Employment Lands & Conceptual Land Use Planning Project:
South Beach Neighborhood Plan

Submitted to:

City of Newport
Community Development Department
169 SW Coast Highway
Newport, Oregon 97365

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(with October 2006 revisions to South Beach Neighborhood Plan)

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EMPLOYMENT LANDS AND CONCEPTUAL LAND USE PLANNING PROJECT: SOUTH BEACH NEIGHBORHOOD PLAN

CITY OF NEWPORT, OREGON

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VI. SOUTH BEACH EXISTING CONDITIONS

The South Beach Neighborhood Land Use Plan was developed with significant public involvement to provide direction for the future growth of the South Beach area. The South Beach Neighborhood Land Use Plan builds on prior planning efforts for the neighborhood while incorporating new information and policies developed as part of the City of Newport Employment Lands and Conceptual Land Use Planning Project.

The South Beach Neighborhood Land Use Plan was chosen as the preferred alternative plan by the Employment Lands and Conceptual Land Use Planning Project Ad Hoc Advisory Committee after evaluation of four possible future directions for South Beach that included maintaining the status quo with the industrial land emphasis, redesignating the industrial land in South Beach to commercial uses to meet the commercial land need for all of Newport, and attempting to meet commercial land needs through significant wetland fill and mitigation adjacent to Highway 101. Public comments during the December 2004 open house also indicated support for the Plan as the preferred alternative. The Plan changes the existing Comprehensive Plan Map's industrial focus away from South Beach and provides for future growth for the South Beach area in residential, commercial, and institutional development that is more consistent with the pattern of land use that already exists in the South Beach neighborhood.

The South Beach Neighborhood Land Use Plan provides for an efficient, economical, and orderly urban development plan that includes removing a large but isolated section of land designated for high density residential development east of the airport from the urban growth boundary, rezoning industrially designated land subject to constraints that is unlikely to be developed with industrial uses, adding additional residential, commercial, and public land east of the existing urban growth boundary on land that is relatively flat and that abuts the existing Idaho Point urban growth boundary area. The Plan also changes the Highway 101 strip pattern of industrial and commercial zoning by providing for land for commercial uses located away from Highway 101.

New Comprehensive Plan policies for the South Beach neighborhood are provided to ensure consistency in the development of the new area within the urban growth boundary, to provide for the redesignation of land from industrial to commercial, residential, open space and business park uses, to provide for the maintenance of open space areas, to improve and enhance the appearance of commercial and industrial development, to support the development and expansion of educational institutions, to consider the rezoning of portions of R-4 zoned land to an R-3 zone designation to protect an existing residential neighborhoods near SW Jetty Way and SE 35th Street, to implement street, pedestrian and bicycle plan provisions, and to consider general urban design objectives.

The South Beach Neighborhood Land Use Plan also amends existing public facility and transportation plans as needed to provide efficiency in servicing new development with sewer, water, storm drainage, and transportation linkages (including vehicular, pedestrian and bicycle). The 1993 City of Newport Parks and Recreation Plan is also amended to include

the resiting of a community park for the South Beach area from its formerly proposed location near Highway 101 to more suitable land currently owned by the City of Newport east of the wastewater plant. The Comprehensive Plan economic policies are amended to be consistent with the South Beach Neighborhood Plan by not requiring the South Beach area to accommodate all of the future commercial land needs for Newport.

Overall, the South Beach Neighborhood Land Use Plan results in a reduction of land designated for urban level development within the Newport Urban Growth Boundary. The Plan, however, provides for more developable land (in terms of constraints such as topography and ability to service with necessary infrastructure) within the Urban Growth Boundary and provides for the redesignation of land to uses that are more likely to be developed and compatible with the existing uses in South Beach. The overall focus of the South Beach area is shifted from the industrial land focus to a more mixed use neighborhood with additional residential, commercial and institutional uses.

South Beach is defined as that area within the City limits and the Urban Growth Boundary (UGB) between Yaquina Bay and Passmore Drive, south of the Newport Municipal Airport. South Beach also includes the areas in Lincoln County adjacent to the UGB.

A. Natural Conditions

South Beach is characterized by very flat land adjacent to Highway 101 from Yaquina Bay to just north of the airport and low hills with steep slopes east of the low, flat lands. The low areas have poor drainage and therefore wetlands have formed on much of the land. There are several areas with steep slopes, particularly towards the east along the edges of King Slough, where slopes exceed thirty-five percent. The stream channels surrounding the airport also exhibit relatively steep slopes, falling in the range between twelve and fifty percent. In other areas the hillsides are generally not as steep and are covered with vegetation ranging from brush to mature forests.

1. Geology

According to the Geologic Map of the Yaquina River Section of Lincoln County, prepared by the State of Oregon Department of Geology and Mineral Industries, the South Beach area consists of alluvial bottom land deposits composed of primarily silt, sand and gravel in the low areas and the Nye Mudstone formation in the hills to the east. The western portion of the study area just south of the south jetty, is almost certainly an accretion area because of the jetty. The area around the Marine Science Center and the South Beach Marina was built up from dredged material excavated from the bay.

One of the major geologic concerns in South Beach is the very high water table (i.e., the low, flat topography). During some parts of the year (i.e., the winter) the water table is at or above the surface creating wet areas on parts of South Beach, leading to excavation problems over much of the area. Even in those areas where the water table does not reach the surface, the depth is within a few inches or feet of the ground. This high water table can present a problem to land development and engineering construction.

The Nye Mudstone ranges in topography from moderately steep to low rounded foot slopes modified by ancient landslides and soil creep. If the cuts are in an area where the bedding dips towards the excavation at about 15 degrees or more, failure along weak zones is possible. The natural slopes may be ancient landslides, some of which have been so modified that they no longer are readily recognizable as landslides.

2. Flooding

The 1982 Federal Emergency Management Agency (FEMA) flood insurance rate study indicated that the 100-year flood elevation is 10 feet above mean sea level in the western part of Yaquina Bay and nine feet above mean sea level in the eastern part. The elevations are a theoretical height of a "100-year flood". Although the name implies such a flood every 100 years, the actual prediction is that there is a one percent chance in any given year that the theoretical flood will occur. The predictions are based on hydrological computer models and are used mainly for insurance purposes.

The 100-year flood area in the Yaquina Bay is called an A-zone. The boundary between two of the A-zones in Yaquina Bay is at about the bridge on the south side of Yaquina Bay and Pine Street on the north side. There is also another A-zone upstream but it is unnumbered at this time. It is assumed that the flood elevation for those areas is equivalent to the nine foot elevation in the adjoining flood area to the west.

3. Fish and Wildlife Areas and Habitats

There are four main fish and wildlife habitats. The first are the extensive wetlands permeating the neighborhood. The wetlands are discussed in Appendix G.

The second is the Mike Miller Park. This area, consisting of a stand of major timber, is home to many different types of woodland flora and fauna. Since it is protected by public ownership, it should remain a vital area into the foreseeable future.

The third area is the tidal lands between Idaho Point and the Marine Science Center. This area has been designated as natural in the City's Estuary Management Plan and as such must be protected from development.

The final fish and wildlife habitat is the beaches and deflation plains landward of the sandy beaches. Almost all of those lands are under public ownership within the South Beach State Park.

4. Water Areas

The only water area is the Yaquina Bay Estuary. This important water body is regulated by zoning provisions that designate the bay into three different management units. Those units are development, conservation, and natural. The City's Comprehensive Plan and Zoning Ordinance detail the significance of those designations, what types of uses are allowed, and

what procedural requirements are associated with each unit.

5. Wetlands Summary

The Wetlands Inventory found in Appendix G will be used as a resource when the City decides to proceed with a Goal 5 analysis. **See Exhibit 1** which illustrates the existing wetland areas based on the inventory conducted in 2004.

Exhibit 1

B. Man-Made Conditions

South Beach has a mix of uses that are allowed within the defined boundaries of the neighborhood. In fact, it is one of the most diverse areas of the City permitting residential, commercial, and industrial uses in a relatively small area. South Beach also is home to the Mark O. Hatfield Marine Science Center, the Oregon Coast Aquarium, the South Beach Marina, and the South Beach State Park. All those uses provide an unusual but interesting mix of local, state, national, and international entities.

Combined with the many types of uses, the area has limited infrastructure needed to accommodate the planned growth. Streets, water and sewer lines, storm drainage, telephone, TV, natural gas and electricity all exist south of Yaquina Bay. However, the various utilities must be expanded and upgraded in order to improve the neighborhood as proposed by the Neighborhood Plan and to provide the services and amenities commonly expected in modern communities.

One observation made during the course of this study is that there are currently few services, retail outlets, and job opportunities in South Beach. Therefore, people living south of the bridge must travel to the north side of Yaquina Bay for the necessary services.

1. Land Use

The Vacant Land Inventory for the City of Newport indicated that the City had an insufficient supply of vacant, buildable commercial, industrial, and water-dependent/water-related land. The same conclusion can be drawn for South Beach: a summary of the inventory for those parcels in South Beach can be found in the following table. The table indicates that although South Beach has 629 acres designated for Commercial, Industrial, and Water-Dependent/Water-Related uses, only 86 acres (less than 14 percent) are buildable.

Table 25
SOUTH BEACH VACANT BUILDABLE LAND INVENTORY

Category	Zone (City) or Plan (UGB)	Parcels	Acres Constrained	Acres Buildable
Commercial	C-1	5	11.91	0.42
Commercial	C-2	5	7.77	0.00
sub-total		*10*	*19.68*	***0.42***
Redevelopable	C-1	1	0	1.13
UGB	C	1	0	0.52
Total Commercial		**12**	**19.68**	**2.07**
Industrial	I-1	15	263.15	21.39
UGB	I	22	68.82	34.76
UGB Redevelopable	I	3	0.16	3.87
Total Industrial		**40**	**332.13**	**60.02**
Water-Dependent	W-1	2	1.70	0.13
Water-Related	W-2	3	27.56	0.52
Total Water-Dependent/Related		**5**	**29.26**	**0.65**
Planned Destination Resort	**C-2 PDR**	**2**	**162.01**	**23.69**

The existing land uses in South Beach have been classified into six categories: residential, industrial, commercial, institutional, recreation, and open space. Each category is described in more detail below. **See Appendix H (**of the September 2005 Employment Lands and Conceptual Land Use Planning document).

a. Residential

The South Beach area has three residential areas. The first, South Shore Planned Development is a confined project, master planned for a mix of uses and managed to ultimate build out by the approved master plan.

The second area is the west side, defined as that area with the R-4 (High Density Multi-Family Residential) zoning west of Hwy. 101, roughly bounded by the South Jetty Road on the north, SW Abalone St. on the east, SW 35th St. to the south and SW Egret on the west. The area is characterized by a smattering of one-, two- and multi-family residential uses with many vacant lots. Because the zoning is R-4, the current development pattern is expected to continue. The area developed when the neighborhood was in the county and for that reason, most of the roads do not meet City standards.

The third area is the east side, defined as the residential area east of Hwy. 101, east of Chestnut Street and south of SE 32nd St. This area is also zoned R-4 (High Density Multi-Family Residential).

b. Industrial

Within the City Limits, there are currently approximately 330 acres with the I-1 zoning designation in South Beach. Additionally, there are another 168 acres designated Industrial on the Comprehensive Plan that are currently outside City Limits but within the Urban Growth Boundary. There are another 171 acres zoned for Water-Dependent & Water-Related Uses in South Beach.

c. Commercial

Within the City Limits, there are currently approximately 16 acres with the C-1 zoning and 16 acres with the C-2 zoning designation in South Beach, along with an additional 58 C-2 acres that are part of the Wolf Tree PDR. Additionally, there is another half acre designated Commercial on the Comprehensive Plan that is currently outside City Limits but within the Urban Growth Boundary.

d. Institutional

South Beach is fortunate to have a number of institutional uses, including the Oregon State University's Mark O. Hatfield Marine Science Center, the Oregon Coast Aquarium, and the South Beach Community Center.

e. Recreation

A major recreation facility in South Beach is the Port of Newport Marina and RV Park, which consists of 600 moorage slips, a launch ramp, a public fishing pier, and over 100 RV spaces with full hook-ups. The area also boasts the South Beach State Park (which is discussed in more detail in the section on Open Space).

Established recreational trails on public land, other than those at the South Beach State Park, are limited in the South Beach area to the estuary trail by the Hatfield Marine Science Center and a trail in Mike Miller Park. The 1993 Newport Park System Master Plan has identified a need for recreational improvements in the South Beach area that include neighborhood parks, a community park, trails and open space.

f. Open Space

The City owns approximately seven acres to the south of SE 35th St., the site of the old South Beach water storage facility. During the South Beach Neighborhood Plan project there was some discussion of using this land for a natural preserve and for nature trails. There is also a possibility that the property could be connected with other planned trails in the area to form a complete system of trails that could serve the entire South Beach community.

The predominant open space area in South Beach is the South Beach State Park. Located between the south jetty and the South Shore development, the site is one of the most heavily used parks in Oregon. The State Department of Parks and Recreation has prepared a master plan for the park which shows more intensive development but the retention of vast areas of open space.

Another major open space feature is Mike Miller Park. The park, which lies about one mile inland from the sea and at an elevation of 100 feet, consists of 40 acres. Owned by Lincoln County, the site is one of the few remaining uncut stands of old growth western hemlock and Sitka spruce along the northern Oregon coast. There is a tall shrub understory of salal, red huckleberry, evergreen huckleberry, and salmonberry. Some of the trees are up to four feet in diameter and over 125 feet tall. The proximity of this site to Newport provides easy access for outdoor education and nature study. The City's Comprehensive Plan provides further discussion and policies regarding this important park.

The most significant open spaces in South Beach are the beaches themselves. From the surveyed line established by state law (at about 16 feet above mean sea level), the beach is owned by the public. Between the beach zone line and the first line of vegetation, the property is private but the public has a permanent easement across it. This is basically the dry sand area between the wet sand and the vegetation

There is other open space in South Beach associated with the Newport Municipal Airport and other natural constraints (such as wetlands and steep slopes). A few of the wetland areas

(primarily to the west of Highway 101) have been designated as "significant habitat" pursuant to the Newport Comprehensive Plan's Ocean Shoreland Map. Those areas designated as significant habitat are protected by the Newport Zoning Ordinance from residential, commercial, and industrial development. Additionally, significant wetland areas within the South Shore Planned Development are also protected from development pursuant to the planned development approval. The 1993 Newport Park System Master Plan has also identified areas that could be possible open space areas for the recreational needs of the community.

2. Existing Zoning

Land uses in South Beach portion are governed by 9 different zones within the City of Newport and 5 different zones within unincorporated Lincoln County land within the Urban Growth Boundary. The applicable zones can be found in the following table.

Table 26
South Beach Zoning Designations

Zones within the City of Newport	
Zone	Abbreviation
Retail & Tourist Commercial	C-1
Tourist Commercial	C-2
Light Industrial	I-1
Public Structures	P-1
Public Parks	P-2
Low Density Single-Family Residential	R-1
High Density Multi-Family Residential	R-4
Water-Dependent	W-1
Water-Related	W-2
Zones within Lincoln County	
Zone	Abbreviation
Planned Industrial	I-P
Public Facilities	P-F
Residential	R-1
Residential	R-1-A
Timber Conservation	T-C

A map of the existing zoning in South Beach is found in **Exhibit 2**. As illustrated in the exhibit, the area just to the south of the Yaquina Bay Bridge is within City Limits and has been designated with 8 of the 9 City zones listed above (excluding only R-1, Low Density Single-Family Residential). This area is home to the South Beach Marina, the Hatfield Marine Science Center, the Oregon Coast Aquarium, the South Beach State Park, and a mixture of residential, commercial, and industrial uses. Farther east on Idaho Point, the land is zoned R-1 and P-F by Lincoln County. Immediately south of 40th Street, the land is outside City Limits and is zoned I-P, and P-F, which is followed to the south by land within the City and zoned I-1, P-1, and R-4.

Large portions of South Beach within City Limits are zoned for public use. The South Beach State Park is zoned P-2, while the Newport Municipal Airport and the wastewater treatment plant are zoned P-1. North of the airport, there is a large area zoned I-1, but this area also has some steep slopes and wetlands and is not entirely suitable for Light Industrial Uses. East of the airport the land outside the City Limits is zoned Timber Conservation (T-C) by Lincoln County. The Surfland development is in Lincoln County and is zoned R-1 and R-1-A. The Wolf Tree Planned Destination Resort at the southern end of the City Limits and UGB has two zoning designations: C-2 (PDR) and R-4 (PDR) (where "PDR" indicates the Planned Destination Resort requirements).

Exhibit 2

3. Transportation System

The most important existing transportation facility in South Beach in terms of both capacity volume of people and freight is, of course, US 101. This highway is presently classified by the Newport Transportation System Plan (TSP) as a Principal Arterial, which means that it is intended to carry high traffic volumes and to function primarily to provide mobility and not access, and to provide continuity for intercity traffic. It is classified by the Oregon Department of Transportation as a Statewide Highway, which means that it is intended to be managed for safe and efficient, high-speed, continuous-flow operation.

US 101 through South Beach has one through traffic lane in each direction, with left-turn lanes at some intersections. At the south end of the Yaquina Bay Bridge there is an entrance and exit ramp both northbound and southbound that provides a connection to Marine Science Drive and the Port of Newport marina area. These ramps allow traffic to turn onto or off of US 101 in either direction without making a left turn. A short distance to the south, there is a traffic signal at the intersection with 32nd Avenue.

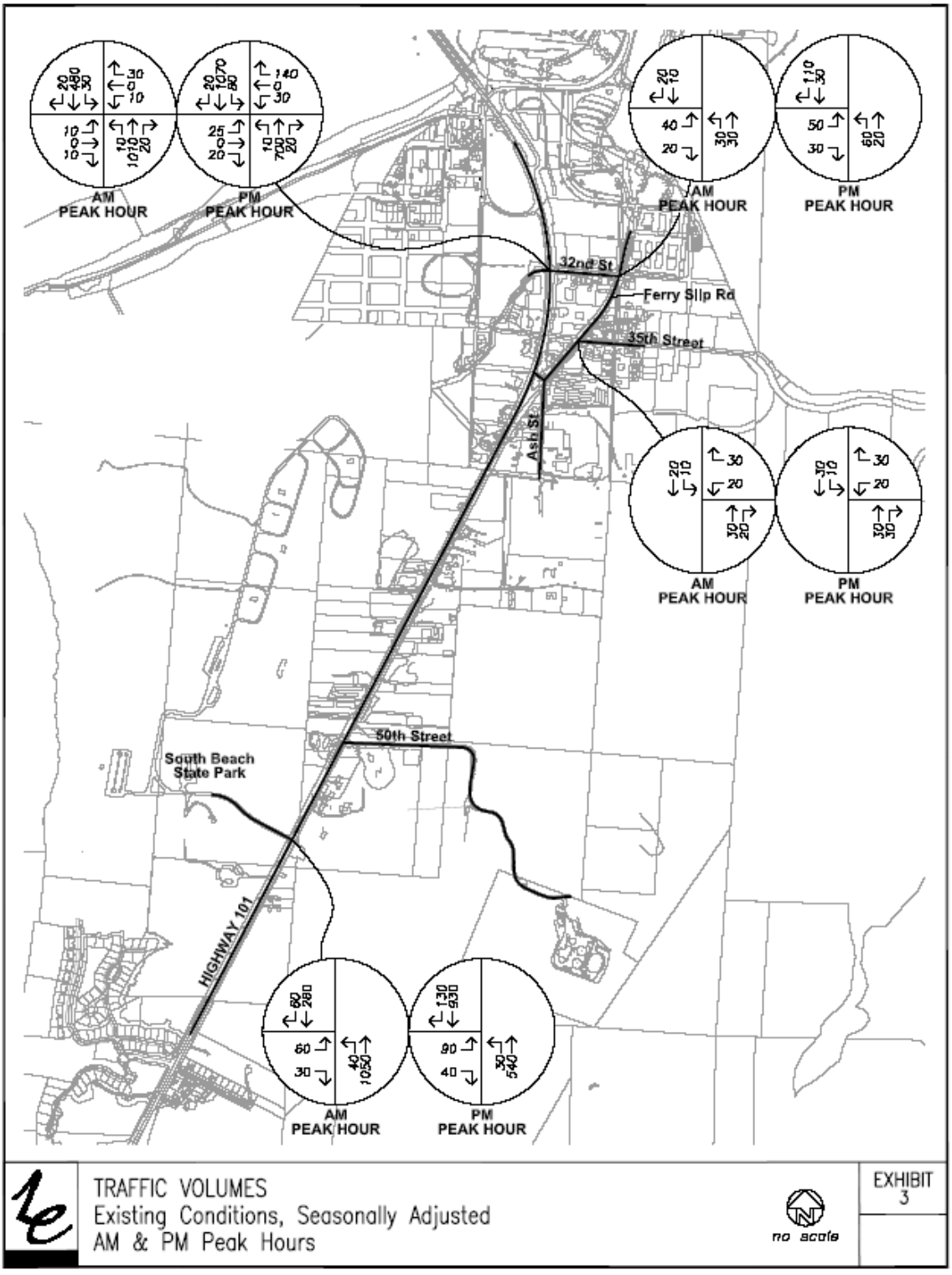
Ferry Slip Road from US 101 to Marine Science Drive, Marine Science Drive, and Abalone Street and the ramps on the west side of US 101 are classified in the TSP as Minor Arterials. Minor Arterials augment the principal arterial system and interconnect residential, shopping, employment, and recreational activities within the community.

The section of 32nd Street from US 101 to Ferry Slip Road is classified as a Collector Street. Collector streets are intended to provide both land access and movement within residential, commercial, and industrial areas. Ferry Slip Road intersects US 101 at an acute angle, resulting in an unconventional intersection configuration.

All other streets within South Beach are classified as Local Streets. Local streets provide land access to residential and other properties within neighborhoods and generally do not intersect any arterial routes. One of the streets currently classified as a local street is 50th Street, which intersects US 101 from the east and provides access to the City's wastewater treatment plant.

There are only two roadway improvements proposed in the current TSP. The widening of US 101 from two through lanes to four through lanes from the Yaquina Bay Bridge to 123rd Street is proposed. This is based on the projected increase in traffic volumes on the highway. In addition, a new street to connect 32nd Street to and Anchor Way to Abalone Street is proposed. This connection would provide access to the 32nd Street signal on US 101 from the west side of US 101.

Two other roadway improvements are mentioned in the TSP but are not listed as specific projects. The first is providing an additional two through traffic lanes across Yaquina Bay. This need is created by the projected traffic volumes that indicate that the capacity of the existing bridge will be exceeded in 2016. The second improvement is a proposal to combine the existing access from US 101 to South Beach State Park with the existing access from US 101 to the park headquarters office


AM PEAK HOUR
PM PEAK HOUR
AM PEAK HOUR
PM PEAK HOUR
32nd St
Ferry Slip Rd
35th Street
Ash St
AM PEAK HOUR
PM PEAK HOUR
50th Street
South Beach State Park
HIGHWAY 101
AM PEAK HOUR
PM PEAK HOUR
TRAFFIC VOLUMES
Existing Conditions, Seasonally Adjusted
AM & PM Peak Hours
no scale
EXHIBIT 3

South Beach does not have much in the way of bicycle improvements other than the bike lanes along Hwy. 101. The main reason there are not many projects in South Beach is that the streets have light enough traffic that bicycles can share the roadway with cars. This may change as the area develops. The typical section for major arterials (Hwy. 101) mandates the inclusion of bicycle paths, but minor arterials may or may not include bike lanes based on the particular section of street. The TSP contains the recommended bicycle improvements throughout the City.

4. Utilities

a. Water System

The City of Newport's South Beach water system was evaluated to determine if existing water system plans and infrastructure adequately address the development potential identified in this South Beach Land Use Plan. Where existing planning documents and infrastructure were determined inadequate, additional planning and capital improvements that facilitate potential developments in South Beach have been proposed. The results of the water system evaluation and proposed capital improvements are discussed below.

Existing Water System Master Plan

The City of Newport prepared a Water System Master Plan (CH2M Hill, 1988) addressing the citywide delivery and expansion of potable water supplies including supplies necessary for developed and undeveloped areas in the South Beach area. The majority of the first phases of the Plan's capital improvement program (CIP) addressing South Beach have been completed. These improvements include construction of a main supply line to a 1.3 MG reservoir located above Mike Miller Park. Subsequent capital improvement phases in the South Beach area are effected by the proposed land-use changes that will be adopted with the South Beach Land Use Plan. Changes to the CIP are therefore required. Although the City's existing Master Plan provides a comprehensive and well thought out guidance document that remains applicable to current development trends, an update to the Master Plan should be prepared.

Existing Water System

The City of Newport and the Seal Rock Water District provide potable water service to the South Beach area. The service areas of the two water supply systems are defined and generally encompass the following areas:

- The City supplies water to all residential, commercial, and industrial lands north of 40th Street, and the South Shore development, the South Beach State Park, and the City's wastewater treatment facilities.
- The Seal Rock Water District provides water service to the airport, residential areas south of south shore, commerce along Highway 101 up to 40th Street and residential areas in Idaho Point.

In comparison, the level of service provided by the City's water system far exceeds the level of service provided by the Seal Rock Water District's system. Fire flow capabilities, storage capacity in South Beach, remaining infrastructure life cycle valuation, and a lower cost of service distinguish the City's system as the most viable water system for serving and benefiting new developments in the South Beach area. In particular, existing and proposed development areas such as the airport and proposed UGB expansion areas that are outside the Seal Rock Water District should be served by the City's water system. If not already prepared, an intergovernmental agreement addressing each respective agencies existing service area, new UGB areas, the airport, and the minimum level of service required to support growth inside the Newport UGB should be prepared to further define how, where, and who will supply potable water to new South Beach developments. Such agreements are required between urban level service providers pursuant to ORS 195 no later than the first periodic review that begins after November 4, 1993.

As shown in **Exhibit 4 A - D**, the existing South Beach water system is fed from the north through a 12" PVC water main, which crosses the bay at OSU Drive. There is a pressure reducing vault at the corner SE OSU Drive and SE Ferry Slip Road that reduces the system pressure to the operating levels required for the South Beach area. A 1.3 million gallon reservoir located at the end of Mike Miller Road (adjacent to the wastewater treatment facility) provides water storage and sets the South Beach system pressure at an approximate static elevation of 250 feet. From this reservoir, an 18 HDPE transmission main runs from the reservoir through South Beach State Park before tying into the system grid at SW Anchor Way. The bulk of the South Beach water grid consists of 8-inch transite water mains and 6-inch, 8-inch, and 12-inch PVC water mains. Overall, the system gridiron is well planned, provides excellent distribution pressure, and exceptionally high fire flow capacities.

There are, however, some residential areas of South Beach that are served by 2", 3" and 4" water mains. Specifically, there are two areas with small service mains. The residential area south of South Jetty Way and just north of South Beach State Park has been largely updated to 6" PVC Water Mains, but there is still a 2" main along 27th Street West of Brant Street. Also, there are some residential areas East of Highway 101 near 35th Street, which are served by 4" water mains. These undersized distribution system components should be replaced according to the following criteria.

Exhibit A

Exhibit B

Exhibit C

Exhibit D

There are, however, some residential areas of South Beach that are served by 2", 3" and 4" water mains. Specifically, there are two areas with small service mains. The residential area south of South Jetty Way and just north of South Beach State Park has been largely updated to 6" PVC Water Mains, but there is still a 2" main along 27th Street West of Brant Street. Also, there are some residential areas East of Highway 101 near 35th Street, which are served by 4" water mains. These undersized distribution system components should be replaced according to the following criteria.

- Six-inch diameter lines should be the minimum sized lateral water main for looped areas and dead-end mains less than 500 feet long.
- Eight-inch diameter lines should be the minimum size for permanently dead-ended mains supplying fire hydrants and minor trunk mains where looping is not possible.
- Ten-inch diameter and larger lines should be sized for trunk (feeder) mains, for example running along the ridge from reservoirs through major development areas.
- 12-inch and larger mains should be supplied for all reservoir connections.

The City of Newport's water system is connected to the Seal Rock water system at a closed gate valve located on the south side of Highway 101 near the SW 40th Street intersection. The Seal Rock water system serving the South Beach area is composed primarily of a single unlooped 8-inch diameter transite water mains reducing to 6-inch and 4-inch diameter transite mains out on Idaho Point

Raw Water Supply

The raw water supply for the City of Newport is obtained from reservoirs and diversions permitted for the Big Creek drainage basin and a diversion permitted for the Siletz River. These water rights consist of certificated diversions totaling 10.4 cfs from Big Creek, a permitted diversion of 6.0 cfs from the Siletz River, and a total certificated and permitted impoundment right of 1,170 acre-feet at two reservoir locations in the Big Creek drainage basin.

In accordance with the City's Water Rights, raw water is diverted directly from Big Creek as supplemented from the Siletz River and the two Big Creek storage impoundments. The first impoundment, constructed in 1951, has a certificated storage capacity of 200 acre-feet. The second reservoir, constructed in 1968-69 and raised in 1976, has a current capacity of 970 acre-feet with 345 acre-feet certificated and 625 acre-feet under permit. The total water storage for the City is equivalent to 381 million gallons (MG).

Using the Master Plan data for maximum month water usage of 282 gallons per person per day (gpcd) and, assuming a system wide water loss rate equivalent to 15 percent, a year 2000 City of Newport population of 9,532 (US Census data) and +24% RV/hotel population [Wastewater Facilities Plan], the City's impoundments can provide up to 93 days of water storage. During a dry year, supplemental water from the Siletz River diversion is required to maintain adequate supplies. The availability of the water supply appears adequate until the population of the City reaches a level in excess of 21,000 equivalent people (estimated to occur sometime after year 2020). At such time, additional water supplies will be required.

Long-range water supply planning for the City has identified the need for additional water in the foreseeable future. In addition to the Big Creek supply, the City has applications for a 6.0 cfs diversion and a 9,000 acre-feet impoundment located north of the City at Rocky Creek. Preliminary planning for the development of the Rocky Creek source has been initiated.

Based on available water rights, impoundment capacity, and existing plans to develop Rocky Creek as a regional water source, no deficiencies in the City's water supply are anticipated to impede development plans for the South Beach area.

Treated Water Supply

Treated water capacity for the City is currently rated at 5.75 MGD. Additional capacity can be added to the existing facility by increasing the total water production rate by 2.0 MGD per expansion. The ultimate expansion capacity of the treatment system is reportedly 9.75 MGD. This ultimate treated water production rate correlates to the maximum population benefited by the Big Creek impoundments and the Siletz River supply, estimated at 21,000 people. Based on the existing recommendations in the Water System Master Plan, to expand water treatment capacity as the City of Newport population increases, treated water supply is not anticipated to impede development plans for the South Beach area.

Treated Water Storage

The total treated water storage capacity for the City is currently at 7.95 MG. This quantity of stored water provides an adequate supply of potable water for human and commercial consumption during maximum month demand periods, fire fighting reserves, and emergency reserves. The total City population served by existing finished water storage is approximately 12,000 people.

The City's existing Water System Master Plan recommends expanding the City's finished water storage capacity by an additional 2.0 MG. Included in this recommendation is adding a new 1.0 MG tank located on King Ridge above the airport to serve the South Beach area. Construction of the King Ridge reservoir will create a new high level pressure zone for developments located above the current service levels of both the City's and Seal Rock Water District's systems. An additional reservoir is proposed for the Thiel Creek area, however, the Seal Rock Water District currently serves users in this area, and, based on current service boundaries; it is unlikely that the City will need to expand its water system into the Thiel Creek area.

Fire Protection

The required fire flows, as shown in Table 27, were obtained from ISO Guidelines and are used to evaluate the firefighting capabilities of the existing system for anticipated growth. The City of Newport has an ordinance requiring buildings greater than 35 feet high to install a sprinkler fire protection system and all buildings are to be constructed so as not to exceed a 3,000 gpm recommended fire flow rate as established by ISO guidelines.

Table 27
City of Newport Fire Flow Service Requirements

	Recommended Fire Flows		
Land Use Classification	Quantity (GPM)	Duration (hrs)	Volume (MG)
Commercial			
Major	3,000	3	0.54
Neighborhood	2,000-3,000	2-3	0.24-0.54
Industrial			
Light-Medium	2,500-3,000	2-3	0.30-0.54
Institutional			
Schools	3,000	3	0.54
Hospitals	3,000	3	0.54
Residential			
Rural	750	2	0.09
Single Family			
Low Density	1,000	2	0.12
High Density	1,500-2,000	2	0.18
Multiple Family	1,500-2,000	2	0.18-0.24
Apartments	2,000-3,000	2-3	0.24-0.54

There currently exists adequate fire flow throughout the South Beach water system. Any areas with inadequate fire flow are localized residential areas served by 2" and 4" PVC water mains. These water mains should be replaced with 8" PVC water mains to provide the minimum fire flow capacity established by the City's current minimum level of service required for residential areas.

Fire flow capabilities in the South Beach water system area are maximized by the system ability to supply water from two directions including from across the bay and from the existing 1.3 MG South Beach Water Tank. These two supply points combine to provide approximately an excess of 3,000-gpm of fire flow to the South Beach commercial areas such as the Marine Science Center. Also, the available finished water storage is more than sufficient to provide 3000-gpm of fire flow for a 3-hour duration. The proposed major commercial, and community college development in the South Beach UGB expansion area will, however, need an additional storage tank for fire flows located at a higher elevation than the current system allows. Based on the minimum City requirements, a 0.75 MG reservoir will need to be constructed to provide a 3,000-gpm fire flow for a duration of 3-hours while

providing domestic demands and emergency reserves. The provisioning of a new high level water system and new reservoir are necessary to facilitate the new developments proposed for the South Beach area including the areas of the UGB expansion and the airport.

b. Wastewater System

The City of Newport's wastewater infrastructure was evaluated to determine if the existing Wastewater Facilities Plan Update [CH2Mhill, 1995] and as-constructed infrastructure adequately address the development potential identified in the South Beach Land Use Plan. Existing planning documents and infrastructure constructed to date appear to have considered South Beach developments. **See Exhibits 5A and 5B.**

With the most recent improvements to the City's infrastructure including the construction of a major wastewater facility upgrade and effluent disposal system, the major obstructions to growth within the City UGB have been relieved. In general, the City's infrastructure is well positioned to expand sanitary sewer service to the majority of development areas in South Beach. The existing wastewater infrastructure and proposed capital improvements that expand the wastewater system further into South Beach are discussed below.

Wastewater Treatment and Disposal Facilities.

The City of Newport's existing wastewater treatment facility is located in South Beach on Mike Miller Road. The current facility was completed in 1998 and consists of a 5.0 MGD average day flow oxidation ditch process treatment plant, raw sewage conveyance pipeline constructed under the Yaquina Bay, and a new treated effluent line from the plant to the City's outfall pipe which runs from Nye Beach to the Pacific Ocean. The total peak capacity of the facility is rated at 15.0 MGD, which will process wastewater collected from all locations inside the City from a service population of approximately 17,000 persons. Currently, just under 1/3rd of the facility capacity is available for new developments. Expansion of the existing treatment facility to a peak instantaneous capacity of 25.0 MGD is provided in the long-range planning and site development for this facility. Considering the available capacity of the treatment facility and ability to expand the system, wastewater treatment could not be considered a current inhibitor of growth in the South Beach area.

Treated Effluent Disposal

Effluent from the wastewater treatment facility is allowed to flow by gravity or be pumped back across the bay through a 20" HDPE force main. This effluent pipeline shares the same alignment as a 24" HDPE raw sewage force main discussed below. The effluent disposal outfall pipeline discharges to the Pacific Ocean through a three-port diffuser assembly located off shore from Nye Beach near 2nd Street in downtown Newport. There are preliminary plans for a 30-inch outfall to be located west of the South Beach State Park and the elimination of the existing bay crossing and Nye Beach outfall. The replacement outfall is proposed to occur once the existing treatment facility is upgraded to provide a peak instantaneous flow of 25.0 MGD. Considering the available capacity of the effluent disposal system and the ability to expand the discharge capacity, wastewater disposal could not be considered a current inhibitor of growth in the South Beach area.

Exhibit 5A

Exhibit 5B

Wastewater Collection and Pumping Systems

The City of Newport's existing wastewater collection system includes developed areas north of Yaquina Bay and a large portion of the South Beach area north of 35th Street and west of Highway 101. In South Beach, the system currently serves residential, commercial, industrial, and public facility land-uses.

Raw wastewater collected from the City north of Yaquina Bay is conveyed to the wastewater treatment plant through a 24" HDPE force main that crosses the bay at OSU Drive. Several small pump stations serving the South Beach area discharge into this force main which discharges to a manhole on the west side of Highway 101 at SW 40th Street. A 36" PVC gravity sewer interceptor conveys flows from the force main manhole to an influent pump station near the intersection of Mike Miller Road and Highway 101. The influent pump station has a peak instantaneous capacity of 15.0 MGD with provisions for expansion to 25.0 MGD. Expansion of the wastewater collection system and, as appropriate, additional lift stations, will be required to serve undeveloped areas considered in the South Beach Land Use Plan.

South Beach Sewer Expansion Areas

The 1995 Wastewater Facilities Plan addressed expansion of the wastewater collection system in the South Beach area. This plan divided South Beach into seven sewer basins that encompass all development areas from the Highway 101 Bridge to the Thiel Creek area south of the airport. Data for each basin are provided below in Table 28.

Table 28
Wastewater Statistics By Drainage Basin

Wastewater Drainage Basin Number	**S1**	**S2**	**S3**	**S4**	**S5**	**S6**	**S7**
Gross Acreage	425	545	320	707	270	55	800
Residential Population	747	810	270	1,341	1,278	396	5,200
Population Equivalent - Other Zoning	2,416	3,020	6,270	8,788	5,950	714	1,890
Total Projected Population	3,163	3,830	6,540	10,129	7,228	1110	7,090
Average Daily Base Flow - Residential	0.171	0.185	0.062	0.307	0.293	0.091	1.191
Average Daily Flow -Other Zoning	0.121	0.151	0.314	0.439	0.298	0.036	0.095
Average Daily Base Domestic Flow	0.29	0.34	0.38	0.75	0.59	0.13	1.29
Peaking Factor for Domestic Flow	2.1	2.0	1.9	1.8	1.9	2.5	1.9
Peak Domestic Flow Rate from Basin	0.61	0.68	0.72	1.35	1.12	0.33	2.45
Infiltration Allowance Within Basin	0.21	0.27	0.16	0.35	0.14	0.03	0.40
Total Peak Flow from Basin	0.82	0.95	0.88	1.70	1.26	0.36	2.85

Basin S1 - South Airport
Basin S2 – East Airport
Basin S 3 – North Airport
Basin S4 – West Hwy 101
Basin S5 - South Beach existing
Basin S6 – Idaho Point
Basin S7 – Thiel Creek

City of Newport Wastewater Facility Plan, 1995 Update [CH2Mhill]

As identified in the Facility Plan and as shown in Exhibit 5A & B, Basins S4 and S5 are currently served by the sewer system. These two existing service areas include the Hatfield Marine Sciences Center to 35th Street, residential areas near Jetty Way, South Beach State Park, and the South Shore development. Expansion of the sewer system in these areas should only require connecting to the existing facilities, as the area is infilled with new developments. The remaining five sewer basins require expansion of the sewer system to new and existing development areas. Areas proposed for development that are outside of the existing UGB will also require expansion of the sewer system.

c. Storm Water System

The City of Newport's South Beach Storm Water System Master Plan [SHN Consulting Engineers & Geologists, 2004] was evaluated to determine if the recommended drainage system capital improvements would facilitate the development potential identified in the South Beach Land Use Plan. In preparation of the storm water master plan, efforts were made to predict the impact to drainage courses from land-use developments allowed by current zoning during a 50 year design storm. The analysis of the system was, however, limited to areas inside the UGB (except where rural areas outside the UGB were anticipated to have low density development in accordance with Lincoln County rural land zoning).

The existing Master Plan was found to be in general conformance with the land use developments proposed by the South Beach Land Use Plan for all areas inside the UGB. Development potential for areas proposed outside of the current UGB were determined to have a significant impact on the recommended Master Plan drainage improvements. Additional revisions to two of the recommended storm drainage system improvements will be required to facilitate the developments proposed in the expanded UGB areas.

Existing Study

The existing South Beach Storm Water Master Plan was used as the basis of study for the recommended storm water capital improvements. Plan recommendations were based on the following:

- Discreet analysis of 13 drainage basins identified within the Study Area.
- Evaluation of the City's rules and regulations related to storm drainage.
- Solicitation of Local Stakeholder and Public input.

Revisions to the plan were performed for the outside UGB areas including the Community College, commercial areas, and new residential areas. These proposed land use changes had a significant impact on the proposed storm drainage facilities.

5. Historic Areas, Sites, Structures and Objects

The City's Comprehensive Plan does not identify any historic areas, structures or objects in the South Beach area, although there is one potential historic site. The Pioneer Cemetery located west of Hwy. 101, north of SW 30th St. and east of SW Brant St., contains graves that date back to the late 1800's. The cemetery lies hidden among the jack pines on the bay ridge just south of the Davis home site, an early family in the South Beach area. The cemetery predates the south jetty and was apparently set aside by Davis as a community service. It was known as the Newport Cemetery in the early days.

It is impossible, after many years of neglect, to identify more than a few graves. Of the known markers, three are military issue for men of the Fourth Infantry of California Volunteers who remained in Newport after their discharge. The site should be retained as an historic site.

Another historic structure that is not technically in the South Beach Study area but is highly visible and an important identifying feature is the Yaquina Bay Bridge. Built in 1936, the City's acknowledged Comprehensive Plan designates the bridge as an historic structure important enough to protect. It states that, if it is necessary to expand the bridge, it should be in the same corridor, should preserve the silhouette and be located on the west side of the existing bridge.

VII. SOUTH BEACH NEIGHBORHOOD PLAN

The Neighborhood Plan for the South Beach neighborhood of the City of Newport is based on an analysis of the:

Economic base of the City (Section IV of the September 2005 Employment Lands document)
Existing environmental and natural conditions of the South Beach area
Existing institutional, commercial, industrial and residential uses, and
The vision and aspirations of the residents, landowners and public officials who participated in formulating the Plan.

The Plan represents a reasonable proposal for the long term development of the neighborhood given Newport's location on the Oregon Coast.

A. Land Use Plan

1. Challenges of the South Beach Area

There are many conditions in South Beach that offer difficult challenges to proposing an attractive, efficient and cost-effective land use pattern. The characteristics of the area that offer the challenges include:

- The neighborhood is a narrow elongated land area which stretches approximately 5½ miles from the Yaquina Bay Bridge to the southern tip of the City limits. This narrow shape is inefficient and costly to extend services and has resulted in an inefficient use of land.
- The existing configuration of the City Limit boundary has created pockets of unincorporated Lincoln County parcels surrounded by incorporated land areas. This checkerboard pattern has made it difficult to plan and manage a cohesive development pattern, as evidenced by the existing development adjacent to Highway 101.
- In many cases, the existing Comprehensive Plan and Zoning Map designations are inappropriate for many of the assigned land uses given the site characteristics such as extensive wetlands and steep slopes. The wetlands (totaling 184 acres) and steep slopes over 10% limit the suitability of these parcels for commercial and industrial uses. Slopes over 10% for these uses increase site improvement costs because of the scope of excavation required for large buildings. Although the parcels with steep slopes up to 20% with stable geologic conditions are appropriate for residential uses at lower densities.
- As described above, the area is not only a narrow land area; it is also fragmented by large public and institutional uses such as the South Beach State Park, the Airport and the Aquarium. Further limitations are imposed on land areas north and south of the Newport Municipal Airport in order to protect the Runway Protection and Approach zones. These large public areas coupled with the

wetlands, fragment the neighborhood and interrupt the efficient use of land for other purposes.

- Transportation access is limited due to the area's elongated shape and topography. Highway 101 provides a north-south corridor but there are only a few small segments of east-west roads which intersect with the highway. Consequently, many of the industrial land parcels have limited accessibility.
- Finally, these areas have only limited water supply and the sanitary sewer infrastructure is limited to the northern part of the South Beach area. Consequently, the cost to extend water and sewer lines long distances to serve narrow strips of land on either side of the highway is cost prohibitive.

2. General Description of the Neighborhood Plan

In response to the challenges outlined above, the Neighborhood Plan has been designed to re-direct the shape of future growth within the South Beach neighborhood in two potential phases. The following summary of land use changes is predicated on the completion of both phases. The main feature of the Plan is a proposal to redraw the Urban Growth Boundary (UGB) by adding approximately 268 acres south of Idaho Point and east of Highway 101 and by trading out approximately 309 acres east of the airport. **See Exhibit 6**. Exhibit 6A is the September 2005 draft plan map replaced in part by the Exhibit 6 map. The current Exhibit 6 map includes a proposed study area of property both within the current UGB and some acreage north of the waste water treatment plant proposed to be added to the UGB. The proposed area added to the UGB will retain the existing applicable city or county comprehensive plan and zoning designations until changed through the annexation process or at a later date. The Exhibit 6 (South Beach Village: Option 9) map was prepared by SERA and proposed for use by Double E Northwest, Inc., in the South Beach Neighborhood Plan. The Exhibit 6 map was accepted for use in the South Beach Neighborhood Plan by the Newport City Council through the formal public hearing process as recommended by the Newport Planning Commission. Exhibit 6A shows the property to be removed from the UGB.

The 268 acres to be added to the UGB are more suitable for urban level development than the 309 acres to be removed for the following reasons, including:

- Presence of primarily flat, buildable land;
- Proximity to existing infrastructure, allowing more efficient use of existing and future public investments;
- Potential to create a new neighborhood "node" that reinforces and will provide services to the existing nearby residences;
- Opportunity for mixed use developments; and
- Option for a transportation network that provides access, removes some traffic from Highway 101, and provides future development opportunities. The proposed road network provides an alternate north-south route for local trips and provides connectivity to the east and west sides of Highway 101.

In contrast, the 309 acres proposed for removal from the UGB have limited development potential due to the presence of steep slopes, convoluted accessibility which isolates the area from other land uses, is expensive to service, and inefficient to develop.

The Land Use Plan redraws the UGB to include approximately 309 acres south of the existing residential development on Idaho Point and east of existing industrial development along Highway 101. The Land Use Plan converts approximately 22 acres of existing Industrial and Public land already within Newport's Urban Growth Boundary from the Industrial (one area immediately south of Mike Miller Park on property currently owned by Double E Northwest and currently identified as Lincoln County Assessor's Map 11-11-20 Tax Lot 100 to a Low Density Residential/R-1 Comprehensive Plan Map and Zoning Map designation and one area in the southeast corner of property currently owned by GVR Investments and currently identified as Lincoln County Assessor's Map 11-11-20-AB Tax Lot 100 from a Comprehensive Plan Map designation of Industrial to a Comprehensive Plan Map designation of High Density Residential)) and from the Public (the north portion of the triangle tip of a property owned by the City of Newport currently identified as Lincoln County Assessor's Map 11-11-20 Tax Lot 2700) the Comprehensive Plan designations and Zones to both Low Density Residential and High Density Residential designations as illustrated in Exhibit 6. In addition, approximately 48 acres are proposed to be re-zoned to open space with the addition of an open space overlay zone to be completed when the property owner has finished a formal wetland delineation of the property. These changes avoid the wetlands and steep slopes which are not suitable for industrial development.

TABLE 29
South Beach Neighborhood UGB Addition Description by Acreage
(Based on information provided by SERA)

Comprehensive Plan Designation	Potential Zoning Designation upon Annexation	Acres
Public	P-1	26
Low Density Residential	R-1	118
Low Density Residential	R-2	51
High Density Residential	R-3	45
Commercial	C-1	12
Industrial	I-1	16
		Total – 268

Note: An additional 48 acres (approximate) of wetlands and wetlands buffers with an Industrial Comprehensive Plan designation are recommended to be added under the proposed South Beach Open Space Zone designation.

Further discussion of each of the proposed land uses is found below. The net result of the Neighborhood Plan will be a reduction of the area within Newport's Urban Growth Boundary by approximately 41 acres. Additionally, approximately 22 acres of land currently designated Public and Industrial with the UGB will be converted to a mix of Low Density Residential and High Density Residential designations as illustrated in Exhibit 6.

Exhibit 6

Residential

The property traded out of the UGB will include approximately 309 acres of High Density Residential property (part of the Wolf Tree Planned Destination Resort (PDR) property) and the property brought into the UGB will include approximately 214 acres of residential property (approximately 45 acres of High Density Residential and 169 acres of Low Density Residential Property). Currently, approximately 11 acres of the 214 residential acres added within the UGB is already designated as Lincoln County RR-2 (Rural Residential) and contains established residences. Within the UGB, approximately 22 acres of existing Industrial and Public designated property will be converted to a mix of approximately 20.5 acres of Low Density Residential property (identified for future R-1 zoning on Lincoln County Assessor's Map 11-11-20 Tax Lot 2500) with a small amount (approximately 1.5 acres) of High Density Residential property (southeastern portion of Lincoln County Assessor's Map 11-11-20-AB Tax Lot 100).

The following figures illustrate the acreage and dwelling unit potential comparisons for the property to be traded out and the property to be added to UGB:

TABLE 30
DWELLING UNIT COMPARISON

Type of Area Added to UGB	**Acreage**	**Dwelling Units**
Low Density Residential/R-1	118 acres	377
Low Density Residential/R-2	51 acres	269
High Density Residential/R-3	45 acres	705
		Total - 1,351
Type of Area Removed from UGB		
High Density Residential/R-4 (PDR)	309 acres	Total - 1,545

The dwelling unit calculations for the area added to the UGB were based on the residential buildable land methodology found in the City of Newport Comprehensive Plan Housing Section which nets out 20 % of an acre for roads and other infrastructure/requirements and the estimated average density per net buildable acre by zoning classification found on Table 12 on page 109. The average estimated dwelling units (du) per net buildable acre (ac) by zone are: R-1/4.0 du/ac, R-2/6.6 du/ac, R-3/19.6 du/ac and R-4/19.0 du/ac. Additionally, for the High Density Residential/R-4 (PDR) to be removed from the UGB, a projected 5 dwelling unit per gross acre average (although the calculation methodology still assumes the R-4/19.0 du/per net buildable acre) estimate from the Comprehensive Plan) was calculated based on the topographical constraints on the site and the limitations on development required by the City of Newport Planned Destination Resort zoning ordinance requirements. The calculations methodology for the property to be removed is explained in detail below. Because the property to be added to the UGB is more readily developable, the calculations for that property follows the straight forward methodology (standard 20 % deduction, average dwelling unit per net buildable acre estimates based on zoning) adopted in the Newport Comprehensive Plan Housing Section. The following summarizes the calculations overall for the property to be added to the UGB:

R-1: 118 acres x .80 (net) = 94.4 ac x 4 units/ac = 377 units
R-2: 51 acres x .80 (net) = 40.8 ac x 6.6 units/ac = 269 units
R-3: 45 acres x .80 (net) = 36 ac x 19.6 units/ac = 705 units

The proposed UGB amendment reduces the number of acres included within the UGB for high density residential uses through the proposed removal of approximately 309 acres of High Density Residential land (within the UGB but currently outside of the city limits) that was originally added to the Newport UGB as part of the Wolf Tree Planned Destination Resort. Development of the 309 acres is limited by a number of factors, including distance from available public infrastructure (including sewer, water, and transportation), location of the property to the east of the Newport Municipal Airport in relative isolation from additional urbanizable property, topographic constraints (considerable areas of steep slopes and significant creek drainages that bisect the property), and zoning requirements related to the planned destination resort designation such that to obtain a realistic projection of dwelling unit potential a more detailed set of analysis than was used for the property being added to the UGB is utilized. The Urbanization Section of the Newport Comprehensive Plan contains a discussion of the Newport Urban Growth Areas, including the Wolf Tree Planned Destination Resort property, and makes the finding on page 277 that "The project [the Wolf Tree Destination Resort] complies with Goal 8/'Destination Resort'. The property cannot be developed except as a destination resort consistent with state and city law." If the approximately 309 acres were to be annexed and developed, the development would occur consistent with the Planned Destination Resort requirements of the Newport Zoning Ordinance (NZO) (Ordinance No. 1308, as amended) Section 2-5-9 (PDR, Planned Destination Resort). Approximately 1,545 dwelling units (based on a 5 dwelling unit/gross acre estimate). As the approximately 309 acres have not been brought into the city limits with a plan approved through the Conceptual Master Planning process for PDRs, the following residential unit analysis supports the 5 dwelling unit/gross acre estimate as follows:

1) A minimum of at least 50% of the 309 acres (excluding yards, streets, and parking areas) would be in open space consistent with NZO Section 2-5-9.025 (General Requirements [for PDRs) (C) (1) which requires that: "At least 50% of the sum total of the acreage for all approved FDPs [Final Development Plans], including previously approved FDPs, of the entire planned destination resort site must be dedicated to permanent open space, excluding yards, streets and parking areas."

2) Topographic constraints on the approximate 309 acres are significant and limit the buildable portions of the property as illustrated on the map for the Wolf Tree property.

3) In addition to the minimum 50% open space requirement, the standard 20% net reduction from the remaining property for roads and other public infrastructure would further reduce the remaining acreage available for residential development. To verify that the estimated 5 dwelling units per gross acre is within the range of likely development density (using the 19 units per buildable acre average for R-4 zoned property from the Comprehensive Plan), a range of possible development would

include, for example, the minimum 70% netted to a 75% netted figure.

A) For the 70% netted out, the overall gross acreage density would be 5.7 units per acre (Calculation: 309 x .3 = 92.7 x 19 units/acre (per R-4 average from Comprehensive Plan) = 1,761 units / 309 acres = 5.7 units per gross acre)

B) For the 75% netted out, the overall gross acreage density would be 4.7 units per gross acre. (Calculation: 309 x. 25 = 77.25 x 19 units/acre (per R-4 average from Comprehensive Plan) = 1,467 units / 309 acres = 4.7 units per gross acre)

4) The Wolf Tree PDR will likely include a mix of both single-family and multi-family residential units for both full time and vacation rental use as was proposed in the original application for adding the Wolf Tree PDR to the City of Newport UGB. The Southshore Planned Development (located to the west of Highway 101 in the South Beach area of Newport) provides an example of a similar development in an R-4 zone designation that was approved to include both tourist oriented commercial development, multi-family and single-family residential. The project included 326 residential units per the findings of approval for the Southshore planned development final order (86 single-family residences, 90 multi-family (condos) units, and a 150 unit residential hotel). The Southshore project contained significant wetland constraints with approximately 43 acres of the 79 total project acres devoted to open space (approximately 55% open space). The gross dwelling unit per acre figure was calculated in the findings approving the Southshore project as 4.12 dwelling units/acre (or with 55% open space and assuming 20% net of the remaining area for roads and other infrastructure, the net per buildable acre density as approved was 19.75 units).

Industrial

An additional 16 acres of Industrial property is added to the UGB while the Plan will decrease the amount of land planned or zoned for Industrial use through conversion to residential use by approximately 22 acres. Additionally, approximately 48 acres of Industrial land comprising of wetlands is recommended to be designated with a South Beach Open Space Overlay zone when the property owner completes a formal wetland delineation on the property that is currently underway. Since much of this land is comprised of wetlands and steep slopes in excess of 10 per cent, it is not suitable for industrial use.

Commercial

As discussed in earlier sections of the report, there is a strong need for additional commercial land in the City. Additional evidence is provided by the building permit data from 2004 which indicated that the valuation of new commercial construction of commercial space has steadily declined since 2000. The Land Use Plan will provide an additional 12 acres in association with a new site for an institutional use to serve as the focus for a new community

"node". The plan also recommends several polices evaluating the potential for conversion of additional industrial land to commercial land in a portion of South Beach near other commercial and tourist oriented uses such as the Oregon Coast Aquarium. These 12 acres will not satisfy the entire City-wide need for new commercial land however, the remainder of that need will need to be met through redevelopment, revitalization and conversion of other existing land uses in South Beach and north of the Yaquina Bay.

Business Park

A total of 16 acres of additional industrial property is added to the UGB north of the waste water plant that is recommended for Business Park use. The purpose of a new Business Park area is to provide sites for a mix of light industrial, office and service types of businesses in a more formal campus type of setting that could be developed through the master planning process upon annexation of the site.

Institutional

Twenty six acres near Mike Miller Park within the area proposed to be added to the UGB have been identified for Institutional use. It is anticipated that a major institution such as the Oregon Coast Community College or school will locate on this site. This area is part of the approximately 268 acres to be added to the UGB.

Recreation and Open Space

The Land Use Plan includes the designation of an area of open space north of the Municipal Airport that is consistent with the identification of an open space area (OS-7) on the 1993 City of Newport Park System Master Plan Facility Plan. In addition to the open space designation consistent with OS-7, the Land Use Plan proposes to relocate community park site C-2 of the 1993 City of Newport Park System Master Plan to the City owned property east of the wastewater plant and zoned P-1. This location would be nearer the proposed residential areas and on a generally flat area. The C-2 community park site was originally recommended to be situated on land near the City's proposed wastewater plant. Since the adoption of the 1993 City of Newport Park System Master Plan, the City has purchased land further to the east and constructed the wastewater treatment plant. No changes to the recommended facilities for the C-2 park site identified in the 1993 City of Newport Park System Master Plan are proposed at this time. However, it is recommended that the "Open multi-purpose grass area, large enough for pick up games" identified as part of the facilities for the C-2 park site should be designed in such a fashion as to support soccer usage.

For the residential area included within the new area added to the UGB, it is recommended that the master planning for the area include a park meeting the definition of a neighborhood park (3-5 acres) (established in the 1993 City of Newport Park System Master Plan on page VI-2) on the northern portion of the area. Park and Open space connectivity is an important element in the development of trails and bike paths. The master planning for the site added to the UGB should also at a minimum provide links to the trail system as proposed in the 1993 Newport Park System Master Plan (or the Park System Master Plan current at the time of master planning and other adopted City plans).

Other than those items identified above, the Land Use Plan does not propose any additional specific locations for Recreation land as it appears that most of the 1993 City of Newport Park System Master Plan Facility Plan for the South Beach area remains to be implemented.

A new South Beach Open Space zoning designation is proposed to allow the open space designation to be applied to privately owned property and to allow property owners to seek tax incentives for open space preservation under Oregon Revised Statutes Section 308A. Tax incentives are available for private property owners that wish to preserve open space by requesting an open space designation for lands that may qualify under the ORS 308A.300 definitions (such as those lands that would conserve and enhance natural or scenic resources, protect air or streams or water supply, promote conservation of soils, wetlands, beaches, or tidal marshes, conserve landscaped area which reduce air pollution and enhance the value of abutting or neighboring property, enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations or sanctuaries or other open space, enhance recreation opportunities, preserve historic sites, promote orderly urban or suburban development, and for other reasons).

A policy is also included encouraging the acquisition by either public or private entities of areas for open space preservation (such as wetlands), especially areas adjacent existing park facilities such as the South Beach State Park or Mike Miller Park."

Existing land uses

Many land use designations in South Beach are not proposed to be changed. The Wolf Tree Planned Destination Resort at the southern end of the City will remain. The two South Beach residential neighborhoods on either side of Highway 101 at the northern end of South Beach are reinforced by the presence of the proposed new residential uses. The Newport Municipal Airport, the Hatfield Marine Science Center, and the Aquarium shall be enhanced in the future because they help to define the character of the area and have the potential to generate new business opportunities. Several policies are included within the proposed plan to evaluate some areas of South Beach for possible future changes that may be desired by the property owners.

B. Transportation Plan

Note: Changes in proposed land use designations that occurred as part of the public hearing process required the detailed transportation analysis previously included in the original September 2005 and March 2006 revised South Beach Neighborhood Plan to be amended to reflect new and additional information. Several exhibits and tables were removed from the text of the transportation plan portion of the South Beach Neighborhood Plan. The amended transportation analysis is now a separate supporting document. Additionally, at the time of adoption of this Plan, the City had initiated an update to the City's Transportation System Plan which would include a review of the transportation improvements in the South Beach area.

As part of the Land Use Plan, new transportation infrastructure is proposed. A new Parkway is proposed to provide access to the area proposed for addition to the UGB. This Parkway will allow north-south transportation off Highway 101 and will serve to connect the existing development to the proposed development. Another transportation enhancement includes improvements to the east-west road network to provide connectivity across Highway 101; for example, re-positioning the entrance to South Beach State Park to align with 50th Street will allow traffic to cross the highway at a signalized intersection. The additional road network will also provide more opportunity for non-motorized circulation such as bicycles and pedestrians.

The proposed land development plan for the South Beach area of Newport will generate a substantial volume of additional traffic. The removal of the 309 acres of High Density Residential property will provide a reduction in the volume of traffic anticipated. Through a combination of the addition of property to the UGB and the removal of property from the UGB the goal is to minimize impacts on the transportation system. The property added into the UGB will result in traffic patterns different from those that now exist in South Beach. To assure that the new traffic volumes and patterns do not become an impediment to the desired land development, the roadway system must be made to accommodate the traffic safely and efficiently. This means that adequate facilities for pedestrians and bicycles as well as vehicular traffic should be provided.

The need for new transportation facilities was determined by first collecting information about existing traffic volumes and patterns. Then, based on the types and locations of the proposed new development areas, a sketch-level roadway network was created that would serve the new developments. The number of trips that will be created by the planned new land development was estimated, and the new trips were then assigned to the conceptual street network. Critical intersections within the street network were analyzed in detail to verify that the proposed street network would be adequate and to determine the lane configuration that will likely be needed to accommodate all the new trips. The analysis assumed that most of the planned development areas would be built out within 20 years.

Based on the results of the traffic analysis, recommendations were made for the design of the new roadways and the intersections. It is important to note that, first, some of the recommended roadway improvements will not be needed until a substantial amount of the planned land development occurs. This means that the improvements can be constructed in phases over a period of years. Some roadway links will not need to be constructed initially,

and some roadways can be constructed initially but not built to their full width until a later time. As land development projects are proposed, the appropriate phasing of roadway improvements can be determined.

Second, the need for the recommended roadway improvements could change if land development plans change from the current plans. More or less intensive development could result in a greater or lesser need for roadway improvements. The roadway improvement recommendations in this report can serve as a basic framework, allowing changes and adjustments to be made as development plans are revised.

Roadway Network

To accommodate traffic from the proposed area added to the UGB, a conceptual plan for a network of roadways was produced (**see Exhibit 11**). The primary component of the network is a loop roadway to the east of 101 which would bisect the area added to the UGB. The north end of the loop would be located at 40th Street, and the south end would be at the present location of 50th Street. A potential extension of the south end of the loop west of US 101 could serve as a new access to South Beach State Park as a replacement for the existing access. Similarly, a potential extension of the north end of the loop to the west of US 101 could provide additional access to properties on the west side of US 101 between 40th and 32nd. It is likely that both the north and south intersections of this loop with US 101 will ultimately be controlled by traffic signals.

The south end of Ferry Slip Road presently intersects US 101 at an acute angle. To eliminate this awkward intersection and to provide a street system that will encourage long-term redevelopment of Area D east of US 101, a realignment of Ferry Slip Road is proposed. The intersection with US 101 would be eliminated, and Ferry Slip would be extended to Ash Street and to the south to intersect with the proposed new roadway loop through the area added to the UGB.

This realignment would provide a continuous street east of US 101 that would extend from 32nd on the north to the proposed loop roadway on the south. There is an existing signal on US 101 at 32nd, and a future signal is likely to be installed on US 101 at the proposed loop roadway. As part of this realignment a restriction of turning movements on US 101 at 35th Street should be considered. Limiting the access to US 101 at 35th to right turns in and right turns out would reduce congestion and improve safety on the highway, particularly with traffic signals at both 32nd and 40th (the location of the proposed loop roadway).

Recommendations

Roadway Configuration

The recommended roadway configuration for South Beach is shown in **Exhibit 11**. This configuration includes the following improvements:

- Construction of a new loop roadway through the area added to the UGB
- Widening of US 101 to four through lanes from the Yaquina Bridge through the 50th

Street intersection
- Realignment of Ferry Slip Road and Ash Street to provide a continuous street
- Elimination of the intersection of Ferry Slip Road and US 101
- Turn restrictions at the intersection of US 101 and 35th Street
- Installation of a traffic signal on US 101 at 40th Street
- Installation of a traffic signal on US 101 at 50th Street

The required lane configuration of the proposed roadway intersections was determined from the capacity analysis of the intersections. The capacity analysis was based on full build-out of all the planned land development and redevelopment in the South Beach area, except that less than full build-out of high-density residential is expected within 20 years. The analysis determined that the lane configurations as shown in Exhibit 10 will be necessary.

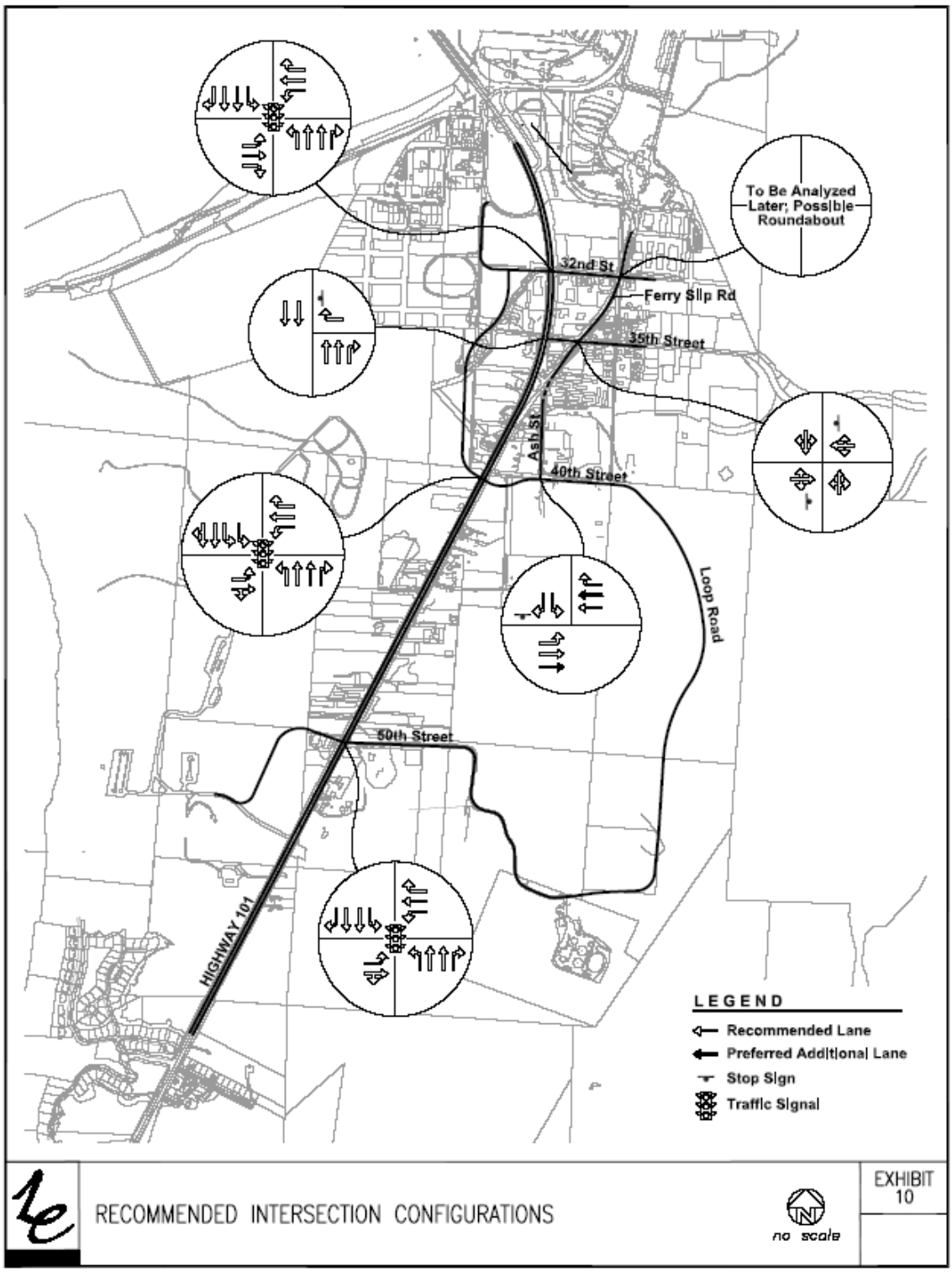
Because full build-out of the planned land development will require 20 years or more, the roadway and intersection improvements may be constructed incrementally. For example, as new intersections are constructed, they could be constructed initially with only through-traffic lanes and no turn lanes. As traffic volumes increase, turn lanes can be added. But right-of-way for the full improvement should be obtained when possible with the initial construction.

US 101

The capacity analysis indicates that four through traffic lanes will be required on US 101 from the Yaquina Bridge to 50th Street. The transition from four lanes to two lanes should be south of 50th so that four lanes are provided through the intersection. In addition to the through lanes, turn lanes will be required at the major intersections on US 101 as shown in Exhibit 11.

The existing traffic signal on US 101 at 32nd and the proposed traffic signals at 40th and 50th will provide sufficient capacity for the land development included in this study. However, the 32nd Street intersection will be close to capacity with full build-out of the assumed development. If the planned land-use study for the Port of Newport indicates that redevelopment of the marina area will generate a substantial volume of new trips, additional improvements to the 32nd Street intersection will be required. Retaining free-flowing traffic on the entrance and exit ramps on US 101 at the south end of the Yaquina Bay Bridge and encouraging their use through signing will reduce the need for improvements of the 32nd Street intersection.

The projected traffic volumes for full build-out of all the planned development in South Beach indicate that ultimately four lanes will be required on the Yaquina Bay Bridge to avoid traffic backups on the bridge approaches. This is consistent with the current Newport Transportation System Plan, which projects that the bridge will exceed capacity in 2016. In the future, as long-term transportation planning is undertaken for the Newport area, the need for additional vehicular capacity across Yaquina Bay should be addressed.


To Be Analyzed Later; Possible Roundabout
32nd St
Ferry Slip Rd
35th Street
Ash St
40th Street
Loop Road
50th Street
HIGHWAY 101
LEGEND
Recommended Lane
Preferred Additional Lane
Stop Sign
Traffic Signal
RECOMMENDED INTERSECTION CONFIGURATIONS
no scale
EXHIBIT 10

Scenic Parkway

As part of the development of the area added to the UGB east of US 101, the proposed network includes a new loop road through that area. Although two lanes (one through lane in each direction) on the loop roadway appears to provide sufficient capacity for the projected traffic volumes, it is on the borderline of needing four traffic lanes. With only two traffic lanes slow speeds could be expected during the peak traffic hours, particularly when slow-moving trucks are traveling up the hill. In any case, two eastbound lanes will be needed on 40th for a distance east of US 101 to accommodate the southbound double left turn from US 101.

The initial construction of the loop roadway can be limited to two lanes, but it is recommended that sufficient right-of-way be obtained and the roadway designed to accommodate widening to four lanes in the future. The future four lanes should extend from the north intersection with US 101 (40th Street) to approximately the center of the area added to the UGB. At that point the roadway can transition back to two lanes.

The ultimate design and construction of the loop roadway as a scenic parkway should be considered if future analysis indicates that it is feasible and practical to do so. This would include two through lanes in each direction on the north half of the parkway, and a landscaped center median the entire length of the parkway that would be used as a left-turn lane at intersections. Trees and other landscaping could be provided both in the center median and on each side of the street between the curb and the sidewalk. A landscaped parkway design would be an attractive and inviting entrance to the entire area added to the UGB.

With development of the area added to the UGB and redevelopment of the area south of SE 35th Street with shops, restaurants, and other tourist-oriented businesses, there may be a demand for travel between the two areas. Because the distance between the two areas is relatively short, it is recommended that a pedestrian and bicycle path be developed between the two areas. A pedestrian/bicycle path would have the potential to eliminate some vehicular trips. A possible location for the path would be on the easterly and northerly side of the loop roadway, then to the north along Ash Street and Ferry Slip. The pedestrian/bicycle route would then connect with the pedestrian/bicycle route to the north of 32nd as shown in the Transportation System Plan.

Ferry Slip Road/Ash Street

There is a potential for redevelopment of the area east of US 101 and between 32nd and 40th, over the next 20 years and beyond. To facilitate this redevelopment, it is recommended that Ferry Slip Road and Ash Street be realigned and reconstructed to provide a continuous street between 32nd and 40th (the loop parkway).

Construction of this street could result in several benefits. First, by providing a street parallel to US 101, it would permit travel throughout this area without the necessity of entering and exiting US 101. Second, it would provide access from all of this area to the existing signal at 32nd and the proposed signal at 40th. Third, it would provide the opportunity to construct

the street as a landscaped local street with parking which would be attractive to tourists. This would encourage the development of tourist-oriented businesses such as shops, restaurants, lodging, and other retail operations.

As part of the construction of this street, a connection should be maintained on 35th Street between US 101 and Ferry Slip Road. As traffic volumes in the area increase, turns should be restricted at the 35th/101 intersection to eliminate left turns onto and off of US 101 to avoid safety concerns (**see Exhibit 11).**

The Parkway is expected to cost approximately 2 ½ million dollars per mile. This preliminary estimate assumes that the public right of way will be donated by the landowner and no unusual circumstances are encountered that might impact the construction.

32nd Street/Ferry Slip Intersection

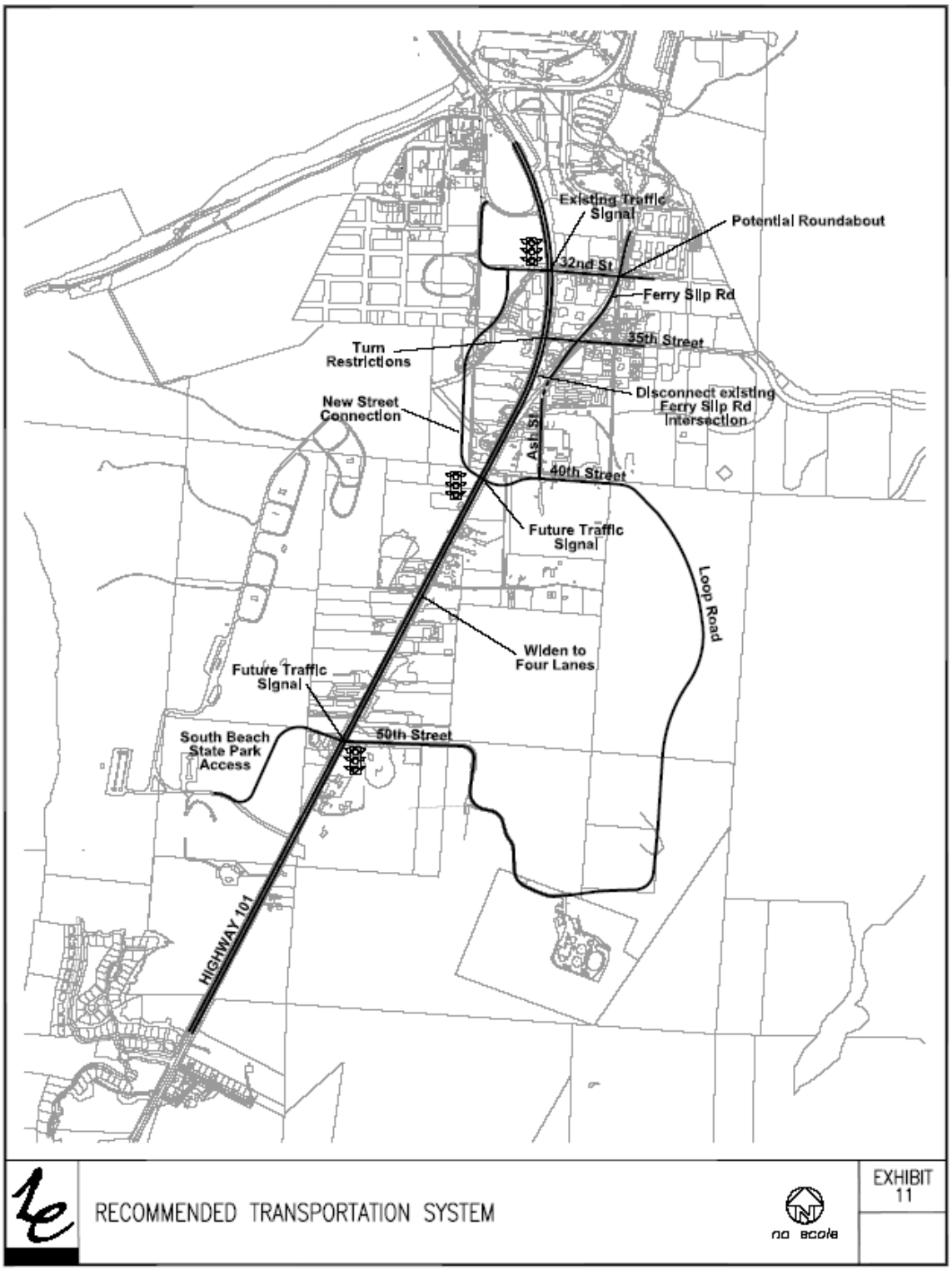
Because of the proposed land-use and transportation study of the Port of Newport marine district, the 32nd/Ferry Slip intersection was not analyzed as part of this study. It is not known at this time what the ultimate required lane configuration for this intersection will be, and whether a traffic signal will be needed.

Due to the location of this intersection, and because the signalized intersection of US 101 and 32nd offers easy access to this intersection, the 32nd/Ferry Slip intersection will in effect serve as a gateway to both the marine district to the north and the redevelopable Ferry Slip/Ash Street district to the south. To enhance the attractiveness of this intersection as a gateway, it is recommended that this location be considered for a roundabout with a landscaped center island. A roundabout would eliminate the potential need for a signal, would keep traffic free-flowing, would avoid backups that might extend back to the existing signal at US 101 and 32nd, and would eliminate the need for extra street width for left-turn lanes. It would also provide a landscaped park-like entrance to the two districts.

South Beach State Park Access

The existing access from US 101 to South Beach State Park is located approximately 950 ft south of the proposed traffic signal at 50th Street. During peak days in the summer there can be extensive delays to traffic attempting to enter US 101 from the park. Because of the close proximity to the proposed signal at 50th, it is unlikely that a signal will be installed at the park access.

It is recommended that the feasibility of relocating the park access be investigated. Relocating the park access to serve as the west leg to the 50th Street intersection, and removing the existing access, would provide a signalized access to the park when a signal is installed at 50th. There would be cost, wetland, and right-of-way issues involved with a relocation of the access, but the benefits to park users in terms of both safety and delay would be substantial.


Existing Traffic Signal
Potential Roundabout
32nd St
Ferry Slip Rd
35th Street
Turn Restrictions
Disconnect existing Ferry Slip Rd Intersection
New Street Connection
Ash St
40th Street
Future Traffic Signal
Loop Road
Widen to Four Lanes
Future Traffic Signal
South Beach State Park Access
50th Street
HIGHWAY 101
RECOMMENDED TRANSPORTATION SYSTEM
no scale
EXHIBIT 11

Roadway Improvement Priorities

Because the development of new areas and the redevelopment of existing areas of South Beach will take place over a period of 20 years or more, the proposed roadway network can be constructed over a period of years. It is not necessary to construct all the new streets initially, and it is not necessary to construct new streets initially to their ultimate configuration.

The order in which roadway improvements should be constructed will depend to a large extent on the sequencing of land development. This in turn will depend on market conditions and financing availability and is difficult to forecast. But to assure an orderly development process and to facilitate implementation of the land-use plan, some general recommendations can be made for roadway improvement priorities:

- Begin to procure right-of-way based on preliminary design.
- Construct the north portion of the loop roadway through the area added to the UGB, from US 101 at 40th Street to a point within the area added to the UGB. It may be constructed initially as two lanes, but should be designed for ultimate expansion to a four-lane parkway if future analysis warrants it. This will allow development of the UGB to begin.
- Widen US 101 from Yaquina Bridge to a point south of 40th to four lanes with a center median. This will accommodate the increased traffic volumes between downtown Newport and the area to be added to the UGB.
- Realign and reconstruct Ferry Slip Road and Ash Street to provide a continuous street parallel to and east of US 101 from 32nd Street to the loop roadway.
- Construct the remaining portion of the loop roadway to an intersection with US 101 at 50th Street.
- Widen US 101 to four lanes with a center median from 40th to a point south of 50th. The transition from four lanes to two lanes should be south of 50th so that four lanes of capacity are provided through the intersection.

Traffic signals on US 101 at 40th and at 50th should be installed when traffic volumes meet the traffic signal warrants. Turn lanes at the intersections, as specified in this report, should be constructed when needed if they are not built as part of the initial roadway construction.

Access to property southeast of the intersection of US 101 and 50th Street

The development of about 14 acres of commercially zoned land at the southeast intersection of US 101 and 50th Street is identified as a possible area for future commercial development if the property owner decides to pursue a change from the current Industrial designation to a Commercial designation. To avoid safety and congestion issues on US 101, it is recommended that primary access to that area be from 50th Street rather than US 101. Depending on the layout of future development, it may be possible to include a right-in right-out access to US 101 near the south end of that area.

Locating the primary access on 50th Street will allow development traffic to use the future signal at the 50th/101 intersection. To assure that all trips within that area will have access to the 50th Street signal, it will be necessary to have a master plan for the area so that all parcels within that area will have access to 50th Street.

C. Utilities Plan

In addition to the transportation improvements, the Neighborhood Plan also encourages more efficient use of public infrastructure. The existing water reservoir and wastewater treatment plant are located immediately adjacent to the land proposed for addition to the UGB and near the land proposed for conversion from industrial to other uses. This proximity will result in lower construction and maintenance costs, benefiting the City as a whole. The Land Use Plan proposes additional water and sewer infrastructure, along with storm drainage enhancements.

1. Sanitary Sewer

Expansion of the sewer system is required to provide wastewater service to areas proposed by the South Beach Land Use Plan. The recommended capital improvements identified as Phase I are necessary for providing service to the expanded UGB area east of Mike Miller Park. Phase II improvements address expansion of the sewer system to Idaho Point and the development areas located directly north of the airport. Future improvements for areas south of the South Beach Development and west of the airport and south to the Thiel Creek area have not been incorporated into this Plan but are identified in the existing Wastewater Facility Plan. The Phase I and Phase II improvements are discussed below. **See Exhibit 12**.

- ***Project #1 – 10" Sewer Trunk Line Urban Growth Boundary Road – Phase I***

Sewer service to the new UGB expansion area above Mike Miller Park will consist of 4,800 LF of new 10-inch and potentially 12-inch gravity main running north to 40th Street and 4,000 LF of new 8-inch gravity main running south to the south beach lift station. Routing of both mains should generally follow the alignment of the proposed UGB expansion area road. Each gravity main should also be designed to a depth that allows future developments to connect extensions of the collection system from the proposed residential, commercial, and community college development areas. The 10-inch line running north should flow by gravity to the existing 36-inch gravity interceptor which will allow collected flows to discharge to the influent pump station on Highway 101. The 8-inch line running south should flow by gravity directly to the south beach lift station. A small pump station may need to be constructed at the treatment plant to lift the flows received from the south interceptor into the headworks or the sewer should be extended down Mike Miller Road to connect into the influent pump station.

- ***Project #2 – 8-inch PVC Sewer -From Upper Idaho Point - Phase I***

Wastewater collected from the proposed 105 acre upper Idaho Point residential development should be collected through 3,800 LF of new 8-inch gravity main running west below the ridge line to the proposed north UGB road where it can be connected to the 10-inch UGB area sewer main. Portions of this development area on the north and westerly slopes of Idaho Point may require small pump stations or grinder pumping equipment with small diameter sewers to lift wastewater to the ridge line main collector sewer.

Exhibit 12

- ***Projects #4 – #5 - Idaho Point Sewer System – Phase II***

As development progresses east along the hilltop of the expanded UGB area, the Idaho Point area (Basin S 6) can be expected to experience development pressure. Expansion of sewer service into this area will be required to allow this growth to occur.

Sewer service could be provided to the Idaho Point area by routing 3,200 LF of 8-inch gravity main east along the ridge to the end of Idaho Point then west along 35th Street. A 350 gpm lift station and 3,800 LF of 6-inch force main running along 35th street should be constructed to convey flows collected from Idaho Point into the existing sewer system in Basin S5.

- ***Projects #6 - #8 – North Airport Sewer System – Phase II***

The South Beach Land Use Plan identifies the potential for development of residential property east of Highway 101 and north of the airport. Development of a sewer system in this area will be difficult, due to the steep terrain, deep canyons, and Henderson Creek tributaries. Onsite systems and lower density developments may be more appropriate for this development area.

If a public sewer system is extended into this development area, then approximately 4,100 lineal feet of 8-inch gravity main should be constructed to serve the north half of the 100-acre area. A 250 gpm lift station and 1,450 LF of 6-inch force main running along the old railroad right of way should also be constructed to lift flows up to the wastewater treatment plant. The remaining acreage proposed for development to the south will also require 8-inch gravity main and one or possibly two additional lift stations.

2. Water

Improvements to the South Beach water system are identified according to short-term and long-term goals. The capital improvements recommended for the South Beach Development Lands Plan are summarized below. **See Exhibit 13.**

- ***Project #1. King Ridge 1.0 MG Reservoir (EL 320')***

The proposed South Beach developments will require construction of a new high level water system. This system will provide fire flows and potable water for human and commercial consumption. In order to service the recommended urban growth boundary additions and the airport, a new 1.0 MG water tank should be constructed on King Ridge (elevation = 320-ft +/-.) according to the guidance provided by the City's Water System Master Plan. The King Ridge water tank should be constructed at an elevation of 320 feet to provide complete coverage of all areas proposed for development.

According to preliminary calculations, the proposed new development will require a minimum of approximately 750,000 gallons of storage to maintain the minimum fire flow requirement of 3,000-gpm for 3-hours at the community college, commercial, and industrial sites. An additional 250,000 gallons of storage is also necessitated by the need to provide storage for subsequent phases of new development that may occur during the life of the new water storage tank.

Exhibit 13

- ***Project #2. 16" Water Main to New High Water Tank***

Preliminary calculations and water modeling indicate that 5,500 lineal feet (LF) of 16-inch diameter water main should be constructed from the King Ridge tank to the new South Beach development areas. This water main is sized to maintain minimum fire flow requirements for the proposed commercial and institutional developments at the UGB expansion areas and the airport as discussed below.

- ***Project #3. 12" PVC Water Main Loop New Development***

Within the new UGB expansion area, approximately 9800 LF of 12-inch PVC water main should be constructed along the main road for the new development. This water main will connect to the existing 16" HDPE water main from the King Ridge tank to the existing 12-inch PVC water main located on Highway 101 to the north and the Mike Miller Park reservoir to the south. The 12-inch main will provide fire flows to the proposed new development including commercial, residential and the proposed community college. Pressure relieving valves will also need to be installed on the north and south ends of the loop.

- ***Project #4 - 12" PVC Water Main Loop New Development***

According to preliminary calculations, the approximately 3700 LF of 12" PVC water main through the proposed residential development west of King Slough and south of Idaho Point. Construction of this main will provide fire flows and residential pressures to new residential developments proposed for this area. In the long term, this water main should be extended to Idaho Point and then loop back along 35th Street on the North end of Idaho Point before connecting to the existing 12" water main at SE Chestnut and 35th Street.

- ***Project #5 – King Ridge pump station, 350 gpm***

Water from the existing Mike Miller Park reservoir will need to be pumped up to the King Ridge reservoir to create the new pressure zone recommended for these high elevation development areas. The Pump Station will be constructed to deliver water to the proposed King Ridge Tank while the tank floats on the system. Preliminary analysis indicates that a pump station should be capable of pumping 350 gpm at 120' of total dynamic head.

- ***Project #6 – 2-12" PRVs***

With the addition of the new high water tank at King Ridge, 2-12" PRVs will be required to back feed the lower pressure zone in the existing South Beach development area. The pressure reducing valves will need to be located on both the north and south ends of the UGB expansion loop road at an elevation of approximately 150-feet +. These valves will supplement the lower pressure zones during protracted (greater than 3-hour) fire fighting events.

- ***Project #7 – Newport Airport Water Main***

Approximately 5500 LF of 16" water main will be required to supply water to the

Newport Airport. According to preliminary calculations, this water main will provide the minimum required fire flows at the airport (3,000 gpm) plus potential consumptive use for developments around the airport. As part of Phase II, this water main will be looped back to the system with the construction of a 12" water main through the 100-acre residential development area just north of the airport.

- ***Project #8 – Miscellaneous South Beach Water System Improvements***

As indicated in Exhibit 13, some areas of South Beach are still served with 2", 3", and 4" water service lines. In these areas there is insufficient fire flow and likely degraded levels of water service due to losses in system pressure. Water modeling indicates that areas west of Highway 101 would have sufficient fire flow with the addition of a proposed 12-inch PVC water main located along Highway 101 connecting the existing 12" PVC South Beach State Park Loop to the new 6" PVC water main on SW 30th Street east of SW Coho Street (approximately 1300 LF of new 12" water main). However, adequate fire flow could also be obtained by replacing the existing 2" water line on SW 27th Street with a new 6" PVC water main (approximately 650 LF of new 6" water main).

3. Storm Sewer

The proposed changes to the urban growth boundary will increase the percent of impervious area at build out in basins 2, 5, & 6, as well as sub-basins 13-E and 15-E of basin 3. The percent of impervious area in the proposed residential areas in basin 2 was increased to 38% (assuming ¼ acre residential lots). The percent of impervious area in basins 3, 5, 6 and was increased to 25% (assuming ½ acre lots due to the steep terrain in these areas). The percent of impervious area for the proposed commercial and institutional areas in basins 5 & 6 was increased to 55% impervious. These run-off factor were developed in the storm water master plan based on existing development patterns.

The increased percent impervious area will increase the runoff, resulting in the following recommended changes to the existing storm water master plan:

- ***Project #2 – Culvert Replacement, Ditch Renovation (east of 35th Street)***

This project involves upsizing the existing 24-inch culvert under SE 35th Street and expanding the ditch that runs along side SE 35th Street.

Based upon preliminary calculations, the proposed Idaho Point residential area will increase flow to the culvert from an estimated 105 cfs to an estimated 135 cfs. The recommended culvert should therefore be upsized from a 42-inch culvert to an 54-inch culvert. The recommended ditch improvements should also be expanded accordingly.

The estimated economic impact of this change is that the project cost nearly doubles from $60,000 to $80,000.

- ***Project #5a - Alt 1 Redirect Drainage to Basin #7***

This project involves construction of a series of channels and culverts parallel to, and along the west side of the highway to convey flow south from the proposed box culvert under Highway 101 (ODOT #144) to the existing natural channel in Basin 7(4) (See Sub-

basin Figures 4.1.1 and 4.1.2 in the South Beach SWMP).

Based upon preliminary calculations, the proposed development will increase the flow under Highway 101 from 129 cfs to 237 cfs. The recommended culverts and adjoining ditches should therefore be upsized. The recommended box culvert under the highway should likely be upsized from a 3'x6' (57-inch equivalent) box culvert to a 4' x 7' (71-inch equivalent) box culvert.

The estimated economic impact of these design changes is to increase the cost of Project #5a from approximately $1.2 million to $1.5 million.

On the June 2004 Storm Water Master Plan capital improvement project list, several changes would need to be made in relationship to proposed changes in land use designations as part of the proposed South Beach Neighborhood Plan. Specifically, Project #2 (Culvert Replacement/Ditch Renovation on SE 35th Street – at an estimated increase of $20,000 from the $60,000 originally estimated) and #5a (Alternate 1 – Redirect Flow – an estimated increase of $300,000 from the $1.2 million originally estimated) proposed would need to be upsized to accommodate additional storm drainage from the proposed changes in the Comprehensive Plan as explained above. Project #6 (Airport Drainage Improvements – estimated at $1.426 million), however, would likely not be required as a project as the proposed improvements were necessary to serve an area of High-Density Residential east of the Airport (the proposed South Beach Neighborhood Plan adjusts the Urban Growth Boundary by moving the residential area to the north to abut the Idaho Point area and removes that property east of the Airport from the Urban Growth Boundary). The increase in the storm water capital improvement estimated costs to accommodate the proposed South Beach Neighborhood Concept Plan would be $320,000. With Project #6 likely not needed in the current planning horizon, however, the overall impact on the proposed storm water capital improvements would be a reduction of approximately $1.106 million in projected capital costs.

D. Urban Design Concepts

As part of the South Beach Neighborhood Plan development process, an analysis of existing urban design opportunities and recommendations for the South Beach area was completed and is included in the Appendix material. Based on the analysis completed and the public input received from the public and from the Ad Hoc Advisory Committee, the Plan includes a policy identifying general urban design goals that should be considered and encouraged in the South Beach neighborhood for new and infill development.

Gateways identifying entry into the South Beach area of Newport were also considered to be an urban design feature lacking at both the north and south end of the South Beach area. For the purposes of this Plan, the Ad Hoc Advisory Committee focused on the north gateway. The U.S. Highway 101 Urban Gateway Design Concept for the north entrance into the South Beach area is included as **Exhibit 14**. The City should work with the Oregon Department of

Transportation and should pursue funding and implementation of the proposed U.S. Highway 101 Urban Gateway Design Concept identified in Exhibit 14 as appropriate.

Exhibit 14

Commercial – Small

PARCEL

Area: 0.60 acres
Street Frontage: Shown-130' on a local public street
Density Target : 0.4 –0.5 FAR
Lot Coverage: No maximum (Shown: 40%)
Open space: Approx. 80% of open space shall be treated for use by pedestrians or for outdoor dining. Shown: 2,000sf approx. covered dining terrace adjacent to the sidewalk, and 500sf approx. landscaped court adjacent to building.
Surface water management: Not shown on site-common off-site facility is assumed.

LANDSCAPING

Space between building & Sidewalk : shall be appropriately landscaped for use and enjoyment by pedestrians. Enhanced materials encouraged.
Trees: Install 4-5 coast appropriate trees in planter strips along public streets (as shown). Install additional 4-5 coast appropriate trees.
Conservation Areas: Per City standards
Fences and Walls: Shall be Min. 18" and this space shall be landscaped with trees or shrubs.
Buffers / Screens: Per City standards.
Signs: Shall be pedestrian-oriented; directional signs are encouraged.

BUILDINGS

Location:
Setback-Front: 0-10' (Shown –2', landscaped)
Setback-Rear: 0
Setback-Sides: 10'
Building Orientation: The building shall be oriented to the public street (as shown).
Max Height: 35'
Height Transition: YES-adjacent to existing SF
Entrance Door: The entrance door shall be oriented to and directly accessible from the public sidewalk.
Ground Floor Design: Min 80% of ground floor along public streets shall incorporate windows with clear glass. (As shown: Glazed Porch)
Other Architectural Design: The following architectural features are encouraged: Corner entry (at a street intersection); cornice, roof projection; cupola, skylight, bay windows.

PARKING

Off-street Auto parking: Shall be behind or on side of building (not between building and public street).
Deliveries / Loading: Off-street loading area is preferred; some street parking may be time designated for delivery vehicles.
Bike parking: Approx. 10% of the parking shall be bicycle parking spaces, Bike parking facilities shall be located near the building main entrance, typically in the street furniture zone between the sidewalk and travelway.
Shared parking: Some of the off-street parking may be shared with complementary uses nearby.
On-street parking: Shall be incorporated on the adjacent public (City) street. (shown: 5 parallel parking stalls).

SITE ACCESS & CIRCULATION

Vehicle Access & Circulation: As shown: A shared driveway from public street; a rear alley, lane or road, connecting to the cross street.
Pedestrian Access & Circulation: As shown

Street Connectivity: Required

Block Formation: Max block 2.5. ac. approx.; shall include an alley, lane or internal road connection between two streets forming the block.

SPECIAL FEATURES

The SMALL Commercial Prototype Design has good potential to be the primary use in a vertical or horizontal Mixed-use development. Eg., part of the ground floor of a lodging facility; Exclusive ground floor use with 2nd floor office, (for local business space or services).
Pedestrian amenities shall include 3-4# 12-16' height street lights, and a couple of benches, and flowers.

See Exhibit 15

Commercial – Medium/Tourist

PARCEL Area: 1acre to 1.25 acres Street Frontage: Parcel fronts on 2 public streets Density Target: 0.50 FAR Lot Coverage: No maximum (Shown: 35%) Open space: Approx. 50% of open space shall be treated for use by pedestrians. Shown: 2,500sf approx. landscaped pedestrian plaza; 2,500sf landscaped courtyard; 5,000sf landscaped pedestrian space adjacent to sidewalks and between buildings. Surface water management: Not shown on site-common off-site facility is assumed.	***LANDSCAPING*** Space between building & Sidewalk : shall be appropriately landscaped for use and enjoyment by pedestrians. Enhanced materials encouraged. Trees: Install 8-10 coast appropriate trees in planter strips along public streets (as shown). Install additional 10-15 coast appropriate trees. Conservation Areas: Per City standards Fences and Walls: Shall be setback Min. 18" and this space shall be landscaped with trees or shrubs. Buffers / Screens: Per City standards. Signs: Shall be pedestrian-oriented; directional signs are encouraged.
BUILDINGS (15,000sf retail plus 5,000sf other commercial, plus housing) Location: Setback-Front: 0-10' (5' shown) Setback-Rear: 0 Setback-Sides: 0 Building Orientation: All buildings shall be oriented to public streets (as shown). Max Height: 45' Height Transition: YES-adjacent to existing SF Front Door (s): Shall be oriented to and directly accessible from public sidewalk(s). Ground Floor Design: Min 50% of ground floor along public streets shall incorporate windows with clear glass. (As shown: Storefronts with awnings) Other Architectural Design: The following additional architectural features are encouraged: Corner architectural design and treatment (shown); cornice, roof projection; cupola; upper floor projecting balcony and/or window.	***PARKING*** Off-street Auto parking: Shall be behind or on side of building (not between building and public street). Deliveries / Loading: Off-street loading area is optional; some street parking may be designated for business / retail use by delivery vehicles. Bike parking: Approx. 10% of the parking shall be bicycle parking spaces, Bike parking facilities shall be located near the building and store entrances, typically in the street furniture zone between the sidewalk and travelway. Shared parking: Some of the off-street parking may be shared with complementary uses nearby. On-street parking: Shall be incorporated on public streets. (shown: 23 angle and 8 parallel parking stalls.
SITE ACCESS & CIRCULATION Vehicle Access & Circulation: As shown Pedestrian Access & Circulation: As shown ***Street Connectivity: Required*** Block Formation: Max block 1.5 ac. approx.; shall include an alley connection (shown)	***SPECIAL FEATURES*** The Medium Commercial-Tourist has great potential for vertical Mixed-use development. (Shown-2nd floor office above retail, and 2nd floor housing above retail. Pedestrian amenities shall include 12-16' height street lights, benches, and business directory.

Commercial – Large

PARCEL Area: 5-8 acres Street Frontage: Shown- public streets all around the parcel Density Target : 0.25 FAR Lot Coverage: No maximum Open space: Approx. tbd% of open space shall be treated for use by pedestrians. Surface water management: Required; Not shown on illustration	***LANDSCAPING*** Space between building & Sidewalk : shall be appropriately landscaped for use and enjoyment by pedestrians. Enhanced materials encouraged. Trees: Install coast appropriate trees in planter strips along public streets. Install additional coast appropriate trees within the large block. Conservation Areas: Per City standards Fences and Walls: Shall be Min. 18" setback from public streets, landscaped with trees or shrubs. Buffers / Screens: Per City standards. Signs: Shall be pedestrian-oriented; directional signs are encouraged.
BUILDINGS (shown 70,000sf floor area) Location: All buildings must be located closet to a public street ROW. Buildings at all street corners are strongly encouraged and is required at the intersection of streets with the highest ADT. Building Orientation: The building shall be oriented to the public street (as shown). Max Height: 35' Max. Length: 300'; Min Separation 50' Entrance Door: The entrance door shall be oriented to and directly accessible from the public sidewalk. Ground Floor Design: Min 65% of ground floor along public streets shall incorporate windows with clear glass. Other Architectural Design: The following architectural features are encouraged: Corner entry (at a street intersection); cornice, roof projection; cupola, skylight, bay windows.	***PARKING*** Off-street Auto parking: Shall be behind or on side of building (not between building and public street). Deliveries / Loading: Off-street loading area is preferred; some street parking may be time designated for delivery vehicles. Bike parking: Approx. 10% of the parking shall be bicycle parking spaces, Bike parking facilities shall be located near the building main entrance, typically in the street furniture zone between the sidewalk and travelway. Shared parking: Some of the off-street parking may be shared with complementary uses nearby. On-street parking: Shall be incorporated on the adjacent public (City) street.
SITE ACCESS & CIRCULATION Vehicle Access & Circulation: As shown: An internal road connecting two public streets; driveway or alley connecting the other streets. Pedestrian Access & Circulation: As shown ***Street Connectivity: Required*** Block Formation: Max block 4 ac. approx.; shall include pedestrian and road connections through the entire block.	***SPECIAL FEATURES*** Pedestrian amenities shall include raised internal crossings, 12-16' height street lights, benches, trash cans, flowers, banners and enhanced paving materials including sidewalks, crosswalks and small pedestrian plazas.

Exhibit 15

Industrial – Small

PARCEL Area: 0.55acres Street Frontage: Public street on shorter side Density Target : NA Lot Coverage: No maximum Open space: Approx. tbd% of open space Surface water management: Not Required on site; (Assumed off-site / common facility).	***LANDSCAPING*** Space between building & Sidewalk : shall be appropriately landscaped for use and enjoyment by pedestrians. Trees: Install 2-3coast appropriate trees in planter strips along public streets. Install 3-5 additional coast appropriate trees within parcel. Conservation Areas: Per City standards Fences and Walls: Shall be Min. 18" setback from public streets, landscaped with trees or shrubs. Buffers / Screens: Per City standards. Signs: per City standards, plus directional signs.
BUILDING (Shown 6,000sf floor area) Location: Close to the public street. Building Orientation: As shown: "Showroom" (or front office) is oriented to the public street; "Loading" is oriented to the internal, Max Height: 35' Max. Length: 100' Entrance Door: The primary office / public entrance door shall be oriented to and directly accessible from the public sidewalk. Ground Floor Design: Min 65% of ground floor along public street shall incorporate windows with clear glass; Up to 18' of the Assembly ground floor shall incorporate architectural treatments, including fenestrations, and exterior frontage wall modulation Other Architectural Design: The following architectural features are encouraged); cornice, roof projection; cupola, skylight,	***PARKING*** Off-street Auto parking: Shall be behind or on side of building (not between building and public street). Deliveries / Loading: Off-street loading area is optional; some street parking may be time designated for small delivery vehicles. Bike parking: Approx. 10% of the parking shall be bicycle parking spaces, Bike parking facilities shall be located near the building entrances, Shared parking: Some of the off-street parking may be shared if the nearby uses are complementary. On-street parking: Incorporated 4-5 stalls on the public street close to the building.
SITE ACCESS & CIRCULATION Vehicle Access & Circulation: Off-street parking & loading from rear alley or lane or road. Pedestrian Access & Circulation: As shown ***Street Connectivity: Required*** Block Formation: Max block 3 ac. approx.; shall include north-south & east-west pedestrian and road connections through the large block.	***SPECIAL FEATURES*** Decorative low wall and landscaped courtyard along the sidewalk. Outdoor or partially covered work area behind the building, oriented to the rear parking lot.

See Exhibit 16

Industrial – Medium

PARCEL Area: 1.5acres Street Frontage: Public street on shorter side Density Target : NA Lot Coverage: No maximum Open space: Approx. tbd% of open space Surface water management: Not Required on site; (Assumed off-site / common facility).	***LANDSCAPING*** Space between building & Sidewalk : shall be appropriately landscaped for use and enjoyment by pedestrians. Trees: Install 10-12coast appropriate trees in planter strips along public streets. Install additional coast appropriate trees within the large block. Conservation Areas: Per City standards Fences and Walls: Shall be Min. 18" setback from public streets, landscaped with trees or shrubs. Buffers / Screens: Per City standards. Signs: per City standards, plus directional signs for visitors and deliveries.
BUILDING (Shown 15,000sf floor area) Location: Close to the public street. Building Orientation: As shown: "Showroom" (or front office) is oriented to the public street; "Loading" is oriented to the internal, shared driveway. Max Height: 35' Max. Length: 150' Entrance Door: The primary office / public entrance door shall be oriented to and directly accessible from the public sidewalk. Ground Floor Design: Min 60% of ground floor Office along public street shall incorporate windows with clear glass; Up to 18' of the Assembly ground floor shall incorporate architectural treatments, including fenestrations, exterior frontage wall modulation and enhanced building materials. Other Architectural Design: The following architectural features are encouraged); cornice, roof projection; cupola, skylight,	***PARKING*** Off-street Auto parking: Shall be behind or on side of building (not between building and public street). Deliveries / Loading: Off-street loading area is required; some street parking may be time designated for small delivery vehicles. Bike parking: Approx. 10% of the parking shall be bicycle parking spaces, Bike parking facilities shall be located near the building entrances, Shared parking: Some of the off-street parking may be shared if the nearby uses are complementary. On-street parking: Incorporated 25-30stalls (angle and parallel stalls) on the two streets close to the building.
SITE ACCESS & CIRCULATION Vehicle Access & Circulation: As shown:. Pedestrian Access & Circulation: As shown ***Street Connectivity: Required*** Block Formation: Max block 6 ac. approx.; shall include north-south & east-west pedestrian and road connections through the large block.	***SPECIAL FEATURES*** Tbd

Industrial – Large

PARCEL Area: 3 acres Street Frontage: Public streets on min. two sides Density Target : NA Lot Coverage: No maximum Open space: Approx. tbd% of open space Surface water management: Required; (shown shared with adjacent parcel)	***LANDSCAPING*** Space between building & Sidewalk : shall be appropriately landscaped for use and enjoyment by pedestrians. Trees: Install 10-15coast appropriate trees in planter strips along public streets. Install additional 20-30 coast appropriate trees within the large block. Conservation Areas: Per City standards Fences and Walls: Shall be Min. 18" setback from public streets, landscaped with trees or shrubs. Buffers / Screens: Per City standards. Signs: per City standards, plus directional signs
BUILDING (Shown 20,000sf floor area) Location: Close to the two public streets. Building Orientation: As shown: "Office" is oriented to one public street; "Assembly" is oriented to the other / cross street; "Warehouse/ Loading" is oriented to the rear parking lot. Max Height: 45' Max. Length: 200' Entrance Door: The primary office / public entrance door shall be oriented to and directly accessible from the public sidewalk. Ground Floor Design: Min 60% of ground floor Office along public street shall incorporate windows with clear glass; Up to 18' of the Assembly ground floor shall incorporate architectural treatments, including fenestrations, exterior frontage wall modulation and enhanced building materials. Other Architectural Design: The following architectural features are encouraged); "Green" roof, cornice, roof projection; cupola, skylight,	***PARKING*** Off-street Auto parking: Shall be behind or on side of building (not between building and public street). Deliveries / Loading: Off-street loading area is required; some street parking may be time designated for small delivery vehicles. Bike parking: Approx. 10% of the parking shall be bicycle parking spaces, Bike parking facilities shall be located near the building entrances, Shared parking: Some of the off-street parking may be shared if the nearby uses are complementary. On-street parking: Incorporated 30-35 stalls (angle and parallel stalls) on the two public (City) streets.
SITE ACCESS & CIRCULATION Vehicle Access & Circulation: As shown: two driveways from public streets; private road connection to the other public street- stubbed. Pedestrian Access & Circulation: As shown ***Street Connectivity: Required*** Block Formation: Max block 6 ac. approx.; include north-south & east-west connections.	***SPECIAL FEATURES*** Tbd

Exhibit 16

Exhibit 17

E. Comprehensive Plan Policy Amendments

1. Goals and Policies for South Beach Neighborhood Plan

Goal: To foster a sustainable, coastal living environment that will maintain and improve the character of the area by implementing the South Beach Neighborhood Land Use Plan.

Policy 1: To encourage urban level development in an orderly and efficient manner, the City will amend the Urban Growth Boundary (UGB) to remove approximately 309 acres east of the Newport Municipal Airport, as indicated in **Exhibit 6A**, and to add approximately 268 acres south of Idaho Point and east of the existing UGB, as indicated in **Exhibit 6.**

Implementation Measure 1: To ensure orderly and efficient development in conjunction with the provision of urban level services for the area, or portions of the area, included within the UGB amendment, the city may require consents to annex from property owners included within the UGB amendment.

Implementation Measure 2: Until the property included within the UGB amendment is annexed to the City, the existing County map designations shall apply consistent with Policy 2 of the Urbanization Section of the Comprehensive Plan.

Implementation Measure 3: The City shall require that a Master Development Plan (such as that provided for through the Planned Development process) be submitted for Planning Commission review and approval in conjunction with a request for the annexation and development of the 268 acres, or any portion thereof 2 acres or larger, added to the UGB. If separate Master Plans are submitted for portions of the 268 acres, following the approval of the first Master Plan, subsequent Master Plans must be consistent with the previously approved Master Plan(s).

Implementation Measure 4: In considering a request for a Master Development Plan approval, in addition to the criteria that may be specified within the process such as that provided for in the Planned Development process, the City will also consider whether the proposed Master Plan could provide a suitable location for a neighborhood park (at least one neighborhood park should be included within area of the UGB expansion) and also whether appropriate provisions are made within the Master Plan for connections to existing or planned for bicycle and pedestrian trail systems as identified on an adopted City plan.

Implementation Measure 5: The City shall require that utilities and services be in place prior to the issuance of building permits (other than those building permits as necessary to construct utilities and services) in areas included in an annexation request.

Policy 2: The 309 acres to be removed from the UGB will be ranked as a high priority for consideration in the future should the City have a need for additional residential land.

Policy 3: The City will consider the re-designation of some portions of the South Beach area as indicated in **Exhibit 6.**

Implementation Measure 1: The City should undertake the re-designation of property as identified in Exhibit 6 in conjunction with the adoption of the South Beach Neighborhood Land Use Plan.

Policy 4: The City will work to maintain areas of Open Space in South Beach.

Implementation Measure 1: The City shall establish an Open Space designation to allow for the designation of private property as Open Space. The Open Space designation will be available for properties meeting the requirements for an Open Space designation under ORS 308A (which provides tax benefits to private property owners with property subject to an Open Space designation). The City will approve requests by private property owners for designation of their property with the Open Space designation under ORS 308A when such request meets the criteria of the ORS 308A program.

Implementation Measure 2: The City will work with the Oregon Parks and Recreation Department, the OSU Hatfield Marine Science Center, Lincoln County, and other entities to pursue grants and other funding to protect Open Space in the South Beach area through public or private purchase of land or easements.

Implementation Measure 3: If property within the South Beach area which contains a significant amount of wetlands, or other natural features considered to be important for preservation by the City, is acquired by the City or County through donation or through tax foreclosure (or other method for which the City or County did not intentionally acquire the property for a particular purpose), the City should evaluate maintaining the property for use as an Open Space area by rezoning the property to a Public Open Space designation.

Policy 5: The City will work to improve and enhance the appearance of industrial and commercial development in South Beach.

Implementation Measure 1: The City shall adopt design guidelines for use in the development of commercial and industrial uses.

Implementation Measure 2: The City shall adopt standards for when sidewalks are to be provided in conjunction with commercial and industrial uses.

Policy 6: The City will support the development and expansion of institutions of education within the South Beach area.

Implementation Measure 1: The City will provide for an area of land zoned for public use that can accommodate the Oregon Coast Community College.

Implementation Measure 2: The City may support requests for the rezoning of additional property to a public designation, or other such designation as needed by the institution of higher education, when such property is acquired by an institution of higher education as necessary for future growth or expansion of the institution.

Policy 7: The City should consider other potential changes to existing land use designations as follows:

Implementation Measure 1: The City Council should consider initiating the rezoning of areas of R-4 zoned land east of Highway 101 in the vicinity of SE 35th Street to an R-3 zoning designation upon petition of property owners filed within one (1) year of adoption of this plan. The petition should illustrate sufficient support by the property owners in that area of a desire to protect the existing neighborhood from potential conversion of existing residential uses to commercial uses that are allowed within the R-4 zone.

Implementation Measure 2: To encourage a tourist oriented commercial area that allows opportunities for mixed commercial and residential uses as allowed under the Newport Zoning Ordinance, the City should support, where appropriate, the re-designation of existing industrially zoned areas in the area from SE 29th Street south to the current end of SE Ash Street to commercial zoning when requested by property owners.

Implementation Measure 3: To accommodate the forecasted need for additional commercial land, the City should support when appropriate a property owner request to change from an industrial to a commercial designation in the area located southeast of the intersection of Highway 101 and SE 50th Street (Mike Miller Park Road).

Implementation Measure 4: The City Council should consider initiating the rezoning of areas of R-4 zoned land west of Highway 101 in the vicinity of the SW Jetty Road/SW 32nd Street area to an R-3 zoning designation upon petition of property owners filed within one (1) year of adoption of this plan.

The petition should illustrate sufficient support by the property owners in that area of a desire to protect the existing neighborhood from potential conversion of existing residential uses to commercial uses that are allowed within the R-4 zone.

Policy 8: The City shall consider the street, pedestrian and bicycle designs contained in this plan and or the Appendix of the September 2005 Employment Lands and Conceptual Land Use Planning document when building or expanding transportation systems.

Implementation Measure 1. Leeks High Road shall not be used as a collector street for service to or from the Idaho Point area to or from the property added to the Urban Growth Boundary as identified in Exhibit 6 except that a connection with Leeks High Road and the property added to the Urban Growth Boundary for the purposes of emergency access for vehicles should be required to be maintained as part of the approval of a master plan for that area.

Policy 9: The following general urban design goals should be considered and encouraged for use within the South Beach Neighborhood Land Use Plan area for new and infill development where appropriate:

A. Key Characteristics of Land Use:
- Compact development patterns
- Mix of uses including education, cultural, retail, tourist commercial, services lodging, residential, office and certain light industrial uses
- May be tourist-oriented commercial, retail and services, or emphasize a residential character with high density housing or lodging fronting on the corridor
- Many businesses serve the local neighborhoods and tourists, but some may draw from a wider area
- Transitions to lower-density development closer to surrounding single-family neighborhoods
- Reductions in impervious surfaces that would otherwise be created from new development through landscaping and wetland enhancement to help manage storm water and to create attractive development and open space

B. Key Characteristics of Buildings:
- New buildings oriented to the street
- Three-to-four story mixed use buildings
- Buildings generally have neighborhood serving retail and services on the ground floor with lodging, offices or housing in the upper stories
- Buildings along Highway 101 have windows on ground floor and can be three to five stories

C. Key Characteristics of Transportation and Parking:

- Provides alternatives for local travel within the South Beach neighborhood other than Highway 101
- Direct pedestrian connections to/from Oregon Coast Aquarium, visitor oriented attractions, South Beach State Park, and residential neighborhoods
- Potential future regional transit service, local circulator and/or water transportation, i.e. water taxis
- Parking requirements are lower (more walking, biking trips, potential transit trips)
- Structured or "tuck-under" parking is preferred, surface parking is located to the side or rear of buildings
- Adequately serves automobile traffic
- Improved pedestrian and bicycle facilities connecting various uses
- Creation of a direct and distinctive hike/bike gateway to South Beach State Park from Highway 101 near SW 35th Street

F. SUMMARY OF RECOMMENDED TSP AMENDMENTS

To implement the roadway system as recommended, revisions will be required to the Newport Transportation System Plan (TSP).

Some of the recommended roadway improvements are consistent with the current TSP. Widening of US 101 to four lanes from the Yaquina Bay Bridge to 50th and the identification of future capacity deficiencies on the Yaquina Bay Bridge are in the TSP. Also, the proposed connection of Ferry Slip and Ash to form a continuous street from 32nd to 40th on the east side of US 101, and the proposed connection from 40th to 32nd on the west side of US 101, are supportive of the TSP recommendations for access management on US 101, as is the recommendation that the primary access to the area southeast of the intersection of US 101 and SE 50th Street be from 50th.

Several of the proposed roadway improvements are additions or revisions to the TSP:

- It is recommended that the proposed loop roadway through the area added to the UGB be classified as an arterial but designed as a parkway. A connection to the Henderson Creek portion of the area added to the UGB should be classified as a collector.
- Ferry Slip Road is presently classified as an arterial. With completion of a continuous street incorporating Ferry Slip and Ash, it is recommended that the entire street be classified as a collector, but with bicycle facilities. The function of the street will be to provide a connection to US 101 at each end but to also provide access to adjacent land uses. This would include closure of the current connection of Ferry Slip to US 101.

- The current TSP includes combining the present South Beach State Park access with the park management headquarters access. If relocation of the park access to 50th is feasible, this revision should be made to the TSP.
- A connecting street on the west side of US 101 from 32nd (Anchor Way) to 50th should be added as a collector with bicycle facilities.
- Traffic signals should be installed on US 101 at 40th and at 50th when signal warrants are met.

G. Summary of Public Facility Plan Amendments

The additional development land proposed for the South Beach area will necessitate the construction of the afore mentioned water, sanitary and storm system improvements. The following capital improvements and associated costs are adopted to facilitate the proposed land use changes and development recommended in the South Beach Land Use Plan.

Table 34
WATER SYSTEM IMPROVEMENTS

Phase 1 Projects		
Project No.	**Project**	**Est. Cost**
1	King Ridge 1.0 MG Reservoir (EL 320')	$ 1,250,000
2	16" Water Main to New High Water Tank	$ 570,788
3	12" PVC Water Main Loop New Development	$ 902,860
4	12" Water Main Toward Idaho Point (105 acre Res.)	$ 360,133
5	King Ridge pump station, 350 gpm	$ 180,000
6	PRVs 2-12", 1-16"	$ 60,000
7	Newport Airport Water Main	$ 550,556
Total Phase 1		
Construction		**$3,323,781**
Contingency (20%)		$660,756
Engineering (18%)		$594,681
Administration (4%)		$132,151
Total Phase 1 Project Cost		**$4,691,369**
Phase 2 Projects		
Project No.	**Project**	**Est. Cost**
8	6" Water Main SW Coho	$ 44,550
9	8" Extension Ash Street to Elm Street (SE)	$ 125,250
10	12" Water Main Ferry Slip Road	$ 150,000
11	12" PVC Water Main Loop Highway 101	$ 293,450
12	Airport Residential Water Main	$ 636,000
13	PRVs 1-12", 1-8"	$ 40,000
Total Phase 2		
Construction		**$1,289,250**
Contingency (20%)		$257,850
Engineering (18%)		$232,065
Administration (4%)		$51,570
Total Phase 2 Project Cost		**$1,830,735**

* Included in the water main costs is the cost of miscellaneous fittings, connections to the existing system, surfacing, and fire hydrants every 250-ft.

Table 35
SANITARY SEWER SYSTEM IMPROVEMENTS

Phase 1 Projects

Project No.	Project	Est. Cost
1	8-inch & 12-inch PVC Sewer UGB Road	$1,056,000
2	8-inch PVC Sewer -From 105 acre Res.	$424,920
3	Manholes	$148,974

Total Phase 1

Construction	**$1,629,894**
Contingency (20%)	$325,979
Engineering (18%)	$293,381
Administration (4%)	$65,196
Total Phase 1 Project Cost	**$2,314,449**

Phase 2 Projects

Project No.	Project	Est. Cost
4	10" PVC Sewer Main Idaho Point	$ 492,000
5	8" PVC SSFM Idaho Point	$ 285,000
6	Idaho Point Lift Station	$ 250,000
7	8" PVC Sewer Main Airport Residential	$ 499,200
8	6" PVC SSFM Airport Residential	$ 100,000
9	Airport Residential Lift Station	$ 250,000

Total Phase 2

Construction	**$1,876,200**
Contingency (20%)	$375,240
Engineering (18%)	$337,716
Administration (4%)	$75,048
Total Phase 2 Project Cost	**$2,664,204**

Table 36
STORM SEWER SYSTEM IMPROVEMENTS

SWMP Project #	Project Description	Estimated Cost
2	Culvert Replacement and Ditch Renovation (East of 35th Street	$80,000
2a	Hwy 101 crossing and redirection of drainage south to Basin 7	$1,500,000

D. Summary of Recommended Storm Water Regulations

The South Beach Neighborhood Plan proposes that the Public Facilities Plan be revised to incorporate additional storm water regulations and design standards for commercial and industrial development. These amendments are intended to preserve and enhance the natural and built environments in South Beach.

The proposed development should not alter natural drainage patterns or divert drainage from one existing drainage basin to another. Instead, runoff should be controlled through best management practices that promote infiltration and retention. Ideally peak runoff will be maintained near predevelopment levels and more common storms, such as storms generating less than 1-inch of rainfall in 24 hours will not increase runoff above predevelopment conditions.

The use of best management practices to mitigate the additional run-off resulting from development of natural areas is especially important since much of the proposed development in South Beach is on hillsides with steep slopes. Care must be taken to preserve adequate ground cover and natural vegetation especially in forested areas where clearing may result in erosion from the increased run-off. Regulations requiring that new developments manage storm water discharges to near pre condition levels are strongly recommended. These regulations will be critical to the success of hillside and hilltop developments.

Best management practices (BMPs) recommended in the EPA phase II rules include detention and retention for controlling both volume and quality of run-off. Although the City of Newport is not currently a regulated municipal storm water system, implementing appropriate measures for mitigating increased run off (a) assures compliance with Oregon's drainage law, (b) encourages a favorable attitude in the community toward proposed development, and (c) saves costs in terms of on-site and off-site storm water utilities.

Some recommended structural BMPs are:

- Vegetative BMPs such as constructed wetlands, swales, filter strips, and rain gardens;
- Infiltration BMPs such as basins, trenches, dry wells, sand filters, and porous pavement;
- Treatment controls such as separators, filtration devices, catch-basin inserts, and skimmers

Designing for drainage mitigation may include: skinny streets, open spaces, traffic calming measures to enhance storm water infiltration, and the use of ditches and swales as a preference to hard piped curb and gutter streets.