel both ways on path  
• On-street parking  
• ROW purchase needed | • Conventional approach  
• On-street parking  
• ROW purchase needed |
| C      | Left turn lane | • Accommodates all users  
• Left turn lane  
• ROW purchase needed | • Bikes travel both ways on path  
• Left turn lane  
• ROW purchase needed | • Conventional approach  
• Left turn lane  
• ROW purchase needed |
Programs

• Parking Management Plan

• Sand Management Plan

• Wayfinding Plan
Parking Management Plan

1. Limit visitors parking in private lots.
   • Parking limits, signs, enforcement

2. Provide additional parking
   • Well-marked and maintained

3. Pay-to-park kiosk system
   • Fund improvements, maintenance, enforcement

4. Support from business/property owners
Sand Management Plan

- Sand removal
- Beach grass planting
- Sand fencing
- Dune grading
Wayfinding Plan

• Identity
• Coordination
  • Maps, directions, symbols
• Destinations
  • Amenities, businesses, landmarks, parking
• Audience
  • Motorists, bicyclists, pedestrians
Magnitude of Costs

- **Very Low**: $10,000 or less
- **Low**: $10,000 to $100,000
- **Medium**: $100,000 to $1 million
- **High**: $1 million to $5 million
- **Very High**: More than $5 million

Priorities
Cape Kiwanda Master Plan for Tourism Related Facilities

- **Cape Kiwanda Roadway Improvements**
  - High: $1 million - $5 million
  - Very High: More than $5 million

- **Elevated Boardwalk**
  - Very High: More than $5 million
Pedestrian Safety Zone

Sheriff Enforcement

Very Low: $10,000 or less

Low: $10,000 - $100,000
Cape Kiwanda Master Plan for Tourism Related Facilities

Cape Kiwanda App

Medium: $100,000 - $1 million

Educational Materials

Very Low: $10,000 or less
Electronic Parking Signs

Parking Signs

Wayfinding System

**High:** $1 million - $5 million

**Very Low:** $10,000 or less

**Medium:** $100,000 - $1 million
Backage Road

Medium: $100,000 - $1 million
High: $1 million - $5 million

Loop Road

High: $1 million - $5 million
Cape Kiwanda Master Plan for Tourism Related Facilities

**Streetscape Improvements**

- **Low**: $10,000 - $100,000
- **Medium**: $100,000 - $1 million
- **High**: $1 million - $5 million

**Roundabout**

- **Low**: $10,000 - $100,000
- **Medium**: $100,000 - $1 million
- **High**: $1 million - $5 million
Parking Shuttle

Relocate Webb Park / New Parking Lot

Parking Fees/Kiosks

Medium: $100,000 - $1 million

High: $1 million - $5 million

Low: $10,000 - $100,000
Sand Removal

- Low: $10,000 - $100,000

Beachgrass Planting

- Medium: $100,000 - $1 million
Cape Kiwanda Master Plan for Tourism Related Facilities

Sand Fences

Low: $10,000 - $100,000

Medium: $100,000 - $1 million

Dune Grading

Low: $10,000 - $100,000

Medium: $100,000 - $1 million
Restrooms at Cape Kiwanda

Restrooms at Turnaround

Increase Restroom Maintenance

Low: $10,000 - $100,000

Medium: $100,000 - $1 million
Add Garbage/Recycling Facilities

Very Low: $10,000 or less

Increase Garbage/Recycling Collection

Low: $10,000 - $100,000
Thank You!
SUMMARY

Welcome and Introductions
Rachel Hagerty welcomed members to the final Steering Committee meeting and thanked them for their participation throughout the process. At today’s meeting, we will discuss preferred alternatives or recommendations for the Master Plan. After today’s meeting, the consultant team will begin preparing the draft Master Plan which will be sent to the Steering Committee via email by the end of August for their review and comments. The final Town Hall meeting is scheduled for Wednesday, September 7th from 5 to 7 p.m. The Board of County Commissioners will consider the Plan at their regular meeting on Wednesday, September 14th.

Preferred Alternatives
Steve Faust, project manager for the consultant team, explained that he will present the preferred alternatives as well as the estimated costs, funding sources and phases of development. As representatives of key agencies and organizations, we are seeking help from the Steering Committee to ensure the information in the Plan is correct. Steve noted that the consultant team assumed an annual allotment of $100,000 of Tillamook County Transient Lodging Tax (TLT) funds to help implement the Plan. The Steering Committee generally agree that the goal of recommended tourist-related facilities is not to attract more visitors during the spring, summer and fall months, but rather to make existing resources more efficiently, improving the experience for residents and visitors. Steering Committee members also note that there is still significant development potential in Pacific City which will further impact these facilities.

A Steering Committee member noted that bids came in for the proposed improvements to Hungry Harbor Drive but they were all higher than County estimates. A new bid request will go out in January with the intent to complete construction before spring break.

Parking Fees
Require a fee to park in the Cape Kiwanda and Turnaround parking lots as is done at all other parking lots owned and operated by Tillamook County Parks & Recreation. Install kiosks in both lots to collect the daily fee or accept an annual pass. Requiring a fee to park in these lots must be paired with enforcement. The pay for parking program would eventually be extended to a potential new public parking lot on the current site of Webb Park. The estimated cost to install the kiosks is $75,000 and another $20,000 annually for operations. TLT funds would be used for the capital costs. Revenue generated from parking fees will pay for operations and other maintenance needs (e.g. sand removal, trash cleanup, restroom maintenance). The consultant team recommends this project as the top priority to be funding in Phase 1 (1-2 years).
Steering Committee members recommend an outreach program to accompany the new pay for parking program, as it may push more parking onto local streets. They also note that allowances should be made so the fee program does not interfere with Dory staging in the lot. Some members are concerned about who will enforce the parking tickets as current County fees often go unpaid. Representatives from County Parks, OPRD and the Tillamook County Sheriff’s office discussed ideas and potential solutions to this issue. Steering Committee members agree that this project should be the top priority and the issues noted can be addressed.

Trash Compactor at Cape Kiwanda
Replace existing garbage receptacles at the Cape Kiwanda parking lot with a trash compactor. The trash compactor can accommodate more garbage, reducing the number of needed pickup trips. The consultant team estimates about $25,000 to purchase and install the compactor. TLT and/or OPRD Local Government Grant Program funds would be used to pay for the trash compactor in Phase 1. Steering Committee members support this project as something that can be done in the short-term at a relatively low cost.

New Restrooms at Cape Kiwanda
Replace the existing restroom facility at the Cape Kiwanda parking lot with a new structure that is more resilient to heavy use and vandalism, thus reducing maintenance costs. The estimated cost to purchase and install a new facility similar to those used at some OPRD campgrounds is $200,000. The restroom would be paid for with TLT and/or OPRD grant funds. Steering Committee members support the new restroom as the final project in Phase 1.

Cape Kiwanda Drive
Redesign the Cape Kiwanda Drive roadway to improve safety for pedestrians, bicyclists and motorists. Remove most on-street parking, and add a left turn lane and pedestrian and bicycle facilities. Steering Committee, Community Advisory Committee and the general public prefer a roadway that consists of two traffic lanes with a center left-turn lane where required and pockets of parking where feasible. A multi-use path on the west side of the street will accommodate walkers and bikers. Other traffic calming and pedestrian safety features, such as speed bumps, pedestrian islands (medians), painted crosswalks and ADA accessible curb ramps. While this project will improve road safety, it does not address traffic circulation. Steering Committee members agree this is the top priority in Phase 2 (3-5 years). The consultant team estimated a cost of $1.5 - $2 million. The design and construction would require funds from multiple sources which could include TLT funds, local taxes and state grants.

Local Streets
Steve noted that the consensus at a previous Steering Committee meeting was to maintain status quo on local streets. There is no community consensus on whether or not to prohibit parking on one or both sides of the street. On peak days, the Nestucca Fire and Rescue places temporary no parking signs where needed on one side of the street to maintain sufficient roadway for emergency vehicle access. More recently, the NFR Fire Chief submitted a permit to prohibit parking on the west side of Shore Drive between Pine and Alder streets. Additional requests to prohibit parking will be considered if they address public safety concerns. Residents may opt to create a parking permit district for local streets.
Parking Shuttle
Work with Tillamook County Transit to launch a free shuttle from downtown Pacific City to public parking opportunities at the Pacific City Boat Launch, Bob Straub State Park, Turnaround Lot and Cape Kiwanda / future lot at Webb Park. The objectives of this project are to reduce congestion at Cape Kiwanda by spreading visitors out along the beach and reducing cars from the road, and increase patronage of downtown Pacific City businesses. A Steering Committee member suggested the shuttle could use the same or a similar route as is used during Dory Days. The estimated cost of needed infrastructure improvements is approximately $150,000 and operations costs are approximately $60,000 annually. Potential funding sources include TLT, a local/business improvement district, other local taxes (e.g. gas tax) and parking fees. Planning for the shuttle could begin immediately with a goal of launching the service sometime during Phase 2.

Restrooms at Turnaround Lot
A better-maintained Turnaround Lot with up to 75 delineated parking stalls will likely increase use of the lot. Some members are concerned that a permanent restroom will attract more use. Others prefer that visitors use a permanent facility rather than finding other alternatives. Steering Committee members generally agree that portable restrooms should be used until increased use warrants a permanent facility. A new facility resilient to heavy use and vandalism would cost about $100,000 and could be funded through the TLT.

Relocate Webb Park / Construct New Parking Lot
This is the only project that adds parking capacity, although it may merely offset the loss of parking from Cape Kiwanda Drive and local streets. County Parks would develop a new campground on the county-owned parcel northeast of the current site. That parcel provides an opportunity for the campground to expand, increasing revenues to be used in the area. Developing a new campground would require extending public utilities to the site. Once the new campground is complete, the existing campground would be redeveloped as a parking lot, maintaining the existing restroom and fish cleaning facilities. The consultant team estimated a total cost of approximately $3 million which could come from various county and local tax revenue, such as general obligation bond, parking fees, TLT and gas tax. Steering Committee members support this as the lone project in Phase 3 (5-10 years).

The Steering Committee stressed the need for a parking management plan to coordinate short and long term parking throughout the area. The planning process should include a count of current and proposed public parking spaces and a community discussion to agree on a maximum number of spaces Pacific City can accommodate (capacity) from infrastructure and livability standpoints. The plan should make recommendations on how to manage public parking spaces efficiently across the system as well as wayfinding strategies to ensure visitors are aware of all public parking opportunities.

Longer-Term Considerations (10-20 years)
While the recommendations for new and improved tourist-related facilities address many of the issues identified throughout the process, they may provide insufficient in the long-term. The consultant team and project staff recommend periodically evaluating whether additional improvements are needed. The following projects received some support from the community and/or staff, but were not selected for the intial phases of implementation.
• To improve pedestrian safety, consider a sidewalk along the east side of Cape Kiwanda Drive to encourage pedestrians to cross the street at designated crossings.
• To improve traffic circulation, consider a roundabout and/or parallel road near the Cape Kiwanda parking lot.

Related Efforts
Several planning efforts related to the Master Plan for Tourism Facilities are underway. We will include a description of each effort so the Master Plan becomes a single source of information related to the Cape.

Cape Kiwanda Special Safety Work Group
The Work Group, comprised of state and local officials, local residents and business owners, and emergency responders, is charged with addressing the increasing number of people who have died while climbing the bluffs at the Cape. The Work Group met most recently on July 28th and will have preliminary recommendations in late September, which may include: more fences and signs; changing fence locations and sign types; and direct outreach to young adults through social media or high schools. A summary of preliminary Work Group recommendations will be included in the Master Plan.

Enhanced Sheriff Enforcement District
Residents of Pacific City, Woods and Neskowin are considering an Enhanced Sheriff Patrol District that would be funded through a portion of their property taxes. Increased law enforcement in the Cape Kiwanda area is critical addressing a number of community concerns. The Master Plan will include an up-to-date summary of community conversations about this possibility.

OPRD Pilot Program
OPRD has launched a pilot program to increase their presence at the Cape. If it is deemed effective, OPRD may seek to secure permanent funding for the program. Steering Committee members note that increased law enforcement and OPRD Ranger presence at the Cape has been very effective.

Wayfinding
Tillamook County Tourism is preparing wayfinding recommendations for communities along the coast. The recommendations will define specific needs and potential signage locations and develop a system of designs to meet visitor and resident needs including layout and components. Once the recommendations are complete, grants may be available to fund wayfinding improvements in local communities. A comprehensive look at wayfinding in Pacific City would help establish a consistent approach and design for signs that will reduce confusion and help visitors locate parking and amenities.

Sand Removal
Over the past few years, Tillamook County Parks and the Pelican have combined funds to remove sand from the Cape Kiwanda parking lot. Under a new agreement with County Parks, Tillamook Lighwave will assume responsibility for removing sand from the Turnaround Lot. Keeping sand off the parking lot surfaces will ensure the maximum number of parking stalls are available, reducing the number of vehicles circling through the community to find a space. These bodies may find some benefit in coordinating their efforts to obtain permits and hire contractors.
**Foredune Management**
Throughout the process, Steering Committee, CAC and community members expressed concern about the steep grade of the dune at the Turnaround Lot and recommended lowering it so vehicles do not have to accelerate over a blind approach, presenting a significant hazard to those walking on the other side. The Steering Committee agreed that lowering the dune is not desirable as it encourages more traffic and would make the Pacific Avenue Bridge more vulnerable to damage from a tsunami.

**Next Steps**
The consultant team will begin drafting the Master Plan based on Steering Committee recommendations. The draft Master Plan will be sent to Steering Committee for review and comment in late August. Rachel Hagerty will consolidate the comments for the consultant team to incorporate. Recommendations will be presented at the final Town Hall meeting on September 7th from 5 to 7 p.m. at the Kiawanda Community Center. The revised draft Master Plan will go before the Board of County Commissioners on September 14th.
Study Area

1. Turnaround
2. PCJWSA
3. BLM
4. TLW
5. Cape Kiwanda parking lot
6. Webb Park
7. County tract
8. USFS
   • Bob Straub State Park
   • Pacific City Boat Launch
Phase 3

• Select and refine preferred alternatives

Next Steps

• Prepare preferred alternative and implementation strategy
• September 7 Town Hall
• Draft Master Plan
• September 14 Board of County Commissioners
Recommendations

- Parking fees/kiosks on County lots
- Trash Compactor at Cape Kiwanda
- New restrooms at Cape Kiwanda
- Cape Kiwanda Drive roadway design and streetscape improvements
- Parking shuttle
- New restrooms at Turnaround lot
- Relocate Webb Park / construct new parking lot
Parking Fees/Kiosks

- Cape Kiwanda and Turnaround lots initially
- New lot at Webb Park eventually
- Paired with increased enforcement

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<tr>
<th>Cost:</th>
<th>$75,000 installation</th>
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<tr>
<td>Funding:</td>
<td>Transient lodging tax (TLT)</td>
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PHASE 1 (1-2 YEARS)
Trash Compactor at Cape Kiwanda

- Replace existing garbage facility
- Reduced pickup and associated costs

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<th>Cost:</th>
<th>$25,000</th>
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<tbody>
<tr>
<td>Funding:</td>
<td>TLT</td>
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PHASE 1 (1-2 YEARS)
New Restrooms at Cape Kiwanda

- Replace existing restrooms
- More resilient to heavy use, vandalism
- Reduced maintenance costs

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<thead>
<tr>
<th>Cost:</th>
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<tr>
<td>Funding:</td>
<td>TLT</td>
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PHASE 1 (1-2 YEARS)
Cape Kiwanda Drive

- Multi-use path west side, left turn lane at community park, pockets of on-street parking
- Speed bumps, pedestrian islands, crosswalks, ADA accessible
- Does not improve circulation

<table>
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<tr>
<th>Cost:</th>
<th>$1.5 – 2 million</th>
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<tr>
<td>Funding:</td>
<td>Local funding (TLT, gas tax, state grants)</td>
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PHASE 2 (3-5 YEARS)
Parking Shuttle

- Free
- Stops in downtown, boat launch, Bob Straub, Turnaround, Cape Kiwanda/ Webb Park

| Cost:          | $150,000 infrastructure |
|               | $60,000/year operations |

Funding: Parking fees, TLT, local/business improvement district

PHASE 2 (3-5 YEARS)
New Restrooms at Turnaround Lot

- Single-user
- Flush or vault

<table>
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<tr>
<th>Cost:</th>
<th>$100,000</th>
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<tbody>
<tr>
<td>Funding:</td>
<td>TLT</td>
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PHASE 2 (3-5 YEARS)
Relocate Webb Park / Construct New Parking Lot

• Relocate Webb Park to adjacent County parcel
• Construct new parking lot on current Webb Park site
• Expand Webb Park, increase revenues

Cost: $3 million
Funding: County, local

PHASE 3 (5-10 YEARS)
Long-term Considerations

- Add sidewalk to east side of Cape Kiwanda Drive
- Encourages pedestrian crossing at designated locations
Long-term Considerations

- Roundabout, parallel road
- Improve circulation
Related Efforts

• Cape Kiwanda Safety Task Force
• Enhanced Sheriff Enforcement District
• Additional OPRD Staff
• Wayfinding
• Sand removal
• Foredune Management
Thank You!