



Adopted 09/01/2016
For POTB Internal Use



Port of Tillamook Bay

Acknowledgements

The Port of Tillamook Bay (POTB) Future Land Use Plan (FLUP) was developed over the course of two years with community input from:

Future Land Use Plan 2016

- Port of Tillamook Bay Commission
- Port of Tillamook Bay Staff
- Oregon Department of Land Conservation and Development (DLCD)
- Tillamook County Community Development,
- North Coast Regional Solutions Team (RST)
- Resource Assistance for Rural Environments (RARE)
- Economic Development Council of Tillamook County (EDCTC)

For more information regarding the Port of Tillamook Bay, please visit: <http://www.potb.org/>

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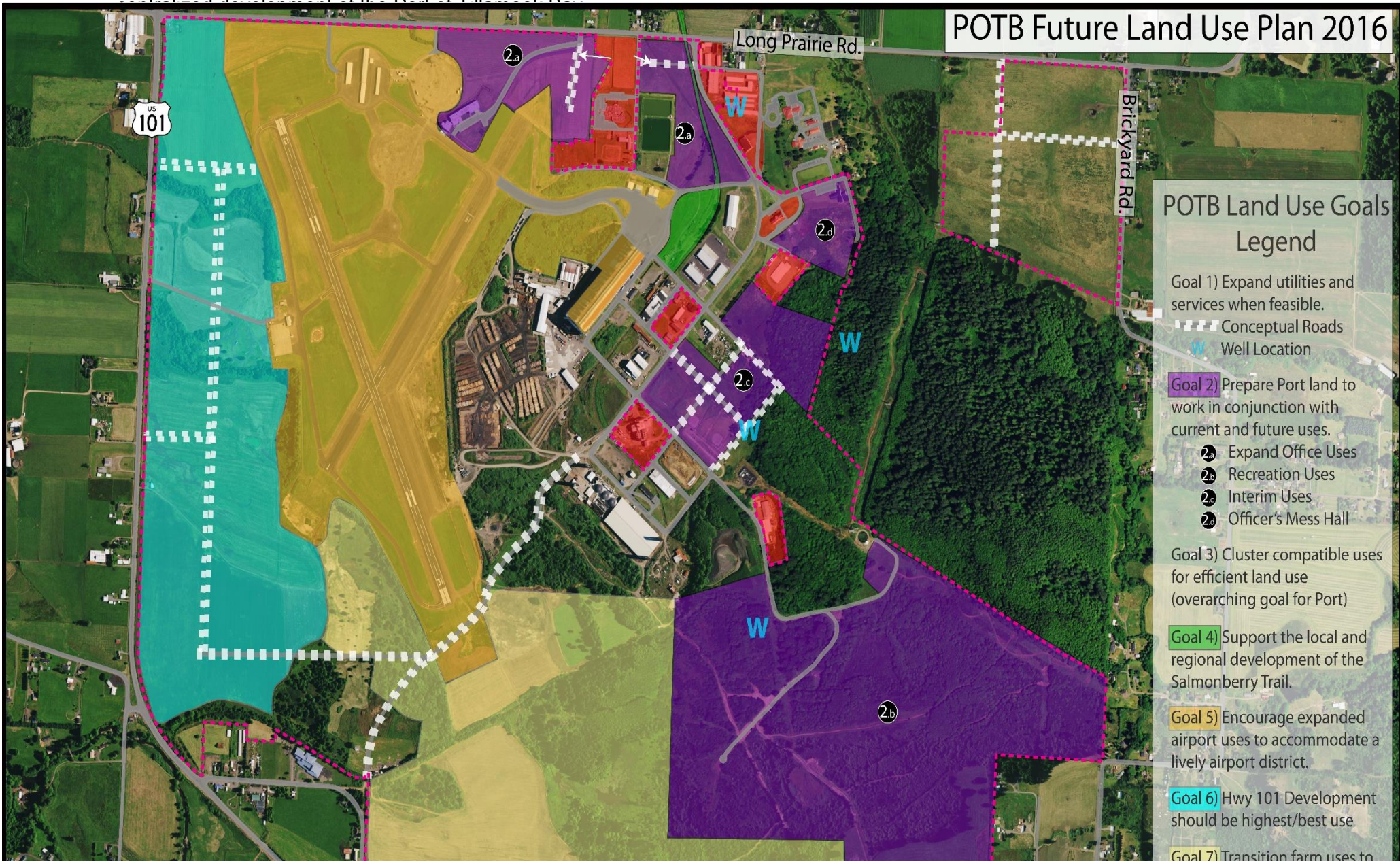
Executive Summary – POTB Future Land Use Plan 2016

Master Planning was identified as a need for the Port of Tillamook Bay in 2009, in the Port's original Strategic Business Plan. Since then the Port, in conjunction with the University of Oregon's Resource Assistance for Rural Environments (RARE) program, has spent two years conducting both site analysis and land use master planning for Port lands. Through 2014-15 the a Site Analysis was created for the Port that framed much of the work for the *Future Land Use Plan* that the Port Commission worked through in 2015-16. In working through the planning process, the Port Commission determined eight (8) land use goals laid out below. These goals are intended to serve as guiding principles for long range land use planning at the Port of Tillamook Bay. In order to be consistent with the changing economic atmosphere of Tillamook County the goals themselves should be periodically reviewed to ensure consistency with current trends and local economic development.

The following goals are:

- 1) Seek to expand utilities, roads and similar infrastructures when fiscally feasible while maintaining sustainable debt practices.
- 2) Prepare Port land to work in conjunction with current and future land uses including:
 - a. Expand and Support Office Uses
 - b. Expand and Support Recreation Uses
 - c. Expand and Support Interim Uses
 - d. Expand and Support Officer's Mess Hall
- 3) Cluster compatible land uses for efficient land use. It is the Port's desire to create neighboring uses that benefit one another for a supportive and dense business and industrial atmosphere.
- 4) Support the development of the Salmonberry Trail.
- 5) Encourage the retention and expansion of airport uses to accommodate a lively airport district for Tillamook County.

- 6) Ensure that development along Highway 101 is of the highest and best use allowed within current and future zoning.
- 7) Seek to re-focus agricultural use on Port's M-1 zoned land, to keep consistent with the industrial use goals of the Port.
- 8) When the opportunity is present, seek to reacquire properties centralized within the Port's boundaries and sell properties not essential to the centralized development of the Port of Tillamook Bay.



Policy Considerations for the Port of Tillamook Bay

Below are the policy considerations that were developed out of *Port of Tillamook Bay Future Land Use Plan*. They are suggested policies that the Port Commission may choose to adopt or not to adopt. The policies reflect the work of the Port Staff and the Port Commission over the course of the planning process for the *POTB Future Land Use Plan*. Policy considerations aren't policy until explicitly adopted by the Port Commission.

- 1) WHEREAS, the Port of Tillamook Bay Commission recognizes the *Future Land Use Plan* as the guiding document for land use decisions, future master planning, business retention/expansion and for support in future grant writing applications.
- 2) WHEREAS, the Port of Tillamook Bay Commission recognizes the eight (8) Future Land Use Goals, within the *Future Land Use Plan* as land use guidance. Should a land use decision contradict any of the goals, management will discuss what action to take with the Commission.
- 3) WHEREAS, the Port of Tillamook Bay will seek to increase utility and infrastructure capacity, while pursuing fiscally responsible ventures, with sustainable debt, as it relates to utilities and infrastructure.
- 4) WHEREAS, the Port of Tillamook Bay will coordinate with the City of Tillamook, Tillamook County and the North Coast Regional Solutions Team to develop a plan and determine the feasibility to expand current infrastructure capacity to better serve the Region's future industrial businesses.
- 5) WHEREAS, the Port of Tillamook Bay Commission recognizes that the northern lots near the Port offices and the Near Space Corporation to be best suited for dense, walkable, office and mixed-use land uses.
- 6) WHEREAS, the Port of Tillamook Bay recognizes recreation uses as a way to spur development within the Port of Tillamook Bay.
- 7) WHEREAS, the Port of Tillamook Bay will continue to work with Business Oregon to ensure Shovel Ready Site certification on Port lands.
- 8) WHEREAS, the Port of Tillamook Bay supports the growth of the Salmonberry Trail and the industries related to trail development.
- 9) WHEREAS, the Port of Tillamook Bay is supportive of both the growth of the aeronautical industries and the Tillamook Airport.

10) WHEREAS, the Port of Tillamook Bay will work with the FAA to properly release or lease airport lands for future development.

11) WHEREAS, the Port of Tillamook Bay will seek uses compatible with both the needs of the Port and the City of Tillamook along Highway 101.

12) WHEREAS, the Port of Tillamook Bay will use funds acquired from the sale of Port land to fund capital improvement projects including: infrastructure, utilities, roads, buildings and similar services.

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1. Introduction

1.1 About the Port of Tillamook Bay

The Port of Tillamook Bay (POTB) is the largest, full service industrial park on the Oregon Coast that accommodates a variety of local businesses and government agencies. The Port is a Special District organized under Oregon Revised Statute (ORS) 198.010 and operates under ORS Chapter 777, which enables the formation of port districts in Oregon and defines their expected purposes, activities and financial abilities. The statutes provide expansive powers to port districts by providing broad venues within which ports may acquire, own and operate facilities and services. This includes transportation facilities – water, rail, and air – acting as utility providers for their industrial customers – water, sewer, and electric power – and owning businesses such as processing facilities and industrial parks. The broad leeway is emphasized in the statutes to assist ports in the promotion of maritime shipping, aviation and commercial interests.

Port of Tillamook Bay is located on land that was formerly occupied by Naval Air Station (NAS) Tillamook, which was the home of a blimp squadron during World War II. NAS Tillamook decommissioned in 1948 with the surrender of Japan during World War II. With the departure of the Navy, the former base came under the jurisdiction of the new Tillamook County Airport Commission. In 1953, the Port of Bay Ocean, an Oregon municipal corporation originally formed in 1911 to manage land at the entrance to Tillamook Bay, held a special election to incorporate NAS Tillamook into its jurisdiction. The site included two blimp hangars, the airport, and other buildings and infrastructure. On November 4, 1953, Port of Tillamook Bay became the name of the district. Now, the Port of Tillamook Bay is the largest full service industrial park on the Oregon Coast, with more than 1,600 acres of prime industrial land.

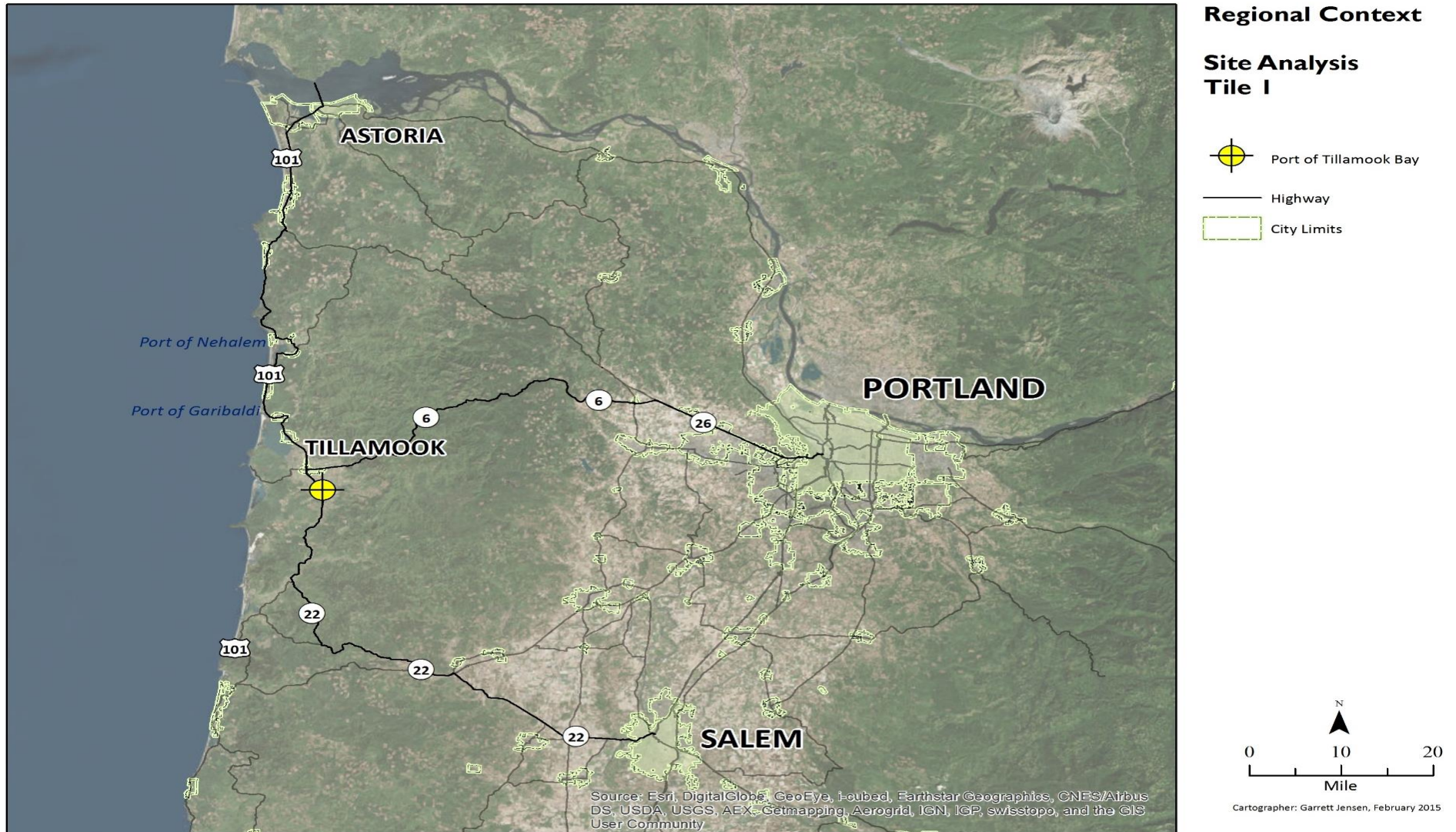
1.2 Current Tenants



1.4 Regional Context

Map 1.4.1 identifies the Port's proximity to regional metropolitan areas. The Port of Tillamook Bay is located adjacent to U.S. Highway 101 two miles south of Tillamook, Oregon, approximately 70 miles south of Astoria, 75 miles west of Portland and 75 miles northwest of Salem. Within approximately 40 nautical miles of the Port of Tillamook Bay are several municipal airports including, but not limited to: Pacific City State Airport, Nehalem Bay State Airport, McMinnville Municipal Airport and Portland-Hillsboro Airport.

1.4.1 | Regional Context



2.0 Planning Process

2.1 Local & Regional Resources

Below are five of the local and regional documents that have been referenced in the land use planning process for the *Future Land Use Plan*.

2009 Strategic Business Plan (updated 2012): http://www.potb.org/documents/POTB_Strategic_Business_Plan.pdf

2012 Airport Layout Plan Narrative Report: <http://www.potb.org/wp-content/uploads/2015/06/Tillamook-ALP.Narrative-8-31-12.pdf>

2013 Economic Opportunities Analysis: http://tillamookor.gov/wp-content/uploads/2014/02/Tillamook_EOA_final_draft.pdf

2015 Salmonberry Trail: http://www.potb.org/wp-content/uploads/2016/04/salmonberry-concept-plan_final.pdf

2015 POTB Site Analysis: <http://www.potb.org/wp-content/uploads/2016/05/POTB-Planning-Site-Analysis.pdf>

2.2 Port of Tillamook Bay Strategic Business Plan (SBP) – (2009)

“The _ of the Strategic Business Plan is to provide a set of management tolls to guide the Port’s major business, financial and organizational challenges.” - **(POTB Strategic Business Plan pg. 3 2009)** It is the Port’s intention to continue to adhere to the goals and polices laid out within the SBP. The main goals of the SBP cover areas such as: management, financial, marketing and environmental goals. The key piece to frame the creation of the *FLUP* has been Goal 2 of the management goals, which states:

Goal 2: Develop the use and integration of planning to guide the Port.

Policy: The Port of Tillamook Bay supports strategic planning as the cornerstone of its future success in order to anticipate and prioritize resource and financial needs. - **(POTB Strategic Business Plan pg. 45 2009)**

Largely, the SBP is supportive of strategic planning as a guiding tool for the continued success at POTB. The Port Commission has put substantial investment both in time and money over the past two years to see *The Future Land Use Plan*, come to fruition. The SBP was updated in 2012, and still sees master planning as a priority for Port management.

2.3 Central Tillamook Economic Opportunities Analysis (EOA) – (2013)

In more recent years, the EOA has framed an even broader conversation around land use in the Central Tillamook region. The Central Tillamook region consist of the City of Tillamook, the Netarts Bay area and lastly the Port of Tillamook Bay. What this analysis looked at was local zoning designations, projected employment growth, and a sector by sector analysis of how the economy in Tillamook will grow through the year 2033.

What the EOA projects is a growth in all sectors of employment, with an expectation that around 1,700 jobs will locate to the Central Tillamook region. 58% of these jobs are expected to be in the retail and service industry creating a huge shift in the land uses and priorities in the region. By looking at the adjacent table, one can draw conclusions of the types of land uses that will be needed in the Tillamook region based off the projected needed and actual land supply. These, among many other facts laid out in the Tillamook EOA, have positioned the Port to rethink some of the land uses at the Port. Although, it is the Port’s full intention to remain an “industrial park,” accommodating compatible uses in the recreational, service and commercial industries should be considered in long range planning efforts.

Table 4-1. Comparison of land supply with land demand, Central Tillamook Region, 2013 to 2033

Land Use Type	Land Supply (Gross Acres)	Land Need (Gross Acres)	Land Surplus or (Deficit)
Low Forecast			
Industrial	731	23	708
Commercial	52	35	17
Low Forecast	784	58	725
Medium Forecast			
Industrial	731	39	692
Commercial	52	63	(11)
Medium Forecast	784	102	681
High Forecast			
Industrial	731	89	642
Commercial	52	72	(20)
High Forecast	784	161	622

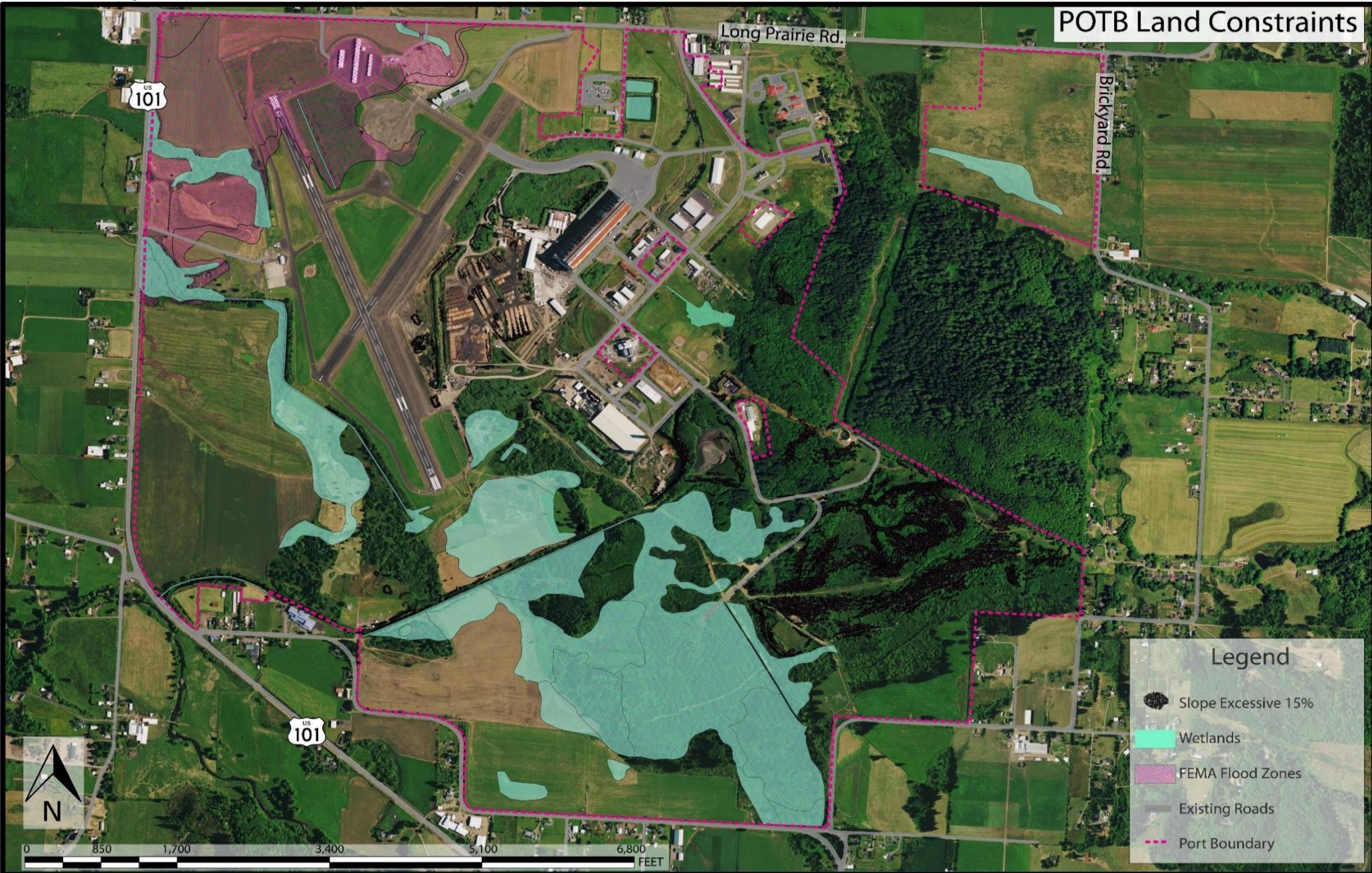
Source: ECONorthwest

Land Supply Analysis from Tillamook EOA
EOA for Central Tillamook Region pg. 58

2.4 Site Analysis (2014-2015)

The first step in any planning process is a holistic review of the site and the different facets that make up the infrastructure and land itself. In a partnership with the University of Oregon - Resource Assistance for Rural Environments (RARE) program, POTB was able to complete a comprehensive site analysis. The site analysis is a pre-design activity that focuses on the existing, imminent and potential conditions in and around a property site. It contains an inventory of opportunities, constraints, issues and their interactions. Understanding the characteristics of these conditions, and how to capitalize on existing assets and mitigate existing liabilities is critical to developing a reuse master plan and implementation strategy that has long-term potential for success. A major role of site analysis is to inform all involved about a site prior to beginning the development of a site concept plan so that the early thinking about a development can incorporate meaningful responses to external conditions. The site analysis was able to queue up future planning efforts to aid the Port commission in determining best land use practices for Port lands. On page 5 is a map highlighting the major land constraints pulled from the site analysis.

2.4.1 Major Land Constraints at POTB



2.5 Salmonberry Trail Concept Plan (2015-Present)

Once the Port Commission decided to cease rail operations, it was time to look forward. With a stretch of rail line connecting the North Coast with the Willamette Valley, an asset that once fueled industry now is an asset that can fuel a new and rising industry in the region, tourism. Over the past few years, the Port has partnered with local and statewide agencies including: Oregon Parks and Recreation, Tillamook County, Cycle Oregon, the 7 coastal cities in Tillamook County, and many other organizations to develop the Salmonberry Trail Concept Plan. With such a large network of support, it was again time to add another piece of the frame to the overall future plan of the Port.

2.7 Future Land Use Plan of the Port of Tillamook Bay (2016)

Upon completion of the POTB Site Analysis the Port Commission, in conjunction with Port Staff, The North Coast Regional Solutions Team and again RARE, began the process of planning for the future. To continue off of the synergy of the previous year's work, the Port Commission deemed it necessary to create a plan. *The Future Land Use Plan* is intended to be a living and breathing document, with the ability to adapt to current and future needs as they arise. It is the intent of the Port Commission to comply with all local, state and federal laws, and for this reason, the *FLUP* is meant for internal use in order to guide Commission decisions. Until it is deemed necessary, the Port Commission and Port Staff will use the *Future Land Use Plan* not only as a guiding document but as a framework for future mater plans, other port planning and grant applications.



POTB Planning Workshop on 1-7-16

2.8 Future Land Use Plan Workshops

Over the course of a year (2015-16) the Port Commission and Staff hosted several planning workshops to determine the land use needs for POTB. The intent of the workshops was to build off of the Port Site Analysis and to develop clear development goals, now that a full analysis of Port lands had been completed. With the information in hand, the Port Commission worked through several planning exercises that looked at potential development scale, types of land uses and infrastructure potential. The dates and main focus of the workshops are as follows:

- 1-7-16 Workshop: Analyzed the development potential of the port based on development size and parking requirements.
- 2-10-16: Developed clear land use goals based on feedback received from 1-7-16 Workshop and general feedback from Port Commissioners and Staff.
- 3-1-16 State Agency Meeting: Met with Business Oregon Port Mangers to ensure consistency with statewide laws and other Port planning efforts.

- 5-5-16 Workshop: Presented first draft of Port of Tillamook Bay Future Land Use Plan to Port Commission and received feedback.

For details on the meeting minutes see Section 14.0 Workshop Minutes (pages 60-61).

2.9 Future Land Use Plan Open House 6-28-16

In keeping with the established framework for regional cooperation laid out in the Economic Opportunities Analysis, the Port Commissioners and Staff held an open house to receive feedback on the *FLUP*. On June 28, 2016 local partners from the City of Tillamook, Tillamook County, the North Coast Regional Solutions Team, other State Agency Partners and community members were invited to provide feedback on the *Future Land Use Plan*. Following a presentation of the work that went into the *FLUP*, the POTB Commission and Staff moved to a question and answer session, followed by public comment. The open house sparked conversations around regional coordination, industrial development in the county and future development along Highway 101.

For the full minutes and public comments from the 6-28 Open House, see Section 15.0 Public Comments (pages 62-69)

3.0 Port Guidance & Land Use Goals

3.1 Future Land Use Goals as Supplemental Guidance to M-1 Zoning

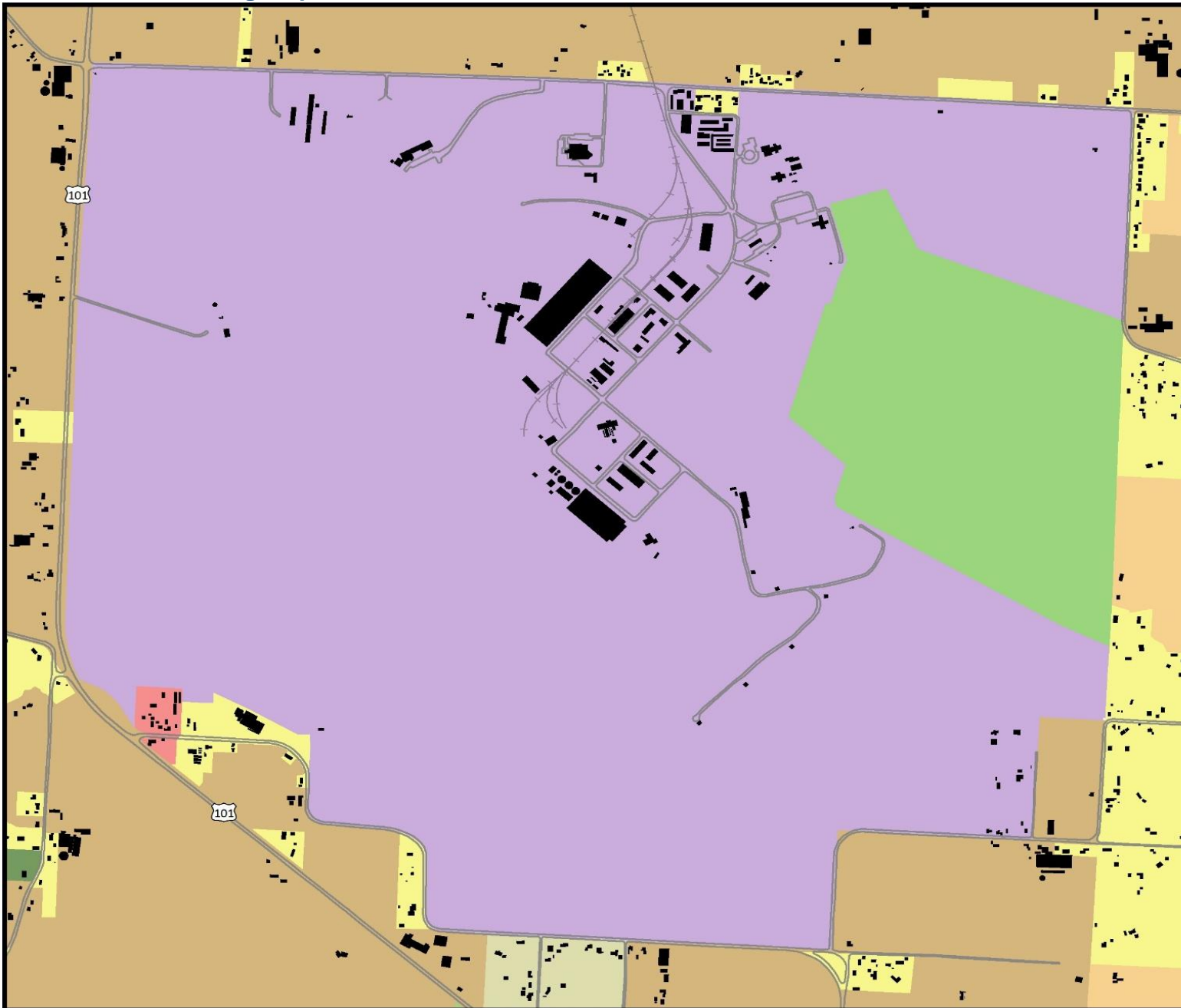
Working through the Port Commission, a set of clear, but flexible goals for the future land uses of the Port have been created. Unlike zoning, the intent of these goals is not to be restrictive. All of the proposed future uses comply with Tillamook County's General Industrial Zone (M-1). Rather than being "restrictive," the Commission felt that pinpointing where certain uses can be encouraged was a more practical policy. The framework for land use at POTB will remain the M-1 Zone, which can be found in the Land Use Plan Attachments (Attachment 1). What is provided in the M-1 zoning is the flexibility the Port Commission is seeking; the ability to develop industry, with the flexibility to allow recreation, office development and supporting uses such as eating establishments and overnight lodging. Rather than change the already flexible zoning, in the short term, it was decided that working within the current zoning and establishing guidance for the future was a more sound policy. Adopting the *Future Land Use Plan* and its land use goals as guiding principles instead of a set in stone policy will allow for the highest level of flexibility.

Included in this section are maps highlighting the current zoning and existing uses in and around the Port. The variety of businesses and housing that surrounds the Port displays just how diverse the area is in term of land uses.

Policy Consideration 1:

WHEREAS, the Port of Tillamook Bay Commission recognizes the *Future Land Use Plan* as the guiding document for land use decisions, future master planning, business retention/expansion and for support in future grant writing applications.

3.1.1 POTB Zoning Map



Zoning

Site Analysis Tile 9

Zoning

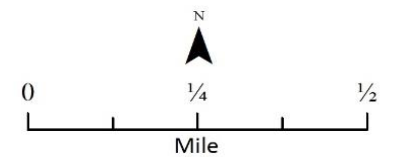
- Rural Residential
- Rural Commercial
- Industrial
- Marginal Farm Land 10+
- Exclusive Farm Use 20+
- Exclusive Farm Use 40+
- Parks & Open Space
- Prime Forest

Transportation

- Road
- Railroad

Built Environment

- Building Footprint



Cartographer: Garrett Jensen, February 2015

3.2 Port of Tillamook Bay Future Land Use Goals

On February 10, 2016 the Port Commission, in conjunction with RARE, conducted a planning workshop to develop a list of eight (8) Land Use Goals. These goals are to serve as guiding principles for the Commission to make future land uses decisions as it pertains to business retention/expansion and future development. These goals are:

- 1) Seek to expand utilities, roads and similar infrastructures when fiscally feasible while maintaining sustainable debt practices.
- 2) Prepare Port land to work in conjunction with current and future land uses including:
 - a. Expand and Support Office Uses
 - b. Expand and Support Recreation Uses
 - c. Expand and Support Interim Uses
 - d. Expand and Support Officer's Mess Hall
- 3) Cluster compatible land uses for efficient land use. It is the Port's desire to create neighboring uses that benefit one another for a supportive and dense business and industrial atmosphere.
- 4) Support the development of the Salmonberry Trail.
- 5) Encourage the retention and expansion of airport uses to accommodate a lively airport district for Tillamook County.
- 6) Ensure that development along Highway 101 is of the highest and best use allowed within current and future zoning.
- 7) Seek to re-focus agricultural use on Port's M-1 zoned land, to keep consistent with the industrial use goals of the Port.
- 8) When the opportunity is present, seek to reacquire properties centralized within the Port's boundaries and sell properties not essential to the centralized development of the Port of Tillamook Bay.

Policy Consideration 2:



WHEREAS, the Port of Tillamook Bay Commission recognizes the eight (8) Future Land Use Goals, within the *Future Land Use Plan* as land use guidance. All land use decisions by the Port Commission should seek to meet these goals. Should a land use decision contradict any of the goals, management will discuss what action to take with the Commission.

3.2.1 Port of Tillamook Bay Future Land Use Map 2016



POTB Future Land Use Plan 2016

POTB Land Use Goals Legend

Goal 1) Expand utilities and services when feasible.

-  Conceptual Roads
-  Well Location

Goal 2) Prepare Port land to work in conjunction with current and future uses.

-  Expand Office Uses
-  Recreation Uses
-  Interim Uses
-  Officer's Mess Hall

Goal 3) Cluster compatible uses for efficient land use (overarching goal for Port)

Goal 4) Support the local and regional development of the Salmonberry Trail.

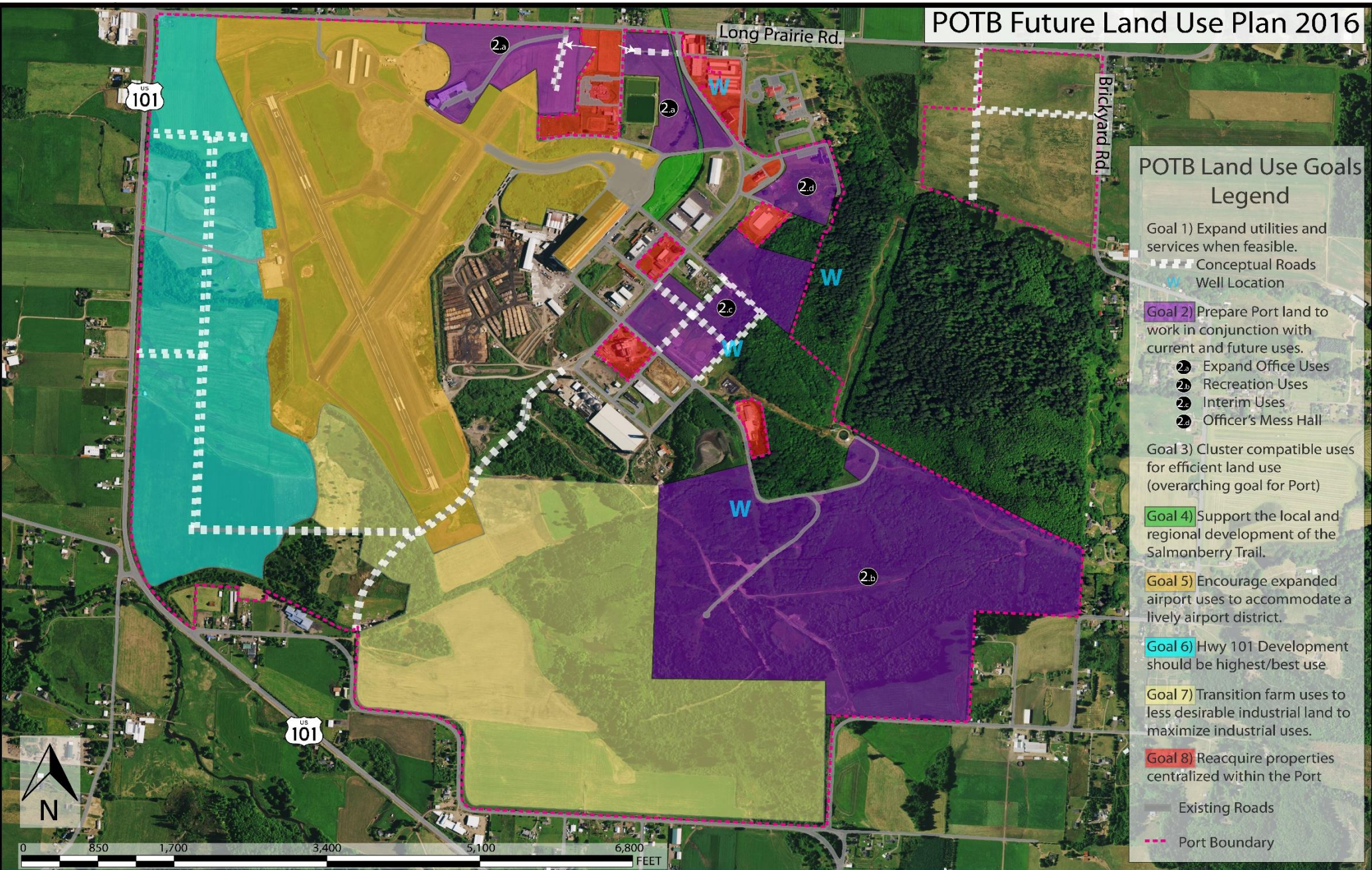
Goal 5) Encourage expanded airport uses to accommodate a lively airport district.

Goal 6) Hwy 101 Development should be highest/best use

Goal 7) Transition farm uses to less desirable industrial land to maximize industrial uses.

Goal 8) Reacquire properties centralized within the Port

-  Existing Roads
-  Port Boundary



4.0 Goal 1: Utility & Infrastructure Expansion

4.1 Current Port Utility Capacity

As it currently stands the Port's current utility capacity can support the following utilities:

Utility	Utility Capacity	Utility Provider
Electric Service	Up to 1,500 KVA Transformer (depends on site location)	Tillamook PUD
Sewer Service	STEP Tank System	Port of Tillamook Bay
Water Service	Up to 4" line	Port of Tillamook Bay distributes City of Tillamook water
Storm Sewer	48" storm sewer	Port of Tillamook Bay
Fiber Optics	100 MHz (wired) 20 (MHz wireless)	Various Providers

4.2 POTB's Long Term Infrastructure & Utility Goals

Many of the needs of today's businesses and industries can be met at POTB, but long term improvement of overall utility capacity would greatly increase the Port's ability to accommodate a wider range of industries. Understanding the long term industrial needs of Tillamook County is important to understanding the long term utility needs of the Port.

With a large increase in service and tourism industries expected, as well as an increase in industrial jobs, seeing large water users such as breweries or marine/agricultural value added products, is certainly possible. This will mean an overall increased demand of the utilities provided at the Port. There are several projects that could instantly increase POTB's capacity to serve a greater range of industry profiles; however, more planning and engineering is needed prior to pursuing these projects. Seeking grants for the planning and engineering task ahead is to be considered. These projects include:

- 1) Regional coordination between the City of Tillamook, POTB and Tillamook County for expansion of current infrastructure systems.
- 2) Increase connectivity to the Southern and Western portions of POTB through road expansion and additional entrances along Hwy 101.
- 3) Expand the internal road network to better service Port lands.
- 4) Expand the Port's well capacity to increase water flow and to create the Port's own water system.
- 5) Increase wastewater capacity through current system expansion (increase lagoon capacity) or other alternatives.

Policy Consideration 3:

WHEREAS, the Port of Tillamook Bay will seek to increase utility and infrastructure capacity, while pursuing fiscally responsible ventures, with sustainable debt, as it relates to utilities and infrastructure.

4.2.1 Regional Infrastructure Expansion and Local Government Coordination

Given the Port's position as Tillamook County's prime industrial site, POTB is the default location for future industrial growth in the region. No other location in Tillamook County has the access to relatively flat and constraint free industrial land. This creates a need to preserve and ensure that the needs of current and future industries can be met at POTB. On June 28, 2016 the Port hosted an open house to discuss the *FLUP* with the City of Tillamook, the County and other regional partners. Throughout the open house, discussions focused on the industrial opportunities at the Port and how not only the Port, but the City and County, would benefit from increased infrastructure capacity at the Port.

Currently the Port buys water from the City of Tillamook, which then connects at the northwest corner (See 4.3 POTB Current & Future Infrastructure Preliminary Planning page 23) of the Port to feed the pipe infrastructure beneath POTB land. Given the regional significance of the industrial land at the Port, it is in the interest of the City, County and Port to increase both drinking water and wastewater capacity. Since the open house on 6-28, conversations led by the City of Tillamook and the North Coast Regional Solutions Team (RST) have developed surrounding the future expansion of the City's current infrastructure to better serve the industrial needs at the Port. Further planning and engineering is needed, but several routes to expand the City's water infrastructure exist. The routes could include expansion along Highway 101 or the Port's Railroad Right-of-Way (planned Salmonberry Trail). Expansion of the current infrastructure will require coordination between the Port, Tillamook County, the City of Tillamook and several State agencies. Future efforts surrounding this expansion will be best led by the North Coast RST and currently is a priority on the RST's work plan.

Considerable planning by the City of Tillamook has already been conducted to prepare for the Region's future water needs. The 2015 City of Tillamook Water Master Plan (link for reference: <http://tillamookor.gov/wp-content/uploads/2016/07/Water-Master-Plan.pdf>.) was adopted by resolution in May of 2015. The Water Master Plan looks at projected demands for the Region's water systems and has performed preliminary analysis into possible routes for water infrastructure expansion. When considering the options that POTB has in working with the City of Tillamook on water system expansion, the 2015 City of Tillamook Water Master Plan should be considered.

Policy Consideration 4:

WHEREAS, the Port of Tillamook Bay will coordinate with the City of Tillamook, Tillamook County and the North Coast Regional Solutions Team to develop a plan and determine the feasibility to expand current infrastructure capacity to better serve the Region's future industrial businesses.

4.2.2 Increase Southern and Western Connectivity (Highway 101)

In order to better serve Port land along Highway 101 (western side) and along Brickyard/South Prairie Rd. (southern side) expansion of the road network should be considered. Further planning and engineering is required for proper road expansion. Design criteria provided by Oregon Department of Transportation (ODOT) and the Tillamook County Transportation System Plan (TSP) will be followed. All roads should be designed with the ability to “double-load” development, or to allow for development on both sides of the road. Some possible projects could include:

- Additional Highway 101 entrances paired with a collector road running north to south, parallel to Highway 101.
- Extension of internal road network to South Prairie or Brick Yard road on the southern end of POTB.
- Dedicated bicycle/pedestrian connections that work in conjunction with the planning of the Salmonberry Trail (See section 7.0)



For additional information please see section 4.3 POTB Current & Future Infrastructure Preliminary Planning (page 23).

4.2.3 Increase Internal Road Capacity

Much like the goal to increase the access to land near Highway 101, expansion of the internal road network would create greater access to lands centrally located within the Port. Further planning and engineering is needed before this can be considered fully. For additional information please see section 4.3 POTB Current & Future Infrastructure Preliminary Planning (page 23).

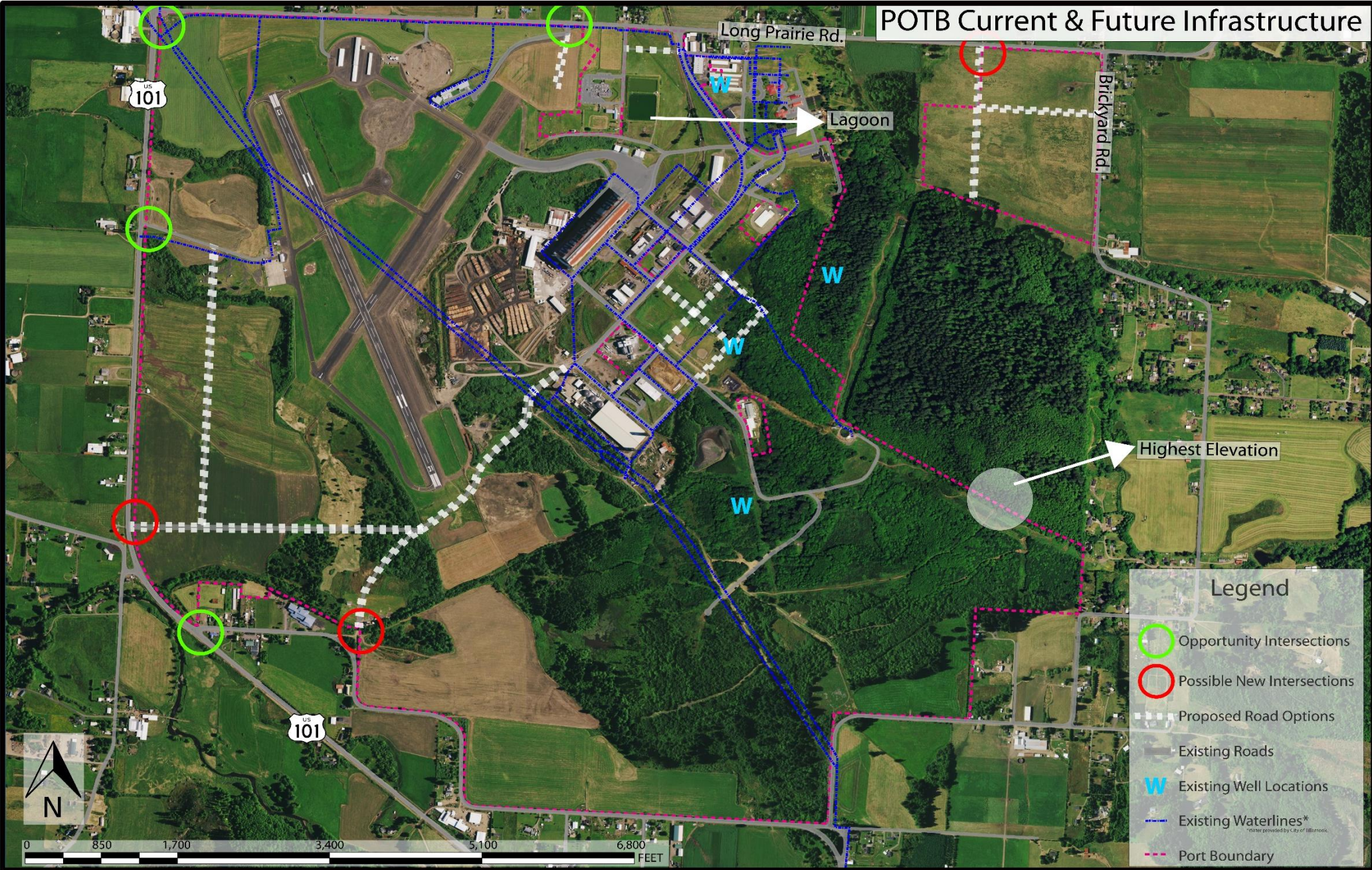
Iconic model plane near the Hwy. 101 intersection for POTB.

4.2.4 Expanding the Port's Water and Sewer Capacity

Currently, the Port buys water from the City of Tillamook. Developing a Port owned water system using on site wells would greatly increase the water capacity of the Port and what types of industries could locate at POTB. Not only would this increase capacity, but it would save the Port money in the long term. Similarly increasing sewer capacity would increase who can locate at the Port. Further expansion of the lagoon system is the most immediate solution for wastewater expansion, but not the only solution. Further planning and engineering is needed for expanding any water system. Things such as feasibility studies and water master plans could be pursued. For additional information please see section 4.3 POTB Current & Future Infrastructure Preliminary Planning (page 23).

4.3 POTB Current & Future Infrastructure Guide

POTB Current & Future Infrastructure

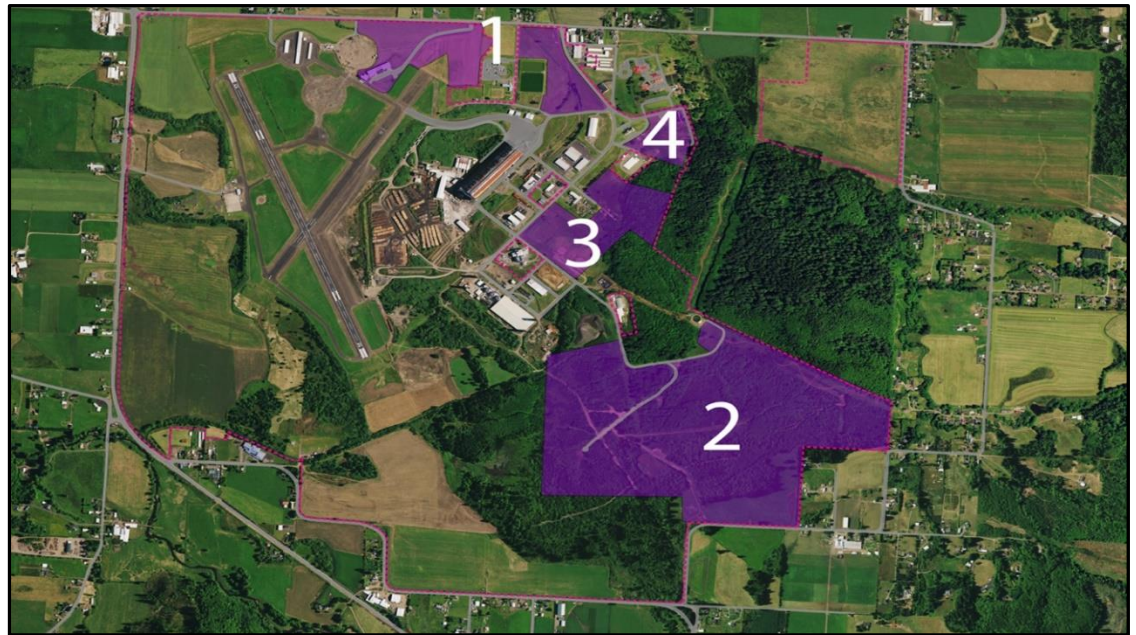


5.0 Goal 2: Preparing Port Land for Current & Future Users

5.1 Tillamook's Changing Economic Atmosphere

By the year 2033, the Central Tillamook Region (which extends north to the Bay City UGB, west Netarts and Oceanside, east towards Highway 6, and south a few miles past POTB), as defined by the Economic Opportunities Analysis, is expected to have an increase of 1,710 jobs. This growth is expected to take place in all sectors, but with the biggest increase occurring in retail and service jobs, with a projected increase of 1,059 (Tillamook EOA). While an increase in industrial employment is expected (approx. 525 jobs increase), the type of development that the Port should expect is of the smaller scale. For example in 2010, 66% of businesses in the Tillamook Region had 100 or less employees, while 26% of businesses in Tillamook had 9 or less employees (Tillamook EOA). This is consistent with some of the Port's most recent tenant additions such as De Garde Brewery and the Near Space Corporation. In order to accommodate existing uses as well as ensure future success, the Port Commission has identified four (4) key areas where focusing the types of uses is preferred to facilitate supportive atmospheres for all tenants. These four focus areas are (see the map to the right):

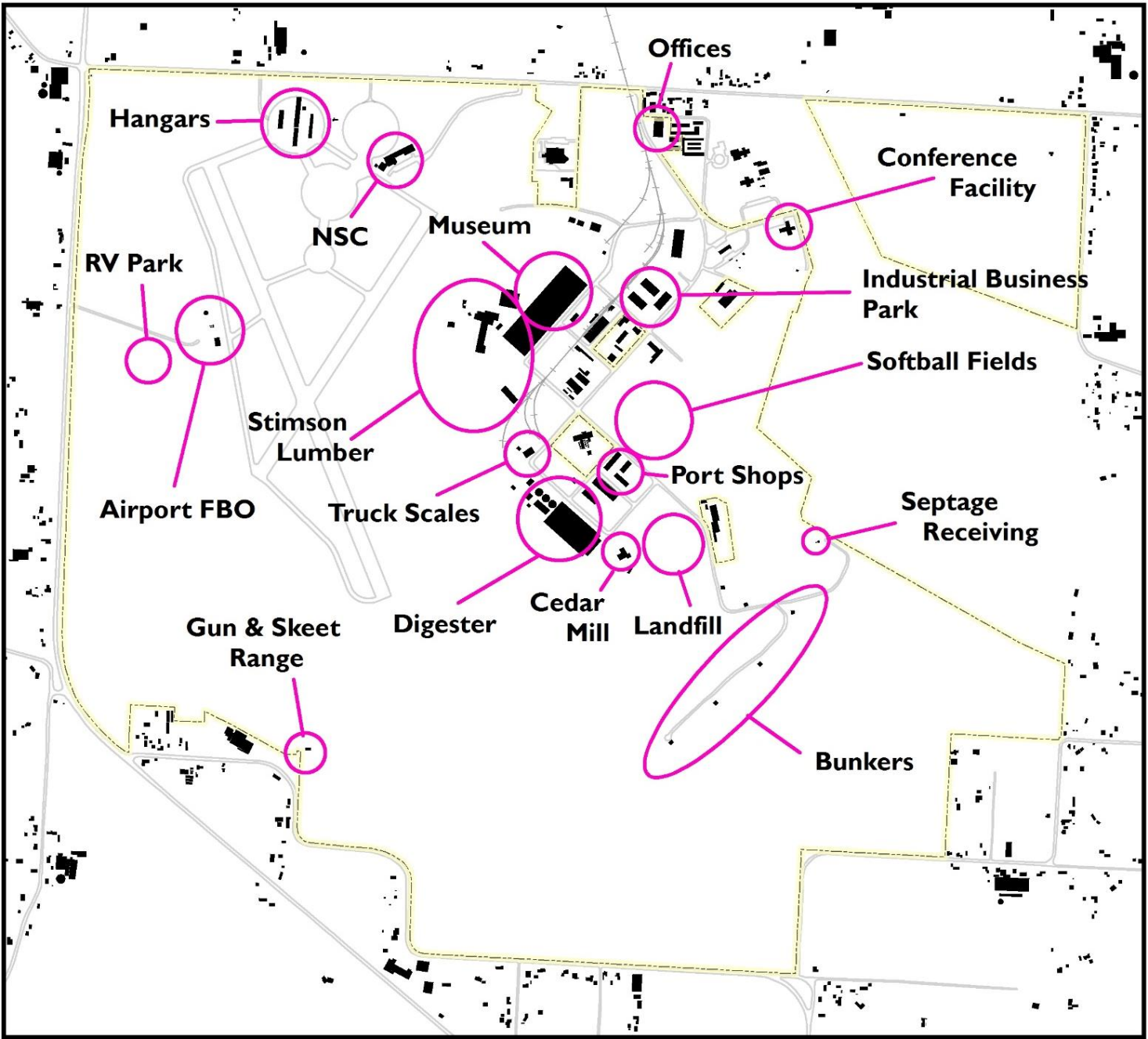
- 1) Expand and support office uses.
- 2) Expand and support recreation uses.
- 3) Expand and support interim uses.
- 4) Expand and support the Officers Mess Hall.



Map highlighting the four focus areas of Future Land Use Goal 1: Prepare for future uses.

To further support the idea of “focusing” certain uses at the Port, one can look at the current uses that exist on and off Port land to see why further focusing uses beyond a simple M-1 zoning designation is needed. Future re-zoning efforts would require further planning, but could be considered given the land use atmosphere that has organically formed at POTB over time. The next two maps highlight the variety of uses that exist at and around the Port (pages 25-26).

5.1.1 POTB Existing Uses



Existing Uses

Site Analysis Tile 10

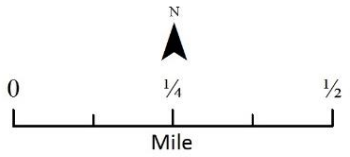
Built Environment

■ Building Footprint

Transportation

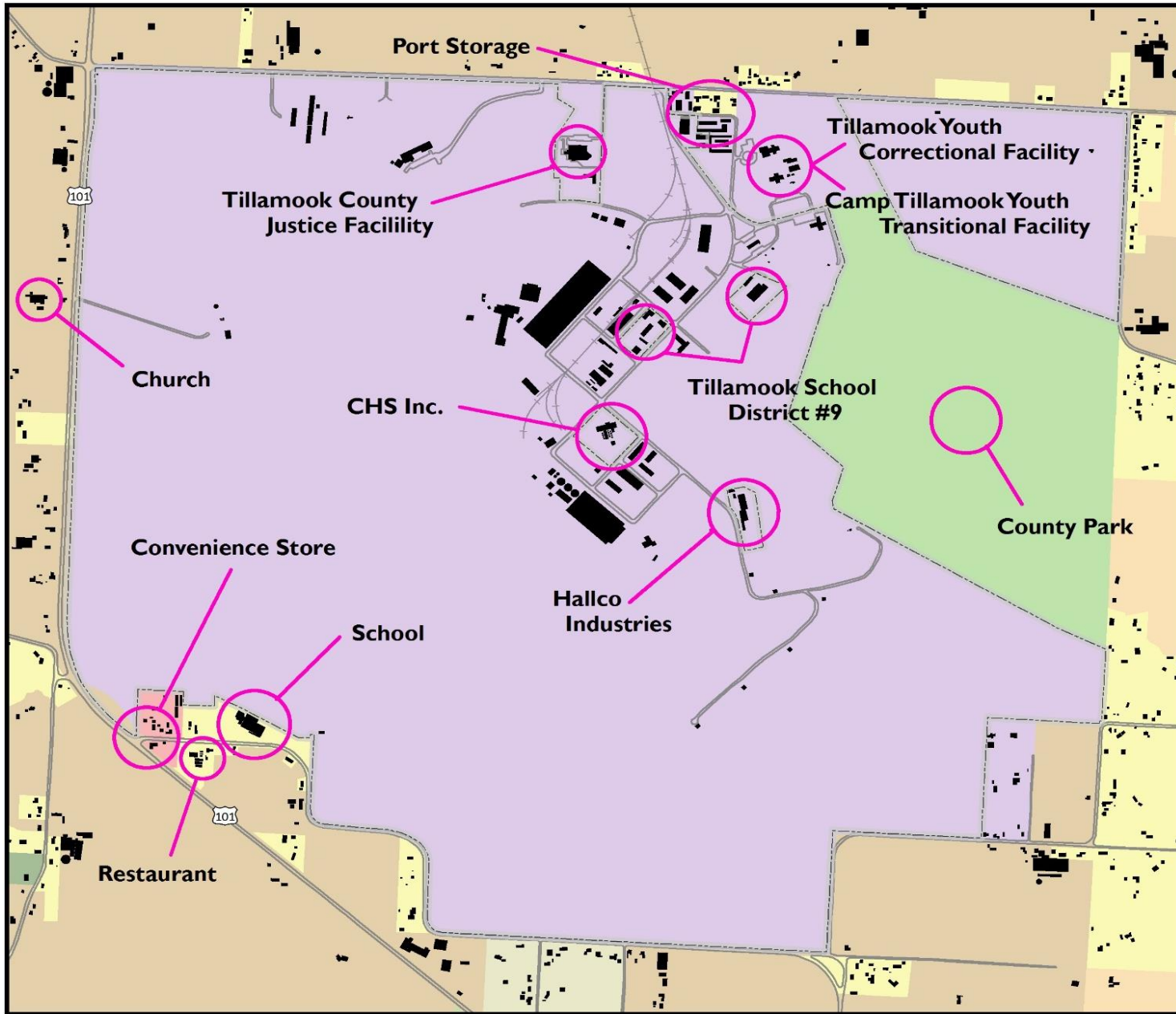
— Road

—+— Railroad



Cartographer: Garrett Jensen, February 2015

5.1.2 POTB Surrounding Uses (Non-Port Property)



Adjacent Uses

Site Analysis Tile II

Zoning

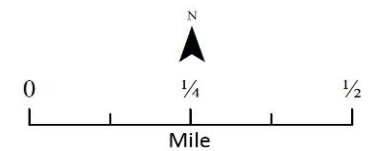
- Rural Residential
- Rural Commercial
- Industrial
- Marginal Farm Land 10+
- Exclusive Farm Use 20+
- Exclusive Farm Use 40+
- Parks & Open Space
- Prime Forest

Transportation

- Road
- Railroad

Built Environment

- Building Footprint



Cartographer: Garrett Jensen, February 2015

5.2 Expansion & Support of Office Uses

At the Port entrance (Northern entrance off Long Prairie Rd.) near the current Port offices, Port Storage and Near Space a cluster of office uses currently exist. This office cluster has organically formed, free of zoning requirements, creating more of an office park and less of an industrial park. Ultimately the M-1 Zoning still dictates the allowable land uses in this area, but the Port will seek to locate uses of less intensity in terms of truck traffic generation, smell, noise and total acreage needed in these above mentioned locations. Ideally, a dense, walkable office and mixed-use development plan for this area would benefit current and future users, and should be considered. It is important to note that there are Federal Aviation Administration (FAA) requirements that dictate the land uses on the western lot (where Near Space is located) which will be explained further in Section 8.0.

Policy Consideration 5:

WHEREAS, the Port of Tillamook Bay Commission recognizes the northern lots near the Port offices and the Near Space Corporation to be best suited for dense, walkable, office and mixed-use land uses.



POTB Office Complex on the north side of POTB land.

5.3 Expansion & Support of Recreation Uses

A large portion of POTB's property is constrained by either wetlands, slope or dense forest. Although this land is not ideal for industrial development, there is opportunity for recreational development. The southeast corner of POTB (just south of the County Park) presents a huge opportunity for the development of recreation uses including, but not limited to:

- Disc Golf
- Trail development (hiking, biking, equestrian)
- Educational Trails
- Camping
- Structures/Shelters for Events

With the recent efforts surrounding the Salmonberry Trail and an increase in the tourism economy in Tillamook County, creating destinations within Port lands to capture this synergy is ideal.

Policy Consideration 6:

WHEREAS, the Port of Tillamook Bay recognizes recreation uses as a way to spur development within the Port of Tillamook Bay.

5.4 Expansion & Support of Interim Uses



The softball fields is just one possible interim and rec. uses.

While development will occur, it won't happen overnight. The Port of Tillamook Bay, like the Central Tillamook Region, will grow over the next 30 years, and the Port is well situated to accommodate much of this growth. However, seeking interim uses that generate revenue and use of Port lands could be pursued. Interim uses will be defined as: temporary uses with little capital investment, that can be easily relocated and require little to no land use permitting by Tillamook County. One such example currently exist at the intersection of Blimp Blvd. and C St. (leading to Ammunition Way) where there sits two softball fields.

A temporary lease should be signed acknowledging, that ultimately, the highest and best use on these lands is one that produces a product or employment. For an example of the lease language, one could use the softball field lease "...the leases premises herein should be put to a higher or different use..." There are other areas conducive to interim uses such as the northeast corner and the southern portion of the Port, if higher and better uses locate at Blimp Blvd. and C St.

5.5 Expansion & Support of the Officer's Mess Hall Convention Center

Thanks in part to FEMA, who provided reimbursement funds to the Port for its decision to cease rail operations due to storm damage in 2007, the Officer's Mess Hall has come to its current service level as a regional conference center. Since the improvements, the Mess Hall has proved to be a community asset, which has grown in popularity over the past five years. The Officer's Mess Hall now serves as a local and regional convention center that can host events ranging from weddings to multi-day conventions. To continue to be local and regional asset, the Port seeks to support the endeavors of the Officer's Mess Hall by facilitating continued programming as well as augmenting the Officer's Mess Hall with uses such as overnight lodging accommodations and eating establishments. These additions would increase the value of the convention center and increase the scale of events that could be hosted. Lastly, increasing marketing could be pursued to further the



Conferences at POTB have been growing in recent years.

5.6 Business Oregon Shovel Ready Site Certification

Preparing Port lands for future users has been a long standing priority of POTB, Tillamook County and the State of Oregon. In working through the Business Oregon Industrial Lands Site Certification process the Port has committed several different sites to this program. If it is found that a site is “shovel ready” this means that development for industrial or traded-sector uses will be able to occur within 180 days or less. What this means is that the sites must be fully serviced by utilities and have local commitment (See Attachment 2: Tillamook County Shovel Ready Site Support) from all governing bodies to ensure quick and efficient development. For more information on certified sites, visit; <http://www.oregonprospector.com/>.

In recent years the Port and Tillamook County have worked to keep several of these sites under this certification umbrella. In March of 2016, three sites went to the State for approval and were determined to be shovel ready, these sites are:

5.6.1 Site E2 – E6 (Long Prairie Rd. near Airport) – # I00115

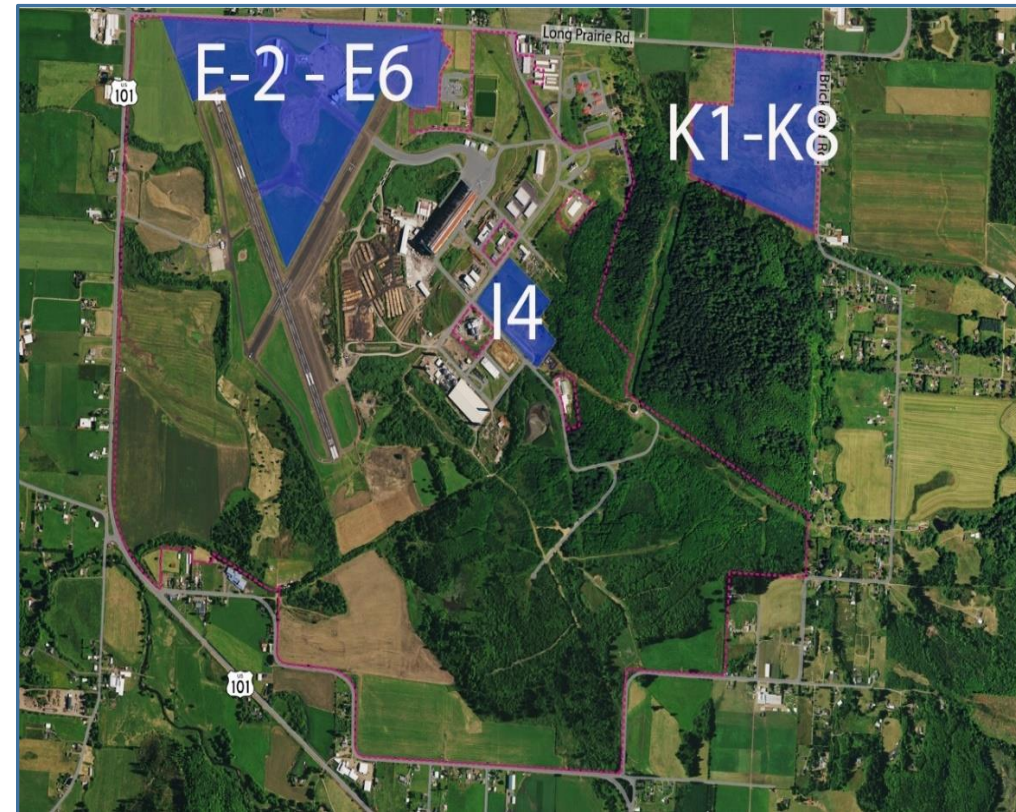
One of the newest tenants at the Port of Tillamook Bay, the Near Space Corporation, has already taken advantage of this Shovel Ready Site. With over 30 acres of land adjacent to an airport runway, there is vast potential for innovative business growth. Recent improvements to this site include an access road, improved utility capacity (water & sewer) and street lights. Site E2 – E6 is best suited for industrial, trade-sector, scientific or aeronautical uses, especially given its proximity to the Tillamook Airport and FAA regulations (see Section 8.0)

5.6.2 Site K1 – K8 (Long Prairie Rd. & Brickyard Rd.) – # I00062

In the northeast corner of POTB sits approximately 70 acres of prime land for industrial and manufacturing based businesses. Being some of the flattest and least constrained land, site K1 – K8 has potential to be developed as a lively industrial space for various types of businesses.

5.6.3 Site I4 (Blimp Blvd. & C St.) - # I00114

Within the heart of POTB there is over 22 acres of flat and constraint free industrial land, fully serviced by all Port utilities. In recent years the Port has invested in a large water line expansion to this property giving it the capacity it needs to meet various types of industrial and trade-sector needs of the businesses of today and the future.



Policy Consideration 7:

WHEREAS, the Port of Tillamook Bay will continue to work with Business Oregon to ensure Shovel Ready site certification on Port lands.

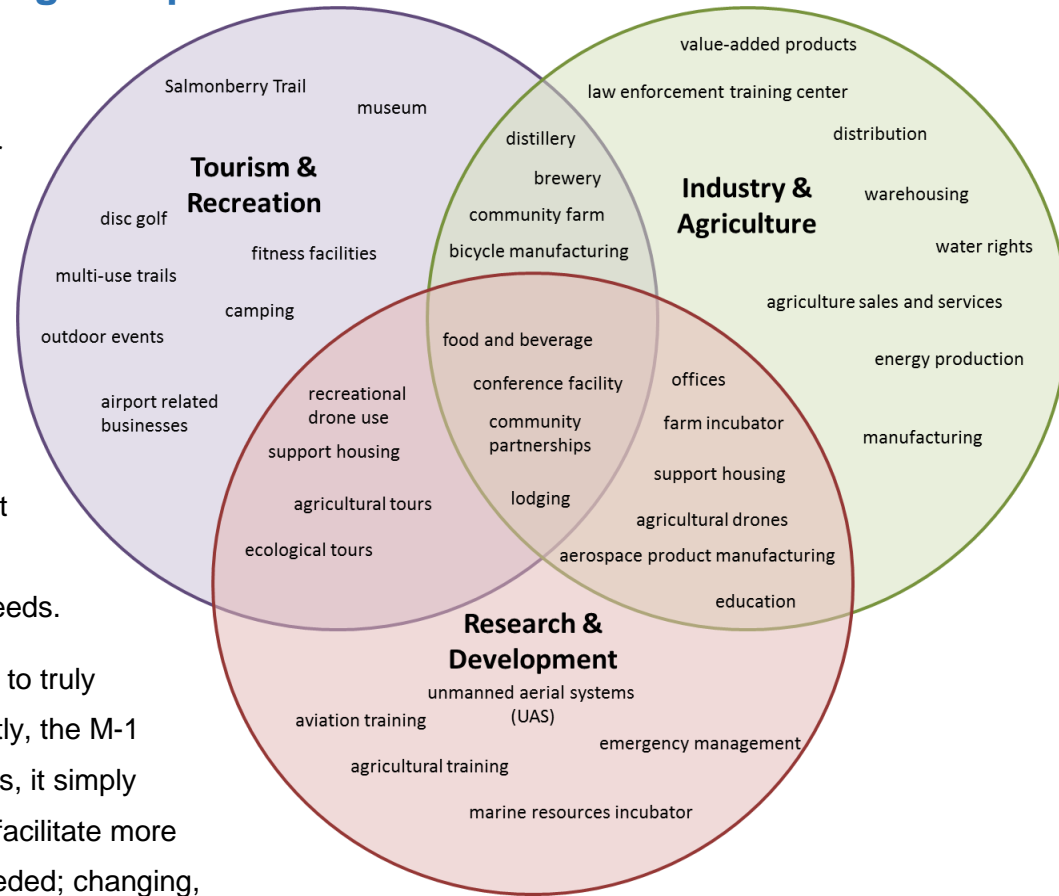
6.0 Goal 3: Clustering Compatible Uses

6.1 Facilitating Compatible Land Uses

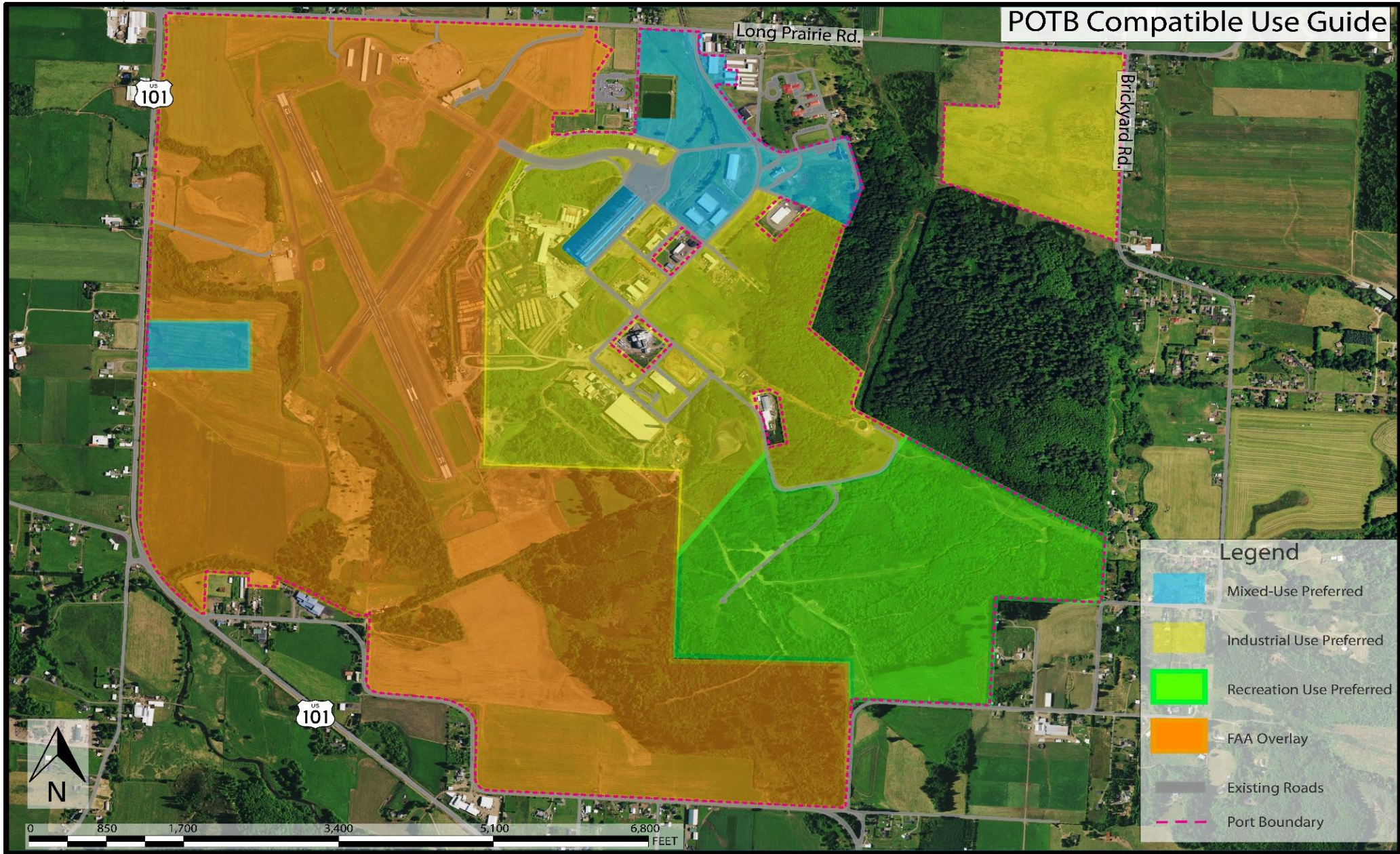
In order to ensure proper use of Port lands, one must be proactive rather than reactive in terms of deciding where certain uses ought to locate. Considering things such as parking (see Attachment 5: Tillamook County Parking Requirements) utility access and surrounding uses (see Attachment 3 & 4: Port of Tillamook Bay Compatible Uses Overlay Charts) should be considered when deciding the appropriate location for future tenants. For example, locating a use that requires extensive parking (office or restaurant uses) in a land locked area limits the amount of future use in the surrounding area. Clustering uses will also allow for shared amenities and utilities such as parking, water and other similar needs.

Further long range planning surrounding land use and zoning is required to truly determine where certain uses should and should not be allowed. Currently, the M-1 Zoning does not distinguish compatible land uses on individual POTB lots, it simply allows the legal uses laid out by Tillamook County. If the Port wanted to facilitate more compatible land uses in the future, a rezoning of Port lands would be needed; changing, adding and restricting the types of uses allowed on certain parts of the Port land would be needed. This process would require a Statewide Planning Goals Exception to Goal 14: Urbanization and potentially other Statewide Planning Goals. The process of a Goal Exception should be heavily vetted by all interested parties (Tillamook County, City and Port) before considered a viable option.

In the interim, to assist the Port Commission with deciding what uses are compatible, there has been some preliminary planning exercises done to analyze where certain uses should go based on use and parking requirements. On January 7, 2016 the Port Commission worked through a planning workshop to decide appropriate locations for varying levels of development that could occur at the Port. The map on the following page highlights the work that the Commission did. Paired with this is a suggested use guide (found in Attachments 3 & 4) that pinpoints the current allowed uses to more defined locations displayed on the map.



6.1.1 Compatible Use Zone Overlays



For more information see Attachments 3 & 4: Port of Tillamook Bay Compatible Uses Overlay Charts

7.0 Goal 4: Salmonberry Trail



Oregon Coast Scenic Railroad historic locomotive.

7.1 Port of Tillamook Bay Railroad Right-of-Way (ROW)

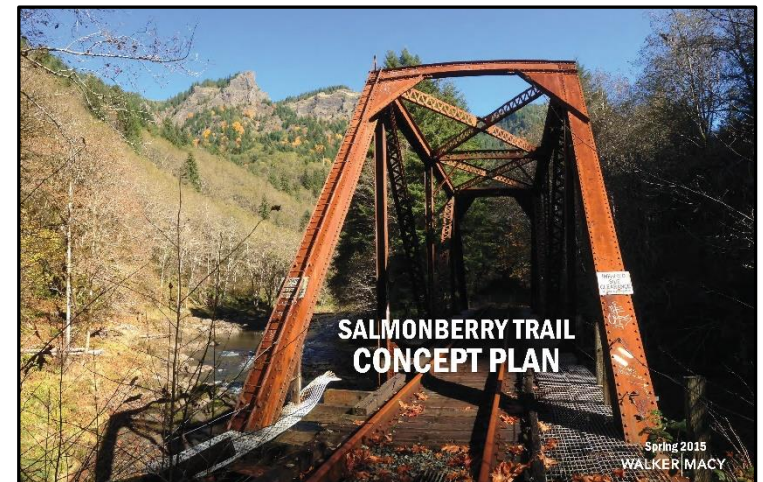
Stretching 86 miles from the Port of Tillamook Bay to Banks, Oregon is a railroad line that used to service the Oregon Coast with freight service to the Willamette Valley. In 2007 several substantial storms hit the coast leaving behind extensive damage to the POTB railroad collapsing tunnels, ripping up lines and causing landslides deep within the Oregon Coast Mountain Range. This ultimately led to the decision, in 2008, to not reconstruct the railroad to its previous capacity. This gave way to reimbursement from FEMA giving the Port millions to conduct local improvements and projects. Since the majority of railroad operations has ceased, the Port is now left with 86 miles of ROW ranging from 50' to 200' (60' to 100' along the Coastal Segment) that will become a pedestrian/non-motorized vehicle regional trail, known as the Salmonberry Trail (see Attachment 6: Salmonberry Trail Overall Concept Plan). Also, currently there exist several different leases of the Port's ROW, such as the Oregon Coast Scenic Railroad which operates scenic tours along the coast primarily from

Garibaldi to Rockaway Beach. Planning is well underway to look into how all current and future users will use the ROW.

7.2 The Salmonberry Trail Concept Plan

In order to better plan for the Port's "new" asset, the Port commissioned Walker | Macy, a landscape architecture firm, to conduct a concept planning process for the newly vacated ROW. Thus, the Salmonberry Trail Concept Plan was born. The plan takes a preliminary look at how the ROW can be converted to a multi-modal trail for non-motorized vehicles and pedestrians alike. The concept plan goes through the cities of Tillamook, Bay City, Garibaldi, Rockaway Beach and Wheeler and then through the Salmonberry Canyon, eventually making its way to Stub Stewart State Park and Banks where the trail will end connecting with the Banks to Vernonia trail, and other regional trails.

What the Concept Plan has enabled POTB and the surrounding Coastal Cities to do is start to move forward in planning and implementing the Salmonberry. Now cities have the ability to rethink the use of the ROW and move forward in embracing the ever growing tourism industry along the Oregon Coast.



Salmonberry Concept Plan Spring 2015 Credit: Walker | Macy

7.3 Salmonberry Trail Status Summer 2016

Since the creation of the Concept Plan, a lot has occurred. There are several projects and organizations under way looking at implementation, fundraising, project assessment and overall planning. As of the Summer of 2016 here are some of the projects and organizations involved:

- Salmonberry Trail Environmental Protection Agency (EPA) Brownfields Assessment (Department of Environmental Quality)
 - o Project assessing the environmental quality of the 62 miles of the ROW within Tillamook County. Project is site specific and requires participation from land owner in order to conduct an EPA Assessment.
- Salmonberry Trail Local Adoption Project (Parametrix & POTB)
 - o A code assessment of Comprehensive Plans, Transportation Systems Plans, and similar documents for the Coastal Segment of the Salmonberry Trail stretching from Tillamook to the City of Wheeler. Code language for implementing the Salmonberry Trail into local plans will be provided by Parametrix.
- Salmonberry Trail Intergovernmental Agency (STIA) – Manages Operations
- Tillamook Forest Heritage Trust (TFHT) - Fundraising Organization
 - o Metropolitan Group hired as fundraising consultant
- The Coast Segment Master Plan – The final planning stages for the Coastal Segment of the Salmonberry Trail will be prepared for the various municipalities preparing for the Salmonberry.



Concept rendering of Salmonberry Trail near the City of Wheeler. Credit Walker | Macy

7.4 Salmonberry Trail & the Port of Tillamook Bay

As the energy surrounding the Salmonberry Trail continues to move forward, the Port of Tillamook Bay must be ready to act and adapt as things will change. It is important, as the current owner of the ROW that the Port prepare itself to accommodate future cyclist and trail users alike. Much like Goal 1, Goal 4 is intended to prepare the Port for future recreational uses. The Port could serve as a trail head/terminus for the Salmonberry Trail, hosting facilities such as: parking facilities, bathrooms, bike repair stations, bike storage, picnic shelters, yurts, tent sites and other recreational uses that compliment the trails location on Port lands. As it currently stands, the Salmonberry Trail is not planned to extend south, past the Tillamook Creamery. It is the Port's desire to see this effort change, with the hope that either the trail extend south using the rail ROW or south along Highway 101. As the planning for the trail continues to develop it will be important that POTB keep it's interest for the trail in the forefront. Ultimately a dedicated bicycle/pedestrian connection between the City of Tillamook and the Port is desired.

Not only can the Port seek to position itself as a trailhead and destination along the Salmonberry, but encouraging supportive businesses to locate on Port lands that would support the growth on the Salmonberry should be pursued. These businesses include: bike shops, transit services, overnight accommodations, eating establishments and other businesses that are supportive of the trail and its users.

Policy Consideration 8:

WHEREAS, the Port of Tillamook Bay supports the growth of the Salmonberry Trail and the industries related to trail development.

8.0 Goal 5: Port of Tillamook Bay Airport

8.1 POTB Airport: Federal, State & County Planning Considerations

Much of the Port's land falls within the Port of Tillamook Bay Airport, which presents opportunities for growth in industries that are unique to the region. One such example is one of the Port's recent successes, the Near Space Corporation, a balloon engineering firm that conducts research in high altitude settings. In order to locate within the airport property there are several things to consider at the state, county and federal level.



Airplane on Tillamook Airport runway.

8.1.1 The Federal Aviation Administration (FAA)

In order to continue to receive Federal assistance for maintenance and planning of the Tillamook Airport, Certain federal grant assurances (obligations) must be met. The FAA provides a general overview of these assurances online (link below).

Link: https://www.faa.gov/airports/aip/grant_assurances/

Section 8.4: Tillamook Airport (page 37), clearly highlights which areas are considered within the airport property. Here is where special consideration must be given into the types of uses looking to locate within the airport. Aeronautical use is preferred by the FAA, and the FAA will require submittals (such as FAA: Form 7460-1) for any new construction within the airport property.

Other FAA requirements exist in relation to airport safety and planning that apply to both the Port and Tillamook County. They can be found here:

- Airport Layout Plan Narrative Report: <http://www.potb.org/wp-content/uploads/2015/06/Tillamook-ALP.Narrative-8-31-12.pdf>

-14 CFR Part 77, *Objects Affecting Navigable Airspace*:
<https://www.gpo.gov/fdsys/pkg/CFR-2012-title14-vol2/xml/CFR-2012-title14-vol2-part77.xml>

8.1.2 State of Oregon 2007 Aviation Plan

In interest of simpler navigation through federal regulations, the State of Oregon has worked to create a comprehensive plan for all airports statewide. In terms of long term planning at the state level, in 2007 the Oregon Aviation Plan should be referenced. This is to serve as the guidance for future aviation in the State of Oregon and should be considered when looking into large changes to the airport property.

Link: https://www.oregon.gov/aviation/Pages/docs/system_plan/2007_oregon_system_plan_details.aspx

The State of Oregon has also taken a look into land use as it pertains to airports. ORS 836.616 attempts to generally categorize what the FAA means by "aeronautical use" and this can be found in Attachment 7: ORS 836.616 (State General Airport Uses). Ultimately land use decisions come down to the controlling land use body, in this case Tillamook County.

8.1.3 Tillamook Airport Obstruction Zone – Tillamook County

Land use refers back to the requirements established by Tillamook County and the M-1 zone (Attachment 1) that exist at the Port already. There are more specific requirements that can be found on Attachment 8: Tillamook Airport Obstruction Zone. These requirements apply past POTB boundaries as they are more concerned with airport safety and ensuring compatible surrounding land uses. The Oregon Aviation Department has also created a general guide to navigating the various terms used when translating FAA safety regulations into local land use; this guide can be found on Attachment 9: Oregon Department of Aviation Compatible Land Use Guide for FAA Safety Zones.

8.1.4 State of Oregon: Department of Aviation

All development within the Tillamook Airport or in the Tillamook Airport Obstruction Zone will require further planning and land use review at the State level. This could range from a simple phone call to land use reviews, it is always best when considering development within the Tillamook Airport to consult with the Department of Aviation Planning & Engineering Division. The current contact point is: Jeff Caines, AICP, Aviation Planner | Phone: (503) 378-2529 | E-mail: Jeff.Caines@aviation.state.or.us.

8.2 Development within Airport Property

The airport presents opportunities in regards to both the growth in industry and tourism (service industry), the two industries poised to grow the most in Tillamook County. Consideration should be given to improving capacity at the airport in terms of hangar space and other amenities to increase the traffic of those who have aeronautical hobbies and needs. Further research and planning should be conducted to determine appropriate uses that facilitate airport growth. Uses that may compliment air travel could be rental cars, food, overnight accommodations, but this is mere speculation. Ensuring proper FAA and State level compliance with aeronautical conditions is needed to truly understand the full development potential. For short-term planning purposes businesses that rely on the airport to perform their business needs, should be of top priority. Other businesses and industry that support and compliment the aeronautical users should also be pursued, but this will take additional consideration that is mentioned in Section 8.1

Policy Consideration 9:

WHEREAS, the Port of Tillamook Bay is supportive of both the growth of the aeronautical industries and the Tillamook Airport.

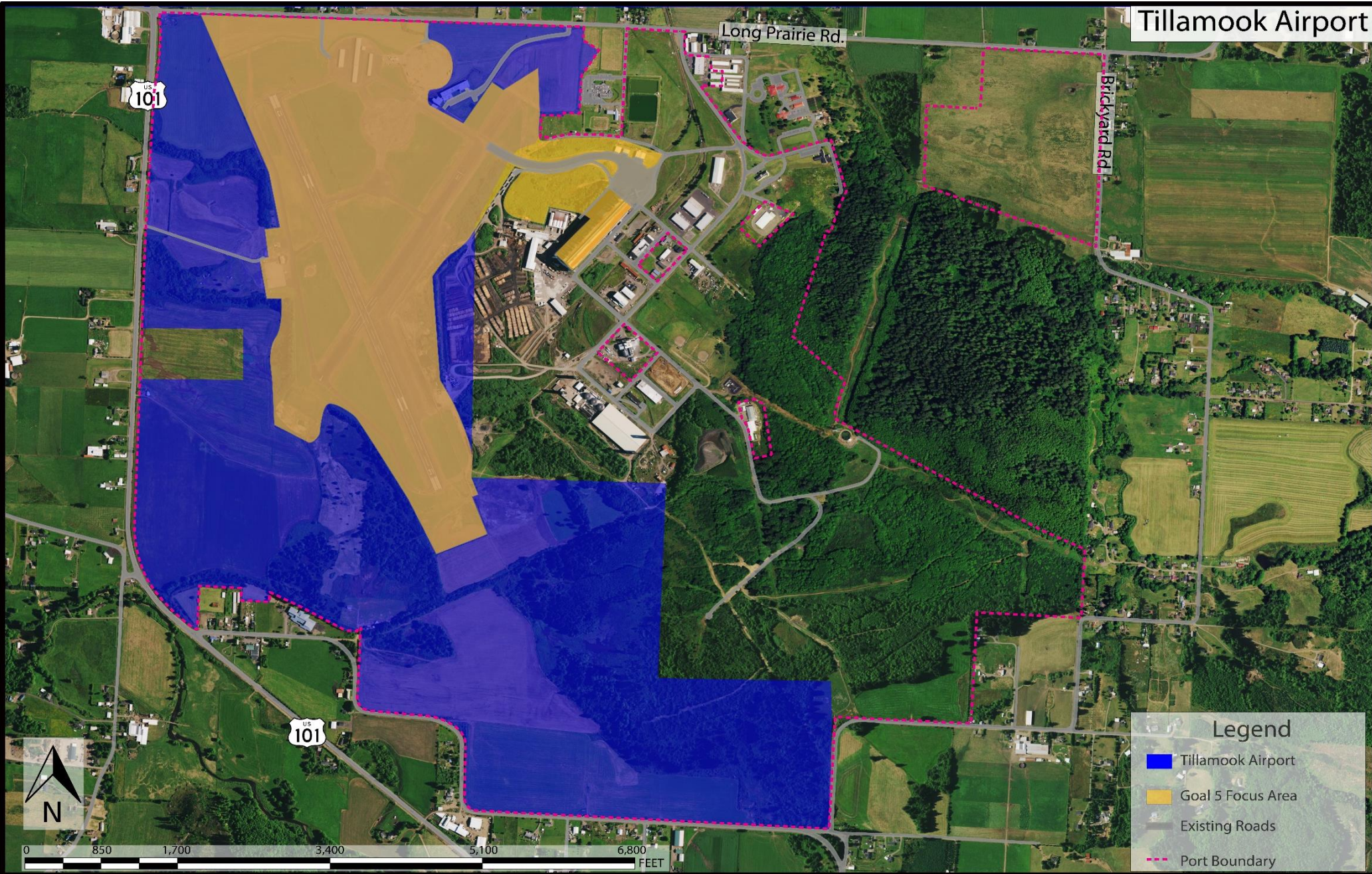
8.3 Unmanned Aircraft Systems (UAS)

As technology continues to change, the opportunities that present themselves for POTB will also change. One recent example of this is the Near Space Corporation, who contracts with NASA to do balloon research in “near space” scenarios. These types of businesses have proven to be acceptable by FAA regulations and are encouraged by the State of Oregon. The Tillamook Airport is one of three places in Oregon where UAS can be safely tested according to FAA regulations. Growing the UAS field and supporting businesses should be considered at its fullest. For more information, visit the State of Oregon Aviation webpage or look to the UAS Legislative Report Link below.

Link: https://www.oregon.gov/aviation/docs/UAS_Legislative_Report.pdf

8.4 Tillamook Airport

Tillamook Airport



July 2016

Port of Tillamook Bay Future Land Use Plan

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9.0 Goal 6: Highway 101 Development

9.1 POTB Highway Frontage

One of the key advantages the Port has is the ability to develop highway property within an hour and a half drive of an international Port (Portland). This, paired with cheap land leases, presents opportunity to smaller companies that still need all the amenities of a Portland industrial park, but with far less overhead. However, highway development in the traditional “Portland” sense (i.e. box stores or retail development) is something that should fall farther down the priority list. Both retail and industrial businesses have opportunity to grow on POTB land, but consideration to a planned development that properly mixes both of the above mentioned uses is preferred. Spotted development, or allowing each use to locate whenever the “opportunity” presents itself, is a less desirable form of development.

It is also important to note that traditional urban development, often found along highways, would be better suited within the Urban Growth Boundaries of the City of Tillamook until the City can no longer accommodate such growth. Discussions surrounding the expansion of the City of Tillamook’s UGB could surface, and the Port should be prepared to be a key stakeholder in such conversations. To prepare for possible UGB expansion in the future, a Highway 101 Master Plan, would ensure development to its fullest potential and could be considered for future planning efforts surrounding 101.

9.2 Highway 101, Tillamook Airport & FAA Land Releases

It is important to note that most of the Highway 101 frontage the Port has is under the Tillamook Airport property, which will have the Federal and State considerations that are mentioned in Section 8.1. Here further planning would be needed to ensure full compliance with FAA and State regulations as it relates to airport development. Recently, approximately 15 acres was released from the FAA airport designation along Highway 101 and is highlighted in the Section 8.4 Tillamook Airport (page 37). The process for land release is laid out in the Airport Layout Plan, here is a quick excerpt from the plan:

“These obligations will require that the Port of Tillamook Bay formally request from the FAA a release from the terms, conditions, reservations, and restrictions contained in any conveyance deeds and assurances in previous grant agreements....The obligations relate to the use of the land just as much as they do to the ownership of the land.” - **Tillamook Airport: Airport Layout Plan Narrative Report 2012 page 45**

Policy Consideration 10:

WHEREAS, the Port of Tillamook Bay will work with the FAA to properly release or lease airport lands for future development.

9.3 Development of the Highest and Best Use

As Goal 6 indicates, development along Highway 101 should be of the highest and best use. Acknowledging that the service industry could grow in the long term development (20+ years) of Tillamook best prepares the Port for potential future outcomes, if the City becomes unable to accommodate such growth. Urbanized development along the highway could greatly impact existing floodways and wetlands (see 2.4.1 Major Land Constraints at POTB, page 5), especially along the northern highway frontage. When considering development along the Port’s highway frontage, it is important to

consider the capacity of the City of Tillamook to accommodate non-traditional industrial uses as well as the existing land constraints. Ultimately, the Port's zoning and FAA regulations (See Section 8.0) dictate the land uses permitted. The EOA did indicate a long term shortage of commercial land in the County (Tillamook EOA), which could open up the Port to some commercial development. However, these uses should be thoroughly planned for connectivity, environmental impacts and compatibility with current and future uses through master planning (PUD or Highway Master Plan). As of now, the highest and best use lies within the M-1 zoning, which encourages industrial and business growth.

Policy Consideration 11:

WHEREAS, the Port of Tillamook Bay will seek uses compatible with both the needs of the Port and the City of Tillamook along Highway 101.

9.4 Highway Development and the Impact to the Larger Tillamook Region

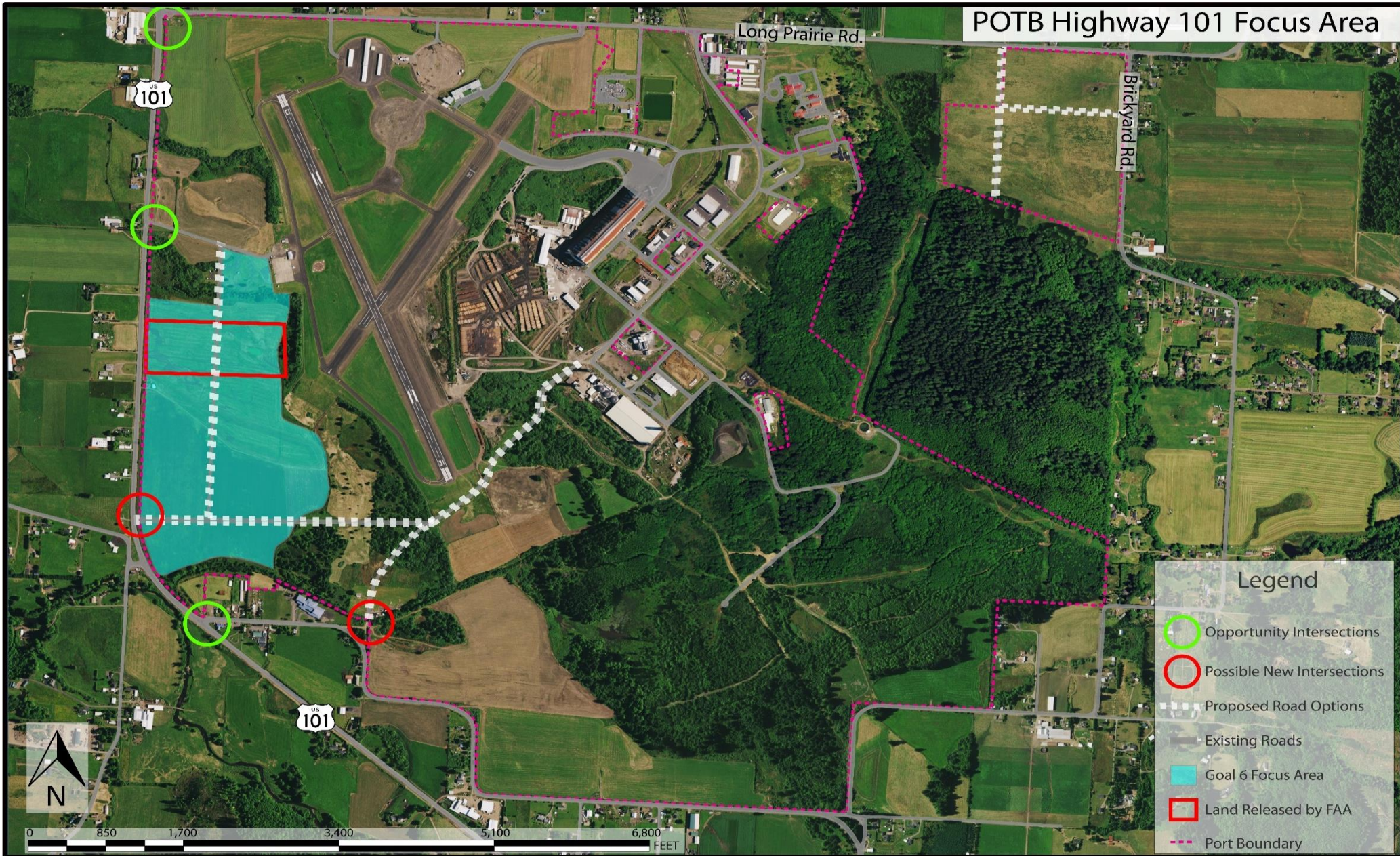
Given the Port's proximity to Tillamook (about 2 miles), the Oregon Coast and both Highway 101 and 6, realizing that development along the Port's western edge has a lasting impact on one's experience with Tillamook County. As the County continues to grow, development along the Highway will come. Although beyond the scope of the *Future Land Use Plan* planning process, there are certainly many factors to consider when looking at developing along Highway 101. These considerations are:

- 1) Development on the northern portion of the Port's Highway frontage (north of Airport Rd.) is constrained by wetlands and floodways. To minimize the impact to these environmentally sensitive areas, development should consider design features that protect against flooding and mitigate any potential adverse effects to the floodways. Looking to recent development for examples of appropriate designs within floodways, along Highway 101 north of the Hoquarten Slough, best represent how to develop in these environmentally sensitive areas.
- 2) For many, Highway 101 is a visual representation of the Oregon Coast and the plays a key role in the visitor's experience. Extra consideration should be given to the use and the design of developments along the highway. Creating design guidelines for the Port's properties could yield the best results.
- 3) The Tillamook Air Museum represents a cultural icon for the region. When developing along the highway, consideration should be given to the view of the WWII Air Hangar that now houses the museum.



View of POTB from Highway 101 and Long Prairie Rd.

9.4 POTB Highway 101 Frontage



10.0 Goal 7: Transition Farm Uses

10.1 POTB Lands and Agricultural Uses

Tillamook has long depended on farm land as a driving economic force within the County. In the foreseeable future, it does not appear that this will change within Tillamook County, but even more specifically the Central Tillamook region. Understanding this is key to understanding how much of the area has developed over the past couple of centuries, and to knowing how the area will develop within the future. This is why even industrial land in Tillamook still finds productive farm land weaved into the fabric of its land uses. However, the highest and best use within the Tillamook County M-1 Zone is not typically agricultural use. Growing value added industries consistent with local agricultural needs presents a mix of both the agricultural sector and the industrial sector that would mesh perfectly with the current users at the POTB.

10.2 Agricultural Uses as Interim Use

As the Port develops over the next 20 years, it will be clear as to which use, agricultural or industrial, is the preferred growth sector in Tillamook County. In short term, much like the softball fields, new farm uses should be considered as interim uses in order to allow for business development to occur on more prime land within POTB, specifically land centralized within the Port. However, transitioning farm uses to more constrained land (i.e. wetlands, lack of access) for business growth should be considered a long term goal. Both farm uses and industrial uses can exist on Port lands, but ultimately the Port's policies should favor job creation over use; or any use that yields higher, family-wage, overall job growth for Tillamook should be priority. On the following page (page 42) there is a map highlighting the preferred agricultural land.

10.3 Phasing Out Farm Uses along Prime Highway Frontage

In keeping consistent with Goal 3 & 6, it is important to note that preferred development in the long term (20+ years) along Highway 101 will most likely not be agricultural uses. Starting the transition of these uses to the Port's southernmost land and the northwest corner, where natural constraints (floodways, slopes and wetlands) prevent ease of industrial development, would allow for easier development along the Highway in the future. Working with local farmers to find better suited agricultural land could be something the Tillamook Economic Development Council (EDC), or similar agency could take on. The Port will not pursue ending legal leases with any current agricultural uses. Moving forward, incorporating this discussion into the planning process of the development of Highway 101 should be considered a priority.

10.4 Preferred Agricultural Area

Preferred Agricultural Use Area



July 2016

Port of Tillamook Bay Future Land Use Plan

11.0 Goal 8: Reacquire Central Properties & the Sale of Non-Central Properties

11.1 Non-Port Property within Port Boundaries

Over the course of the Port's existence, some land has been sold to private property owners. Part of the Port's responsibility is to facilitate business, and in certain instances this meant the selling off of Port land. All of the Non-Port locations uses can be found in Section 4.1.2 (POTB Existing Uses on Non-Port Properties, page 12). It is not the Port's intention to cease these uses as many have proven to be successful endeavors, however if the opportunity were to present itself that benefits all involved, the Port would like the right of first refusal on the properties highlighted on page 44.

These properties are centrally located at key locations for development. Thus, the Port only intends to acknowledge the opportunities these sites could possess if they were to come up for sale/development. The Port will not actively pursue acquisition of these sites.

11.2 Sale of Non-Central Port Land

The selling of POTB lands is something that has, and will continue, to be considered by both the Port and outside interest. It is understood, that some business owners simply would prefer ownership of the land that they locate their enterprise on. As a guidance for future land sales at the POTB, the northeastern corner of the Port (divided from the center of the Port by Tillamook County Park) is the preferred land sale location (See 11.4. Port Land Acquisition/Sale page 44) When opportunities to sell present themselves, it will be the job of the Port Commission and Port Staff to consider all of the advantages and disadvantages in the selling of Port land. Ultimately, the Commissioners will decide where land sales fit into the overall long range planning of the Port. Deciding which role, "landlord or realtor," is best for the Port will have to be revisited if sale opportunities continue to present themselves.

11.3 Using Land Sales as a Catalyst

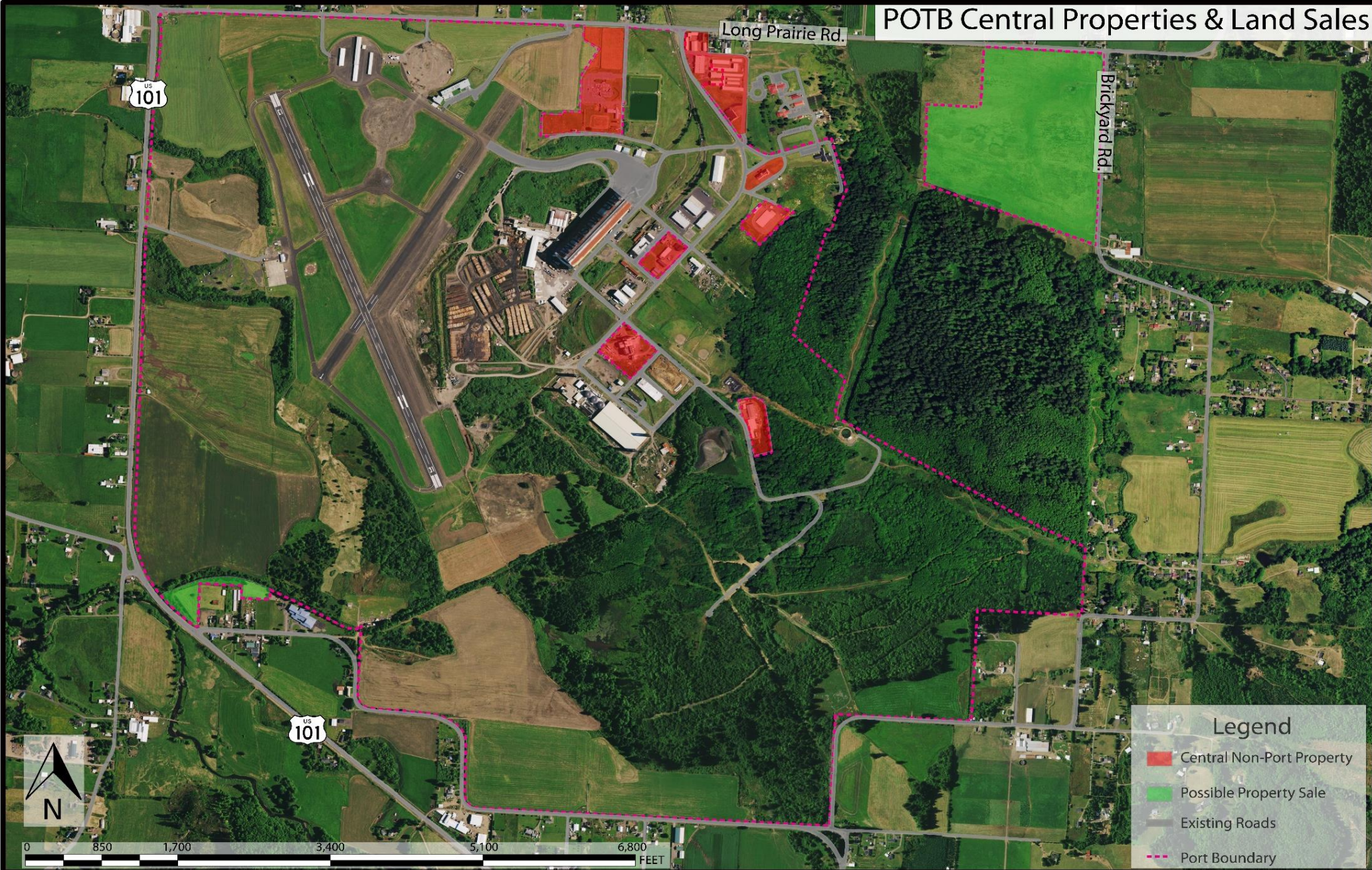
The benefit to selling off Port land is the immediate financial gain that comes from the sale versus the steady, long term lease revenue. Properly using the newly acquired funds is something that would benefit both the Port and the surrounding property owners. It is in the Commission's best interest to use these funds for capital projects such as infrastructure, facilities and other large physical projects. Improving the amenities and services provided at the Port aid in improving the business atmosphere and show a growing support from the Commission in improving the services provided to Port tenants.

Policy Consideration 12:

WHEREAS, the Port of Tillamook Bay will use funds acquired from the sale of Port land to increase debt capacity or fund capital improvement such as: infrastructure, utilities, roads, buildings and similar services.

11.4 Port Land Acquisition/Sale

POTB Central Properties & Land Sales



12.0 Land Use Plan Attachments

Attachment 1: POTB M-1 Zoning

SECTION 3.032: GENERAL INDUSTRIAL ZONE (M-1)

(1) PURPOSE: The purpose of the M-1 zone is to accommodate uses that cannot be accommodated in other zones due to off-site impacts that could, without sufficient buffers, interrupt the use or enjoyment of surrounding properties. Uses listed in Section 3.032 are permitted in the identified Port of Tillamook Bay Industrial Park "M-1 Zone" and the Tillamook Creamery "M-1 Zone" only.

Land is suitable for the M-1 zone if it:

- (a) Is needed;
- (b) Is physically capable of accommodating heavy industrial activities;
- (c) Has access to transportation routes capable of accommodating heavy traffic;
- (d) Is buffered from residential areas so as not to create conflicts; and
- (e) Is or can be adequately served by public utilities and services.
- (f) Land zoned for resource use cannot be zoned M-1 without an approved Exception to Goals 3, 4, and 14.
- (g) Land zoned for development cannot be zoned M-1 zone without an approved Exception to Goal 14.

(2) USES PERMITTED OUTRIGHT: In the M-1 zone, the following uses and their accessory uses are permitted outright, subject to all applicable supplementary regulation contained in this Ordinance:

- (a) Light industries.
- (b) Heavy industries.
- (c) Sales and service activities requiring large outdoor storage space, including the sale and repair of cars, trucks, farm equipment, heavy machinery, and marine craft; the storage of construction, plumbing, heating, paving, electrical, and painting materials; and parking for trucks as part of a construction or shipping operation.
- (d) Warehousing, including mini-storage, wholesaling, truck dispatch, or storage facilities.
- (e) Rock quarries, and the mining and processing of sand, gravel, peat and other earth products. 12/18/2002 Tillamook County Land Use Ordinance 3.032 (M-1) 2
- (f) Farm uses, including aquaculture, and forest uses.

- (g) Energy resource exploration and extraction.
- (h) Public park and recreation uses.
- (i) Utility substations and power transmission lines.
- (j) Towers for communications, wind energy conversion systems, or structures having similar impacts.
- (k) Sanitary landfills, waste transfer stations or processing facilities, and recycling centers.
- (l) Water supply and treatment facilities and sewage treatment plants.
- (m) Airports.
- (n) Dwellings for caretakers or watchmen that are accessory to an established use, including mobile home or recreational vehicle.
- (o) Mobile homes or recreational vehicles used during the construction of a use for which a building permit has been issued.
- (p) Signs, subject to Section 4.020.
- (q) Uses listed in Subsections 3.032 (3) (c) through (f) are permitted outright in the Port of Tillamook Bay Industrial Park "M-1 Zone" only.
- (r) Off-Site Advertising Sign.

(3) **USES PERMITTED CONDITIONALLY:** In the M-1 zone, except as provided in Subsection (2) (q) of this Section, the following uses and their accessory uses are permitted subject to the provisions of Article 6 and the requirements of all applicable supplementary regulations contained in this Ordinance:

- (a) Industries with exceptionally heavy environmental impacts according to State Department of Environmental Quality standards.
 - (b) Mining and processing activities not specifically listed in Section 3.032 (2).
 - (c) Power generating facilities.
 - (d) Business, government, or professional offices.
 - (e) Convention facilities, including motels and restaurants.
- 12/18/2002 Tillamook County Land Use Ordinance 3.032 (M-1) 3
- (f) Fire or ambulance stations.
 - (g) Schools.
 - (h) Community meeting buildings and associated facilities.

(i) Temporary mobile kitchen units.

(j) Auto wrecking yards.

(k) Recreational campground, provided that in addition to the conditional use criteria contained in Section 6.040 the following criteria are met and/or applied as conditions if approval is granted.

1. The proposed development will not conflict with any existing or emerging patterns of industrial development;

2. Permanent facilities and structures are limited so that they can easily be removed to accommodate an industrial siting; and,

3. Periodic review of the decision shall be conducted by the County Planning Staff to determine if a need is present for the subject parcel to be converted to industrial use.

(1) Correctional facility.

(m) Golf Course in Port of Tillamook Bay Industrial Park.

(4) STANDARDS: Land development in the M-1 zone shall conform to the following standards, unless more restrictive supplemental regulations apply:

(a) The minimum yard adjacent to a residential use or zone shall be 20 feet.

(b) Building heights shall not exceed 75 feet.

(c) Outdoor storage abutting or facing a lot in a residential zone shall be screened with a sight-obscuring fence.

(f) Off-street parking and loading areas shall be provided as specified in Section 4.030



Board of Commissioners
Mark Labhart, Bill Baertlein, Tim Josi
201 Laurel Avenue
Tillamook, Oregon 97141
Phone 503-842-3403
Fax 503-842-1384
TTY Oregon Relay Service

Land of Cheese, Trees and Ocean Breeze

February 24, 2016

Sierra Gardiner
Industrial Lands Specialist
Business Oregon
775 Summer St. NE, Suite 200
Salem, OR 97301-1280

RE: Industrial Site Certification: Site E6 (#100115), I-4 (#100114) and
K1-K8 (#100062) at the Port of Tillamook Bay

Dear Ms. Gardiner:

We are expressing our strong support for the Port of Tillamook Bay's application to include three shovel ready parcels of land in Oregon's Industrial Site Certification program.

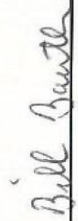
The opportunity to have these shovel ready sites marketed by the state should increase the County's ability to further the local economic development mission to facilitate a healthy business community and infrastructure to increase economic viability for Tillamook County citizens. This program is consistent with our goals to expand, retain and recruit businesses and industries, and to increase per capita income, diversify the economy and promote economic growth through year-round family wage jobs.

We are pleased that the Port of Tillamook Bay has taken the initiative to participate in this program. We strongly support this application and will work with the Port, through the Economic Development Council of Tillamook County, to promote the sites once the certification process is complete.

Sincerely,

BOARD OF COMMISSIONERS FOR
TILLAMOOK COUNTY, OREGON


Mark Labhart, Chairperson


Bill Baertlein, Vice Chairperson


Tim Josi, Commissioner

Attachment 3: POTB Compatible Uses Overlay Chart (Permitted Outright)

Port of Tillamook Bay Outright Permitted Uses P: Preferred S: Secondary Preferred Use X: Not Preferred				
M-1 Use	Mixed-Use Overlay	Industrial Use Overlay	Recreation Overlay	Airport Overlay*
Light Industries	P	P	X	P
Heavy Industries	S	P	X	S
Sales & Service activities requiring large outdoor storage	S	P	X	P
Warehousing, including mini-storage, wholesaling, truck dispatch or storage facilities	S	P	X	P
Rock quarries & mining/processing of sand, gravel, peat & other Earth products	X	P	X	X
Farm uses, including aquaculture, and forest uses	X	P	P	P
Energy resource exploration and extraction	X	P	X	X
Public park and recreation uses	P	S	P	S
Utility substations and power transmission lines	S	P	S	S
Towers for communications, wind energy conversion systems, or structures having similar impacts	X	P	S	S
Sanitary landfills, waste transfer stations or processing facilities, and recycling centers	X	P	S	S
Water supply and treatment facilities and sewage treatment plants	S	P	P	S
Airports	X	P	X	P
Dwellings for caretakers or watchmen that are accessory to an established use, including mobile home or recreational vehicle	P	P	S	P
Signs, subject to Section 4.020	P	P	S	P
Power generating facilities	X	P	X	S
Business, government, or professional offices	P	S	X	P
Convention facilities, including motels and restaurants	P	S	X	P
Fire or ambulance stations	P	P	X	P
Off-Site Advertising Sign.	S	P	S	P

***The Federal Aviation Administration has separate requirements for this zone, consult with Oregon Department of Aviation prior to development within Airport Overlay Zone.**

Attachment 4: POTB Compatible Uses Overlay Chart (Permitted Conditionally)

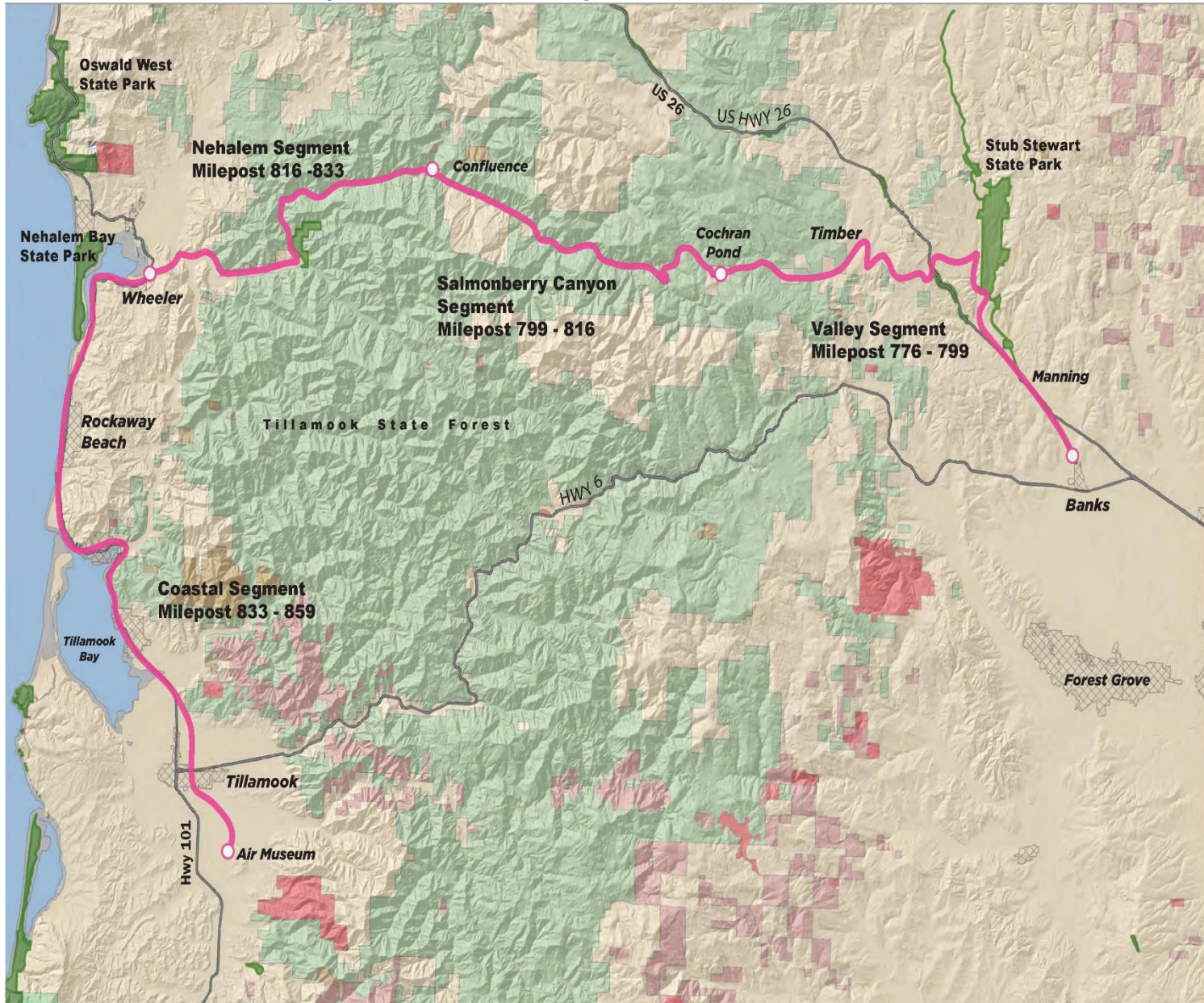
Port of Tillamook Bay Conditional Uses P: Preferred S: Secondary Preferred Use X: Not Preferred				
M-1 Use	Mixed-Use Overlay	Industrial Use Overlay	Recreation Overlay	Airport Overlay*
Industries with exceptionally heavy environmental impacts according to DEQ standards	X	P	X	S
Mining and processing activities not specifically listed in Section 3.032 (2)	X	P	X	X
Schools	P	S	S	P
Community meeting buildings and associated facilities	P	S	S	P
Temporary mobile kitchen units	P	P	S	P
Auto wrecking yards	X	P	X	S
Correctional facility	S	S	S	S
Golf Course in Port of Tillamook Bay Industrial Park	X	X	P	X

***The Federal Aviation Administration has separate requirements for this zone, consult with Oregon Department of Aviation prior to development within Airport Overlay Zone.**

Attachment 5: Tillamook County Parking Requirements

Parking Requirements (by floor area)			Number of Spots per building sq. ft.										
Type of Use	# of Spots	Per sq ft	5,000	10,000	15,000	20,000	25,000	30,000	40,000	50,000	60,000	80,000	100,000
Motel/Boarding House	1	0	Per guest accomadation/room										
Churches/Clubs (or every 6 seats)	1	50	100	200	300	400	500	600	800	1,000	1,200	1,600	2,000
Eating/Drinking Est.	1	150	33	67	100	133	167	200	267	333	400	533	667
Service Shop/ Bulk Merch.	1	600	8	17	25	33	42	50	67	83	100	133	167
Banks/Offices	1	500	10	20	30	40	50	60	80	100	120	160	200
Retail/Medical Offices	1	200	25	50	75	100	125	150	200	250	300	400	500
Warehouse/Storage/Wholesale	1	2,000	N/A	5	8	10	13	15	20	25	30	40	50
Manufacturing	1	1,000	N/A	10	15	20	25	30	40	50	60	80	100

Attachment 6: Salmonberry Trail Overall Concept Plan



Attachment 7: ORS 836.616 (State General Airport Uses)

(1) Following consultation with the Oregon Department of Aviation, the Land Conservation and Development Commission shall adopt rules for uses and activities allowed within the boundaries of airports identified in ORS 836.610 (Local government land use plans and regulations to accommodate airport zones and uses) (1) and airports described in ORS 836.608 (Airport operation as matter of state concern) (2).

(2) Within airport boundaries established pursuant to commission rules, local government land use regulations shall authorize the following uses and activities:

(a) Customary and usual aviation-related activities including but not limited to takeoffs, landings, aircraft hangars, tie-downs, construction and maintenance of airport facilities, fixed-base operator facilities and other activities incidental to the normal operation of an airport;

(b) Emergency medical flight services;

(c) Law enforcement and firefighting activities;

(d) Flight instruction;

(e) Aircraft service, maintenance and training;

(f) Crop dusting and other agricultural activities;

(g) Air passenger and air freight services at levels consistent with the classification and needs identified in the State Aviation System Plan;

(h) Aircraft rental;

(i) Aircraft sales and sale of aviation equipment and supplies; and

(j) Aviation recreational and sporting activities.

(3) All land uses and activities permitted within airport boundaries, other than the uses and activities established under subsection (2) of this section, shall comply with applicable land use laws and regulations. A local government may authorize commercial, industrial and other uses in addition to those listed in subsection (2) of this section within an airport boundary where such uses are consistent with applicable provisions of the acknowledged comprehensive plan, statewide land use planning goals and commission rules and where the uses do not create a safety hazard or limit approved airport uses.

(4) The provisions of this section do not apply to airports with an existing or approved control tower on June 5, 1995. [1997 c.859 §5 (enacted in lieu of 836.615)]

Attachment 8: Tillamook Airport Obstruction Zone

SECTION 3.560: TILLAMOOK AIRPORT OBSTRUCTION (TAO)

(1) PURPOSE: It is hereby found that an obstruction has the potential for endangering the lives and property of users of Tillamook Airport, and property or occupants of land in its vicinity; that an obstruction may affect existing and future instrument approach minimums of Tillamook; and that an obstruction may reduce the size of areas available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of Tillamook Airport and the public investment therein. Accordingly, it is declared:

(a) That the creation or establishment of an obstruction has the potential of being a public nuisance and may injure the region served by Tillamook Airport.

(b) That it is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of obstructions that are a hazard to air navigation be prevented.

(c) That the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation. It is further declared that the prevention of the creation or establishment of hazards to air navigation, the elimination, removal, alteration or mitigation of hazards to air navigation, or the marking and lighting of obstructions are public purposes for which a political subdivision may raise and expend public funds and acquire land or interests in land.

(2) DEFINITIONS:

(a) AIRPORT - the Tillamook Airport.

(b) AIRPORT ELEVATION - the highest point of an airport's usable landing area measured in feet from sea level. 35 feet above mean sea level for Tillamook Airport.

(c) APPROACH SURFACE - a surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in Article IV of this ordinance. In plan, the perimeter of the approach surface coincides with the perimeter of the approach zone.

(d) APPROACH, TRANSITIONAL, HORIZONTAL AND CONICAL ZONES - these zones are set forth in Article III of this ordinance.

(e) CONICAL SURFACE - a surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

(f) HAZARD TO AIR NAVIGATION - an obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

Adopted May 27, 2015 Tillamook County Land Use Ordinance Article 3.500 77

(g) HEIGHT - for the purpose of determining the height limits in all zones set forth in this ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

(h) HORIZONTAL SURFACE - a horizontal plane 150 feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.

(i) LARGER THAN UTILITY RUNWAY - a runway that is constructed for and intended to be used by propeller driven aircraft of greater than 12,500 pounds maximum gross weight and jet-powered aircraft.

(j) NONPRECISION INSTRUMENT RUNWAY - a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in no precision instrument approach procedure has been approved or planned.

(k) OBSTRUCTION - any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in Article IV of this Ordinance.

(l) PERSON - an individual, firm, partnership, corporation, company, association, joint stock association or governmental entity; includes a trustee, a receiver, an assignee or a similar representative of any of them.

(m) PRIMARY SURFACE - a surface longitudinally centered on a runway. When the runway has a specifically prepared hard surface the primary surface extends 200 feet beyond each end of that runway; for military runways or when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in Article III of this Ordinance. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

(n) RUNWAY - a defined area on an airport prepared for landing and takeoff of aircraft along its length.

(o) STRUCTURE - an object, including a mobile object, constructed or installed by man, including but without limitation, buildings, towers, cranes, smokestacks, earth formation and overhead transmission lines.

(p) TRANSITIONAL SURFACES - these surfaces extend outward at 90 degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal surfaces.

Adopted May 27, 2015 Tillamook County Land Use Ordinance Article 3.500 78

(q) TREE - any object of natural growth.

(r) UTILITY RUNWAY - a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

(s) VISUAL RUNWAY - a runway intended solely for the operation of aircraft using visual approach procedures.

(3) AIRPORT ZONES: there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to Tillamook Airport. Such zones are shown on Tillamook Airport Approach and Clear Zone Map consisting of one sheet, prepared by Century West Engineering Corporation, and dated June, 1979, which is

attached to this Ordinance, and made a part hereof. An area located in more than on (1) of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

- (a) UTILITY RUNWAY VISUAL APPROACH ZONE - the inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide for Runway 1/19. The approach zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
 - (b) RUNWAY LARGER THAN UTILITY WITH A VISIBILITY MINIMUM GREATER THAN 3/4 MILE NONPRECISION INSTRUMENT APPROACH ZONE - the inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide for Runway 13/31. The approach zone expands outward uniformly to a width of 3,500 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
 - (c) TRANSITIONAL ZONES - the transitional zones are the areas beneath the transitional surfaces.
 - (d) HORIZONTAL ZONE - the horizontal zone is established by swinging arcs of 10,000 feet radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include approach and transitional zones.
 - (e) CONICAL ZONE - the conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward there from a horizontal distance of 4,000 feet.
- (4) AIRPORT ZONE HEIGHT LIMITATIONS: except as otherwise provided in this Ordinance, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this Section to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

Adopted May 27, 2015 Tillamook County Land Use Ordinance Article 3.500 79

- (a) UTILITY RUNWAY VISUAL APPROACH ZONES - RUNWAY 1/19 - slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.
- (b) RUNWAY LARGER THAN UTILITY WITH A VISIBILITY MINIMUM GREATER THAN 3/4 MILE NONPRECISION INSTRUMENT APPROACH ZONE - RUNWAY 13/31 – slopes thirty-four (34) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.
- (c) TRANSITIONAL ZONES - slope seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation at the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation which is 35 feet above mean sea level. In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to where they intersect the horizontal surface.
- (d) HORIZONTAL ZONE - established at 150 feet above the airport elevation or at a height of 185 feet above mean sea level for Tillamook Airport.

(e) CONICAL ZONE - slopes twenty (20) feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation.

(f) EXCEPTED HEIGHT LIMITATIONS - nothing in this Ordinance shall be construed as prohibiting the construction or maintenance of any structure, or growth of any tree to a height up to 35 feet above the surface of the land.

(g) RESTRICTIVE LIMITATION - where an area is covered by more than one (1) height limitation, the more restrictive limitation shall prevail.

(5) USE RESTRICTIONS: notwithstanding any other provisions of this Ordinance, no use may be made of land or water within any zone established by this Section in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the

Airport.

Adopted May 27, 2015 Tillamook County Land Use Ordinance Article 3.500 80

(6) EXISTING USES:

(a) REGULATIONS NOT RETROACTIVE - the regulations prescribed by this Section shall not be construed to require the removal, lowering or other change or alteration of any structure or tree not conforming to this Section as of the effective date of this Ordinance, or otherwise interfere with the continuance of an existing use. Nothing contained herein shall require any change in the construction, alteration or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Ordinance, and is diligently prosecuted. No permit shall be granted that would allow the establishment or creation of an obstruction or permit an existing use, structure or tree to become a greater hazard to air navigation amendments thereto.

(b) MARKING AND LIGHTING - the owner of any existing structure or tree not in compliance with this Section is hereby required to permit the installation, operation and maintenance thereon of such markers and lights as shall be deemed necessary by the airport owner to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated and maintained at the expense of the airport owner.

(c) USES ABANDONED OR DESTROYED - whenever the Tillamook County Planning Department determines that a nonconforming tree or structure has been abandoned or more than 80 percent torn down, physically deteriorated or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the regulations of this section.

(7) VARIANCES: any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property, not in accordance with the regulations prescribed in this Section, may apply to the Planning Commission for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variance shall be allowed where it is duly found that a

literal application or enforcement of the regulations will result in unnecessary hardship and, relief granted, will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this Ordinance. Additionally, no application for variance to the requirements of this Section may be considered by the Planning Commission unless a copy of the application has been furnished to the airport owner for advice as the aeronautical effects of the variance. If the airport owner does not respond to the request within forty-five (45) days after receipt, the Planning Commission may act to grant or deny said application without such advice.

(a) OBSTRUCTION MARKING AND LIGHTING - any variance granted may, if such action is deemed advisable to effectuate the purpose of this Ordinance and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to install, operate and maintain at the owner's expense, such markings and lights as may be necessary. If deemed proper by the Planning Commission, this condition may be modified to

Adopted May 27, 2015 Tillamook County Land Use Ordinance Article 3.500 81 require the owner to permit the airport owner at its own expense, to install, operate and maintain the necessary markings and lights.

(8) JURISDICTION: within the boundaries of the property comprising the Port of Tillamook Bay Airport and Industrial Park, the provisions of this Section shall be administered directly by the Port of Tillamook Bay.

Attachment 9: Oregon Department of Aviation Compatible Land Use Guide for FAA Safety Zones

Table 3-4: Compatible Land Uses per FAR Part 77 Surfaces and FAA Safety Areas							
Legend:							
C Generally compatible land use							
NC Incompatible Land Use							
<ul style="list-style-type: none"> • Not clearly compatible or incompatible, requires specific study 							
Criteria for Compatibility:							
1. Does not exceed height standards							
2. Does not attract large concentrations of people							
3. Does not create a bird attractant							
4. Does not cause a distracting light/glare							
5. Does not cause a source of smoke							
6. Does not cause an electrical interference							
7. Does meet compatible DNL sound levels							
Land Uses	Primary Surface	Transitional Surface	Horizontal Surface	Conical Surface	Approach Surface	Runway Protection Zone	
Residential							
Residential, other than those listed below	NC	NC	•	C	•	NC	
Mobile home parks	NC	NC	•	C	•	NC	
Transient lodgings	NC	NC	•	C	•	NC	
Public Use							
Places of public assembly (schools, hospitals, churches, auditoriums)	NC	NC	•	C	NC	NC	
Government services	NC	•	C	C	•	NC	
Transportation (parking, highways, terminals)	NC	•	C	C	•	•	
Commercial Use							
Offices, business and professional	NC	•	C	C	•	NC	
Wholesale & retail - building materials, hardware and farm equipment	•	•	C	C	•	NC	
Retail trade - general	NC	•	C	C	•	NC	
Utilities	NC	•	•	•	•	•	
Communication	NC	•	•	•	•	NC	
Manufacturing & production							
Manufacturing - general	NC	•	•	•	•	NC	
Agricultural (except livestock) and forestry	•	•	C	C	•	•	
Livestock farming and breeding	NC	•	•	C	•	NC	
Mining and fishing, resource production and extraction	NC	NC	•	•	•	NC	
Recreational							
Outdoor sports arenas and spectator sports	NC	NC	•	C	NC	NC	
Nature exhibits and zoos	NC	NC	•	C	NC	NC	
Amusement parks, resorts and camps	NC	NC	C	C	NC	NC	
Golf courses	NC	NC	C	C	NC	NC	
Parks	NC	•	•	•	•	•	

13.0 Sources

- 1) Tillamook EOA; Commercial and Industrial Buildable Lands Inventory and Economic Opportunities Analysis for the Central Tillamook Region. Rep. Eugene: ECONortheast, 2013. Print.
- 2) Jensen, Garrett. Site Analysis. Tech. Tillamook: POTB, 2015. Print.
- 3) Tillamook Airport Layout Plan; Precision Approach Engineering, and Coffman Associates, Inc. Airport Layout Plan Narrative Report for Tillamook Airport. Rep. Tillamook: n.p., 2012. Print.
- 4) Salmonberry Trail Concept Plan. Rep. Portland: Walker | Macy, 2015. Print.
- 5) Port of Tillamook Bay Strategic Business Plan. By Johnson Reid and Allan Rumbaugh. Portland: Benkendorf Associates, 2009. Print.

14.0 Workshop Minutes

14.1 1-7-16 Meeting Minutes

Link to complete, approved minutes: <http://www.potb.org/wp-content/uploads/2015/06/01-07-16-Minutes.pdf>

4. Discussion of the Port's Future Buildout/Zoning – Kyle Kearns of RARE/ Regional Solutions went over his goals in creating his presentation on different ways the Port could be developed for varying sizes of businesses. He reported on the projected growth reported in the Economic Opportunity Analysis for the area and told the Board that the Port has about 50% of the land available for development. He solicited the Board's input regarding their preferences in the uses of specific areas of the Port and he had suggestions for those areas. The Board preferred the small scale development plans to lease in order to encourage purpose built development on the larger areas. After the presentation and extensive discussion Kyle felt he had a good idea of how to proceed with the planning. Another meeting has been scheduled for February 10, 2016 at 4:30 pm to review the Port Planning Guidance Map.

14.2 2-10-16 Meeting Minutes

Link to complete, approved minutes: <http://www.potb.org/wp-content/uploads/2015/06/02-10-16-Minutes.pdf>

3. Update on Port Planning Guidance Map / Zoning with Kyle Kearns, RARE and Regional Solutions. Kyle reported his progress on defining the Port's goals for its land and buildings.

1. Prepare the Port land to compliment current and future use.
2. Maximize efficiency and compatibility of the land and types of businesses.
3. Develop the roads and utilities to be more attractive to potential tenants.
4. Possible goal to encourage extension of the Salmonberry Trail.
5. Develop the land along Hwy 101 for family wage jobs – manufacturing.
6. Use less desirable land for agricultural purposes and convert unbuildable land to agricultural use.
7. Reacquire properties that may go for sale or are abandoned.
8. Development of the airport section.

There was discussion of the best uses for various sections of the Port land and the pros and cons of selling land as opposed to leasing. The Board agreed to have Kyle continue with the process of developing the "Port Future Land Use Plan".

14.3 5-5-16 Meeting Minutes

Link to complete, approved minutes: <http://www.potb.org/wp-content/uploads/2015/06/05-05-16-Minutes.pdf>

4. Update on Port *Future Land Use Plan*; Final Draft Approval and Permission to Engage the City and County: Kyle Kearns, RARE and NW Regional Solutions gave a presentation of his work showing refinements in his maps of the Port and possible uses for the areas. He developed a list of 18 Policy Considerations for the Board to review itemizing the goals of the Port for land use and attracting revenue sources. The Board questioned him for clarification on different items and there were some suggestions from the Board for revisions in the wording of the Policy Considerations. Com. Olsen suggested adding more information to the plan regarding the Airport. Kyle touched on the confusing FAA regulations regarding allowed uses on airport land. He will make the changes and have the Plan ready for meetings with representatives from the City of Tillamook and from Tillamook County.

15.0 Public Comments

15.1 City of Tillamook Comments

KEARNS Kyle * BIZ

From: Paul Wyntergreen <pwyntergreen@tillamookor.gov>
Sent: Thursday, July 14, 2016 4:41 PM
To: KEARNS Kyle * BIZ
Cc: David Mattison; Suzanne Weber; Abigail Donowho; WINGARD Patrick; POHL Bryan; BRADLEY Michele
Subject: Re: POTB Future Land Use Plan - Comments Requested
Attachments: New generation of giant airships gets ready for take off.pdf

Hello Kyle,

Please accept the following comments from the City of Tillamook staff for your record of the Port's Future Land Use Plan. We are not certain as to your adoption process from here on out (will County Planning be required to acknowledge, etc.?) and at this point in time, our City Council and Planning Commission have not had an opportunity to formalize any comments on your draft. Some of their forthcoming comments may alter staff's preliminary comments contained herein. Therefore, so we would respectfully respect that the record be left open for additional comments until September 1st.

We believe that the Port holds the keys to a wide variety of potential economic development options for the future health of our community, which is why we partnered on the Regional Economic Opportunities Analysis (EOA) in the recent past. The City can serve as the commercial and residential provider that is symbiotic to the industrial asset that the POTB represents. As such, we encourage you to further explore the range of different industries (primary, secondary, tertiary, quaternary, smokestack, sunrise, bloodstock) in order to open doors for diversity of industries available on the POTB property. Your success will also be our success.

We also recognize that a significant portion of your property is controlled by an Airport Overlay Plan and FAA Overlay as shown on your Figure 5.1.1; however, we believe that in itself can represent a great opportunity as the aviation world is reinventing itself and even bringing back old technologies, such as, ironically, blimps (see attached article). We did note one important element indicated in your Goal 5 airport district (Figure 3.2.1) that did not receive discussion or energy and that is the surviving historic blimp hanger. While we recognize the cost burdens of the aging structure, we also believe that it represents an enormous centerpiece opportunity for the entire region that should receive full focus and direction.

The City supports the contemplated recreational uses on developmentally-constrained POTB lands. We would even support some expansion of existing ballfield facilities (which can consume developable flatland) as a complement to ballfield development in the City. The ability of host tournaments by having a portfolio of facilities to host concurrent events can create a substantial economic benefit. As such, we would question whether you should plan roadways through your existing ballfields unless you have an alternative location in mind to promote/preserve that type of recreation.

We agree that agriculture can represent an industrial application, particularly when intensified through methods such as hoop houses. We are unclear as to why that application was included with the Mess Hall area as indicated on Figure 3.2.1; there may other locations that would serve that function as well or better.

We are also unclear as what is intended by the use of the terms 'Highest and Best Use' on Figure 3.2.1 and 'Mixed Use' on Figure 5.1.1; definition of those terms would help us refine our comments further.

From our perspective, the essential precursor to most of the POTB's opportunities lies with the enhancement of infrastructure. We would suggest making your Goal 3 into Goal #1.

In that regard, enhancement of sewer capability is probably paramount. While we recognize that financing such enhancements is the critical problem, and the City is resolved to partner in pursuing such financing through Regional Solutions and other avenues, there are some initial steps that can be taken: 1) the design of a sewer connection is pre-engineered so that when a potential development that needs additional capacity (or a funding opportunity) appears on the horizon, construction can be expedited; and 2) ensure that all potential connectivity routes are planned to allow for future sewer mains (i.e..the POTB rail right-of-way so that if, for example, an applicant desires to run a manure transport line down it, there is still sufficient spacing for a subsequent sewer).

We would also request that Figure 6.3 include the Water Main rerouting indicated in our Water Master Plan Figures 7.1B & 7.1C and that all new development and airport upgrades accommodate and facilitate that new routing.

As to new roadway intersections, the new south 101 entrance and the additional loading onto South Prairie/101 both need re-examination given the acute angles involved. Perhaps a frontage road that ties back to a vision-clearance-safe access point is warranted.

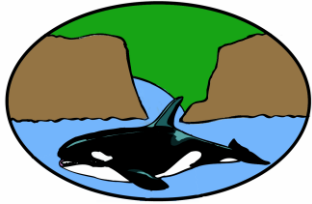
Transit enhancements for employee transport need to be planned for and highlighted, along with the use of the rail system for commuter and recreational shuttles.

As to other infrastructure, Section 6.0 should also look to increasing the capacity of available electrical power, expanding Internet Capacity/Speed, and siting of CNG/LNG facilities.

Thank you for relaying our comments to the Board for their consideration,

Paul Wyntergreen
City Manager
City of Tillamook
210 Laurel Avenue
Tillamook, OR 97141
(503) 842-2472 Ext. 3460
FAX (503) 842-3445
Email: pwyntergreen@tillamookor.gov

15.2 ORCA: Oregon Coast Alliance Comments



ORCA: Oregon Coast Alliance *Protecting the Oregon Coast*

P.O. Box 857, Astoria OR 97103

(503) 391-0210

www.oregoncoastalliance.org

July 6, 2016
Port of Tillamook Bay
4000 Blimp Blvd.
Tillamook, OR 97141

Via email: Kyle Kearns: Kyle.Kearns@oregon.gov
Michele Bradley: mbradley@potb.org

Dear Ms. Bradley, Mr. Kearns and Port of Tillamook Bay Commissioners,

Oregon Coast Alliance (ORCA) is an Oregon nonprofit corporation whose mission is to protect coastal natural resources and work with coastal residents to protect community livability.

ORCA has reviewed the Port of Tillamook Bay Future Land Use Plan 2016. It is, in general, well conceived, organized and thoughtful. However, there are a few issues that ORCA would like to bring to the Port's attention. This is important, as "blueprint plans" like this one tend to have long-lasting effects on future planning efforts. 9.0 Goal 6 of the Land Use Plan concerns Highway 101 development. While the language is conservative and cautious, it is clear the Port's interest lies in using the Highway 101 frontage to "ensure development to its fullest potential." It is good that POTB is aware that spot development wherever opportunity presents itself is inefficient, but any master planning process along the Highway 101 corridor should recognize that the area is outside the City of Tillamook UGB and thus not generally able to develop with urban-level infrastructure. This is as it should be, since the thrust of the land use laws' restriction on urban infrastructure is to keep urban development inside urban areas.

Highway 101 is also the road leading visitors into Tillamook County, the City of Tillamook and the north coast region. Both the aesthetics and the uses along the highway will profoundly affect visitors' impressions of Tillamook County and the visitor experience. These considerations have not been mentioned in the Plan, but are an important factor in the region's future.

10.0 Goal 7: Transition Farm Uses. ORCA does not agree that “farm uses should be considered as interim uses in order to allow for business development to occur on more prime land with POTB...ultimately the Port’s policy should favor job creation over use; or any use that yields higher overall job growth for Tillamook should be priority.” As the Plan itself notes, farmland is a driving economic force in the County, and likely to remain so.

It is certainly the case that farming, and especially the dairy industry, provides a tremendous economic driver for the County, with many jobs both direct and indirect. It is unwise to have a stated policy that seeks to diminish farm use in POTB for unspecified future “job creation,” given farming’s importance in the County’s economy. The 10.4 “preferred agricultural area” map shows a diminished region of POTB devoted to agricultural uses than is currently the case. However, the M-1 zone includes farm uses, and ORCA would prefer to see POTB expanding and protecting farm uses on Port land, rather than planning to restrict them.

Similarly, the statement that “it is important to note that preferred development in the long term (20+ years) along Highway 101 will most likely not be agricultural uses,” with a goal of allowing “easier development along the Highway in the future” is an inappropriate goal for a rural, agriculturally-oriented County such as Tillamook, where farmland is at a premium. Proposed development of Highway 101 is likely to produce much controversy for a variety of reasons, ranging from sewer/water infrastructure in this non-urban area to visual and traffic impacts on the major tourist highway.

In addition, as the “POTB Land Constraints” map (2.4.1) makes clear, much of the land under consideration along Highway 101, and in the “preferred” agricultural area, is either wetlands, FEMA flood zones, or both. In these areas, low impact uses such as dairy pasturelands combined with wetlands are best for providing maximum flood control for the nearby highway. Otherwise, the Port will be much more vulnerable to major flood problems and will need expensive alternatives to try and reroute flood waters. It is much preferable to let wetlands and other low-lying lands do their job of absorbing floodwaters, as the nearby Southern Flow Corridor project has made amply clear.

Finally, ORCA commends POTB for their support of the Salmonberry Trail, which is a complex, multiyear planning process with many landowners and interests to be considered. The Trail is an excellent use of the railroad right of way now that the railroad itself is no longer viable for its original purpose.

Thank you for the opportunity to comment on the Land Use plan.

Sincerely,

Cameron La Follette
Executive Director



DRAFT MINUTES

**BOARD OF COMMISSIONERS
PUBLIC MEETING
TUESDAY, JUNE 28, 2016 FROM 3:00 – 5:00 P.M.**

**POTB MAIN OFFICES – Conference Room
4000 Blimp Boulevard, Tillamook, Oregon 97141**

The purpose of this public meeting is to present the Port of Tillamook Bay's DRAFT Future Land Use Planning document, as presented by Kyle Kearns, Regional Solutions Team. This plan has been in process for two years, and is a follow up to the City's Economic Opportunities Analysis (EOA). The last meeting of the City of Tillamook, Port of Tillamook Bay, and Tillamook County proposed that these entities continue to work together looking toward future planning efforts. This meeting is a continuation of those efforts.

Invited guests are the Port of Tillamook Bay Board and Staff, City of Tillamook Staff, City Council, and Planning Department, the County Commission and County Planning Commission and Staff, the NW Regional Solutions Team (including Governor's office representation, DEQ, DLCDD, DSL, and other State agencies) and the Oregon Department of Aviation.

Input will be taken at the meeting, but no decisions will be made by the board.

Call to Order: Commissioner Young @ 3:00 p.m.

Recognition of Persons Present: Commissioner Jim Young; Carolyn Decker; Jack Mulder and Gerry Opdahl - Bob Olsen absent.

Port Staff: Michele Bradley; Aaron Palter and Margaret Amick
Kyle Kearns, Regional Solutions Team
Jennifer Purcell - DEQ/ Regional Solutions; Patrick Wingerd - Oregon DLCD/ Regional Solutions; Mark Ellsworth - Regional Solutions
Mark Labhart; Tim Josi and Bill Baertlein - Tillamook County Commissioners
Heather Peck; Jeff Caines - Oregon Dept. of Aviation
Jai Pudewell - Oregon Dept. of Transportation
Suzanne Weber - Mayor City of Tillamook; David Mattison - City of Tillamook
Jan Stewart - City of Tillamook Planning Commission
Sarah Absher - Tillamook Co. Planning Dept.; Don La France - Tillamook Co. Planning Commission
Rachel Hagerty - Tillamook County
Melanie Olson - Business Oregon
Mike Cohen - EDC/ SBDC
Mary McArthur - Col-Pac EDD/ NWACT
Jessica Jung - Oregon Coast Scenic Railway
Heather Taksdal and Nick Zwald - Zwald Transport
Gus Meyer - POTB Taxpayer

Kyle Kearns presented the Port of Tillamook Bay's DRAFT Future Land Use Planning document with visuals including slides and a handout containing a map identifying areas of the Port available for different uses. Working with input from the POTB Board of Commissioners he has identified 8 Land Use Goals and developed 18 Policy Considerations that may be used as guides for the Port, if adopted (any or all) by the Commission.

County Commissioner Mark Labhart asked if connecting to the City of Tillamook's wastewater system is one of the goals for infrastructure and was assured that is a long term goal. There was discussion of possible routes for pipes to connect to the system. Patrick Wingerd indicated his willingness to pursue avenues to aid in moving the goal forward. Port Com. Mulder acknowledged that improved wastewater disposal would be vital to attracting some industries to the Port.

The Port Board wanted to emphasize that the Port's priority in development is industrial and does not want to compete with the City for businesses suitable for the commercial areas.

Jan Stewart asked about any time limits on the recreational use area and Com. Mulder explained that the area is topographically unsuited for other uses and would most likely be the last developed.

There was a question of the feasibility of using the railroad for industrial purposes again. It was explained that it would take a \$50M or more to restore the line and then the operating costs would be more than the Port could support.

The Board was asked if the Plan includes the County Park and they responded that since the Port doesn't own the property it was not included. There was some discussion of past conversations between the County and the Port regarding change of ownership but it was not considered possible at the time.

Kyle solicited more feedback from the attendees. He will be in Tillamook until the end of July and available remotely through August.

Adjournment: 4:15 p.m.

Notice and Agenda – Special Meeting

Posted at the following locations: POTB Main Offices; Tillamook County Courthouse; Tillamook County Library (Main Branch); and the Port's Website (www.potb.org)