

TILLAMOOK COUNTY TLT
TOURISM FACILITIES GRANT PROGRAM

**PROPOSAL TO FUND OCEANSIDE
BEACH ACCESS DESIGN PLAN**

OCEANSIDE NEIGHBORHOOD ASSOCIATION
FEBRUARY 2018

TILLAMOOK COUNTY TRANSIENT LODGING TAX (TLT) TOURISM-RELATED FACILITIES GRANT PROGRAM

JANUARY 2018 GRANT APPLICATION

Project: Oceanside Beach Access Design Plan

Amount Requested: \$15,000

Applicant:

Name: **Oceanside Neighborhood Association (ONA).** The ONA is a Citizen Advisory Committee (CAC) designated by the Tillamook County Board of Commissioners to represent the community of Oceanside on all civic issues within its purview. (Order No. 13-034, May 1, 2013).

Address: c/o Jerry Keene, ONA President
P.O. Box 338
Oceanside, OR 97134

Phone: (503) 320-5087 **Email:** oceansidefriends@gmail.org

Project Contact *(if different from applicant):*

Name: Jerry Keene – same address/phone/e-mail

Property Information:

Tax Lot #: Adjacent to Lot 3400 (Oceanside Beach Parking Lot)

Size: Oceanside Beach Recreation Site: 7.32 acres
Specific Improvement Site: .25 acres (approx.)

Zoning: Park Oceanside Zone / Oceanside Ordinance 3.314

Address: NA / Adjacent to Oceanside Community Club, 1550 Pacific Avenue,
Oceanside, OR 97134

Property Owner(s) *(if different from applicant):*

Name: State of Oregon Parks & Recreation Department (OPRD)

Address: Main Office: 725 Summer Street, NE, Salem, OR 97301

TILLAMOOK COUNTY TRANSIENT LODGING TAX (TLT) TOURISM-RELATED FACILITIES GRANT PROGRAM

Property Owner(s) *(continued)*

The subject property is within an Oregon State Park on a parcel that is subject to Tillamook County drainage and roadway easements. The specific site is primarily maintained by Tillamook County Public Works in collaboration with the local OPRD park manager:

Oregon State Park Manager:

Kirk Barham
Cape Lookout State Park
13000 Whiskey Creek Road
Tillamook, Or 97141
kirk.barham@oregon.gov
(503) 842-3182 x222

Tillamook County Public Works Director:

Chris Laity
Public Works Department
503 Marolf Loop Road
claity@co.tillamook.or.us
(503) 842-3419

Checklist:

- ☒ Completed original Grant Application that is signed and dated, including the initialed Land Use Affirmation, with 11 copies **by Friday, March 9, 2018** at 4:00 pm to:

Tillamook County Board of Commissioners
Attn: Susan Corbisiero
201 Laurel Avenue
Tillamook, Oregon 97141

- *County will not accept any applications by email, fax, or other electronic data interchange method.*
- *County will not allow any extensions or exceptions and will not be responsible for responding to incomplete or late applications.*

- ☐ Check box if applicant is the intended long-term holder of the property interest
If not, provide additional information here:

Property is state park land subject to Tillamook County easements. Tillamook County and OPRD jointly manage the site (see above).

TILLAMOOK COUNTY TRANSIENT LODGING TAX (TLT) TOURISM-RELATED FACILITIES GRANT PROGRAM

☒ Attach a detailed and itemized Project Budget

☒ Attached Letters of Support:

Kirk Barham, Oregon State Park Manager
Chris Laity, Director, Tillamook County Public Works
Nan Devlin, Tourism Director, Visit Tillamook Coast
Chief Tim Carpenter, Netarts-Oceanside Fire District
Andy Long, Sheriff, Tillamook County
Oceanside Neighborhood Association – 150 signers
Oceanside Community Club (Community Hall) Board of Directors
Dirk Larson, President Cascade Paragliders (“Oceanside Open” organizers)

Project Information:

Background

The Oregon Parks & Recreation Department estimates that over 300,000 people visit the Oceanside Beach State Recreation Site annually.¹ In the summer of 2017, ONA began to solicit support from local state park managers, county public works officials, county tourism coordinators and fire/emergency agencies for an initiative to improve the problematic access pathway at the site. The County Commissioners’ subsequent decision to open this round of TLT facilities grants was both welcome and timely. Recently, Tillamook PUD representatives learned of ONA’s effort and suggested that it also apply for assistance under the PUD’s 2018 Community Support Grant program.

The caps placed on the TLT and PUD grants (\$15,000 and \$10,000 respectively) prompted ONA to segregate the beach access project into four funding components: (1) a site survey, (2) permit procurement, (3) an engineered design plan, and (4) construction. In this application, ONA seeks funds to commission an engineered design plan to update and reconfigure the beach access path. ONA’s companion request to PUD seeks a grant to fund a site survey (\$1750) and permit procurement (\$6250), which will be conducted in conjunction with the design plan. The combined goal is to produce a biddable, shovel-ready project that can serve as the basis for subsequent efforts to fundraise for construction costs.

¹ In response to an inquiry by the ONA, OPRD representative Chris Havel provided these official visitor estimates for 2012-through 2017:

2012: 328,096	2015: 327,670
2013: 313,534	2016: 315,020
2014: 303,882	2017: 315,520

TILLAMOOK COUNTY TRANSIENT LODGING TAX (TLT) TOURISM-RELATED FACILITIES GRANT PROGRAM

1. Description:

A. Site Conditions

ONA seeks funds to safely redesign the only publicly sanctioned access path to an expansive and recreationally diverse beach in Tillamook County that is the same driving distance from Portland (81 miles) as those in Lincoln City (85 miles), Seaside (79 miles) and Cannon Beach (80 miles.) One need only compare the ease of pedestrian access afforded at those bustling beaches with that in Oceanside to appreciate the potential impact of such improvements.

The access path currently consists of a relatively steep, unevenly paved lane without steps or handrails that is hemmed in by tall shrubs. The path leads from the wayside parking lots to the beach below, dropping 20-25 feet in elevation over the course of roughly 25 yards. This same path serves as the outlet point for the surface-water drainage system that services the western half of Oceanside. Two of the outlet pipes regularly emit streams of water onto the surface of the path while a larger conduit buried alongside discharges water onto the beach directly adjacent to the point where pedestrians must exit. These three discharges combine at the base of the path to form a stream that seeps toward the beach sand through a bed of moderately sized rocks. Pictures of the site are attached. (See App-1 for pictures of these conditions.)

To reach the beach, pedestrians must walk carefully down the steep, wet and often-muddied lane to its base. They must then pick their way through the pooled water and over the bed of wet, unstable rocks to reach the beach. These rocks are sometimes rendered mossy or even icy by the constant flow of the drainage stream. The difficulty and risk of injury are compounded for those attempting to carry children or recreational equipment onto the beach. For seniors or others with limited mobility, these conditions constitute a barrier that can effectively block any access at all. County and local emergency response officials confirm that the problematic conditions on the hemmed-in lane not only cause injuries themselves, but also hamper pedestrians from moving out of the way of emergency vehicles when they enter or exit the beach. (App-5; App-6)

B. Design Goals

ONA intends to commission HBH Consulting Engineers of Newberg, Oregon (an engineering firm selected in consultation with Public Works Director Laity) to identify options and develop an engineered plan to reconfigure the beach access. The design goals are: (1) reduce the grade and slippage risk for pedestrians to comply with ADA standards, (2) direct pedestrians onto the beach away from the drainage water outlet, (3) facilitate continued vehicular access for emergency responders, and (4) separate the pedestrian path from the emergency vehicle access.

TILLAMOOK COUNTY TRANSIENT LODGING TAX (TLT) TOURISM-RELATED FACILITIES GRANT PROGRAM

2. Degree of Positive Economic Impact:

Oceanside's contribution to Tillamook County's tourism economy differs from that fostered in communities like Manzanita, Pacific City, Garibaldi or Rockaway, where visitor growth and retail commerce drive each other. Indeed, Oceanside is hidden away, nine miles from Highway 101, with only a few hundred residences and a "main street" that barely accommodates its single restaurant, two coffee shops and two motels. Oceanside is no commercial hub.²

Accordingly, Oceanside's tourism potential stems not from its commerce, but from its setting. Upon rounding that last turn on Highway 131, visitors are treated to an inviting prospect of jumbled houses nestled on terraced streets in the coved lee of Maxwell Point, all jostling to view the Pacific Ocean, Netarts Bay and Three Arch Rocks. Such visitors may encounter colorful paragliders circling above the village, an exposition by local artists at the community hall or a festive wedding gathering on the beach below. This unique ambience explains why travelers who "discover" Oceanside tend to claim it, sharing the discovery with friends as they would a favorite book or heirloom recipe.

Despite the dearth of commercial facilities, Oceanside's engaging setting draws over 300,000 annual visitors (and their business) to Tillamook County – more than communities many times its size. People who find Oceanside regularly return, often stopping for gas, groceries, meals or sightseeing in other county communities on their way. Its economic draw is also reflected in its thriving short-term rental trade, which is so active year-round that Oceanside ranks second only to much-larger Pacific City in generating annual Transient Lodging Tax revenues for the county.³

At the heart of Oceanside's economic appeal is its spectacular beach. All roads lead to it. Most houses look down upon it. Two state parking lots beckon travelers to stop at it. And nearly every visitor ventures upon it ... *if they can manage the disagreeable trek to reach it*. Most Oceanside residents can offer stories of falls or near falls, strained ankles or worse injuries sustained by themselves, their guests or their neighbors while traversing the access lane and rocky pool. The appended letters by Netarts-Oceanside Fire District Chief Tim Carpenter and Tillamook County Sheriff Andy Long corroborate these concerns. (App-6, App-7)

² The Oregon tourism website "Beach Connections.net" opens its description of Oceanside with this statement:

"One tiny town has never provided so many means of fun and distraction. And It's all done without a single commercialized attraction."

³ A chart listing community TLT revenues in 2014, 2015 and 2016 is appended at App-3.

TILLAMOOK COUNTY TRANSIENT LODGING TAX (TLT) TOURISM-RELATED FACILITIES GRANT PROGRAM

2. Degree of Positive Economic Impact (continued):

In its current state, the unimproved access path at Oceanside Beach is a choke point for pedestrians and emergency vehicles that hinders visitor enjoyment of a tourism asset that attracts burgeoning throngs of annual visitors. Clearing that choke point by redesigning this long-neglected pathway will leverage the tourism potential at the beach in a direct and practical way simply by encouraging or enabling more visitors to safely reach it.

3. Degree of Visitor Experience Impact:

Virtually every person who negotiates the unimproved path to Oceanside's beach experiences some degree of frustration, apprehension or at least bafflement as to why such difficult conditions are allowed to persist. And the reaction of able persons is mild compared to the negative impression it leaves with cautious seniors, individuals with limited mobility or others who make their way to this anchor point on the Three Capes Scenic Drive only to discover that they are effectively blocked from reaching one of its main natural attractions. In this sense, updating the access path will have an impact on visitor experience that is not only significant, but *universal*.

ONA's proposal also aligns seamlessly with the county's broader tourism initiatives and goals, if only because enhancing access to this extensive, unspoiled beach tracks so well with the Visit Tillamook Coast tourism organization's (Economic Development Council of Tillamook County) trademarked theme: "*Tillamook Coast: It's the Natural Choice*." That same theme also informs the Visit Tillamook Coast proposed Wayfinding Master Plan and will be reflected in signage that guides visitors to the county's distinctive natural attractions. At Oceanside Beach, such attractions would include: (1) the century-old tunnel through Maxwell Point to the hidden tide pools at Lost Boy Beach, (2) a shoreline recognized as an archaeological site for Native American artifacts, and (3) the sea lion herds and protected sea bird colonies visible offshore at nearby Three Arch Rocks (Oregon Islands) National Wildlife Refuge. Safe access to the beach is essential for visitors to fully enjoy each of these attractions.

As indicated in the attached letter from Nan Devlin, Tourism Director for "Visit Tillamook Coast" (App-4), Oceanside's likely inclusion in the "Trees to Seas" Scenic Byway project (and associated funding opportunities) further highlights the need to provide safer beach access. Liability issues aside, it would be incongruous, counter-productive and downright discourteous for such promotions to guide visitors to a featured "*natural choice*" that they are hampered from safely reaching.

TILLAMOOK COUNTY TRANSIENT LODGING TAX (TLT) TOURISM-RELATED FACILITIES GRANT PROGRAM

3. Degree of Visitor Experience Impact (*continued*):

In addition to better serving seasonal beach visitors, a safe, upgraded access path will enhance the economic potential of current, off-season activities. For example:

- (1) The Oceanside Community Club annually books reservations for 30-40 weddings, reunions, association meetings or other group events at its beachfront facility, both during the summer months and in shoulder season. Such events routinely bring in 100-200 outside visitors *apiece* to visit, stay and spend in Tillamook County. Such events often entail gatherings, catered meals and even ceremonies on the beach itself, preparations for which are significantly hampered by conditions on the current path.⁴
- (2) Each April, the Cascade Paragliding Club of Portland hosts the “Oceanside Open” during which scores of paragliders (accompanied by families, friends and vendors) gather in the village. To the delight of other visitors, these paragliders launch from atop Maxwell Mountain, circle overhead, land on the beach and then gamely gather their bulky equipment by hand to trudge up the beach access to their vehicles to repeat the process. This event would benefit significantly from a less challenging beach path.⁵
- (3) Groups and individual travelers sojourn to Oceanside’s beach year-round (but especially in March and December) in hopes of spotting whales that regularly frequent the kelp beds and feeding grounds near Three Arch Rocks. Similarly, local groups like Friends of Netarts Bay (WEBS) (“Watershed, Estuary, Beach & Sea”) annually bring scores of visitor and student groups onto the beach during the school year for nature hikes and wildlife viewing.⁶

Finally, by designing an access upgrade to meet ADA standards while adhering to state historic preservation requirements (SHIPA), this proposal would advance Visit Tillamook Coast Priority #2 by encouraging tourism in a way that is “socially, culturally and ecologically responsible, particularly in support of nature-based activities.”

⁴ The Oceanside hall is operated as a nonprofit club by a volunteer Board of Directors. Their letter of support is appended at App-8.

⁵ A letter of support from Cascade Paragliding Club is appended at App-8.

⁶ The “events” listed on the Netarts Bay/WEBS website regularly instruct participants to assemble at the Oceanside Beach State Recreation Site wayside. (See <http://netartsbaytoday.org>)

TILLAMOOK COUNTY TRANSIENT LODGING TAX (TLT) TOURISM-RELATED FACILITIES GRANT PROGRAM

4. Operations & Maintenance Sustainability:

At ONA's request, State Park Manager Barham and Public Works Director Laity reviewed relevant records, visited the site and jointly confirmed their readiness to collaborate in the design process to ensure that it meets the standards of their respective agencies. They have also jointly committed to long term maintenance of any improvements. (See appended letters from Barham (App-2) and Laity (App-4)).

5. Extent of Collaboration and Community Support:

ONA initiated this effort in response to concerns consistently expressed by Oceanside residents for years. To confirm and document such support, the ONA sent the attached Letter of Community Support to its "Friends of Oceanside" e-mail list of more than 300 local homeowners, residents, businesses and others who frequent the area. As one gauge of both the number and intensity of the support, ONA notes that over 150 members of the Oceanside community affirmatively responded to its invitation to add their names as signers – with 90% of them responding within 24 hours after we sent out the request. (See App-8)

ONA has also spent months consulting local stakeholders, and some not so local, to gauge their interest and surface objections to this project. As reflected in the attached letters, we have garnered written endorsements, collaboration agreements and/or funding commitments from OPRD, Tillamook County Public Works, Visit Tillamook Coast, Netarts-Oceanside Rural Fire Protection District, the Board of Directors of the Oceanside Community Club, the Oceanside Neighborhood Association among others.

To broaden the financial base for this phase, ONA also submitted a companion application for a grant of \$8,000 from the Tillamook County PUD Community Support Grant program to fund permit procurement and a site survey that will be used by the engineers in designing the reconfiguration should the TLT grant be awarded. Public Works Director Laity has also committed staff support and up to \$10,000 of department funds to assist with unanticipated contingencies in the design process and signaled his intent to provide additional matching funds when we reach the construction stage. (App-4)

ONA has mostly deferred broader fundraising efforts for construction until it develops a design plan to promote. Given the broad community interest in the project, and the availability of a biddable, shovel-ready plan, ONA anticipates public fundraising efforts to assist with actual construction will be well-received.

TILLAMOOK COUNTY TRANSIENT LODGING TAX (TLT) TOURISM-RELATED FACILITIES GRANT PROGRAM

6. Project Readiness:

Obviously, no construction plan yet exists to review for specific compliance. Tillamook County Community Development Director Sarah Absher has affirmed that pedestrian improvements at the access path would comport with the site's land use designation as "Oceanside Park Zone." Park Manager Barham and Planning Director Laity have indicated their readiness to conduct periodic reviews during the design process to track compliance with the standards and procedures of their respective agencies. ONA has also consulted with Oregon State Historic Preservation officials to discuss and confirm the eventual need for compliance with a "SHIPA letter." (ONA has already obtained a copy of the study and SHIPA letter prepared to guide home construction currently underway on the shoreline nearby the beach access.) HBH and Onion Peak report that they stand ready to commence immediate work on their respective commissions.

7. Project Management:

ONA will consult and coordinate as necessary to facilitate interim design reviews among HBH, Public Works Director Laity and Park Manager Barham. No construction arrangements have yet been made, but Director Laity and Park Manager Barham have jointly committed to long term management of any improvements. (App-4, App-6)

8. Timeline:

ONA has been informed that a design plan will take 6 to 8 months to finalize, contingent on time required for interim reviews by OPRD and Tillamook County Public Works.

Index to Appended Documents/Letters of Support

App-1	Photographs: Oceanside Beach Wayside Access (multiple pages)
App-2	Kirk Barham, Oregon State Park Manager, OPRD
App-3	Tillamook County TRT Revenues Chart by Community (2014-2016)
App-4	Chris Laity, Director, Tillamook County Public Works
App-5	Nan Devlin, Tourism Director, Visit Tillamook Coast
App-6	Chief Tim Carpenter, Netarts-Oceanside Fire District
App-7	Andy Long, Sheriff, Tillamook County (<i>on the way</i>)
App-8	Oceanside Neighborhood Association – 150 signers
App-9	Oceanside Community Club Board of Directors
App-10	Dirk Larson, President Cascade Paragliders
App-11	Design Fee Estimate – HBH Consulting Engineers
App-12	Site Survey Fee Estimate – Onion Peak
App-13	Permit Procurement Cost Estimate – HBH Consulting Engineers

**TILLAMOOK COUNTY TRANSIENT LODGING TAX (TLT)
TOURISM-RELATED FACILITIES GRANT PROGRAM**

LAND USE AFFIRMATION: I have consulted with the local land use jurisdiction to confirm the project is consistent with applicable land use regulations. If a grant is awarded, I understand that I will acquire a completed Land Use Compatibility Form from the local land use jurisdiction prior to and as a condition of the execution of a grant agreement. Sam (initial)

Submitted by Project Applicant:

Jerry Keene
Jerry Keene, ONA President

2/23/18
Date

Consent of Property "Owners"

Chris Laity
Chris Laity, Director, Tillamook County Public Works

2/22/18
Date

Kirk Barham
Kirk Barham, Park Manager, OPRD

2/20/18
Date

Provide a complete facility project budget.

APPENDIX

Index to Appended Documents/Letters of Support

- App-1 Photographs: Oceanside Beach Wayside Access
(multiple pages)
- App-2 Kirk Barham, Oregon State Park Manager, OPRD
- App-3 Tillamook County TRT Revenues Chart by Community
(2014-2016)
- App-4 Chris Laity, Director, Tillamook County Public Works
- App-5 Nan Devlin, Tourism Director, Visit Tillamook Coast
- App-6 Chief Tim Carpenter, Netarts-Oceanside Fire District
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- App-8 Oceanside Neighborhood Association – 150 signers
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- App-10 Dirk Larson, President Cascade Paragliders
- App-11 Design Fee Estimate – HBH Consulting Engineers
- App-12 Site Survey Fee Estimate – Onion Peak
- App-13 Permit Procurement Cost Estimate – HBH Consulting
Engineers



Imagery ©2018 DigitalGlobe, State of Oregon, Map data ©2018 Google 50 ft



APP-1B



App-1c

App-1D



App-1D



Oregon

Kate Brown, Governor

Parks and Recreation Department

Cape Lookout State Park
13000 Whiskey Creek Rd.
Tillamook, OR 97141
(503) 842-3182
Fax (503) 842-3647



To: Tillamook County Board of Commissioners.
Tillamook County Courthouse
201 Laurel Avenue, Tillamook, OR 97141.

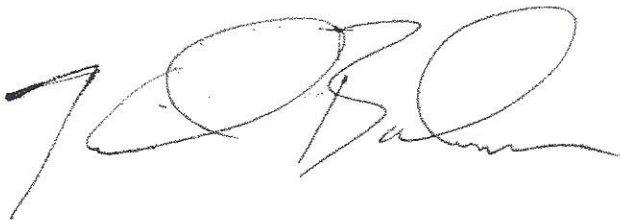
On behalf of Oregon State Parks, I am writing you this letter in support of the Oceanside Neighborhood Association's (ONA) proposal to improve beach access at Ocean Road in Oceanside. Ocean Road which is a Tillamook County right of way lies directly in the middle of OPRD property known as Oceanside State Wayside. This right of way is the sole access to the beach for residents, tourists, and emergency vehicles, and has remained relatively unchanged since it was designed in 1978. The existing slope of the road does not meet the requirements of the Americans with Disabilities Act or the Americans with Barriers Act and does not afford all people with safe barrier free access to recreate at the beach in Oceanside. As the Park Manager for the Cape Lookout Management Unit including Oceanside State Wayside and the Ocean shores area immediately adjacent I have seen numerous conflicts with pedestrians and emergency personnel attempting to reach the beach during an emergency. Both Chris Laity, Public Works' Director, and I met on-site to discuss this project involving land managed by both our respective agencies and found the project to be viable, feasible, and in the best interest of the publics access and safety concerns.

Our current funding allows for ongoing maintenance to the existing structures and OPRD property making up the Wayside. An informal agreement from years past also had

APP-Z

OPRD staff maintaining the right of way property which is non-roadway surface. Unfortunately our current biennial budget does not include funding to design and construct a new beach access on county or OPRD property in Oceanside. However we can commit to a joint agreement with the county for ongoing maintenance of any new design and facilities which may result from this grant opportunity.

As I'm sure you all well know Oceanside's popularity has exploded over recent years and the current 40 year old access does not meet the needs of the area of which is heavily dominated by the tourist industry. A facilities grant from TLT in my opinion, is a great matching opportunity for funding to improve tourism in the county. Oregon State Parks and Tillamook County will participate as partners throughout the process to ensure subsequent design and construction reviews meet specific needs of both agencies. I strongly urge you to consider funding this project as it will meet the needs of both the Americans with Barriers Act, provide better access for recreation to tourists and locals alike and allow for a greater response during emergencies for public safety personnel.

A handwritten signature in black ink, appearing to read 'Kirk Barham', with a stylized, cursive script.

Kirk Barham
Park Manager
Oregon State Park
Cape Lookout Management Unit

TLT Revenue by Location

Location	Quarter				Grand Total
	2014 Q1	2014 Q2	2014 Q3	2014 Q4	
Manzanita, Nehalem, Wheeler	9,649	16,541	39,670	11,843	77,703
Rockaway Beach	7,201	13,439	32,461	9,557	62,658
Tillamook, Bay City, Garibaldi	7,874	15,985	32,452	11,569	67,880
Uninc - Cloverdale	8,924	18,628	46,738	11,244	85,534
Uninc - Garibaldi	6,242	19,677	42,166	5,115	73,200
Uninc - Manzanita	24,807	57,193	131,531	29,888	243,419
Uninc - Neskowin	33,660	51,169	127,480	44,043	256,352
* Uninc - Oceanside	47,803	89,896	209,910	64,088	411,697
Uninc - Pacific City	92,692	164,342	355,306	108,281	720,621
Uninc - Rockaway Beach	21,469	36,204	92,492	25,431	175,595
Uninc - Tillamook	10,722	31,750	59,545	12,656	114,673
Grand Total	271,043	514,824	1,169,751	333,715	2,289,333

TLT Revenue by Location

Location	Quarter				Grand Total
	2015 Q1	2015 Q2	2015 Q3	2015 Q4	
Manzanita, Nehalem, Wheeler	10,798	18,580	42,217	12,876	84,470
Rockaway Beach	10,922	17,563	39,292	11,054	78,830
Tillamook, Bay City, Garibaldi	10,932	18,053	24,930	9,043	62,959
Uninc - Cloverdale	13,209	23,795	50,807	11,015	98,826
Uninc - Garibaldi	8,670	22,221	44,211	5,876	80,977
Uninc - Manzanita	25,564	61,989	168,034	44,551	300,138
Uninc - Neskowin	40,953	64,452	162,662	57,171	325,239
* Uninc - Oceanside	64,838	106,014	242,609	74,848	488,308
Uninc - Pacific City	118,788	393,712	128,076	828,021	1,528,597
Rockaway Beach	26,693	50,044	115,814	33,331	225,881
Tillamook	14,998	35,960	63,834	14,642	129,434
Online	-	13,969	18,463	7,242	39,674
Total	346,021	620,426	1,366,584	409,725	2,742,757

Revenue by Location

Location	Quarter				Grand Total
	2016 Q1	2016 Q2	2016 Q3	2016 Q4	
Manzanita, Nehalem, Wheeler	10,721	21,130	46,625	14,149	92,626
Rockaway Beach	10,585	19,993	42,141	12,049	84,768
Tillamook, Bay City, Garibaldi	7,495	13,728	17,698	5,915	44,837
Cloverdale	14,078	28,425	56,261	13,146	111,909
Garibaldi	7,701	25,628	49,038	6,329	88,695
Manzanita	36,048	91,418	174,477	44,972	346,916
Neskowin	42,835	74,622	175,146	58,353	350,956
Oceanside	71,208	129,488	262,284	85,762	548,742
Pacific City	120,182	199,639	418,583	127,448	865,852
Rockaway Beach	29,867	59,694	132,110	35,219	256,889
Tillamook	13,351	37,556	72,601	16,131	139,640
Online	6,423	5,157	284	112	11,976
Total	370,493	706,478	1,447,248	419,584	2,943,803

App-3

TLT Revenue

Manzanita
Rockaway
Tillamook
Uninc - C
Uninc - G
Uninc - M
Uninc - N
* Uninc - C
Uninc - P
Uninc - R
Uninc - T
Various -
Grand Total



PUBLIC WORKS DEPARTMENT

503 Marolf Loop Road
Tillamook, Oregon 97141
Roads (503) 842-3419
Solid Waste (503) 815-3975
FAX (503) 842-6473
Email: pubwks@co.tillamook.or.us
TTY Oregon Relay Service

Land of Cheese, Trees and Ocean Breeze

February 16, 2018

RE: Oceanside Beach Access Letter of Support.

Tillamook County Public Works supports the Oceanside Neighborhood Association's (ONA) proposal to improve access to the beach located at Oceanside. Ocean Road, located within a Tillamook County road easement, is the sole access to the beach for residents, tourists, and emergency vehicles. The existing slope of the road does not meet the requirements of the Americans with Disabilities Act and cannot be met at this site within County property. Significant improvements to the road are hindered by the presence of a drainage structure that is required to drain the western portion of Oceanside. Relocating the drainage is not practical and would require Oregon State Parks permission. An improved access, while still maintaining drainage, is possible provided that Public Works and State Parks work together. Kirk Barham, the Park Manager for the Cape Lookout Management Unit, and Chris Laity, Public Works' Director, met on-site to discuss this project involving land managed by both agencies and found the project to be viable, feasible, and in the best interest of the public.

Public Works is required to spend 1% of its budget on pedestrian/bike routes and finds this project to fit well within the parameters of budget requirements. Public Works will provide additional funding for the design phase up to \$10,000. Public Works will then provide a financial match for construction. Public Works is not able to fully fund the design phase due to other commitments. Oceanside is heavily dominated by the tourist industry and a facility's grant from TLT is a great fit for funding. Public Works and State Parks will participate in the design and subsequent construction reviews to ensure that our specific needs are met. This project will improve pedestrian beach access, assist with access for emergency operation, improve safety, reduce liability, and meet the requirements of the Americans with Disabilities Act. Please consider funding this project

Sincerely,

Chris Laity, PE

Public Works Director



Tillamook County Board of Directors
Tillamook OR 97141

Dear Commissioners:

As the director for Visit Tillamook Coast, the destination marketing organization promoting and developing tourism in Tillamook County, I have the vantage point of seeing how one tourism-related project affects or complements other projects. One such project is the Oceanside Neighborhood Association's plan to improve beach access at Oceanside. This project complements three initiatives Visit Tillamook is working on.

First is the improvement of access to beaches, bays, paths and other outdoor areas as outlined in the Tourism 2025 plan developed in 2014. The facilities grants of 2015-2016 funded projects for engineering studies for such projects as first steps in improving access, such as the Cape Kiwanda Beach Access study and the Rockaway Beach nature site engineering study. An engineering plan is also the first step needed to improve the crumbling beach access area in Oceanside.

Second is the county-wide wayfinding plan. We are working closely with communities to improve signage, directional and informational kiosks. This also means that signage must direct visitors and locals to areas they can safely access. We would hesitate to direct people to a beach access that could be dangerous, especially for those with decreased mobility.

Third is the Trees to Seas Scenic Byway project, which is a collaborative effort among the Department of Forestry, Washington County Visitors Association, and Visit Tillamook Coast. The Scenic Byway will extend from Banks to Cape Meares Lighthouse and includes Oceanside. One of the significant benefits of a federal byway designation is that byways and their communities become eligible for special grant funding opportunities. In Oregon, this program is administered by the Oregon Department of Transportation (ODOT).

Approving this request for a tourism facilities grant from the Oceanside Neighborhood Association will improve safe access and open doors to federal and state funding.

Sincerely,

A handwritten signature in cursive script that reads "Nan Devlin".

Nan Devlin
Tourism Director, Visit Tillamook Coast
Division of the Economic Development Council of Tillamook County
4301 Third Street Tillamook OR 97141 503 842-2672
nan@tillamookcoast.com
www.tillamookcoast.com

APP-5



Netarts-Oceanside Rural Fire Protection District

Post Office Box 219 – 1235 Fifth Street Loop – Netarts, Oregon 97143

Phone (503) 842-5900 – Fax (503) 842-1173

Email: timc@norfpd.org

February 16, 2018

To Whom It May Concern:

As the authorized representative of the Netarts-Oceanside Fire District I'm writing this letter in support of the proposal of creating an alternative beach access at the Oceanside beach wayside.

Being fire chief for the communities of Netarts and Oceanside since 1998, as well as, living in the communities since 1986 I have watched both communities grow, but the growth in popularity to the Oceanside area has been overwhelming.

What was once a quiet hidden beach access point that had plenty of parking and suitable access is no longer so. There are times, especially during the heavy use season when there will be no available parking, very little room on the beach, and all the visitors coming and going using a single beach access point.

Along with this increased use and activity comes an increase in calls for emergency services. The fire district responded to 13 calls on Oceanside beach in 2017 and 20 in 2016 for various types of emergencies when 911 is called; some on the beach, some through the tunnel on the north end of the beach, and others at the bottom of the beach access. People slip on the rough paved part of the access or the algae covered rocks where the access changes from pavement to the ever-present beach rocks.

My biggest concern with the current access is the fact when responding to a beach emergency our vehicles have to share beach access with visitors on foot trying to get to and from the beach. On several occasions it has delayed our response as we have to wait for beach visitors to clear the ramp access; trying to move quickly over the rough pavement and slippery beach rocks. There have been a few occasions where we would have to leave one or more of our responders with a victim that has fallen in their attempt to clear the access ramp while remaining personnel respond to the original call.

Our standard response to emergency calls on the beach will typically require us to be using the access ramp at least four times. Our typical protocol is to access with one of our beach accessible vehicles, drop off personnel to make contact, and assess the patient while the vehicle then returns to the wayside parking lot to pick up ambulance personnel, transport them back to the patient on the beach, then use the vehicle to help transport the patient back to the waiting ambulance. To get off the beach and through the soft sand and the round beach rocks, when you start your approach off the beach it needs to be done without stopping.

We also use the beach access ramp during the summer to patrol and extinguish fires that were left over from the night before. In doing this we enter onto the beach at Oceanside, wetting down left-over fires, and exiting the beach at Happy Camp. When entering on to the beach, although not in an emergency mode, visitors ranging from the elderly to small children will quite often feel they have to hurry over rough steep wet pavement and sizable round slick rocks.

Using the different situations described above I feel it is undeniable that there is a great need for two separate accesses to the beach. One pathway for foot traffic and the other for emergency vehicles only, or, a design allowing foot traffic to easily, quickly, and safely move to clear the ramp for emergency vehicles, as well as, being able to maintain a safe and easier access for visitors on foot.

Tim Carpenter
Fire Chief
Netarts-Oceanside Fire District

Mission Statement

*To provide professional and cost-effective emergency services
for the benefit of residents and visitors
by utilizing a base of well trained and dedicated volunteers.*

App-6

SHERIFF

Tillamook County Sheriff's Office

5995 Long Prairie Rd. Tillamook, OR 97141

To Whom It May Concern:

This letter is in support of the Oceanside beach emergency access improvement proposal.

Oceanside like many of our beach communities has gained in popularity, tourism has increased, and the wayside and beach access experiences heavy use. The beach areas are an attraction that comes with risk, and is an unstable environment requiring emergency first responders to respond to challenging areas with limited access and at times requiring specialty vehicles. Other requirements to access the beach comes from the marine side. One example, responding to items or containers landing on the beach that could contain hazardous waste, or large and difficulty to removal. Many of these operations require vehicles to access the beach multiple times for one single call.

Recently the beach ramp access at Cape Kiwanda in Tillamook County was improved and widened. This access handled both foot traffic and vehicles and experienced some of the similar problems as Oceanside with large groups of tourists essentially clogging up the only access causing delays and was difficult to manage during an incident. With the widening of the ramp and a side walk for pedestrians the Cape Kiwanda access improved the ability for both non-emergency and emergency responders, giving efficient safe access to many miles of beach. Although the same design may not be the right one for Oceanside the improved access is a good idea and a great investment for Oceanside, I support it. If you have any questions, please feel free to call my office. (503) 842-2561. Thanks for your consideration.

Andy Long
Sheriff Tillamook County

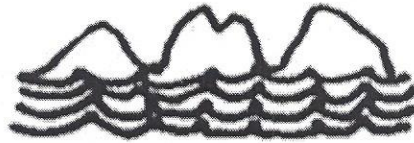
Sheriff Andy Long

503-842-2561

www.tillamooksheriff.com

503-815-3399 Fax

App-7



Oceanside Neighborhood Association
oceansidefriends@gmail.com

February 20, 2018

Tillamook County Board of Commissioners
201 Laurel Avenue
Tillamook, Oregon 97141

Dear Commissioners:

As friends of Oceanside, we agree that the beach path at the Oceanside Beach Recreation Site needs improvement to make it safer and more accessible to residents and visitors. We support the Oceanside Neighborhood Association's application for TLT funds to make this possible.

Respectfully,

The following residents, homeowners and friends of Oceanside provided written permission to be listed as signers below.

Jerry Keene
Robert Hoeper
Kathryn S. Norris
Tim Allred
Judy Allred
Don McNeill
Linda McNeill
Elki Powers
Vernon E. Dick
Eunice G. Dick
Lori Haslacher
Richard Haslacher
Sam Sadtler
Cee Sadtler
Cynthia Miller
Rick Miller
Toby Deming

Janis Adler
Kim Ziebell
Lori Shown
Erik Eselius
Judy Eselius
Kimberly A. Theobald
Marilyn Marlow
Ken Moyle
Hana Moyle
Peter P. Melrose
Keni Cyr-Rumble
John Stine
Lisa Stine
Paul Decarli
Janna Decarli
Sam Brown
Arielle Olson

Clarence Olson
Kay Wooldridge
Sarah C. Harlan
Henry Wheeler
Ruth Lord
Gary Lord
Robert Ulrich
Lynn Palmer
Liz Stephens
Joe Stephens
Judson Randall
Jerri Sly
Richard Lauer
Doris Lauer
Cheryl A. Jones
Deborah Bryant
Steve Altick



Kath Altick	Wilfried Mueller-	Debbie Jones	
ROSSMEK Marilyn Rossnick	Crispin Rossnick	Terry Macdonald	Marilyn Rossnick
hell	Janis Adler	Phyllis Ham	Jim Be
ethell	Allan Brabo	De Doorlag	Anne E
lock	Melissa Farlow	Evlyn Newell	Mary F
ner	Randy Olson	Michael Newell	Jud Gri
chroeder	Rick Rhodes	Ja Nelson	Diane S
roeder	Delores Rhodes	Gary McLellan	Eric Sc
Mason	Kaitlyn Sawyer	Margo McClellan	Jeffrey
Mason	Kristen Simmons	Todd Waterfield	Janice
D. Miller	David Simmons	John Nelson	Susan I
F. Miller	David Lamar Wheeler	Susan D. Love	Caldon
ndquist	Cindi Gilliland	Betty Lou Beck	June S
Sandquist	Austin Gilliland	Susan McCorkell-	Donald
ndeph	Tanner Gilliland	Worth	Bob Jo
Kay	Elaine Sullivan	Frank Worth	Leslie
auer	Adrian Roberts	Don Thompson	Keith I
Bauer	Susan Roberts	Judy Thompson	Madge
a Semet	Pam Zielinski	Paul Ruehlman	Marcel
Semet	Ron Patterson	Rollie Ruehlman	Robert
nes	Maria Patterson	Paul Wyntergreen	Pat Hir
rris	Mary Auvil	Jeannell Wyntergreen	Paul F
lins	Ronald Timpe	Robert Ault	Pat Co
own	Ivy Timpe	Norm Passmore	Paul B
Brown	Jeffrey C. Pisciotta	Ann Passmore	Leslie
rown	Nancy L. Sinden	Howard Shapiro	Kent B
own	Walter (Ted) Foster	Petra Shapiro	Jane B
utler	Janet Foster	David D.	Dick E
utler	Brian Bucknam	VanSpeybroeck	Sue Bu
Rub	Julie Bucknam	Diane Del Rosso	Sharon
s Regula	Liz Wilkerson	Anne Stewart	Charle
Regula	Monty Rossback	Nancy Holden	Rinda
Regula	Jackie Rossback	Sharon Brown	Georg
Regula	Mary Beeks	Sam Brown	Esther
a Mueller-	Sarah Macdonald	Kathleen Kolody	Deann
n	Cat Wiest		Crisp

OCEANSIDE COMMUNITY CLUB

Tillamook County Tourism Advisory Committee
% Tillamook County Board of Commissioners
201 Laurel Avenue
Tillamook, OR 97141

February 20, 2018

Dear Tourism Advisory Committee:

On behalf of the Oceanside Community Club Officers, Board of Directors, and membership, I write to express our support for the Oceanside Neighborhood Association's Transient Lodging Tax (TLT) funding application for an engineering plan to upgrade the beach access pathway at the Oceanside Beach State Recreation Site.

Our nonprofit association owns and manages the Oceanside Community Hall, which is directly adjacent to the Oceanside beach access. Our membership consists of Oceanside residents who gather at monthly potlucks to socialize and discuss community affairs. We also interact with individuals and groups who rent our Hall for events such as weddings, family reunions, statewide conferences, meetings, and life memorials. Approximately 40 such gatherings occurred in 2017, and we already have over 30 advance reservations for events in 2018.

Such events (especially weddings) can bring 100 to 200 visitors to Oceanside, and they often congregate for additional events or festivities on the beach itself. We have observed or been informed of people encountering difficulties with the beach access. When people endeavor to walk down the steep roadway and over the rocks at its foot in order to reach the sand, the footing is uncertain, and the rocks at the bottom are often wet and unsteady. Many visitors are attracted to Oceanside by its magnificent beach, but the dangerous and unwelcoming nature of its pedestrian access presents a final hurdle which prevents some of them from actually experiencing more than just a pretty view.

If the purpose of TLT grants is to fund projects that encourage visitors to experience our natural attractions, then this project could not be more appropriate or effective. We urge that strong consideration be given to funding this worthwhile community initiative.

Sincerely yours,



Brian Bucknam
Secretary
Oceanside Community Club

P.O. Box 329, Oceanside, OR 97134

www.oceansidehall.com

App-9



Cascade Paragliding Club • 3149 NW Miller Rd, Portland OR 97229

In regards to the Oceanside Neighborhood Association's project to improve the beach path at Oceanside Beach State Recreation site.

Cascade Paragliding Club is a membership based organization representing over 100 paragliders and hang gliders in the NW Oregon and SW Washington area.

Oceanside Oregon has been a place for our pilots to fly since the 1970s and we have been hosting an annual meetup in town named the Oceanside Open for many years. Our annual meetup (April 28th-29th this year) brings over 150 people to town over a long weekend of flying and activities. We rent out the community center where we host vendors and stage our fun event. The Oceanside beach wayside is a frequently used landing zone for Hang Gliders and Paragliders launching off Maxwell Mountain and the poor condition of the path can be a treacherous negotiations while carrying a hang glider or paraglider up to the parking lot. Pilots often feel that this is the most dangerous part of our activity as we have to walk uphill through the rocks carrying up to 70 pounds. If the ramp was to be improved it would no doubt make it safer for our pilots and also attract more people to join us at our event. Also, there is a small but important segment of our community that is able to take handicap folks along for tandem paragliding rides, and if the ramp was to be improved it would make it possible for someone who needs a wheelchair to be able to fly with us. A longer paved ramp would greatly improve access for us and could make the beach handicap accessible as well.

We strongly support an effort to improve the beach access at this location.

Dirk Larson

President, Cascade Paragliding Club
503-505-1112
dirklarson@gmail.com

App-10

HBH CONSULTING ENGINEERS

501 E First Street
Newberg, Oregon 97132
phone 503-554-9553
fax 503-537-9554

February 19, 2018

Jerry Keene
Oceanside Neighborhood Association
PO Box 338
Oceanside, OR 97134

Re: Oceanside Beach Access Revision

Dear Jerry,

HBH Consulting Engineers, Inc. is pleased to provide design engineering services for revisions to the Oceanside Beach Access as depicted on the attached drawing. We would envision our scope of work and associated fees to be as follows:

Task 1 - Project Management

This project will involve coordination with staff from Oceanside Citizens Committee, Tillamook County, and State Parks Department. We would envision two (2) meetings in Oceanside to discuss preliminary design options. HBH will have various administrative costs for project related activities.

Task 2 - Project Design

HBH will design a footpath (concrete or pavement) approximately 150 feet in length that meets ADA compliance. Said path shall, at a minimum, have a hand rail on downward side. HBH will provide plans, specifications, and bid ready documents for said path. A topographic survey will be required and will be supplied under separate contract.

HBH will also provide modifications to the emergency access roadway to include signing and piped drainage to beach. These modifications are considered necessary to provide safety for pedestrians and emergency vehicles.

Drawings will be produced on AutoCAD 3D and contract documents will be in Word format.

HBH will provide preliminary design concepts (2), 50% drawings, 90% drawings, and final design drawings. It is anticipated the 50% drawings will be utilized for preliminary determination of probable permits required.

Task 3 - Optional Design

Continuance of pathway through rock revetment to beach.

HBH, if required, will provide design for continuance through rocky area to the beach sand. Design to be in accordance with above standards.

We would provide for following proposed fees (billing will be provided monthly based on the "2018 Hourly Rate Schedule" included on page 2):

Task 1 - Project Management	\$ 2,600	Time & Materials
Task 2 - Project Design	\$ 11,600	Time & Materials
Task 3 - Optional Design	\$ 800	Time & Materials
Maximum Fee Not to Exceed	\$ 15,000	

Not included is the following:

- Surveying - Topographical, As-Built
- Soils Investigation or Design

1997-2017
years

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APP-11

- Structural Design
- Lighting, Landscaping, and Irrigation
- Permitting and/or Permit Fees
- Bidding and Construction Services

Billing Rates

If work outside of the above scope of work is requested, the following standard billing rates will be in effect for the duration of this project. These billing rates will apply to Time and Material billings.

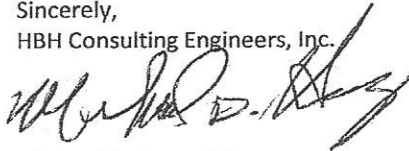
HBH Consulting Engineers, Inc. 2018 Hourly Rate Schedule	
STAFF/ITEM	BILLING RATE
ENGINEERING	
Principal-in-Charge	\$152
Project Manager	\$147
Project Engineer	\$130
Project Designer (EIT)	\$124
Project Inspector	\$106
Clerical	\$54
REIMBURSABLES	
Mileage (billed at the current IRS mileage rate)	\$0.545/mile
Reproduction, Printing, Etc.	Cost plus 10%
Subconsultants	Cost plus 12%

If the above fee is acceptable to you, please sign and date below, keep a copy for your records, and return the original to our office. We are able to begin work as soon as funds become available.

Accepted by: _____

Date: _____

Sincerely,
HBH Consulting Engineers, Inc.



Michael D. Henry, PE
Principal Engineer

**ONION PEAK
DESIGN**

PO Box 326 Nehalem OR 97131

PH 503-368-6102 Cell 503-440-4403

February 16, 2018

HBH Consulting Engineers, Inc.
Attn: Matt Del Moro
501 E. First St.
Newberg, OR 97132
mdelmoro@hbh-consulting.com

Re: Professional Surveying Services at Oceanside Beach Access in Oceanside, OR;

Scope of work:

Topographic Survey

Onion Peak Design will perform a topographic survey of the existing beach access ramp. The area of topography will be as per the outlined aerial photo provided by the client will be We will perform the field work necessary to locate all above ground features to create said topographic map as well as tie enough monuments to calculate the adjacent property boundaries. Upon completion of the field work, we will draft a topographic map that will include the following:

- Approximate boundary of tax lots adjacent to existing ramp.
- Existing ramp, asphalt, sidewalks and curbs.
- Edge of rock/sand on beach.
- Visible above ground utility features
- Topographic features, spot elevations and contours within said topography area.

No property corners will be set as a part of this survey. Upon completion, two paper copies and an electronic version in AutoCAD 2007 format of said topographic survey will be provided to the client. We propose to begin office calculations, research, and request utility locates via one-call upon receiving notice to proceed. We propose to complete the above described work within 6-8 weeks of receiving notice to proceed for a flat fee of \$1750.

Any work beyond the above described scope will be considered extra work and will be billed on an hourly basis. No extra work will be initiated without your prior approval.

If you would like to proceed with the above listed work, please sign and date below and return a copy to our office.

Sincerely,

Onion Peak Design



Erick White, PLS
Survey Manager

Please proceed with the survey work as detailed above.

Signature

Date

HBH CONSULTING ENGINEERS

501 E First Street
Newberg, Oregon 97132
phone 503-554-9553
fax 503-537-9554

February 22, 2018

Jerry Keene
Oceanside Neighborhood Association
PO Box 338
Oceanside, OR 97134

Re: Oceanside Beach Access Revision - Permitting

Dear Jerry,

HBH Consulting Engineers, Inc. is pleased to provide assistance with permitting for the revised Oceanside beach access.

We would envision our scope of work would include the following permits:

- Joint Corp of Engineers/Division of State Lands Permits
- NOAA Fisheries
- Fish and Wildlife
- 1200C Erosion Control Permit (DEQ)
- County and/or State Parks Permit

Our fee for assistance in filling out permits and providing required documentation would be \$4,200 billed on a time and materials basis.

We would envision actual permit fees to be around \$2,000, which is not included in HBH's proposed fee.

Billing Rates

If work outside of the above scope of work is requested, the following standard billing rates will be in effect for the duration of this project. These billing rates will apply to Time and Material billings.

HBH Consulting Engineers, Inc. 2018 Hourly Rate Schedule	
STAFF/ITEM	BILLING RATE
ENGINEERING	
Principal-in-Charge	\$152
Project Manager	\$147
Project Engineer	\$130
Project Designer (EIT)	\$124
Project Inspector	\$106
Clerical	\$54
REIMBURSABLES	
Mileage (billed at the current IRS mileage rate)	\$0.545/mile
Reproduction, Printing, Etc.	Cost plus 10%
Subconsultants	Cost plus 12%

1997-2017
years

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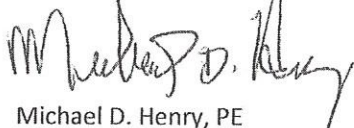
App-13

If the fee is acceptable to you, please sign and date below, keep a copy for your records, and return the original to our office. We are able to begin work as soon as funds become available.

Accepted by: _____

Date: _____

Sincerely,
HBH Consulting Engineers, Inc.

A handwritten signature in black ink, appearing to read "Michael D. Henry".

Michael D. Henry, PE
Principal Engineer