**Wheeler Citizens Advisory Committee**

**Waterfront Revitalization 2024**

**Date: February 15, 2024 @ 1:00 PM to 2:30 PM PST**

**Attendees:** Karen Matthews, Council/Citizen

Deanne Ragnell, Council/Citizen

Theresa O’Quinn, Business Owner

Anna St. John, Planning Commission/Property Owner

Pax Broder, Wheeler City Manager

**Guest:** Dell Simmons, Architect, Nehalem Resident

**Location:** Wheeler City Hall, Wheeler, Oregon

**Ultimate Committee Purpose(s)**

* Continued painting our vision via a brainstorming session on topics in Notebook (pink tab) (see attached 240307\_Vision Boards.pdf)
  + **Opportunities for Public Access to Waterfront – Do not exclude public access and encourage public/private uses** 
    - Trails – hiking, walking, nature paths relate to historic features (e.g., Mill on undeveloped land to the northeast of developed area). Consider adding signs/markers that identify historical landmarks (e.g., approach used at Kilchis Nature Preserve in Bay City). Identify historical features on Sanborn Fire Insurance Maps [Sanborn Fire Insurance Map from Wheeler, Tillamook County, Oregon. | Library of Congress (loc.gov)](https://www.loc.gov/item/sanborn07485_001/)
    - Bicycle access – Salmonberry Trail, Hwy 101
    - Connect waterfront to downtown
    - Multimodal considerations (peds, bi kes, cars)
    - Marine Drive Considerations
      * Who owns the various private easements (private, Port and Railroad)
      * It was never dedicated as public ROW or an easement provided for it
      * The private easements between the Salmonberry Saloon and Nielson properties are recorded
      * Historical information source – Rick Dart’s father owned marina and salmonberry properties. Talk to Salmonberry Saloon owners about obtaining historical photos in its bar
    - Railroad Crossings – possible pedestrian crossings via stairs from 101 to waterfront because RR line NE of train stop is no longer active. Theresa mentioned consulting, funding or grant opportunities related to these types of crossings by working with RR to determine requirements (signage, construction of crossings). Work with RR to establish footpaths/crossings
    - More public parking to increase access to waterfront
    - Increase time that Train visits from Rockaway are in Wheeler for people to explore and visit businesses
  + **Waterfront Setbacks**
    - Goal 5 = 25 ft setback
    - Wheeler Zoning Ordinance = 30 ft setback
    - If riparian vegetation present = 50 ft with possible adjustment for half that distance
    - State and County standards = 75 ft with 37.5 ft setback possibly allowed
    - Unless a business/development needs waterfront access, rule is 30 ft from the shoreline with no removal of riparian vegetation. If removed, mitigation required
  + **Studies Required for New Development/Construction in Waterfront** 
    - Recent and Pending – Brownsfield grants awarded to Tillamook County that funded Phase I and II Environmental Assessments for undeveloped waterfront area where former mill was located (Botts Marsh LLC property). These studies identified environmental conditions that required collection of soil and groundwater samples. Results determine what would be required to address any contamination > industrial, commercial or residential exposure levels.
    - Geotechnical studies to determine quality of surface and subsurface materials for the type of proposed development (nature and weight-bearing capacity of materials)
    - Special Flood Hazard Zone (SFHZ) and Protected Resources Areas considerations – developed area SW of undeveloped area in SFHZ. All of the waterfront is adjacent to Protected Resource Areas for endangered species of fish
    - Buildable Lands Inventory needs to be updated before any possible rezoning for different uses
    - Ripararian / wetland surveys needed to map extent of vegetation requiring special considerations
  + **Deeper Dive into Railroad Right-of-Way** **Impactson Current and Future Uses**
    - Port of Tillamook owns RR from Tillamook to Banks – 100 ft ROW – 50 ft from centerline on each side
    - Portions of currently leased to users (e.g., Rail Riders, Coastal Scenic Railway)
    - Portions of Marine Drive alignment are currently in RR ROW
    - Identify where legal crossings are established, probable future crossings, and the history of crossings
    - Del: Consider negotiating a View Preservation Agreement with RR to preserve view corridors, trees and other vegetation in certain areas
    - Theresa: Call Port of Tillamook to have them mark existing crossings to have them take a look at current/possible access points. We would need to engage ODOT because access is from HWY 101.

Meeting adjourned at 2:30 pm.

We concluded our visioning sessions. Next steps are to document our observations and compare them to what is currently in Zoning Ordinance, Comp Plan and Vision Plan to identify any recommended changes/considerations (e.g., public access to the waterfront via walking paths).