

# SUBSTANTIAL AMENDMENT FIVE TO THE SOUTH BEACH URBAN RENEWAL PLAN

*Prepared for:*

**City of Newport**  
169 SW Coast Highway  
Newport, Oregon 97365

September, 2008

Adopted by Ordinance No. 1972 by the Newport City Council on February 2, 2009.

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The City of Newport has two urban renewal districts; one of each on the north and south sides of Yaquina Bay. Urban renewal has played a vital role in the improvement and redevelopment of the City north of the Bay and in the development of South Beach, especially the Aquarium and Wastewater Treatment Plant.

In 2004/05, the City prepared the Employment Lands and Conceptual Land Use Planning Project for the South Beach Neighborhood. The plan proposed major changes to the Comprehensive Plan including the addition of 223 acres to the Urban Growth Boundary, decreasing the amount of residential acres and increasing the land areas for new institutional, commercial and industrial uses. In addition, improvements to the automobile and pedestrian circulation system and utility systems were also proposed. This plan in addition to a Storm Water Master Plan and draft Transportation System Plan update provide the planning and implementation framework for South Beach. All of the projects identified in these plans will require substantial public dollars to accomplish. The urban renewal agency can best facilitate the design and construction of the urban projects proposed in this Fifth South Beach Urban Renewal Plan Amendment.

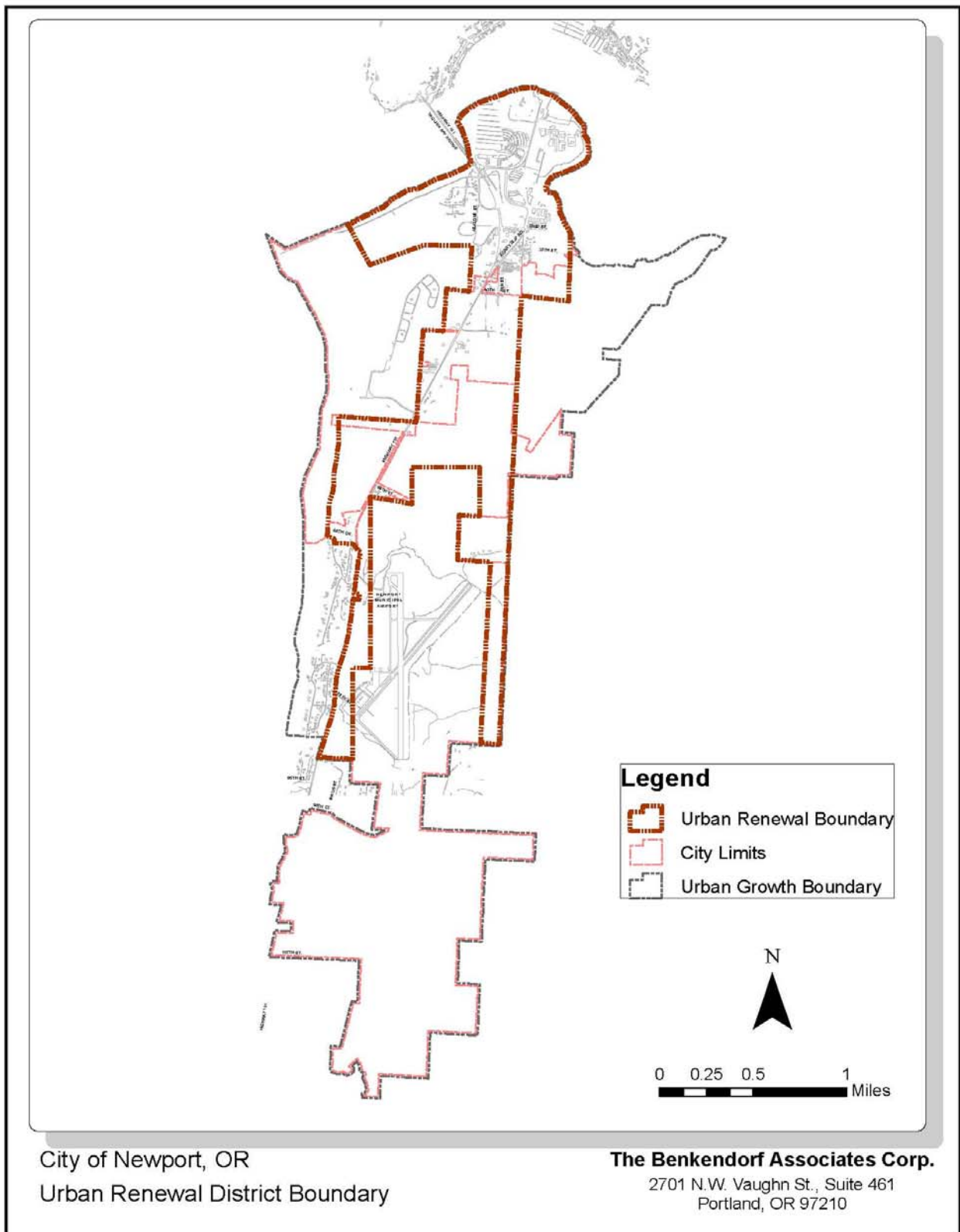
#### A. EXISTING SOUTH BEACH URBAN RENEWAL PLAN AND REPORT

The South Beach Urban Renewal Plan was adopted on September 12, 1983. The Plan was intended to serve as an implementation vehicle for the South Beach neighborhood. South Beach was included in the City's Urban Growth Boundary (UGB) as a part of the Newport Comprehensive Plan which was adopted in 1980. The UGB was drawn "to encompass those areas suitable for urban growth, where full urban services and facilities can be efficiently provided to facilitate orderly urban expansion."

The Plan included specific objectives relative to:

- Preserving forest, water, wildlife and other natural resources
- Identifying sites for public uses such as the OSU Marine Science Center
- Completing a Port facilitated marine recreation area
- Encouraging marine oriented activities on the northern Shorelands
- Assuring the development of complementary uses adjacent to the Airport
- Planning new sewer, water and transportation capacity and





City of Newport, OR  
 Urban Renewal District Boundary

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**Amendment III (Minor)**     Newport Urban Renewal Agency  
September 11, 1991

Proposes to finance the Plan through tax increment financing and that no bonded indebtedness shall be issued after December 31 2010. Defines Substantial Amendment as equivalent to a Major Amendment and defines Minor Amendments.

**Amendment 4**     Newport Urban Renewal Agency May 13, 1998  
Lincoln County Commission     April 29, 1998

Established a maximum level of indebtedness in the amount of \$38,750,000 and selected Option "One" for the method to collect ad valorem property taxes.

**C. STATEMENT OF PURPOSE**

The purpose of the City of Newport's substantial amendment to the South Beach Urban Renewal Plan is to reduce or eliminate the blighted conditions in the district and extend the effective period of the plan from 2010 to 2020. The blighted conditions in the district include:

- Sub-Standard street improvements, rights of way and traffic signalization and management.
- Incomplete pedestrian/bicycle circulation systems and Tsunami evacuation routes.
- Inadequate water storage capacity and distribution lines.
- Under sized or absent sanitary sewer collection service lines.
- Incomplete winter storm water management systems
- Inadequate neighborhood recreation facilities and open space.

The proposed projects identified in Section II of the Plan have been specifically selected to eliminate or mitigate the blighting conditions noted.

**D. EFFECTIVE PERIOD OF THE PLAN AND AMENDMENT**

The third amendment to the Urban Renewal Plan established December 31, 2010 as the date after which no bonded indebtedness shall be issued.

If the projects identified in this amendment, and any additional projects which may be added to the Plan are completed earlier, and all indebtedness is paid, the Agency will take action to terminate the Plan.

## II. OUTLINE OF PROJECT AND REDEVELOPMENT ACTIVITIES

### A. TYPES OF PROJECTS

The projects proposed as a part of this Amendment are planned to encourage new and redevelopment of commercial, industrial and residential property. In order to achieve this objective, the following categories of projects have been identified through several detailed land use and transportation plans, utility master plans, and the public involvement process utilized to prepare this Amendment.

- Streets, bicycle facilities, sidewalks and rights of way acquisition
- Utilities including: water distribution and supply, sanitary sewer lines, storm water management and electric power lines.
- Acquisition of open space and development of recreational facilities, trails and tsunami evacuation routes.
- Specific programs to encourage private investment such as pedestrian oriented commercial streets, improvements to public rights of way such as landscaping, signage and interpretive markers and public rights of way improvements such as paving, sidewalks, landscaping and lighting on residential streets.

These improvements may occur within public rights of way, easements or on public property. The Newport Urban Renewal Agency will work with public and private utilities and property owners and developers to make the necessary modifications and adjustments to implement the objectives of this plan Amendment.

### B. URBAN RENEWAL PROJECTS

The following is a summary of the projects which are listed in detail by phase in the Urban Renewal Report. The types of projects include:

- Public Rights of Way including streets, bicycle facilities, sidewalks and acquisition of public rights of way or easements. These projects have been designed to improve north/south vehicular and pedestrian circulation east and west of Highway 101 and to improve access and egress to the highway. Several projects are designed to improve the overall qualities of specific commercial and residential streets.
- Utility projects have been identified and coordinated with the proposed street improvements. Several projects are related to providing water and sanitary service to properties adjacent to or in close proximity to Highway 101. New sanitary sewer collection lines

are proposed for the Henderson Creek and Airport locations within the district.

Two improvements are proposed to facilitate water pressure and supply and include a new under-crossing of Yaquina Bay and construction of the King Ridge Water Reservoir.

- In order to improve the quality of the residential and commercial environment, new neighborhood park acquisition and development, open space acquisition, street trees, street furniture and landscaping are proposed. Additional trails and identification and improvements to tsunami evacuation routes will be constructed in association with the open space and natural amenities such as wetlands of South Beach. A gateway structure, interpretive signage and attendant pedestrian, bicycle circulation and landscaping at the south side of the bridge is also proposed.
- A wetland mitigation/banking program is proposed to identify opportunities for the acquisition of wetland mitigation credits to facilitate future projects that may have adverse impacts on wetlands and that require mitigation. The program may be used to help acquire, conserve and enhance existing wetland systems that could be restored to a high quality in areas where the wetland system is degraded and conservation of those wetlands is important and the restoration or enhancement of those wetlands could generate wetland mitigation credits.
- Strategic acquisition of specific properties to facilitate economic development, provide complimentary community facilities and incentives for developers to provide affordable housing is proposed. An example of a complimentary community facility is the proposed aquatic center that may be located in the South Beach Urban Renewal District. As noted below, a minor plan amendment will be required following the identification of the parcel to be acquired for these purposes.

## C. ACQUISITION AND DISPOSITION OF REAL PROPERTY

### 1. ACQUISITION

The Urban Renewal Agency may acquire key parcels of land in the Renewal Area in order to develop and expand public rights of way, create parks and open space or to encourage the redevelopment or reuse of commercial or industrial properties. The first Amendment to the South Beach Urban Renewal Plan in April 1987, and adopted

by the agency, provided for the acquisition of property. “Plan requires amendment to permit acquisition of property other than roads and utilities or relocation of residences or businesses.”

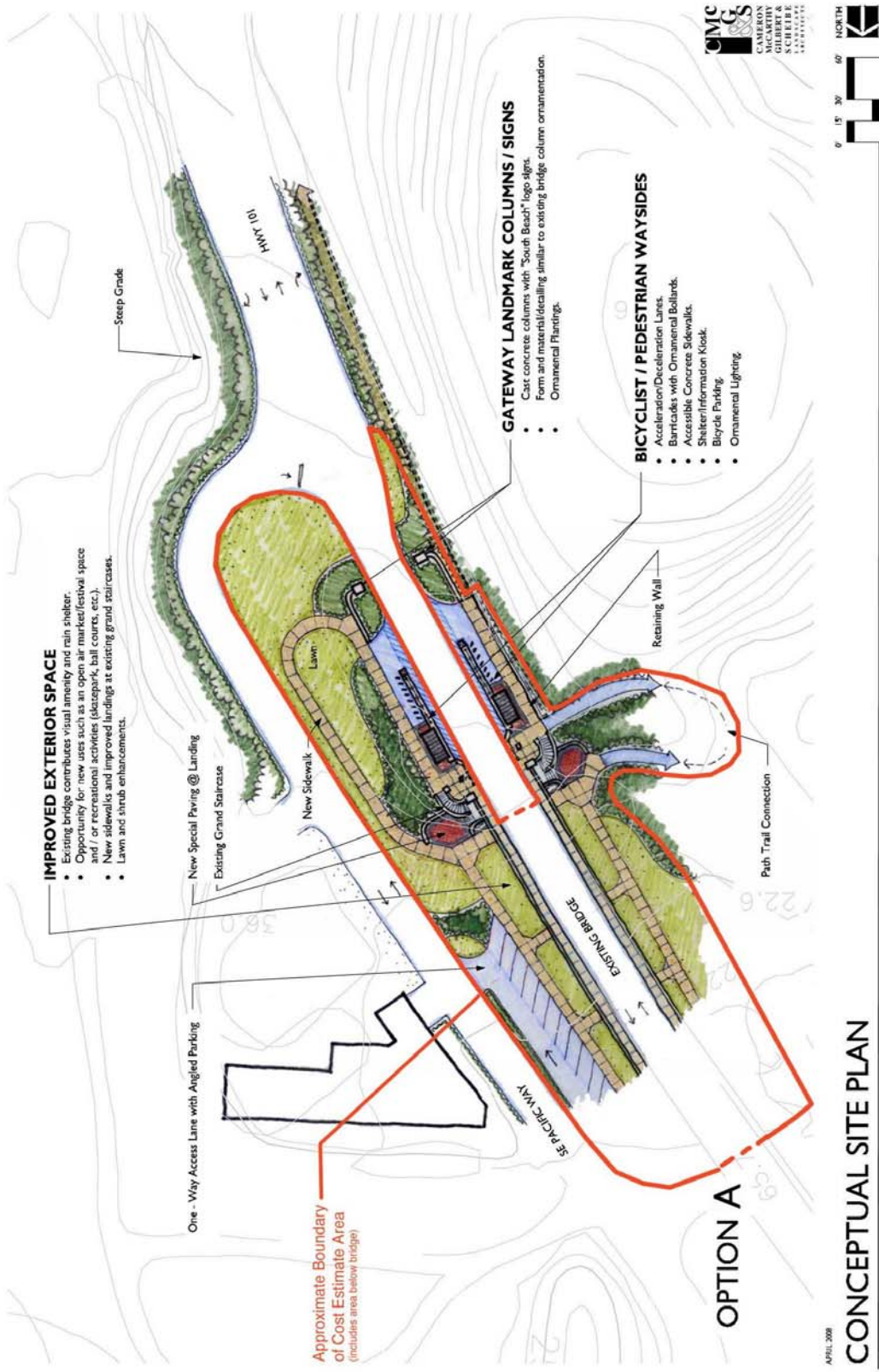
Land Acquisition for Public Improvements and Facilities – The agency may acquire real property for public improvements and facilities authorized in the Plan by any legal means, including eminent domain, without amendment of the Plan.

Land Acquisition for Private Redevelopment – The agency may acquire real property by willing conveyance or by any other means including eminent domain, for redevelopment by private parties only after adoption of a Minor Amendment of the Plan identifying the property. Such amendment shall include the anticipated disposition of the property, whether by retention or resale together with an estimated time schedule for such acquisition and disposition.

## 2. DISPOSITION

The Agency may make land in the redevelopment area available to private developers or to public bodies at a value determined by the Agency to be its fair reuse value in order that it may be developed for the purposes specified in the Newport Urban Renewal Plan Amendment Five, and in accordance with applicable City zoning and code requirements. Real property may be conveyed by the Agency to the City or other public bodies without charge.

The Agency shall reserve such powers and controls in the disposition and development documents, as may be necessary, to prevent transfer, retention, or use of the property for speculative purposes, and to ensure that development is carried out pursuant to the Newport Urban Renewal Plan.



- IMPROVED EXTERIOR SPACE**
- Existing bridge contributes visual amenity and rain shelter.
  - Opportunity for new uses such as an open air market/festival space and / or recreational activities (skatepark, ball courts, etc.).
  - New sidewalks and improved landings at existing grand staircases.
  - Lawn and shrub enhancements.

- GATEWAY LANDMARK COLUMNS / SIGNS**
- Cast concrete columns with "South Beach" logo signs.
  - Form and material/detailing similar to existing bridge column ornamentation.
  - Ornamental Plantings.

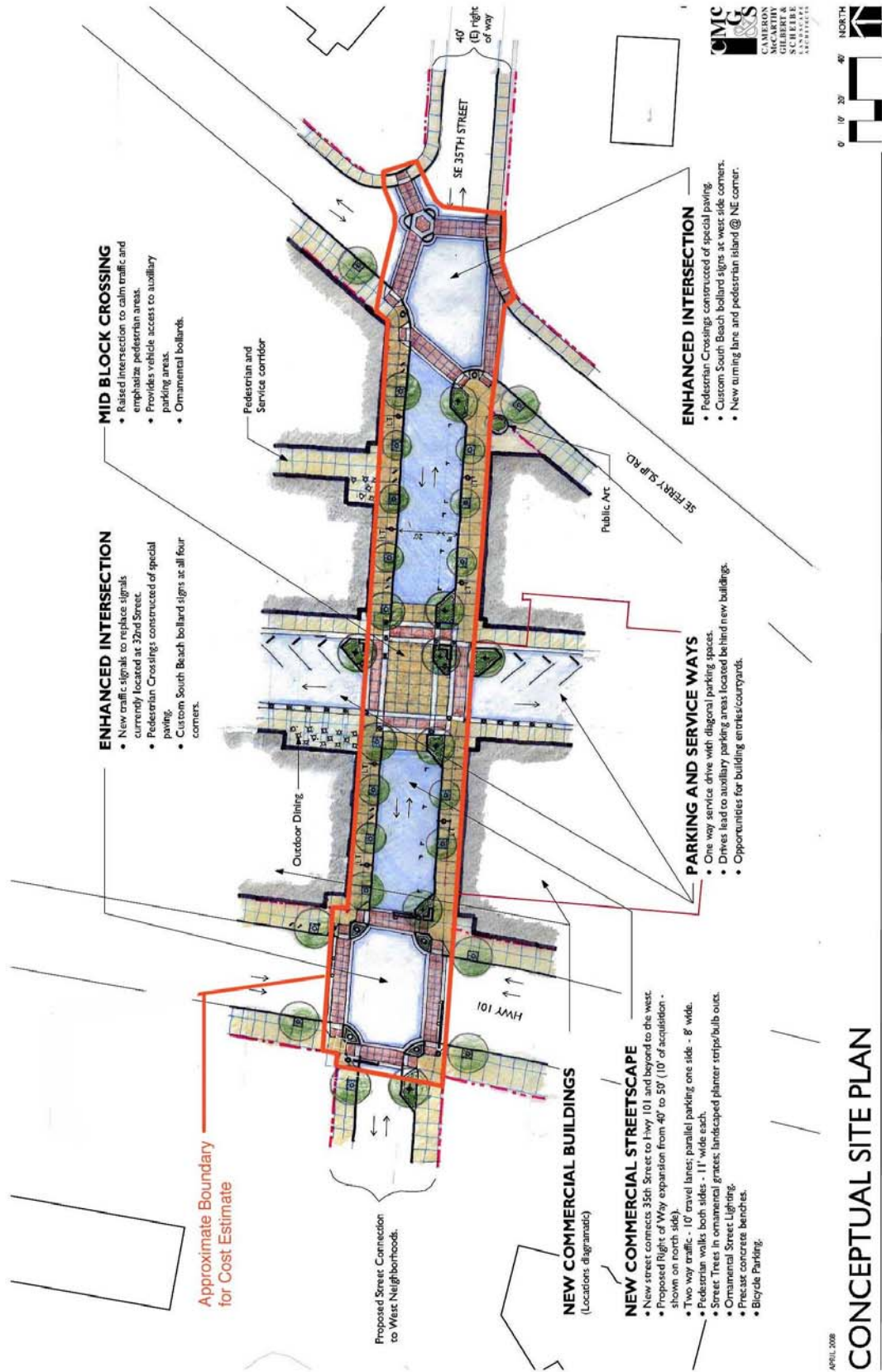
- BICYCLIST / PEDESTRIAN WAYSIDES**
- Acceleration/Deceleration Lanes.
  - Barricades with Ornamental Bollards.
  - Accessible Concrete Sidewalks.
  - Shelter/Information Kiosk.
  - Bicycle Parking.
  - Ornamental Lighting.

Approximate Boundary of Cost Estimate Area (includes area below bridge)

OPTION A

APRIL 2008  
**CONCEPTUAL SITE PLAN**  
 NEWPORT SOUTH BEACH - URBAN RENEWAL PLAN AMENDMENT





**MID BLOCK CROSSING**

- Raised intersection to calm traffic and emphasize pedestrian areas.
- Provides vehicle access to auxiliary parking areas.
- Ornamental bollards.

**ENHANCED INTERSECTION**

- New traffic signals to replace signals currently located at 32nd Street.
- Pedestrian Crossings constructed of special paving.
- Custom South Beach bollard signs at all four corners.

Approximate Boundary for Cost Estimate

Proposed Street Connection to West Neighborhood.

**NEW COMMERCIAL BUILDINGS**  
(Locations diagrammatic)

**NEW COMMERCIAL STREETScape**

- New street connects 35th Street to Hwy 101 and beyond to the west.
- Proposed Right of Way expansion from 40' to 50' (10' of acquisition shown on north side).
- Two way traffic - 10' travel lanes; parallel parking one side - 8' wide.
- Pedestrian walks both sides - 11' wide each.
- Street Trees in ornamental grasses; landscaped planter strips/bulb outs.
- Ornamental Street Lighting.
- Precast concrete benches.
- Bicycle Parking.

**PARKING AND SERVICE WAYS**

- One way service drive with diagonal parking spaces.
- Drives lead to auxiliary parking areas located behind new buildings.
- Opportunities for building entries/courtyards.

**ENHANCED INTERSECTION**

- Pedestrian Crossings constructed of special paving.
- Custom South Beach bollard signs at west side corners.
- New turning lane and pedestrian island @ NE corner.

APRIL 2008

# CONCEPTUAL SITE PLAN

NEWPORT SOUTH BEACH - URBAN RENEWAL PLAN AMENDMENT





**RECENTLY IMPROVED STREETS**

- AC paved drive and parking
- Concrete curbs
- Curbside sidewalk

**STREET IMPROVEMENTS**

- Paved two-way roadway: 10' lanes, 8' parallel parking; = 28' wide street.
- Green Street - vegetated bioswales where space and topography allow.
- 6" curbside concrete sidewalk (located on most visible side).
- Striped street crossings.
- Ornamental pedestrian light poles @ sidewalk.
- Street signs with "South Beach" icon ornament.
- Large canopy street trees.



**CONCEPTUAL SITE PLAN**

NEWPORT SOUTH BEACH - URBAN RENEWAL PLAN AMENDMENT

APRIL 2008

#### A. GENERAL DESCRIPTION OF FINANCING METHODS

The Plan Amendment will be financed using tax increment revenues, state or federal grants, local improvement districts, reimbursement districts and systems development fees. Revenues obtained by the Agency will be used to pay or repay costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

#### B. SELF LIQUIDATION OF COSTS OF PROJECTS

The Plan Amendment may be financed, in whole or in part, by tax increment revenues allocated to the Agency as provided in ORS 457.420 through ORS 457.450. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the non segregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The Agency will use such revenues for the repayment of indebtedness issued to finance urban renewal projects. The maximum amount of indebtedness that may be issued or incurred under the Plan Amendment is \$38,750,000, assuming a debt-coverage ratio of 1.35. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

#### C. PRIOR INDEBTEDNESS

Any indebtedness already incurred by the Agency in connection with the existing Plan and prior planning efforts may be repaid from tax increment revenues from the Area when and if such funds are available. The debt service associated with the prior indebtedness has been accounted for in the financial analysis for this Plan Amendment.

#### D. DEBT MANAGEMENT

The Agency will not issue debt unless it reasonably projects that repayment of all outstanding debt will occur no later than June 30, 2027. The Agency therefore anticipates terminating the imposition of urban renewal taxes in FY 2026/2027.

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	D. LEGAL DESCRIPTIONS WITHDRAWING THE AIRPORT AND THE STATE PARK FROM THE URBAN RENEWAL DISTRICT	

A Supplemental Report was prepared and included as a part of establishing the South Beach Urban Renewal District in 1983. The report included an Environmental Assessment and a documentation of the physical, social and economic environment. The five tables in the report included:

- Estimated Capital Improvement Costs
- Assessed Valuation (Roll 1981-1982)
- Tax Code Area Consolidated Tax Rates
- Tax Received by Individual Taxing Districts
- New Construction Estimates

As referenced in the South Beach Urban Renewal Plan Amendment, new projects and their costs and a new financial analysis, including the impact of this Amendment on individual taxing districts, are described in the following Sections IV and V.

## II.

## CITIZEN PARTICIPATION

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The City of Newport appointed a South Beach Urban Renewal Plan Update Ad Hoc Advisory Committee to assist the agency with the preparation of Amendment Five to the Plan. The committee was convened in April, 2008 and conducted its last meeting in September, 2008. Residents and business owners in South Beach and other residents of the community also attended the committee meetings.

In addition, the City conducted a public meeting in June, 2008 to review the purpose of the Amendment, the types of projects planned to be implemented and the preliminary revenue forecasts. A questionnaire was distributed to those in attendance and 17 surveys were returned. Those surveys that identified a preference on the extension or sunset of the Plan, generally supported the extension of the plan. Of the projects receiving a level of support, the top three projects included Highway 101 improvements (including intersections), storm drainage improvements and neighborhood park/open space acquisition and development.

The committee members and the general public had additional opportunities to comment on the proposed Amendment at public hearings before the Planning Commission, Newport Urban Renewal Agency, Newport City Council and Lincoln County Board of Commissioners.

### III. RELATIONSHIP BETWEEN THE PROJECTS TO BE UNDERTAKEN WITH THE AMENDMENT AND THE EXISTING CONDITIONS IN THE AREA

The physical and economic conditions described in the original Environmental Assessment and the Supplemental Report have improved within the past twenty five (25) years. However, as noted in the Plan section of this Amendment, many areas remain deficient relative to vehicular and pedestrian circulation, utility services especially storm water management, and public recreation and open space.

The importance of ameliorating these conditions was supported by the Ad Hoc Committee and the public comment received by the Urban Renewal Agency.

## IV.

## PROJECT COSTS AND TIMING

### A. PROJECTS AND COST ESTIMATES

#### 1. Phase 1 – 2009/12

PUBLIC RIGHTS OF WAY	Cost Estimate	UR Portion
Streets		
▪ 40 <sup>th</sup> & 101 Intersection (Committed)	\$1,000,000*	\$500,000*
▪ Ash St. Design & Construct	500,000*	500,000*
▪ Coho/Brant Area – Plan and Design	100,000*	100,000*
▪ Coho/Brant Area – Construct	850,000	850,000
▪ SE 35 <sup>th</sup> & Ferry Slip Road	464,000	390,000
Sidewalks		
▪ OSU Dr. to Marine Science Center	100,000*	100,000*
Acquisition/Development		
▪ TSP Projects - right of way	500,000	500,000
UTILITIES		
Water		
▪ Hwy 101 – 40 <sup>th</sup> to 50 <sup>th</sup>	350,000*	350,000*
▪ Sanitary Sewer line-same ROW	300,000	300,000
PUBLIC AMENITIES		
▪ Neighborhood Park/Open Space Site Acquisition	500,000	500,000
ACQUISITION/DEVELOPMENT	0	0
COMMUNITY IMPROVEMENT PROGRAMS	0	0
SPECIAL PROJECT IDEAS		
▪ Wetland Mitigation/Bank	200,000	200,000
▪ Trails – easement acquisitions	100,000	100,000
▪ Tsunami Evacuation Route Improvements	100,000	100,000
<b>Total:</b>	<b>\$3,014,000</b>	<b>\$2,940,000</b>
<b>Revenue Estimate (7.1% growth)</b>		<b>\$2,940,000</b>

Note: \*Projects in 2008/09 Agency Budget not included in Total

## 2. Phase 2 – 2013/16

PUBLIC RIGHTS OF WAY	Cost Estimate	UR Portion
Streets		
▪ 35 <sup>th</sup> St. – 101 to Ferry Slip Road Commercial Street Prototype	\$750,000	\$750,000
▪ Anchor Way 35 <sup>th</sup> to 40 <sup>th</sup>	750,000	750,000
▪ 40 <sup>th</sup> & 101 Traffic Signal	506,000	506,000
Sidewalks		
▪ OSU Dr.(Abalone to Ferry Slip Rd)	67,500	67,500
▪ Ferry Slip Rd (29 <sup>th</sup> to SE OSU Dr.)	91,000	91,000
Acquisition/Development		
* TSP Projects - right of way	250,000	250,000
Existing Street/ROW improvements including: paving, storm water, pedestrian/bicycle paths and landscaping		
	350,000	350,000
UTILITIES		
Sewer		
▪ 101 Gravity line south to Airport	1,000,000	1,000,000
Utility Lines		
▪ Bury existing/new lines underground	300,000	300,000
PUBLIC AMENITIES		
▪ Neighborhood Park Development	350,000	350,000
▪ Neighborhood Park/Open Space Acquisition	200,000	200,000
ACQUISITION/DEVELOPMENT		
▪ Strategic Site Acquisition for Re-Use	250,000	250,000
▪ Site Prep for Re-Use	100,000	100,000
▪ Strategic Site Acquisition for Economic Development, Community Facilities and Affordable Housing	500,000	500,000
SPECIAL PROJECT IDEAS		
▪ South Jetty Trail (\$150k State Parks)	300,000	150,000
▪ Tsunami Evacuation Route Improvements	100,000	100,000
▪ Wetland Mitigation/Bank	100,000	100,000
<b>Total:</b>	<b>\$5,964,500</b>	<b>\$5,814,500</b>
<b>Revenue Estimate (7.1% growth)</b>		<b>\$5,880,000</b>

### 3. Phase 3 – 2017/20

PUBLIC RIGHTS OF WAY	Cost Estimate	UR Portion
Streets		
▪ 50 <sup>th</sup> & 101 Intersection Improvements	\$1,450,000	\$1,450,000
Sidewalks		
▪ Abalone St. (OSU Dr. to 101)	100,000	100,000
▪ 35 <sup>th</sup> St. (Ferry Slip to Estuary turn)	337,500	200,000
Acquisition/Development	250,000	250,000
TSP Projects right-of-way		
Existing Street/ROW improvements including: paving, storm water, pedestrian/bicycle paths and landscaping	3,000,000	3,000,000
UTILITIES		
Water		
▪ 12" Bay Under-crossing Pipeline	995,000	795,000
▪ King Ridge Reservoir (15% of Cost)	196,200	196,200
Sewer		
▪ Henderson Creek Piping	280,000	280,000
▪ Henderson Creek Lift Station	323,000	323,000
Storm		
▪ Project 5a – Redirect Drainage	1,480,000	1,480,000
Utility Lines		
▪ Bury existing/new lines underground	200,000	200,000
PUBLIC AMENITIES		
Landscape		
▪ Street Tree and Public Open Space Planting	100,000	100,000
▪ Street Furniture	50,000	50,000
Gateway to South Beach	700,000	100,000
Neighborhood Park/Open Space Acquisition	200,000	200,000
ACQUISITION/DEVELOPMENT	0	0
COMMUNITY IMPROVEMENT PROGRAMS		
▪ Fund Storefront Facade Loan/Grant Program	100,000	100,000
SPECIAL PROJECT IDEAS		
▪ Trails – Acquire and Develop	300,000	300,000
▪ Tsunami Evacuation Route Improvements	200,000	200,000
▪ Wetland Mitigation/Bank	100,000	100,000
<b>Total:</b>	<b>\$10,361,700</b>	<b>\$9,424,200</b>
<b>Revenue Estimate (7.1% growth)</b>		<b>\$9,500,000</b>
<b>Grand Total for Phases 1 through 3 Projects</b>	<b>\$19,340,200</b>	<b>\$18,178,700</b>

## **B. ESTIMATED COMPLETION DATE**

The projects planned to be accomplished within the next twelve years are expected to be awarded no later than December 31, 2020 and completed in a timely manner. The projects are divided in to three phases. The agency may adjust the design and construction of specific projects depending on the needs of the community and the urban renewal district as a whole.

- Phase 1      2009-2012
- Phase 2      2013-2016
- Phase 3      2017-2020

The three phases will enable the agency to plan and implement the financial plan in Section V.

### A. ANTICIPATED TAX INCREMENT FUNDS

As stated in Oregon Revised Statutes Chapter 457 (ORS 457), tax increment funds are anticipated from growth in assessed value within the Area over the course of the Plan. Growth in assessed value is projected to occur through appreciation in property values (“appreciation percentage”), limited to no more than three percent annually, and through changes in property that add value that is “excepted” from the three percent limit. Such “exception value” results from factors such as subdivision or rezoning of land and from construction of improvements.

Table V-1 shows the projections of growth in tax increment funds. The table shows total expected tax increment revenue. The projections are based on reasonable expectations of near-term future development and have been prepared utilizing conservative assumptions about residential and commercial development that are likely to occur in the South Beach Urban Renewal District. The projections assume average annual growth of 7.1%, the average growth rate in the SB-URD from 1983 to 2008. The growth rate assumes a temporary 75% reduction due to the current residential development slowdown. The projections also assume a tax collection rate of 94.2%.

**Table V-1:  
Urban Renewal Area Tax Increment Revenue Estimates**

Plan Year	URD Incremental Revenue
2009-10	\$1,760,676
2010-11	\$1,857,040
2011-12	\$1,988,139
2012-13	\$1,971,358
2013-14	\$2,110,528
2014-15	\$2,259,522
2015-16	\$2,419,034
2016-17	\$2,589,807
2017-18	\$2,772,636
2018-19	\$2,968,372
2019-20	\$2,963,119
2020-21	\$3,172,303
2021-22	\$3,396,253
2022-23	\$3,636,014
2023-24	\$3,892,701
2024-25	\$4,167,508
2025-26	\$4,461,716
2026-27	\$4,776,694

Source: Lincoln County Assessor's Office and Johnson Gardner.

Unlike many urban renewal districts in Oregon, the SB-URD geographically spans six distinct property tax codes rather than one. For instance, the vast majority of assessed value in the District is within City of Newport jurisdiction (85%), but that portion only represents two of the six tax codes and combinations of local public service providers. Therefore, there are six different Measure 50 SB-URD tax code rates and six different projected assessed values. The tax increment projections are based on the combined value of the property tax codes and applicable tax rates for each affected taxing jurisdiction.

**B. ESTIMATED AMOUNT OF MONEY REQUIRED UNDER ORS 457**

Extending the SB-URD Plan will expand the District's borrowing capacity. Total expected increment revenue that is not committed to previous incurred debt, through 2027, is \$41,647,319. This revenue will be used to repay indebtedness incurred to finance the projects in this Plan Amendment. Table V-2 below shows expected increment revenue and debt service schedule for the Plan Amendment.

**Table V-2:  
Projected Revenues, Debt Service and Other Expenditures**

Plan Year	URD		Remaining Uncommitted Revenue		Remaining Uncommitted Revenue		Remaining Uncommitted Revenue		Remaining Uncommitted Revenue
	Incremental Revenue 1/	Existing Debt 2/	(Annual Revenue)	Phase I Debt Service	(Annual Rev. + Ending Balance)	Phase II Debt Service	(Annual Rev. + Ending Balance)	Phase III Debt Service	(Annual Rev. + Ending Balance)
2009-10	\$1,760,676	\$1,294,408	\$466,267		\$466,267		\$466,267		\$466,267
2010-11	\$1,857,040	\$1,272,642	\$584,398	\$400,000	\$650,665		\$650,665		\$650,665
2011-12	\$1,988,139	\$1,253,790	\$734,349	\$400,000	\$985,014		\$985,014		\$985,014
2012-13	\$1,971,358	\$1,249,608	\$721,750	\$400,000	\$1,306,764		\$1,306,764		\$1,306,764
2013-14	\$2,110,528	\$1,253,135	\$857,393	\$400,000	\$1,764,157	\$800,000	\$964,157		\$964,157
2014-15	\$2,259,522	\$1,251,869	\$1,007,653	\$400,000	\$2,371,809	\$800,000	\$771,809		\$771,809
2015-16	\$2,419,034	\$1,243,042	\$1,175,992	\$400,000	\$3,147,801	\$800,000	\$747,801		\$747,801
2016-17	\$2,589,807	\$976,587	\$1,613,220	\$400,000	\$4,361,021	\$800,000	\$1,161,021		\$1,161,021
2017-18	\$2,772,636	\$785,648	\$1,986,988	\$400,000	\$5,948,010	\$800,000	\$1,948,010	\$1,300,000	\$648,010
2018-19	\$2,968,372	\$467,685	\$2,500,687	\$400,000	\$8,048,697	\$800,000	\$3,248,697	\$1,300,000	\$648,697
2019-20	\$2,963,119	\$467,685	\$2,495,434	\$400,000	\$10,144,131	\$800,000	\$4,544,131	\$1,300,000	\$644,131
2020-21	\$3,172,303	\$0	\$3,172,303		\$13,316,434	\$800,000	\$6,916,434	\$1,300,000	\$1,716,434
2021-22	\$3,396,253	\$0	\$3,396,253		\$16,712,687	\$800,000	\$9,512,687	\$1,300,000	\$3,012,687
2022-23	\$3,636,014	\$0	\$3,636,014		\$20,348,701	\$800,000	\$12,348,701	\$1,300,000	\$4,548,701
2023-24	\$3,892,701	\$0	\$3,892,701		\$24,241,402		\$16,241,402	\$1,300,000	\$7,141,402
2024-25	\$4,167,508	\$0	\$4,167,508		\$28,408,910		\$20,408,910	\$1,300,000	\$10,008,910
2025-26	\$4,461,716	\$0	\$4,461,716		\$32,870,626		\$24,870,626	\$1,300,000	\$13,170,626
2026-27	\$4,776,694	\$0	\$4,776,694		\$37,647,319		\$29,647,319	\$1,300,000	\$16,647,319
Term of Loan (Years)				10		10		10	
Total Amount Borrowed				\$2,944,035		\$5,888,070		\$9,568,113	

Notes: 1/ Incremental revenue based on total projected tax revenue multiplied by 94.2% average collection rate.

2/ Existing debt provided by City of Newport.

Source: Lincoln County Assessor's Office, City of Newport, and Johnson Gardner.

### C. ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table V-2 shows the anticipated schedule debt payment for existing debt and the Plan Amendment. All debts are scheduled to be retired by year 2027.

### D. PROJECTED REVENUES AND EXPENDITURES

Table V-2 shows the annual anticipated revenues and expenditures for the Plan Amendment. The revenues result from tax increment revenue that is not already committed to financing existing debt. Total debt service for existing debt totals to \$11,516,100. Expenditures are based on potential debt schedules to finance the projects described in Section VII of this Plan Amendment. The total project costs and the Plan's share of those costs are also shown in Section VII. Revenues other than tax increment revenues have not been estimated for purposes of conservative plan revenue estimates.

## E. STATEMENT OF FISCAL IMPACT ON OTHER JURISDICTIONS UNDER ORS 457.420-457.440

The use of tax increment financing creates a fiscal impact on the taxing districts (e.g. the City, the County, the Community College) that levy taxes within the Area. This impact consists of those districts foregoing the taxes that would have been levied on the increase in assessed value within the Area while tax increment financing is in effect.

In order to project these impacts, it is necessary to estimate the growth in assessed value that would have occurred without the Plan. The Plan's projects are anticipated to create assessed value growth that would not occur but for the Plan. Therefore the taxes that are foregone are those resulting from projected development without the public improvements developed under the Plan.

Table V-3 shows the revenues foregone by the affected taxing districts, through 2027. The revenues foregone by the taxing districts equal their permanent tax rates times the projected incremental assessed value, plus the tax rates associated with general obligation bonds approved by voters before October 2001 times the bonding district's incremental assessed value. Note that the property tax revenues foregone by the Lincoln County School District do not result in revenue losses to the School District because of the system of state funding of K-12 education. The impacts are shown to illustrate what they would be if the school funding system is materially changed and property tax revenues become directly relevant.

The tax increment revenues terminate after 2027, and the additional revenues that are available to these taxing districts are projected to repay the districts for revenues foregone during the Plan.

**Table V-3:  
Projected Property Tax Revenues Foregone**

Plan Year	Foregone Revenue by Taxing District												Total Increment
	City of Newport	Lincoln County School	Lincoln County	Newport RFPD	Pacific Communities Hospital	Lincoln County Library	Oregon Coast Community College	Lincoln County Transportation	Lincoln County Extension	Linn-Benton-Lincoln ESD	Port of Newport	Water-Seal Rock	
2009-10	\$689,466	\$608,190	\$320,051	\$12,891	\$39,227	\$3,329	\$19,013	\$10,540	\$4,880	\$32,994	\$17,812	\$2,281	\$1,760,676
2010-11	\$738,139	\$651,126	\$326,727	\$13,801	\$41,997	\$3,564	\$20,355	\$11,284	\$5,225	\$35,323	\$7,055	\$2,442	\$1,857,040
2011-12	\$790,249	\$697,093	\$349,793	\$14,776	\$44,961	\$3,816	\$21,792	\$12,081	\$5,594	\$37,817	\$7,553	\$2,614	\$1,988,139
2012-13	\$783,328	\$651,879	\$374,487	\$15,819	\$48,135	\$4,085	\$23,331	\$12,933	\$5,989	\$40,487	\$8,087	\$2,799	\$1,971,358
2013-14	\$838,627	\$697,899	\$400,924	\$16,935	\$51,534	\$4,374	\$24,978	\$13,847	\$6,411	\$43,345	\$8,658	\$2,997	\$2,110,528
2014-15	\$897,831	\$747,168	\$429,227	\$18,131	\$55,172	\$4,683	\$26,741	\$14,824	\$6,864	\$46,405	\$9,269	\$3,208	\$2,259,522
2015-16	\$961,214	\$799,914	\$459,529	\$19,411	\$59,066	\$5,013	\$28,629	\$15,871	\$7,349	\$49,681	\$9,923	\$3,435	\$2,419,034
2016-17	\$1,029,071	\$856,385	\$491,969	\$20,781	\$63,236	\$5,367	\$30,650	\$16,991	\$7,867	\$53,188	\$10,624	\$3,677	\$2,589,807
2017-18	\$1,101,719	\$916,842	\$526,700	\$22,248	\$67,700	\$5,746	\$32,814	\$18,190	\$8,423	\$56,943	\$11,374	\$3,937	\$2,772,636
2018-19	\$1,179,496	\$981,567	\$563,883	\$23,819	\$72,480	\$6,152	\$35,130	\$19,475	\$9,017	\$60,963	\$12,177	\$4,215	\$2,968,372
2019-20	\$1,047,956	\$1,050,861	\$603,691	\$25,500	\$77,597	\$6,586	\$37,610	\$20,849	\$9,654	\$65,267	\$13,036	\$4,512	\$2,963,119
2020-21	\$1,121,937	\$1,125,047	\$646,309	\$27,301	\$83,075	\$7,051	\$40,265	\$22,321	\$10,336	\$69,874	\$13,957	\$4,831	\$3,172,303
2021-22	\$1,201,141	\$1,204,471	\$691,935	\$29,228	\$88,939	\$7,548	\$43,108	\$23,897	\$11,065	\$74,807	\$14,942	\$5,172	\$3,396,253
2022-23	\$1,285,936	\$1,289,501	\$740,783	\$31,291	\$95,218	\$8,081	\$46,151	\$25,584	\$11,846	\$80,088	\$15,997	\$5,537	\$3,636,014
2023-24	\$1,376,718	\$1,380,534	\$793,079	\$33,500	\$101,940	\$8,652	\$49,409	\$27,390	\$12,683	\$85,742	\$17,126	\$5,928	\$3,892,701
2024-25	\$1,473,908	\$1,477,994	\$849,067	\$35,865	\$109,136	\$9,263	\$52,897	\$29,324	\$13,578	\$91,795	\$18,335	\$6,346	\$4,167,508
2025-26	\$1,577,959	\$1,582,334	\$909,007	\$38,397	\$116,841	\$9,917	\$56,632	\$31,394	\$14,537	\$98,275	\$19,629	\$6,794	\$4,461,716
2026-27	\$1,689,356	\$1,694,040	\$973,179	\$41,108	\$125,089	\$10,617	\$60,630	\$33,610	\$15,563	\$105,213	\$21,015	\$7,274	\$4,776,694
<b>Total Foregone Revenue Through 2027</b>	<b>\$19,784,051</b>	<b>\$18,412,844</b>	<b>\$10,450,340</b>	<b>\$440,803</b>	<b>\$1,341,344</b>	<b>\$113,843</b>	<b>\$650,136</b>	<b>\$360,405</b>	<b>\$166,882</b>	<b>\$1,128,209</b>	<b>\$236,567</b>	<b>\$77,996</b>	<b>\$53,163,419</b>

Notes: Foregone revenue calculate assumes a 94.2% collection rate by all taxing districts.

Although school district property tax revenues are foregone with urban renewal, there is no net loss to school funding, as established by current State of Oregon K-12 funding system.

Source: Lincoln County Assessor's Office and Johnson Gardner.

## F. IMPACTS ON TAXPAYERS

The extension of financing of the Plan will not change the SB-URD's impact on taxpayers. General obligation bonds approved by voters before October 2001 are subject to the division of tax. There are five such general obligation bonds in the SB-URD. They are all scheduled to retire by 2019, prior to the previously scheduled sunset of the SB-URD. These bonds will continue to be subject to the division of tax, regardless of any extension to the SB-URD plan.

Any general obligation bonds approved after October 2001 are not subject to the division of tax.

**A. PRELIMINARY COST ESTIMATES**

1. Gateway
2. Commercial Street
3. Residential Street

**B. CITY OF NEWPORT ORDINANCE NO. 1341 ADOPTING THE SOUTH BEACH URBAN RENEWAL PLAN**

**C. COUNTY OF LINCOLN RESOLUTION NO. 83-26-9 IN THE MATTER OF THE ADOPTION OF THE SOUTH BEACH URBAN RENEWAL PLAN**

**D. LEGAL DESCRIPTIONS WITHDRAWING THE AIRPORT AND THE STATE PARK FROM THE URBAN RENEWAL DISTRICT**

# PRELIMINARY COST ESTIMATE

## Newport South Beach - Gateway

### STATEMENT OF PROBABLE DIRECT CONSTRUCTION COSTS QUANTITIES FROM CONCEPTUAL DRAWINGS - APRIL 2008

ITEM	QUAN	UNIT	PRICE	COST	SUBTOTAL	TOTALS
<b>BID ITEMS</b>						
Temporary Traffic Control & Signs	1	allow	7500.00		\$7,500	
Tree Protection	1	allow	2000.00		\$2,000	
Erosion Control	1	allow	3000.00		\$3,000	
Grubbing, clearing & removal	1	allow	2500.00		\$2,500	
Excavate & Haul Material	2136	cy	14.00		\$29,908	
Pedestrian Lights	4	ea	4000.00		\$16,000	
Misc. Electrical Work (lighting)	1	allow	7500.00		\$7,500	
Crushed Aggregate Base Rock	720	cy	25.00		\$18,008	
Asphalt Pavement @ Wayside	75	ton	100.00		\$7,474	
Asphalt Pavement @ Parking Lot	125	ton	100.00		\$12,457	
Asphalt Pavement @ Paths	55	ton	125.00		\$6,872	
Concrete Curb (parking lot)	400	lf	18.00		\$7,200	
Concrete Curb (wayside barrier)	260	lf	20.00		\$5,200	
Pavement Markings & Signs	1	allow	5000.00		\$5,000	
Concrete Seat wall	120	ff	75.00		\$9,000	
Concrete Sidewalk	13200	sf	5.00		\$66,000	
Unit Paving (decorative)	1500	sf	14.00		\$21,000	
Block Wall (retaining)	275	ff	25.00		\$6,875	
Irrigation Supply and Control	1	allow	5000.00		\$5,000	
Irrigated Lawn (new and repaired)	34000	sf	1.50		\$51,000	
Irrigated Shrub Beds	5750	sf	6.00		\$34,500	
Trees	12	ea	350.00		\$4,200	
Bollards	22	ea	1400.00		\$30,800	
Bicycle Racks	16	ea	400.00		\$6,400	
Wayside Shelter/Information Kiosk	2	ea	20000.00		\$40,000	
Cast Concrete Gateway Columns	2	ea	25000.00		\$50,000	
Lighted Gateway Entry Signs	2	ea	5000.00		\$10,000	
<b>Subtotal (Direct Construction Costs)</b>					<b>\$450,393</b>	
Conceptual Design Contingency (25% of Direct)					<b>\$112,598</b>	
Subtotal						<b>\$562,992</b>
Indirect Construction Costs (25% of Direct)**						<b>\$140,748</b>
<b>Total Construction Costs (Contractor's Bid Amount)</b>						<b>\$703,740</b>

\*\* Indirect Construction Costs include Contractor's general requirements, bonds & insurance, overhead & profit, inflation, etc.

Cost estimate does not include the following utilities: storm sewer, sanitary sewer, water, gas or communications.

Cost estimate does not include Owner's soft costs for surveys, administration of the project, A/E fees, contingencies, or inflation.

# PRELIMINARY COST ESTIMATE

## Newport South Beach - Commercial Street

STATEMENT OF PROBABLE DIRECT CONSTRUCTION COSTS  
 QUANTITIES FROM CONCEPTUAL DRAWINGS - APRIL 2008

ITEM	QUAN	UNIT	PRICE	COST	SUBTOTAL	TOTALS
<b>BID ITEMS</b>						
Temporary Traffic Control & Signs	1	allow	15000.00		\$15,000	
Erosion Control	1	allow	2500.00		\$2,500	
Excavate & Haul Material	978	cy	14.00		\$13,692	
Pedestrian Lights	7	ea	4000.00		\$28,000	
Misc. Electrical Work (lighting)	1	allow	10000.00		\$10,000	
Relocate (4) Traffic Signals	1	allow	40000.00		\$40,000	
Crushed Aggregate Base Rock	1128	cy	25.00		\$28,198	
Asphalt Pavement @ Street	511	ton	85.00		\$43,422	
Standard Concrete curb & gutter	750	lf	22.00		\$16,500	
Pavement Markings & Signs	1	allow	7500.00		\$7,500	
Concrete Seat wall	60	ff	75.00		\$4,500	
Concrete Sidewalk	11300	sf	5.00		\$56,500	
Concrete Paving @ Street	2200	sf	8.00		\$17,600	
Concrete Paving @ Crosswalks	11325	sf	10.00		\$113,250	
ADA Unit Paving	300	sf	18.00		\$5,400	
Irrigation Supply and Control	1	allow	5000.00		\$5,000	
Irrigated Shrub Beds	2000	sf	8.00		\$16,000	
Street Trees	20	ea	350.00		\$7,000	
Tree Grate and Frame	16	ea	1200.00		\$19,200	
Bollards	12	ea	1400.00		\$16,800	
Litter Receptacles	6	ea	800.00		\$4,800	
Bicycle Racks	8	ea	400.00		\$3,200	
Custom Bollard/Signs w/sculpture	6	ea	4000.00		\$24,000	
<b>Subtotal (Direct Construction Costs)</b>					<b>\$480,562</b>	
Conceptual Design Contingency (25% of Direct)					<b>\$120,141</b>	
Subtotal						<b>\$600,703</b>
Indirect Construction Costs (25% of Direct)**						<b>\$150,176</b>
<b>Total Construction Costs (Contractor's Bid Amount)</b>						<b>\$750,879</b>

\*\* Indirect Construction Costs include Contractor's general requirements, bonds & insurance, overhead & profit, inflation, etc.

Cost estimate does not include the following utilities: storm sewer, sanitary sewer, water, gas or communications.

Cost estimate does not include property acquisition to increase Right of Way width from 40' to 50' (shown) or 60' (preferred).

Cost estimate does not include Owner's soft costs for surveys, administration of the project, A/E fees, contingencies, etc.

# PRELIMINARY COST ESTIMATE

## Newport South Beach - Residential Street

STATEMENT OF PROBABLE DIRECT CONSTRUCTION COSTS  
 QUANTITIES FROM CONCEPTUAL DRAWINGS - APRIL 2008

ITEM	QUAN	UNIT	PRICE	COST	SUBTOTAL	TOTALS
<b>BID ITEMS</b>						
Temporary Traffic Control & Signs	1	allow	10000.00		\$10,000	
Tree Protection	1	allow	5000.00		\$5,000	
Erosion Control	1	allow	5000.00		\$5,000	
Grubbing, clearing & removal	1	allow	2500.00		\$2,500	
Excavate & Haul Material	1258	cy	14.00		\$17,609	
Pedestrian Lights	10	ea	4000.00		\$40,000	
Misc. Electrical Work (lighting)	1	allow	15000.00		\$15,000	
Crushed Aggregate Base Rock	1152	cy	25.00		\$28,796	
Asphalt Pavement @ Street	669	ton	85.00		\$56,871	
Standard Concrete curb & gutter	900	lf	22.00		\$19,800	
Pavement Markings & Signs	1	allow	4000.00		\$4,000	
Concrete Sidewalk	7300	sf	5.00		\$36,500	
Block Wall (retaining)	750	ff	25.00		\$18,750	
ADA Unit Paving	100	sf	18.00		\$1,800	
Lawn (new and repaired)	3500	sf	1.50		\$5,250	
Shrub bed (new and repaired)	10000	sf	3.50		\$35,000	
Landscape @ Stormwater Planters	3200	sf	6.00		\$19,200	
Street Trees	36	ea	300.00		\$10,800	
Custom Bollard/Signs w/sculpture	6	ea	4000.00		\$24,000	
<b>Subtotal (Direct Construction Costs)</b>					\$333,376	
Conceptual Design Contingency (25% of Direct)					\$83,344	
Subtotal						\$416,720
Indirect Construction Costs (25% of Direct)**						\$104,180
<b>Total Construction Costs (Contractor's Bid Amount)</b>						<b>\$520,900</b>

\*\* Indirect Construction Costs include Contractor's general requirements, bonds & insurance, overhead & profit, inflation, etc.

Cost estimate does not include the following utilities: storm sewer, sanitary sewer, water, gas or communications.

Cost estimate does not include Owner's soft costs for surveys, administration of the project, A/E fees, contingencies, etc.

CITY OF NEWPORT

ORDINANCE NO. 1341

AN ORDINANCE ADOPTING THE SOUTH  
BEACH URBAN RENEWAL PLAN

WHEREAS, the Newport Urban Renewal Agency, also known as the Newport Development Commission of the City of Newport, Oregon, hereinafter referred to as "Agency", has caused to be prepared and submitted to the Common Council of the City of Newport, Oregon, hereinafter referred to as "Council", for review and approval an Urban Renewal Plan, hereinafter referred to as "Plan", for the South Beach Urban Renewal Project, hereinafter referred to as "Project", for the Urban Renewal Area, hereinafter referred to as "Area", which is located within and without the City of Newport, Oregon, but entirely within the City's urban growth boundary, and such part of the area that is not within the city limits of the City of Newport is entirely within the County of Lincoln, Oregon, all of which area is more particularly bounded and described in Exhibit "A", attached hereto and by this reference made a part hereof; and

WHEREAS, said Plan is dated August 1982 and consists of text and exhibits, and

WHEREAS, the Planning Commission of the City of Newport, Oregon, has reviewed the Plan and has determined that the Plan for the Area does not conflict with any general plan for the development of the City of Newport, and more particularly the South Beach area, and has recommended that the Council approve said Plan; and

WHEREAS, the Council has duly considered the recommendations of the Planning Commission; and

WHEREAS, the Council has had the benefit of detailed studies and reports of the location, land use, environmental influences, and the social, cultural and economic conditions of the area and has determined that the area is blighted and deteriorated as defined by ORS 457.010(1) and that the conditions of the area are detrimental to the safety, health and welfare of the inhabitants and users thereof and of the City of Newport at large because of the existence of blighted and deteriorated conditions within said area as more fully identified in the report, and

WHEREAS, the Plan provides an outline for the development, redevelopment, clearance, rehabilitation and conservation of the Area and indicates and includes, among other

things, (a) proposals for land redevelopment, improvements and rehabilitation; and (b) the relationship with the Plan to definite local objectives as to appropriate land uses and improved public utilities, recreational and communitiy facilities and other improvements,

NOW, THEREFORE, the City of Newport ordains as follows:

1. The City Council of the City of Newport makes the following findings of fact:

a. The Area has defective design due to faulty planning.

b. The Area suffers from deterioration and disuse of property because of the faulty planning and irregularity in the shape and use of parcels.

c. The division of the real property in the Area has resulted in lots of irregular form and shape which are inadequate in size or dimension for property usefulness and development as contemplated by the Newport Comprehensive Plan.

d. Unsightly and unsafe structures exist in the Area, for which redevelopment is not encouraged under the existing land use pattern and economic conditions.

e. Full and useful development of the Area has not been realized and cannot be achieved without the adoption of the Plan because of the deterioration and mixed uses resulting from past faulty planning.

f. The property and lots in the Area have been laid out in disregard to the contours, drainage and other physical characteristics of the land and surrounding conditions.

g. Inadequate utilities and streets currently exist in the Area, and development of the utilities and streets in the Area is not encouraged due to the faulty planning.

h. Much of the property located in the Area is subject to inundation by water, and there extends over much of the Area a drainage problem which can best be resolved through the Plan.

i. Depreciated values and impaired investments are present in the Area, to such an extent that the capacity to pay taxes is reduced. Tax receipts from the Area are inadequate for the cost of public services rendered or for improvement thereof.

2. ORDINANCE NO. \_\_\_\_\_

j. A total lack of proper utilization of areas exist in the Area, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare.

2. It is further found and determined that the Area is a blighted and deteriorated area as defined in ORS 457.010(1) by reason of the facts and conditions hereinabove set forth, including but not limited to the deleterious land uses, the lack of adequate draining facilities and public rights-of-way, inadequate access to properties, inadequate utility service, and the harmful effect these and other conditions and factors have on development, redevelopment, rehabilitation and conservation in the Area.

3. It is further found and determined that rehabilitation and redevelopment of the Project Area is necessary to protect the public health, safety and welfare of the municipalities on which the area is located.

4. It is further found and determined that the Plan conforms to the Newport Comprehensive Plan as a whole and provides an outline for accomplishing the urban renewal projects that the Plan proposes.

5. It is further found that the Plan does not presently anticipate the involuntary acquisition of real property that would displace existing residences or businesses.

6. It is further found that the Plan does not presently anticipate the need for land acquisition.

7. It is further found, as set forth in the Plan, that the carrying out of the Urban Renewal Plan for the Area is economically sound and feasible and will improve the Area to the betterment for the residents, users, land owners, the City of Newport, and Lincoln County.

8. The City of Newport shall assume and complete such activities as are prescribed for it in the Plan.

9. It is found that a portion of the Area lies within the jurisdiction of the County of Lincoln. Administration of the Plan for that portion outside of the city limits will be under the authority of the Newport Urban Renewal Agency, upon approval of the Plan by the County of Lincoln pursuant to ORS 457.105.

10. The Plan for the Area, dated August 1982, consisting of an Urban Renewal Plan and Supplemental Report, having been duly reviewed and considered, as adopted by the Newport Urban Renewal Agency, is hereby approved and adopted. The City Recorder shall file a copy of the said Plan with the minutes of this meeting.

11. The City Recorder is hereby directed to forward immediately to the Newport Urban Renewal Agency a true copy of this Ordinance, and the City Recorder shall cause notice of adoption of this Ordinance approving the Plan to be published in the Newport News Times, Newport, Oregon, no later than four (4) days following the adoption of this Ordinance, as required by ORS 457.095.

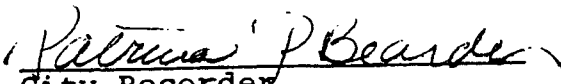
PASSED AND ADOPTED by the Common Council of the City of Newport this 12<sup>th</sup> day of September, 1983, by the following vote:

AYES:	<u>5</u>
NAYS:	<u>0</u>
ABSTAINED:	<u>0</u>
ABSENT:	<u>2</u>

APPROVED by the Mayor this \_\_\_\_\_ day of September, 1983.

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Recorder

4. ORDINANCE NO. \_\_\_\_\_

Beginning at the intersection of the center line of Henderson Creek and the high tide line of the Pacific Ocean shoreline; thence northerly along said high tide line of the Pacific Ocean shoreline to the northerly line of the Yaquina Bay south jetty; thence generally easterly along the said northerly line of the south jetty and the southerly shoreline of Yaquina Bay to the most southerly intersection of the east line of Section 17, T 11 S, R 11 W, W.M.; thence southerly to the southeast corner of said Section 17; thence westerly along the southerly line of said Section 17 a distance of 1353.62 feet to the 1/16 corner common to Sections 17 and 20, T 11 S, R 11 W, W.M.; thence southerly along the easterly 1/16 lines of Sections 20, 29, and 32, T 11 S, R 11 W, W.M. to the most easterly southeast corner of the Newport Municipal Airport boundary; thence generally westerly along the southerly boundary of the said airport to the easterly right-of-way line of the Oregon Coast Highway; thence northerly along said easterly right-of-way line of the Oregon Coast Highway to the intersection point of said line with the center line of Henderson Creek; thence westerly along the center line of Henderson Creek to its intersection point with the high tide line of the Pacific Ocean shoreline and the point of beginning.

FILED

SEP 26 1983

COUNTY OF LINCOLN

GLORIA A. McEWEN, CLERK  
BY Deb Kasper DEPUTY

RESOLUTION NO. 83-26-9

IN THE MATTER OF )  
The Adoption of the )  
South Beach Urban )  
Renewal Plan )

WHEREAS, Lincoln County entered into a study of the area known as "South Beach" (more particularly described in Exhibit A), located partially within the City of Newport and partially within Lincoln County, to determine whether or not the area was "blighted", as defined by ORS 457.010, and whether or not the area would benefit from the placement of the area into an urban renewal project, and

WHEREAS, a report has been prepared and filed with Lincoln County entitled "An Urban Renewal Plan for the South Beach Urban Growth Area", finding, among other things, that the area is a blighted area and would benefit from the placement of the area into an urban renewal project, and

WHEREAS, the Newport Urban Renewal Agency, pursuant to ORS 457.035(2) has jurisdiction, upon consent of Lincoln County, to administer the entire area, and

WHEREAS, the City of Newport on September 12, 1983, made certain findings of fact and conclusions and approved an ordinance adopting the urban renewal plan for the South Beach Urban Growth Area, and

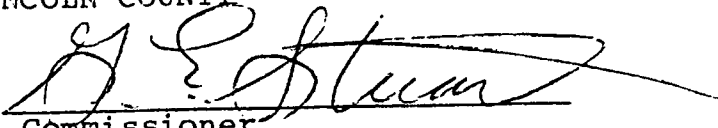
WHEREAS, the Board of Commissioners of Lincoln County concur in the findings of fact and conclusions reached by the City Council of the City of Newport that the South Beach Urban Growth Area is a "blighted" area, as defined by ORS 457.010, and would benefit from the provisions of ORS Chapter 457, and

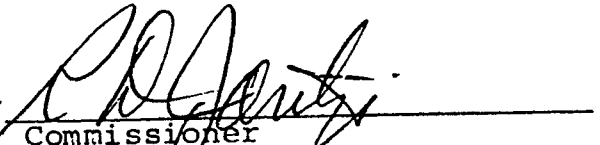
NOW, THEREFORE, BE IT HEREBY RESOLVED by Lincoln County, acting by and through its Board of Commissioners, that it does hereby approve the Urban Renewal Plan for the South Beach Urban Growth Area as previously adopted by the City Council of the City of Newport on September 12, 1983, and the clerk of the Board is directed to forward a true copy of this resolution approving the Urban Renewal Plan to the

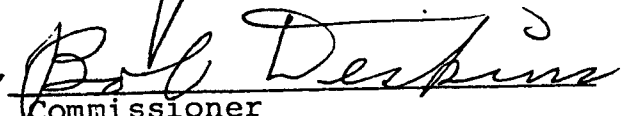
Newport Urban Renewal Agency, in care of Mr. Don Davis,  
Executive Secretary, 810 S.W. Alder Street, Newport, Oregon  
97365.

DATED this 26th day of September, 1983.

LINCOLN COUNTY

By   
Commissioner

By   
Commissioner

By   
Commissioner

APPENDIX A  
(REVISED)

(Legal Boundary Description)

Beginning at the intersection of the centerline of Henderson Creek and the high tide line of the Pacific Ocean shoreline; thence northerly along said high tide line of the Pacific Ocean shoreline to the northerly line of the Yaquina Bay south jetty; thence generally easterly along the said northerly line of the south jetty and the southerly shoreline of Yaquina Bay to the most southerly intersection of the east line of Section 17, T11S, R11W, W.M.; thence southerly to the southeast corner of said Section 17; thence westerly along the southerly line of said Section 17 a distance of 1353.62 feet to the 1/16 corner common to Section 17 and 20, T11S, R11W, W.M.; thence southerly along the easterly 1/16 lines of Section 20, 29, and 32, T11S, R11W, W.M. to the most easterly southeast corner of the Newport Municipal Airport boundary; thence generally westerly along the southerly boundary of the said airport to the easterly right-of-way line of the Oregon Coast Highway; thence northerly along said easterly right-of-way line of the Oregon Coast Highway to the intersection point of said line with the centerline of Henderson Creek; thence westerly along the centerline of Henderson Creek to its intersection point with the high tide line of the Pacific Ocean shoreline and the point of beginning.

Excepting therefrom the following:

- Parcel 1: South Beach State Park and Lincoln County owned land in South Jetty area, as described in attached description.
- Parcel 2: Portions of Newport Municipal Airport, as described in attached description.

DESCRIPTION FOR PARCEL 1  
URBAN RENEWAL DELETION IN SOUTH BEACH

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Beginning at the intersection of the center line of Henderson Creek and the high tide line of the Pacific Ocean (being generally westerly of the northwest corner of Surfland Unit No. 1 in Section 30, T 11 S, R 11 W, W.M.); thence northerly along said high tide of the Pacific Ocean shoreline to the northerly line of the Yaquina Bay south jetty; thence generally easterly along said northerly line to the west line of Section 17, T 11 S, R 11 W, W.M.; thence south  $0^{\circ}25'15''$  west along the said west line to the north line of Parcel 1 as depicted on County Survey No. 10,358 (and filed August 8, 1983, with the Lincoln County Surveyor), a distance of 60 feet, more or less; thence southwesterly along the arc of a 388.10 foot radius curve to the right, a distance of 180 feet, more or less, to the most northerly northwest corner of said Parcel 1; thence south  $25^{\circ}07'23''$  east, 120.00 feet; thence south  $64^{\circ}52'37''$  west, a distance of 594.52 feet to the most westerly northwest corner of said Parcel 1; thence south  $30^{\circ}24'56''$  east, 991.78 feet; thence south  $76^{\circ}22'03''$  east, 54.55 feet; thence north  $71^{\circ}00'44''$  east, 1,373.52 feet; thence north  $45^{\circ}00'00''$  east, 282.84 feet to the most easterly point of said Parcel 1 and the south line of WAGGONER'S ADDITION TO SOUTH BEACH (as shown on Lincoln County Survey No. 9893), a subdivision of record in Lincoln County, Oregon; thence east along said south line, a distance of 1,413.96 feet, more or less, to the west line of S.W. Abalone Street (formerly Davis Street); thence southerly along the said west line of S.W. Abalone Street, a distance of 1,307.73 feet, more or less, to the north quarter corner of Section 20, T 11 S, R 11 W, W.M.; thence west along the north line of the said Section 20, a distance of 775.5 feet, to the northwest corner of the John A. Diem Tract as described in Book 78, Page 74, Lincoln County Record of Deeds; thence south along the west line of said Diem Tract 1,192.5 feet to the southwest corner thereof; thence east along the south line of said Diem Tract, a distance 363.7 feet, to the westerly line of the Oregon Coast Highway; thence south  $25^{\circ}09'$  west along the westerly line of said Highway, a distance of 22.04 feet; thence west, 894.98 feet, more or less, to the west 1/16th section line; thence southerly along the said 1/16th line, a distance of 2,200 feet, more or less, to the westerly line of the Oregon Coast Highway; thence southerly along said westerly line, a distance of 600 feet, more or less, to the south line of the plat of Pacific View in Section 20, T 11 S, R 11 W, W.M.; thence westerly along the south line and its westerly extension of the said Pacific View, a distance of 1,705 feet, more or less, to the G.L.O.

meander line; thence south 8°30' west, along the said G.L.O. meander line, a distance of 3,580 feet, more or less, to the center line of said Henderson Creek; thence westerly, along said center line, a distance of 300 feet, more or less, to the point of beginning.

DESCRIPTION FOR PARCEL 2  
URBAN RENEWAL DELETION IN SOUTH BEACH

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Beginning at the northwest corner of the northeast corner of the northwest corner of Section 29, T 11 W, R 11 W, W.M.; thence south along the west 1/16th line of said Section 29, a distance of 700 feet, more or less, to a point that is 724.27 feet south and 1,411.15 feet east of the northwest corner of Section 29, T 11 S, R 11 W, W.M.; thence south 1°56'30" west, a distance of 433.25 feet, more or less, to the easterly extension of the southerly boundary of Surfland Unit No. 2, a subdivision of Lincoln County; thence north 64°51' west, a distance of 684 feet, more or less, to the east corner of Lot 8, Block 2, of said Surfland Unit No. 2; thence south 39°59' west along the easterly line and its southerly extension of said Lot 8, a distance of 50 feet, more or less, to the west 1/64th line of the west half of said Section 29; thence south along the said 1/64th line and the west 1/64th line of the west half of Section 32, T 11 S, R 11 W, W.M., a distance of 1,700 feet, more or less, to a point that is 600 feet south of the north line of said Section 32; thence west along a line that is parallel to and 600 feet south of said north line, a distance of 660 feet, more or less, to the west line of said Section 32; thence south along the said west line, a distance of 3,300 feet, more or less, to the northwest corner of the Pruner Tracts, a subdivision of Lincoln County and the southern boundary of the Newport Municipal Airport; thence generally easterly along said boundary, a distance of 4,000 feet, more or less, to the intersection of the south line of the northeast quarter of said Section 32 and the west 1/64th line of the said northeast quarter of Section 32; thence north along the said 1/64th line and the 1/64th line of the southeast quarter of Section 29, T 11 S, R 11 W, W.M., a distance of 5,280 feet, more or less, to the north line of the said southeast quarter of Section 29; thence west, a distance of 660 feet, more or less, to the southwest corner of the northeast quarter of said Section 29; thence north, a distance of 1,320, more or less, to the northwest corner of the southwest quarter of the said northeast quarter of Section 29; thence east along the north line of the said southwest quarter of the northeast quarter of Section 29, a distance of 660 feet, more or less, to the 1/64th line; thence north along the said 1/64th line, a distance of 1,320 feet, more or less, to the north line of the said Section 29; thence west along the said north line, a distance of 1,980 feet, more or less, to the point of beginning.

## Appendix A

### Legal Boundary Description

Beginning at the intersection of the center line of Henderson Creek and the high tide line of the Pacific Ocean shoreline; thence northerly along said high tide line of the Pacific Ocean shoreline to the northerly line of the Yaquina Bay south jetty; thence generally easterly along the said northerly line of the south jetty and the southerly shoreline of Yaquina Bay to the most southerly intersection of the east line of Section 17, T 11 S, R 11 W, W.M.; thence southerly to the southeast corner of said Section 17; thence westerly along the southerly line of said Section 17 a distance of 1353.62 feet to the 1/16 corner common to Sections 17 and 20, T 11 S, R 11 W, W.M.; thence southerly along the easterly 1/16 lines of Sections 20, 29, and 32, T 11 S, R 11 W, W.M. to the most easterly southeast corner of the Newport Municipal Airport boundary; thence generally westerly along the southerly boundary of the said airport to the easterly right-of-way line of the Oregon Coast Highway; thence northerly along said easterly right-of-way line of the Oregon Coast Highway to the intersection point of said line with the center line of Henderson Creek; thence westerly along the center line of Henderson Creek to its intersection point with the high tide line of the Pacific Ocean shoreline and the point of beginning.