



PLANNING COMMISSION WORK SESSION AGENDA

Monday, August 23, 2021 - 6:00 PM

City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365

The meeting location is accessible to persons with disabilities. A request for an interpreter for the DEAF AND HARD OF HEARING, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder at 541.574.0613, or p.hawker@newportoregon.gov.

The meeting will be live-streamed at <https://newportoregon.gov>, and broadcast on Charter Channel 190.

Anyone wishing to provide written public comment should send the comment to publiccomment@newportoregon.gov. The e-mail must be received at least four hours prior to the scheduled meeting.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

1. CALL TO ORDER

Jim Patrick, Bill Branigan, Lee Hardy, Bob Berman, Jim Hanselman, Gary East, Braulio Escobar, Dustin Capri, and Greg Sutton.

2. UNFINISHED BUSINESS

3. NEW BUSINESS

3.A Memo Summarizing Results from South Beach / US 101 Opportunities and Constraints Online Survey.

Memorandum

Memo Summarizing Opportunity and Constraints Survey Results


3.B South Beach / US 101 Project Concept Evaluation (Working Draft).

Memorandum

Draft South Beach / US 101 Project Concept Evaluation Memo, dated 8-19-21

4. ADJOURNMENT

Memorandum

To: Planning Commission/Commission Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: August 20, 2021
Re: Memo Summarizing Results from South Beach / US 101 Opportunities and Constraints Online Survey

Attached is a memo summarizing feedback received from 288 individuals that responded to the online survey that was open from July 9th through August 13th. The survey was developed to assist the Newport Urban Renewal Agency prioritize how the South Beach Urban Renewal District's remaining funds should be invested before that District closes to new projects at the end of 2025. This memo will be presented to the Agency when it meets on September 7, 2021. It is still in draft form, and we would appreciate any thoughts you may have as to how the information is organized and whether or not we have accurately framed the "key takeaways."

Attachments

Memo Summarizing Opportunity and Constraints Survey Results

DATE: August 9, 2021
 TO: Derrick Tokos, City of Newport
 FROM: Nicole Underwood, Isabel Tapogna, and Emily Picha
 SUBJECT: South Beach Refinement Plan Survey #1 Summary of Results - DRAFT

The Newport Urban Renewal Agency (Agency) has embarked upon a refinement plan process to determine how remaining investments should be prioritized before the South Beach Urban Renewal District closes to new projects in 2025. To inform the investment priorities and list of projects for the Agency to consider, ECONorthwest created an online survey, which the City distributed to residents and workers in South Beach and other interested stakeholders. The survey was open from July 9th through August 13, 2021. The survey received 288 responses.

Key Takeaways

- Respondents identified the addition of service-oriented retail and food options as a significant need and support Agency investments that will attract these uses to the area.
- Specialty grocers, a gas station, and restaurants or cafes are types of services-oriented retail that respondents most want to see in South Beach.
- In addition to attracting these services, respondents want to see Agency investments promote a sense of place and improve connectivity for cyclists and pedestrians.
- Creating new and improved public spaces, enhancing landscaping, and public art installations are types of Agency investments that respondents felt would enhance the experience of residents and visitors to the area.

Question 1: What are three words or phrases you would use to describe South Beach today?

The words that respondents used to describe South Beach *today* tend to be negative or descriptive. The most common words provided by respondents were: traffic which was submitted 36 times, industrial which was submitted 34 times, lacking which was submitted 32 times, and potential which was submitted 31 times.

access (7) along (5) amenities (7) aquarium (9) area (11) attractions (5)
 beach (6) beautiful (19) becoming (4) bridge (8) buildings (4)
 business (16) commercial (10) confusing (7)
 congested (26) construction (5) developed (11) dirty (7)
 disjointed (6) disorganized (4) eyesore (4) forgotten (6) friendly (11) fun (4) gas (7) grocery (4)
 growing (6) hatfield (7) home (12) housing (4) identity (5)
 industrial (34) inviting (4) isolated (4) jam (7) lacking (32)
 light (5) live (5) lots (5) marina (5) marine (4) mixed (7) natural (10) needs (14)
 neighborhoods (5) newport (10) noaa (4) park (5) poor (5)
 potential (31) quiet (13) recreation (5) rentals (4) rundown (4) rural (8)
 science (10) services (5) small (8) south (4) sprawl (7) station (5) storage (4) store (4)
 tourist (17) touristy (4) town (6) traffic (36) tsunami (6) ugly (13)
 unappealing (4) unattractive (11) underdeveloped (8) underutilized (5)
 uninviting (5) zone (6)

Question 2: What three words or phrases would you want people to use to describe South Beach in the future?

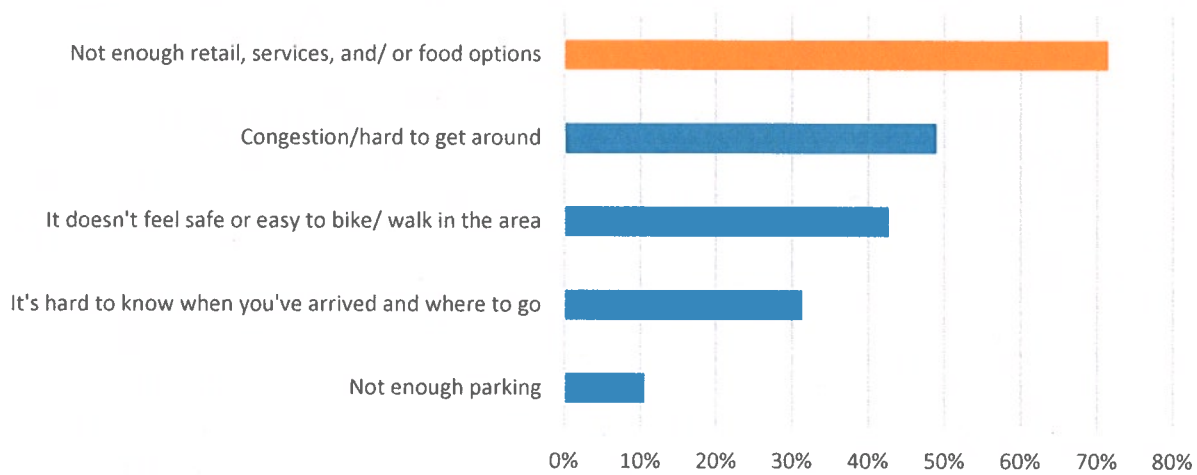
The words that respondents want people to use to describe South Beach *in the future* tend to be positive. The most common words provided by respondents are: beautiful which was submitted 41 times, friendly which was submitted 41 times, fun which was submitted 30 times, and attractive which was submitted 26 times.

accessible (24) affordable (5) appealing (5) aquarium (7) area (14)
 attractive (26) beach (15) beautiful (41)
 bike (12) bridge (5) business (10) center (4) charming (5) clean (23) commercial (4)
 community (14) convenient (4) destination (10) developed (8)
 easy (10) education (5) enjoyable (4) entertainment (5) everything (4) family (11) flow (7) food (7)
 friendly (41) fun (30) green (5) grocery (4) growing (4) home (8) housing (6)
 hub (4) interesting (7) inviting (8) landscaped (4) live (15) local (10) lots (4) music (7)
 natural (19) neighborhood (5) newport (20) opportunities (8)
 organic (7) peaceful (8) pedestrian (10) planned (4) prepared (5) pretty (5) quaint (8)
 quiet (19) recreation (9) relaxing (5) restaurants (11) safe (21)
 science (9) shopping (15) signage (5) small (4) south (10) spaces (4) store (7)
 sustainable (6) thriving (6) tourists (7) town (8) traffic (14) vibrant (18)
 visit (6) walkable (13) walking (10) welcoming (16)

Question 3: What are South Beach’s biggest challenges? Pick up to three.

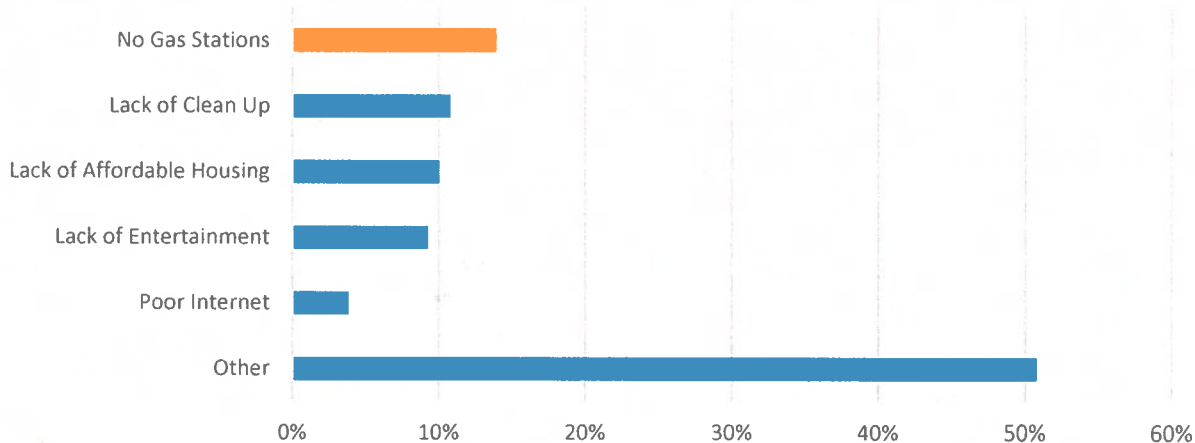
By far, the most common challenge cited by respondents (71% of respondents) was that there is not enough retail, services, and/or food options. About half (49%) of respondents stated that South Beach is congested, and it is hard to get around, while 43% of respondents stated that it does not feel safe or easy to bike or walk in the area. 31% of respondents stated that it’s hard to know when you have arrived at South Beach, and 11% of respondents stated that there is not enough parking.

South Beach's Problems Percieved by Respondents



Respondents also had the option to choose ‘other,’ where they were required to state their biggest challenge in South Beach. After categorizing the comments, ECONorthwest found that the most common answers were **lack of entertainment centers, poor internet, no gas stations, lack of clean up, and lack of affordable housing**. Of those answers, no gas stations was listed the most, with 18 respondents (14%) stating that there needs to be a gas station in South Beach.

Most Common Answers for Other



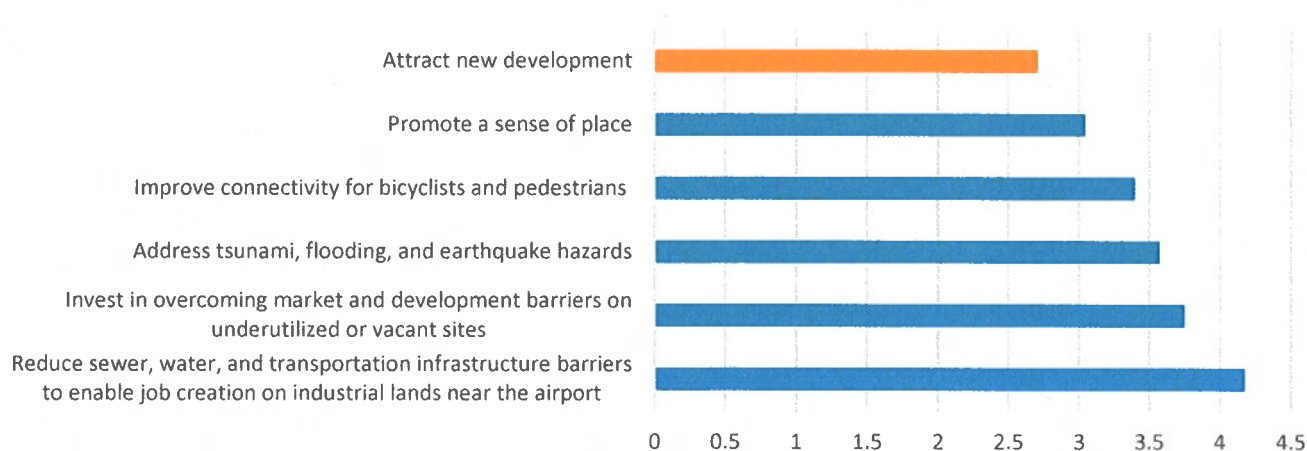
ECONorthwest also separated respondents into subgroups based on their relationship to South Beach. We found that South Beach residents, South Beach workers, Newport residents, and those who reside outside of Newport all agree that South Beach’s biggest problem is: **not having enough retail, services, and/or food options**. However, when looking at the comments for each subgroup, ECONorthwest found that South Beach residents and South Beach employees prioritize a gas station while Newport residents want South Beach to become more inviting.

Question 4: The Urban Renewal Agency has drafted a list of investment priorities for final investments in South Beach. How would you rank the priorities in order of importance?

ECONorthwest found each priorities average rank among all respondents by totaling respondent's rankings for each priority (highest priority equals 1, second highest priority equals 2...) and dividing the total by the number of respondents. The lower the average, the higher the priority. After finding the average rank among all respondents, the ranked priorities were:

- (1) Attract new development that can meet the service and retail needs of South Beach residents.
- (2) Promote a sense of place
- (3) Improve connectivity for bicyclists and pedestrians
- (4) Address tsunami, flooding, and earthquake hazards
- (5) Invest in overcoming market and development barriers on underutilized or vacant sites
- (6) Reduce sewer, water, and transportation infrastructure barriers to enable job creation on industrial lands near the airport.

Average Respondents Answer Ranked By Importance

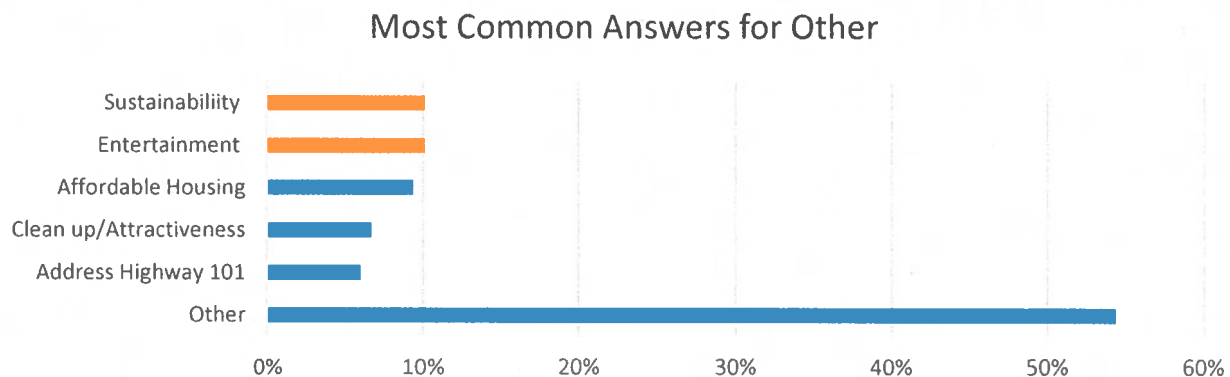


Additionally, ECONorthwest found that all subgroups agree that attracting new development should be South Beach's highest priority.

Question 5: “Is there anything missing from the list of priorities?”

The respondents were then asked if there was anything missing from the list of priorities and were required to leave a comment of what they thought should be South Beach’s investment priority. 149 respondents left a comment describing their investment priorities. After going through and categorizing each comment, ECONorthwest found that promoting sustainability and creating an entertainment source were the most common answers.

Sustainability refers to maintaining natural habitat and promoting green spaces. Entertainment refers to creating music venues, dancing spots, and other areas that would be used as a source of entertainment. Clean-up/Attractiveness refers to cleaning up South Beaches ‘dilapidated structures’ and keeping the overall city clean. Addressing Highway 101 refers to traffic flow and adding a left turn lane. Affordable Housing refers to creating more housing that is accessible to low and middle family incomes.

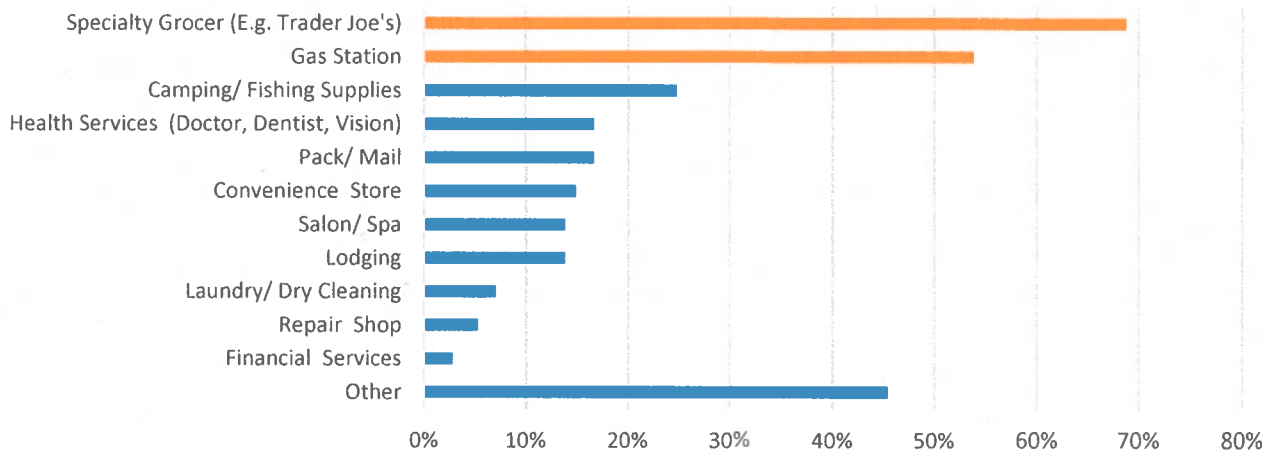


When looking at the comments for each subgroup, ECONorthwest found that South Beach residents want to prioritize protecting natural areas and congestion/traffic, South Beach workers want to prioritize congestion, and Newport residents want to prioritize entertainment and affordable housing.

Question 6: What types of services and retail would you most like to see in South Beach? (pick up to three)

Out of the options, the most common answers were **Specialty Grocer** and **Gas Station**. 194 out of 286 (69%) respondents chose Specialty Grocer as one of their three options while 152 out of 286 (54%) respondents chose Gas Station as one of their three options.

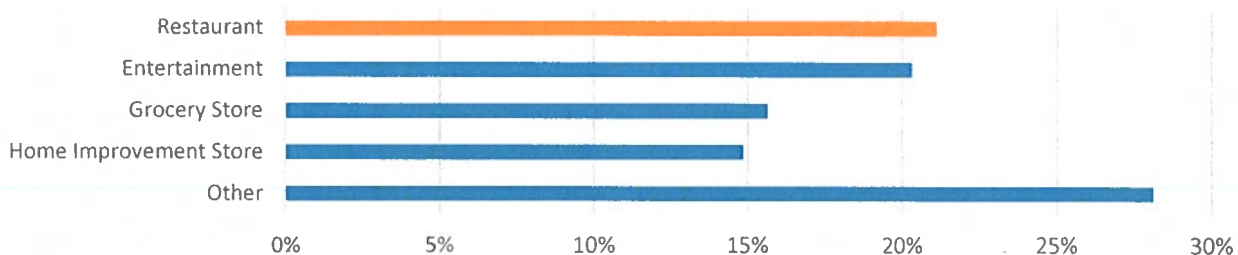
Retail Services Respondents Want



ECONorthwest found that each subgroup’s most wanted option was a **specialty grocery store**. Additionally, when looking through the comments, we found that the most common comment for each group was a **restaurant or café**.

Respondents were given the option ‘other’ where, if chosen, they were required to list the types of services and retail they would want to see in South Beach. After going through and categorizing each comment, ECONorthwest found that 21% of the respondents who marked “other” were interested in a restaurant, 20% of respondents were interested in an entertainment site such as a music venue, 16% were interested in a grocery store, and 15% were interested in a home improvement store like Home Depot or Lowes.

Most Common Answers for Other

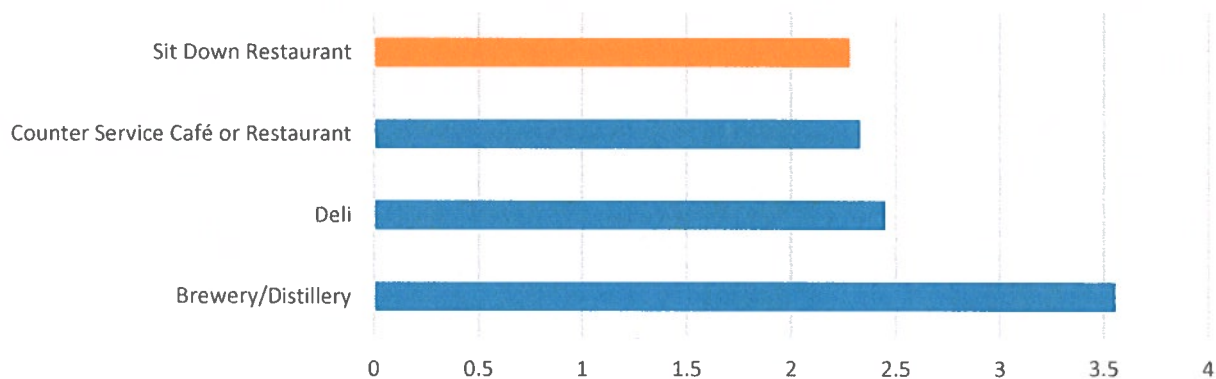


Question 7: Please rank the types of restaurants you would most like to see in South Beach

Like Question 4, ECONorthwest found each option's average rank among all respondents by totaling respondent's rankings for each option and dividing the total by the number of respondents. The lower the average, the higher the desire. From this, ECONorthwest found that the highest priorities were:

- Sit-Down Restaurant
- Counter Service Café or Restaurant
- Deli
- Brewery/Distillery

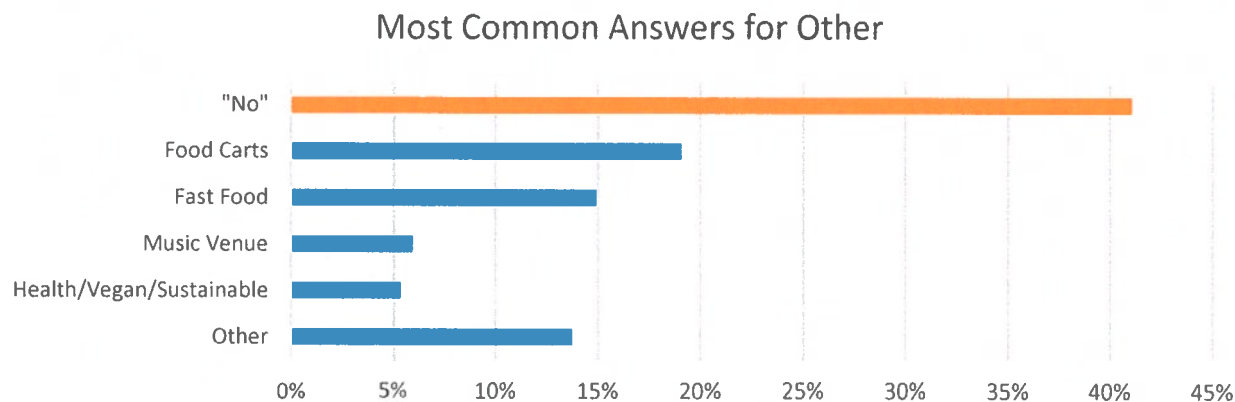
Average Respondent's Answer Ranked by Importance



ECONorthwest found that South Beach residents want a Sit-Down Restaurant while South Beach workers, Newport residents, and those who reside outside of Newport all want a Counter Service Café or Restaurant.

Question 8: Were there any restaurant types we missed that you would like to see?

41% of the respondents stated, "No", meaning that the restaurant types offered in Question 7 were sufficient. The next two common answers were 'Food Carts' where 19% of respondents expressed interest and 'Fast Food' where 15% of respondents expressed interest. Additionally, 6% of respondents expressed interested in a Music Venue and 5% of respondents expressed interest in a Healthy/Vegan/Sustainable restaurant.

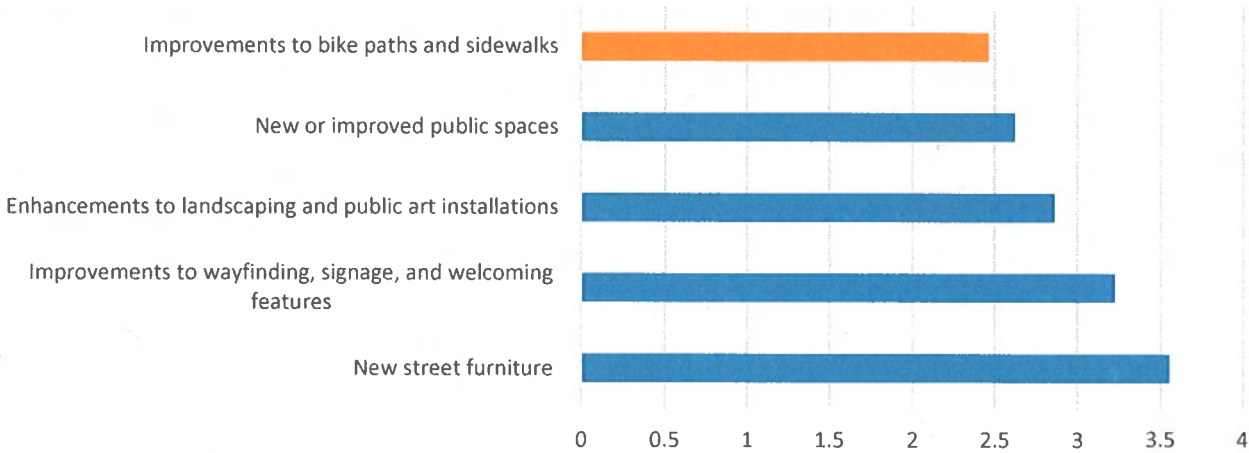


After looking at the comments, ECONorthwest found that the majority of South Beach residents believe that the options offered in Question 7 were sufficient, South Beach workers want a coffee shop, and Newport residents want a food cart pod.

Question 9: Which physical improvements would help enhance the experience of living in and visiting South Beach? Please rank.

Like Questions 4 and 7, ECONorthwest found each option’s average rank among all respondents by totaling respondent’s rankings for each option and dividing the total by the number of respondents. The lower the average, the higher the priority. From this, ECONorthwest found that the highest priority for the largest number of respondents was improvements to bike paths and sidewalks (1). The priorities that followed were: new or improved public spaces (2), enhancements to landscaping and public art installations (3), improvements to wayfinding, signage, and welcoming features (4), and new street furniture (5).

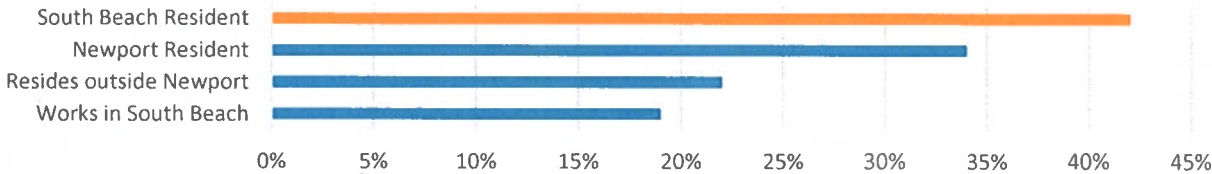
Average Respondent's Answer Ranked by Importance




Question 10: Please choose the options that apply to you:

The options include: **I work in South Beach; I live in South Beach; I live in Newport; and I live outside of Newport.** Out of the 299 responses, 42% said they lived in South Beach, 34% said they lived in Newport, 22% said they lived outside of Newport, and 19% said they worked in South Beach.

Survey Respondent's Relationship to South Beach



Memorandum

To: Planning Commission/Commission Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: August 20, 2021
Re: South Beach / US 101 Project Concept Evaluation (Working Draft)

Attached is a working draft of a memo that our consultants have put together that identifies potential project concepts and how they might be prioritized as the Newport Urban Renewal Agency moves forward with a final round of investments in South Beach. It builds upon their own analysis and feedback received from stakeholders and online survey respondents. We will be discussing many of these concepts as part of an area-wide, online focus group meeting that will be held on August 26th (5:30 pm) and a more refined version of the memo will be presented to the Agency at its September 7, 2021 meeting. I have provided the document "as is" with comments and questions from the consultants in the margins. My hope is that we can spend the better part of this work session walking through the document, discussing the issues it has raised, and refinements that you would like to see considered before it is finalized and presented to the Agency.

Attachments

Draft South Beach / US 101 Project Concept Evaluation Memo, dated 8-19-21



DATE: August 19, 2021
 TO: Derrick Tokos, City of Newport
 FROM: Emily Picha, Nicole Underwood, and Lorelei Juntunen
 SUBJECT: Newport South Beach Project Concept Evaluation – DRAFT

The purpose of this memorandum is to synthesize stakeholder input with consultant analysis to develop and refine a list of potential area improvement and infrastructure projects. In addition, it includes a project evaluation framework for infrastructure investments, strategic land acquisitions, and other projects that includes a set of criteria for project evaluation.

Part 1: Project Prioritization Framework

The purpose of this evaluation framework is to help frame the Agency’s decisions about which projects to evaluate further, and ultimately advance for urban renewal funding. It also provides a structure for the entity that implements the actions (Agency-led versus partnership with another department or organization).

Who?

For all of the projects evaluated, the Urban Renewal Agency assumes it will be leading investment or providing matching investment. However, bringing new private investment into the community is a key goal of this Action Plan, requiring the coordinated efforts of many partners. Successful implementation will require time and energy from many partners within the City. Some of the projects necessary to spur development and improve conditions in the South Beach URA will not be led by the Agency, but by other partners.

Where?

Agency investments will span two investment areas within the Urban Renewal Area: The Peninsula and US 101 Investment Area and the Airport Investment Area

When?

If the Agency is to execute on its priority investments by 2025, it will need to be strategic about the choices it makes and be poised to act quickly.

Commented [A1]: Derrick: Can you please report back on what the Agency needs to do to have project committed by 2025. Potential bonding schedules and updated projections will help to clarify these tasks. You had said you would get an opinion from City attorney on what “awarded” means. (E.g., purchase agreement sufficient?)

Why/How?

Over the summer of 2021, ECONorthwest documented a list of project concepts that emerged through stakeholder conversations (see Exhibit 1). Now that the list of potential projects is outlined, the Agency can prioritize each project concept using weighted criteria. As part of this work, ECONorthwest evaluated each project against the 2021 priorities and stakeholder to help us weight the importance of different projects.

Evaluation Criteria:

- **Can the Agency award the project by 2025?** Per the urban renewal plan, projects are expected to be awarded no later than December 31, 2025 and completed in a timely manner.
- **Does it align with Existing Urban Renewal Plan objectives?**
 1. Preserve forest, water, wildlife and other natural resources
 2. Identify sites for public uses such as the OSU Marine Science Center
 3. Complete a Port facilitated marine recreation area
 4. Encouraging marine oriented activities on the northern Shorelands
 5. Assure the development of complementary uses adjacent to the Airport
 6. Plan new sewer, water, and transportation capacity
 7. Allocate a major part of South Beach to heavy commercial and light industrial uses
- **Does the project advance at least two of the 2021 Priorities for the Urban Renewal Area?**
 1. Promote a sense of place for residents and visitors that reflects the South Beach identity.
 2. Improve connectivity for bicyclists and pedestrians to South Beach destinations.
 3. Attract new development that can meet the service and retail needs of South Beach residents.
 4. Invest in overcoming market and development barriers on underutilized or vacant sites.
 5. Reduce sewer, water, and transportation infrastructure barriers to enable job creation on industrial lands near the airport.
 6. Invest in improvements that promote long-term community resiliency to address tsunami, flooding, and earthquake hazards.

Commented [A2]: This might be too narrowly focused. I think projects that advance several priorities could be highlighted.

How Much?

The Agency will weigh the priority of each project against its potential cost for the final evaluation. There is not enough money to address all possible improvements, so the Agency should aim to leverage funding from regional, state, and federal partners as grant dollars might be available.

Commented [A3]: This is forthcoming.

Part 2: Project Concept Evaluation

Attracting new development to South Beach will take a coordinated effort on behalf of the City, businesses, private investors. Because limited public funds are available for capital projects and programs, it is necessary to prioritize these investments. With targeted investments and partnerships, South Beach could achieve its vision for a more active commercial corridor and increased opportunities for jobs. The strategic use of urban renewal funds can help to improve visitor experience and increase private sector confidence in investing in the District. It will also provide a bridge for pioneering development projects to overcome the significant financial gap for new development in South Beach.

Exhibit 1 provides an overview of the 10 projects evaluated. Based on the objectives and criteria outlined above, this section provides an overview of how ECONorthwest evaluated each project based on community feedback and how it performed in the evaluation framework. All projects that have made it through to this point of evaluation were determined to be able to be implemented by 2025.

- **Meets the objectives from the original Urban Renewal Plan.** Exhibit 2 provides an overview of how each project meets the URA objectives. The only project that may not have a strong nexus to the objectives is **the northern gateway concept**.
- **Meets agency investment priorities (updated in 2021).** Exhibit 3 provides an evaluation of how each project meets the agency's updated investment priorities from 2021. Several of the projects meet multiple objectives, which helps to strengthen the case for investment.
- **Garners significant public support.** In Summer 2021, the Agency conducted a virtual open house and three focus groups with the community to understand key issues and priorities for community members. Exhibit 4 provides an overview of public support for the investment priorities related to each of the project concepts.
- **Overall evaluation.**
- provides a summary of all evaluation criteria used side by side, with projects ranked in groups of how they performed overall.

Commented [A4]: Curious about your read on this, Derrick.

Exhibit 1. Project Summary Matrix

Map Key	Project	Rationale	Estimated Cost
A	Establish southern gateway and redevelop SE 35 th site to meet community needs	Establish welcoming Promote development that meets public goals combined with a gateway that improves the arrival experience and business/destinations visibility.	Up to \$500,000 land write down
B	Establish northern gateway to South Beach	Improve the arrival experience and visibility for destinations off Hwy. 101.	SERA?
C	Overcome barriers on other U.S. 101 opportunity sites	Assist in the redevelopment of vacant or underutilized sites could help meet community needs and improve the area's vibrancy.	?
D	Assist industrial property owners with annexation into City of Newport		**Derrick**
E	Provide sewer infrastructure to industrial sites near Newport Municipal Airport	Expand the types of development possible and reduce developer uncertainty.	\$594,000- \$1,960,000
F	Improve fire suppression capability at Airport industrial sites	Expand the types of development that would be able to locate at the airport	**PW**
G	Install redundant Yaquina Bay water pipeline	Improve South Beach's resiliency to water line failure	\$3,000,000 (A (\$750,000 Agency share FEMA HMGP grant is secured)
H	Enhance Mobility for Cyclists and Pedestrians through South Beach Loop Path Improvements	Improve mobility for cyclists and pedestrians while enhancing sense of place and navigability. It would also improve disaster preparedness	\$1,265,000 - \$1,545,000+
I	Install a traffic signal and enhanced pedestrian facilities at SE 40th Avenue and U.S. 101	Open the door for planned development and ease congestion	\$1,538,827 (plus up to \$600k for pedestrian/bike improvements)
J	Provide transportation access to east airport properties	Spur development at the east airport properties	**PW**
K	Install a traffic signal at SE 50th and US 101	Allow for planned development at airport properties and ease congestion.	\$1,970,000 (2012 TSP)

Commented [A5]: Throwing this in as a placeholder. Not included in UR projections so we can possibly consider this separately from the other projects.

Commented [A6]: Could be a pot of money like up to \$200,000 in predevelopment funds? And then helping with any other infrastructure issues (requires property owner interviews)

Commented [A7]: Maybe we should combine these two?

Commented [A8]: If we want to proceed with costing this out, we can see if DKS can offer a per LF estimate and we can measure

Commented [A9]: Derrick: These two projects didn't make it through the initial filtering, thoughts?

Exhibit 2. Alignment of Potential Project Concepts with URA Objectives

Map Key	Project	URA Objectives						Nexus to URA Objectives?	
		Preserve natural resources	Identify sites for public uses	Complete marine recreation area	Encouraging marine oriented activities	Assure the development of complementary uses adjacent to the Airport	Plan new sewer, water, and transportation capacity		Allocate to heavy commercial and light industrial uses
A	Establish southern gateway and redevelop SE 35 th site to meet community needs		✓					✓	High
B	Establish northern gateway to South Beach		✓						Medium
C	Overcome barriers on other U.S. 101 opportunity sites							✓	High
D	Provide predevelopment assistance to industrial property owners					✓	✓		High
E	Provide sewer infrastructure to industrial sites near Newport Municipal Airport					✓	✓		High
F	Improve fire suppression capability at Airport industrial sites					✓	✓		High
G	Install redundant Yaquina Bay water pipeline						✓		High
H	Enhance mobility for cyclists and Pedestrians through South Beach Loop Path improvements		✓					✓	High
I	Install a traffic signal and enhanced pedestrian facilities at SE 40th Avenue and U.S. 101						✓		High
J	Provide transportation access to east airport properties					✓	✓		High
K	Install a traffic signal at SE 50th and US 101					✓	✓		High

Exhibit 3. Alignment of Potential Project Concepts with 2021 Investment Priorities

Map Key	Project	2021 Investment Priorities						Meets Investment Priorities?
		Promote a sense of place	Improve connectivity	Attract new commercial development	Overcome market barriers	Reduce infrastructure barriers	Invest in resiliency	
A	Establish southern gateway and redevelop SE 35 th site to meet community needs	✓	✓	✓	✓		✓	High
B	Establish northern gateway to South Beach	✓	✓					Medium
C	Overcome barriers on other U.S. 101 opportunity sites			✓	✓			High
D	Provide predevelopment assistance to industrial property owners				✓	✓		Medium
E	Provide sewer infrastructure to industrial sites near Newport Municipal Airport					✓	✓	Medium
F	Improve fire suppression capability at Airport industrial sites					✓		Low
G	Install redundant Yaquina Bay water pipeline					✓	✓	Medium
H	Enhance mobility for cyclists and Pedestrians through South Beach Loop Path improvements	✓	✓				✓	High
I	Install a traffic signal and enhanced pedestrian facilities at SE 40th Avenue and U.S. 101		✓			✓		Medium
J	Provide transportation access to east airport properties					✓		Low
K	Install a traffic signal at SE 50th and US 101					✓		Medium

Commented [A10]: Derrick – Lorelei suggested that we broaden this sheet to include other kinds of predevelopment assistance that potential industrial property owners might need, depending on the outcome of conversations with them. We can make sure the final title is reflected throughout the doc when we decide.

Exhibit 4. Alignment of Public Support for Investment Priorities with Potential Project Concepts

Map Key	Project	Public Support based on Survey #1?	Notes
A	Establish southern gateway and redevelop SE 35 th site to meet community needs	High	Attracting new development that would include retail, food service, or a grocery store was very popular among survey respondents and focus group participants.
B	Establish northern gateway to South Beach	Medium/Low	Promoting a sense of place was the second-highest ranked priority. Enhancements to landscaping and public art were ranked in the middle of key priorities for placemaking.
C	Overcome barriers on other U.S. 101 opportunity sites	High	Attracting new development that would include services like a gas station was very popular.
D	Provide predevelopment assistance to industrial property owners	Medium	Attracting new development was a key priority for survey respondents, but the development they were most interested in was commercial development (which some of these sites could accommodate).
E	Provide sewer infrastructure to industrial sites near Newport Municipal Airport	Low	Reducing infrastructure barriers for industrial development was the lowest ranked investment priority among survey respondents but is important to Airport-adjacent property owners and stakeholders.
F	Improve fire suppression capability at Airport industrial sites	Low	
G	Install redundant Yaquina Bay water pipeline	Medium	Addressing tsunami, flooding, and earthquake hazards was ranked in the middle of investment priorities. Sustainability a common theme in the write-in answers.
H	Enhance mobility for cyclists and Pedestrians through South Beach Loop Path improvements	High	Cleaning up pinch points and improving the overall multimodal network was a key theme across focus groups and survey respondents.
I	Install a traffic signal and enhanced pedestrian facilities at SE 40th Avenue and U.S. 101	High	Improving congestion is a key priority, as is enhanced bike/ped infrastructure
J	Provide transportation access to east airport properties	Low	No stakeholders mentioned the need for these improvements to open up developable land east of the Airport.
K	Install a traffic signal at SE 50th and US 101	Low	Congestion was a key challenge identified in the survey, but the area at 50 th does not contribute to congestion.

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Summary of Evaluation

Error! Reference source not found. combines the evaluation criteria for URA objectives, URA priorities, and public support into an overall evaluation matrix to determine which projects score highest across all the criteria. When determining overall scores, projects that aligned strongly with URA objectives, met two or more of the URA priorities as well as received high community support were ranked “high” overall. Projects that received a “medium” overall ranking met two of the alignment priorities but received medium or low community support. Projects that ranked lowest only met one of the URA priorities and had low community support.

Overall the projects that ranked highest were:

- Establish a southern gateway and redevelop 35th site
- Overcome market barriers on other U.S. 101 opportunity sites
- Install a traffic signal and enhanced pedestrian facilities at SE 40th Avenue and U.S. 101
- Enhance mobility for cyclists and Pedestrians through South Beach Loop Path improvements

These are initial rankings based on our current understanding of public priorities. Additional outreach will be conducted to further understand support for specific projects as well as perspectives on how funds should be allocated.

DRAFT South Beach Project Concepts 8/19/21

Exhibit 5. Evaluation Matrix Summary

Map Key	Project	Nexus with URA Objectives	Alignment with URA Priorities	Public Support	Overall
A	Establish southern gateway and redevelop SE 35 th site to meet community needs	High	High	High	High
C	Overcome barriers on other U.S. 101 opportunity sites	High	High	High	High
H	Enhance mobility for cyclists and Pedestrians through South Beach Loop Path improvements	High	High	High	High
I	Install a traffic signal and enhanced pedestrian facilities at SE 40th Avenue and U.S. 101	High	Medium	High	High
B	Establish northern gateway to South Beach	Medium	Medium	Medium	Medium
D	Provide predevelopment assistance to industrial property owners	High	Medium	Medium	Medium
E	Provide sewer infrastructure to industrial sites near Newport Municipal Airport	High	Medium	Low	Medium
G	Install redundant Yaquina Bay water pipeline	High	Medium	Medium	Medium
F	Improve fire suppression capability at Airport industrial sites	High	Low	Low	Low
J	Provide transportation access to east airport properties	High	Low	Low	Low
K	Install a traffic signal at SE 50th and US 101	High	Low	Low	Low

Commented [A11]: Combine with "D" and include the annexation costs as a potential option?

Commented [A12]: I think this one is on the bubble - could be ranked medium for the URA priorities.

A Establish southern gateway and redevelop SE 35th site to meet community needs

Project Description	Lead
<p>The 35th Street site will become the gateway to South Beach, as soon as the Highway 101 improvements are complete. Community members have expressed a desire to see this area transformed to better reflect the many attractions and natural beauty of South Beach. The highly visible and central location could attract investments in buildings that could house additional services or retail (e.g. specialty grocery, restaurants, shops) as well as a central gathering space for eating and convening of groups. This project has the potential to capitalize on the future ODOT Electric Highway project, providing an opportunity for travelers to charge their electric vehicle while enjoying amenities on the site.</p> <p>In addition, the City has an opportunity to create a gateway feature south of 35th in the space created by the closure of the connection from US 101 to Ferry Slip Rd. Additional property may need to be acquired to accommodate the desired development program and gateway features.</p>	<p>Urban Renewal Agency / Community Development?</p>
Rationale	
<p>Because the Agency controls the 35th site, it can help to promote a development concept that meets public goals. Coupling these improvements with gateways and public art would help to transform the southern entrance to Newport. Currently there is no clear indication that one has arrived in the community when driving north on Hwy. 101 into South Beach. A gateway into South Beach south of 35th will improve the arrival experience into South Beach and help businesses and other destinations off Hwy. 101 that currently have limited visibility.</p>	
Implementation steps	<p>The City will need to:</p> <ul style="list-style-type: none"> ▪ Determine the type of gateway feature and other programmatic elements of the site ▪ Acquire additional properties, if necessary, to develop the desired program ▪ Develop /design a gateway that distinctly identifies South Beach. ▪ Create branded wayfinding signage that is consistent throughout South Beach ▪ Consider how the gateway can interconnect with other placemaking and mobility/safety projects ▪ Release Request for Proposals to attract a developer
Public or stakeholder outreach needed	<p>The City will reach out to property owners of parcels that may need to be acquired. The City will also community engagement process to develop South Beach branding/identity elements that will be used in wayfinding signage throughout South Beach. The City may also coordinate with the Urban Renewal Agency to seek their input on site programming goals, and the Public Arts Committee for gateway feature design ideas and execution.</p>
Partners	<p>Urban Renewal Agency, Public Arts Committee</p>
Estimated Cost	Funding Considerations
<p>Ballpark planning estimate</p>	<p>Urban renewal funds, Public Arts Committee, City of Newport Public Works, South Beach businesses and other champions</p>

Commented [A13]: The more I think about it, the more this is an opportunity.

https://goelectric.oregon.gov/blog/2021/8/11/odot-announces-upgrades-to-oregons-west-cof.../ric-highway-to-start-in-october?ck_subscriber_id=898271494

Commented [A14]: We'll need to talk this through for the site – could be a range of potential write downs depending on the value proposition that the prospective dev't team offers.

PRECEDENT IMAGERY



Landscape Gateway (Pendleton, OR)



Arch Sign Gateway (Bandon, OR)



Monument Sign Gateway (Portland, OR)



Public Space / Park Gateway (Sherwood, OR)



Restaurant with outdoor plaza (Wilsonville, OR)



New/Renovated Commercial Strip (Portland, OR)

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Figure 1 Latino Food Hall in renovated building (Portland, OR)



Figure 2 Pop-up event space and food cart pod (Oakland, CA)



Figure 3 Restaurant/Brewery Manufacturing and dining (Bend, OR)

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B Establish northern gateway to South Beach

Project Description	Lead
The City will establish a northern gateway into South Beach with wayfinding signage that clearly directs visitors to key South Beach destinations after they exit the Yaquina Bay Bridge. There are two potential locations identified in the Opportunities and Constraints Report: (1) the exit ramp from US 101 onto Abalone Street and (2) the north side of Safe Haven Hill right after the Yaquina Bay Bridge on the east side of US 101.	Community Development
Rationale	
<p>Visibility of South Beach destinations is limited from US 101. Currently, only standard roadway destination signage, which is often confusing, signals the approach to South Beach and its primary destinations. While destinations are compelling, there is little district-level sense of place. A northern gateway will help give a sense of arrival and interconnectedness to the whole area. Additionally, consolidated wayfinding signage will help create a cohesive navigation assistance and South Beach branding. This will help businesses and other destinations off Hwy. 1010 that currently have limited visibility.</p>	
Implementation steps	<p>The City will need to:</p> <ul style="list-style-type: none"> ▪ Determine the ideal location for the Northern gateway between the two alternatives. ▪ Develop/design a gateway that distinctly identifies South Beach. ▪ Create branded wayfinding signage that is consistent throughout South Beach ▪ Consider how the gateway can interconnect with other placemaking and mobility/safety projects
Public or stakeholder outreach needed	The City will conduct public outreach for feedback on location and design alternatives. The City will also conduct a community engagement process to develop South Beach branding/identity elements that will be used in wayfinding signage throughout South Beach. The City may also coordinate with the Public Arts Committee for gateway feature design ideas and execution.
Partners	Public Arts Committee
Estimated Cost	Funding Considerations
Ballpark planning estimate (can be a range)	Urban Renewal funding, Public Arts Committee, South Beach businesses and other champions

Commented [A15]: Would CD be leading this effort? Or another dept?

C Overcome barriers on South Beach opportunity sites

Project Description	Lead
<p>Beyond the Agency-owned site at 35th Street, there are other vacant or underutilized sites that could attract new development in the area, shown in Subpart X. The development barriers on these sites are mainly market-related, meaning that there may not be a commercial use that is lucrative enough to justify new development. However, there are also other barriers that the urban renewal agency could help to overcome, such as providing transportation or utility infrastructure, clearing vegetation, or site grading.</p> <p>SE 40th Investors 12 Airport industrial – privately owned</p> <p>Many residents have expressed a desire to see a gas station, which could occupy one of the vacant sites in this area.</p>	<p>Community Development</p>

Rationale

Assisting in the redevelopment of vacant or underutilized sites in the area could help to meet community needs and contribute to the vibrancy of South Beach.

Implementation steps	What does the City or its partners need to do to make this happen, in detail.
Public or stakeholder outreach needed	Outreach with property owners to determine development interest and whether the timing for that development would fall within the Agency's investment window of 2022-2025.
Partners	Who else needs to be part of decisionmaking, or needs to weigh in on final plans?
Estimated Cost	Funding Considerations
Ballpark planning estimate (can be a range)	Where could the money come from? Are there any sources the City has already discussed?

D Assist industrial property owners with annexation costs	
Project Description	Lead
The City would help to subsidize industrial property owners outside of city boundaries to pay for annexation costs into the City.	Community Development
Rationale	
<p>Within South Beach, the City of Newport's boundary is patchy and creates challenges for providing City services to key industrial properties in South Beach that have not yet been annexed into the City. Bringing these properties into the City limits would broaden the City's tax base and make it easier for the City to provide infrastructure and services to those properties. This would in turn likely help to increase the desirability of those properties for industrial development. By offering this subsidy over the next three years, the City would be providing an incentive to those property owners to quickly annex into the City.</p>	
Implementation steps	<p>Develop a list of potential properties for annexation Determine potential subsidy amounts and develop language for agreements. ****Derrick?*****</p>
Public or stakeholder outreach needed	<p>Conduct outreach with property owners to gauge interest ****Derrick?*****</p>
Partners	<p>****Derrick?*****</p>
Estimated Cost	Funding Considerations
Derrick, you had said you could run some calc's for this?	****Derrick?*****

Commented [A16]: What if we framed this generally as predevelopment?

Commented [A17]: Elizabeth had asked for a map of areas within the UGB that aren't in the City limits – we can include that in this project sheet to show the patchiness of city limits in this area.

E Provide Sewer Infrastructure to Industrial Sites Near Newport Municipal Airport

Project Description	Lead
The City will help to implement sewer infrastructure investments to facilitate industrial development at the airport. Based on a preliminary evaluation of the investment alternatives the two that are most feasible are (1) Expand Airport Septic System (LOSS) and (2) Onsite Treatment WWTP (Package Plant w/Land Application) as determined in the Opportunities and Constraints Report.	Public Works?
Rationale	
Currently the sewer main stops at 50 th Avenue and there is no sewer access to the airport. This limits the types of industries that can function on the sites. Certain development projects that have been envisioned for the airport industrial sites include airport hangars, flex warehouse, and industrial condominiums among others as noted in the Opportunities and Constraints Report. Sewer infrastructure would expand the realm of possibilities for these sites and reduce developer uncertainty around dealing with effluent.	
Implementation steps	<p>The City needs to conduct a more detailed feasibility analysis of the two alternatives including:</p> <ul style="list-style-type: none"> ▪ Refine cost estimates against the agency's funding capacity; factor in additional operations and maintenance expenditures ▪ Determine implementation timeline ▪ Conduct soil studies to determine suitability of the LOSS ▪ Determine if regulatory barriers can be overcome – both alternatives require permitting and the LOSS requires FAA review ▪ Determine preferred alternative
Public or stakeholder outreach needed	The City will conduct outreach with property owners as part of the alternative's analysis.
Partners	Urban Renewal Agency, City of Newport Public Works, Airport Committee, property owners
Estimated Cost	Funding Considerations
Planning estimates: LOSS - \$594,000	The primary funding source is likely to be Urban Renewal, however there may be other state grants.
Onsite Treatment WWTP - \$1,960,000	

Commented [A18]: Derrick how do these implementation steps sound to you? Sequencing? Anything missing?

Comments on who should lead different pieces?

F Improve fire suppression capability at Airport industrial sites

Project Description	Lead
<p>The City will upgrade its water system at the Airport to enable adequate water flow rates to enable fire suppression. The airport's current water flow rate is between 400 to 600 gallons per minute at the hydrants. The Oregon State Fire Code adopted by the City of Newport requires that for any new structure being built there must be a minimum water flow rate of 1500 gallons per minute from the hydrants to fight fires.</p> <p>Potential options to address this would include a large water holding tank, building a holding pond with a dry hydrant, putting in booster stations and larger pipes that would be able to maintain constant flow rate needed.</p>	Public Works?
Rationale	
<p>There is not enough water capacity to enable fire suppression at the Newport Municipal Airport to enable certain types of development that the area might otherwise be able to attract. This includes warehousing and flexible industrial space.</p>	
Implementation steps	<p>**Derrick to fill out: What does the City or its partners need to do to make this happen, in detail.**</p> <ul style="list-style-type: none"> Engineering study of the airport's water system to determine the most cost effective option to be able to make the minimum 1500 gpm water flow rate, and have enough water on hand to fight fires.
Public or stakeholder outreach needed	<p>Describe any necessary input that's needed before the City proceeds with the project.</p>
Partners	<p>City of Newport Public Works</p> <p>**Who else needs to be part of decisionmaking, or needs to weigh in on final plans?***</p>
Estimated Cost	Funding Considerations
<p>**Derrick: Ballpark planning estimate** (can be a range)</p>	<p>**Where could the money come from? Are there any sources the City has already discussed?***</p>

Commented [A19]: Derrick – I found this memo from 2017 that outlines this info. Did you all end up doing any additional engineering studies at the airport to evaluate these options and come to a preferred way to address the fire suppression issue?

https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/121633/Hangar_building.pdf

G Install redundant Yaquina Bay water pipeline

Project Description	Lead
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A significant system vulnerability is the single 12-inch ductile iron bay-crossing pipe installed in 1973 which conveys water to all areas south of Yaquina Bay.

Public Works

Per the 2008 Water System Master Plan, the City has considered two locations for potential horizontal directional drilling installation of a new redundant Bay crossing pipe. The first option begins at McLean Point, roughly parallels the existing bay crossing waterline, and terminates near the Hatfield Marine Science Center (HMSC). The second option begins near the LNG tank and ends at Idaho Point. The Idaho Point option involves more piping in order to connect to the existing system.

Commented [A20]: Derrick - do you just want to call out the Idaho Point option, or should we keep McLean Point in play?

Rationale

A failure of this line could not be repaired quickly and would leave the entire area south of the Bay with only the storage in the South Beach Tank.

Implementation steps	Complete detailed cost estimates
Public or stakeholder outreach needed	Describe any necessary input that's needed before the City proceeds with the project.
Partners	Who else needs to be part of decisionmaking, or needs to weigh in on final plans?

Estimated Cost	Funding Considerations
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Ballpark planning estimate (can be a range)

FEMA grant dollars.

Where could the money come from? Are there any sources the City has already discussed?

Commented [A21]: Derrick - Do you have an idea for how much UR money you'd like to assume here to pay for this crossing? How much of a match would the project require if the City were to be awarded a grant from EPA?

H Enhance Mobility for Cyclists and Pedestrians through South Beach Loop Path Improvements

Project Description	Lead
<p>The City will enhance the existing multi-use pathway network in South Beach by installing new segments, improvements surfaces, investing in landscaping, improving wayfinding, adding amenities (including public art), and improving crossing safety. These improvements will provide a safer and more comfortable way to travel by bike or on foot throughout the area.</p>	<p>Public Works?</p>

Rationale

Improvements to the South Beach multi-use path, which connects most of the key destinations in South Beach, could enhance the bikeability and walkability of South Beach. These improvements provide an opportunity to enhance the identity and sense of place in South Beach through creating a cohesive trail pavement, landscaping, signage and amenities design scheme. Improvements could also incorporate public art and interpretive/educational signage. A coherent, complete, and uniformly branded path and trail network is an amenity unto itself and helps support the local economy by providing additional ways for people to travel around South Beach.

The current trail network in South Beach is patchy and some parts may not be ADA compliant. In the event of a tsunami residents and visitors alike may struggle to access evacuation sites if trail connections are not improved and maintained. The below projects will fill in significant gaps in the mobility network and improve accessibility and navigability to both key destinations and several tsunami evacuation rendezvous points.

It is key to the viability of these projects – namely to be qualified for urban renewal funding support – that they serve not only a mobility function but also enhance placemaking and wayfinding, and offer gathering spaces and help draw people to businesses and attractions around South Beach.

Implementation steps	<p>The City will need to:</p> <ul style="list-style-type: none"> ▪ Assess the level of improvement needed along each section of the trail to identify surface conditions, gaps in the network, lack of wayfinding, high safety hazard areas, etc. ▪ Determine priority level for pathway improvements, including which pathways that the Agency should prioritize for near-term investment vs. elements that could receive grant funding. ▪ Determine design of landscaping along the trail, including opportunities for removal of invasive species in public ROWs (see precedent imagery for examples of how landscaping interacts with multimodal path improvements). ▪ Re-evaluate current wayfinding signage, update as necessary, and, if the current wayfinding system is significantly incomplete, install a new wayfinding signage schema along the trail ▪ Identify potential locations for public art installations and work with the Public Arts Committee to commission pieces, develop a plan for wayfinding, public art, and landmarks. The group will confirm priority areas to focus on first (e.g. 35th Site).
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Commented [A22]: SERA to characterize specific studies that you'd recommend that help take them from our concept into design, especially once the alignments are finalized?

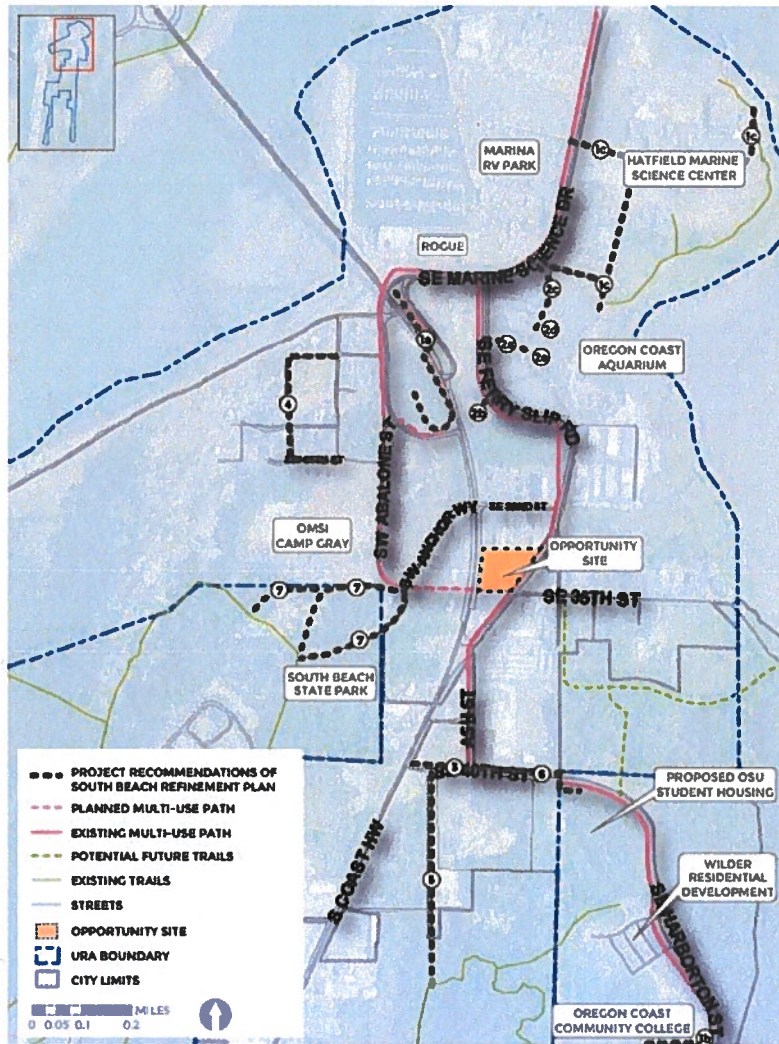
Public or stakeholder outreach needed	<p>The City could seek input from the community on residents' mobility needs (i.e. where they want to go and how they want to get there) and landowners along the trail network. The City could reach out to local artists to commission art for along the trail.</p>
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Partners	City of Newport Public Works, Public Arts Committee, local property owners
Estimated Cost	Funding Considerations
Total Cost for all multimodal path improvements: \$1,265,000 - \$1,545,000+	City of Newport Public Works, Urban Renewal Funding, Public Arts Committee, State transportation grants
New construction - \$700,000.00 or more per mile	
Crossings - \$10,000 each	
Wayfinding sign: \$1,500-5,000 each	
Bench: \$800-3,000 each	

Commented [A23]: In next draft, I think we could add these to an assumptions footnote.

DRAFT PROJECT CONCEPT RECOMMENDATIONS LOCATION MAP



NEWPORT SOUTH BEACH / US 101 REFINEMENT PLAN

Commented [A24]: Retitle this with something like: "South Beach Multimodal Path Loop Concept – Improvement Locations"

I was thinking maybe the black segments should be purple or something to better show the connection to the rest of the trail network. The alignment across 35th should be layered on top of the opp site to show it truly connects.

The 40th street label also goes on top of the key section #3 and makes it look muddled.

We should also call out existing and potential restroom/water/rest locations (existing: Hatfield, near Rogue?) potential (35th site? Aquarium overflow lot?) We could add in cost of restroom investment, at least a high level range.

Costs of a Portland Loo

- Initial cost is \$90,000 plus cost of any options.
- Shipping typically runs \$3,500 to \$5,000.
- Cost to install include:
 - Utility work (water, sewer, electric) \$22,000-\$25,000
 - Foundation work runs \$7,000 to \$9,000
 - Installation costs (crane, labor, hookup) \$3,000 to \$4,000
- Maintenance is typically \$11,000 to \$12,000 per year.

Exhibit 6. Multimodal Connections in South Beach

Map Key	Project	Description	Implementation Considerations	Estimated Cost	Focus	Eligible for Supp. Funding?
1	Improved trail connections to tsunami assembly areas.	<p>1a: Safe Haven Hill. This location is well-served already by several routes to the top of the hill and a growing network of paths providing access from nearby communities. An additional approximately 300-foot connection from the Aquarium RV parking lot, across SE Pacific Way, and linking to the existing path will create more evacuation routes.</p> <p>1b: Oregon Coast Community College. A new approximately 400-foot multi-use path along SE College Way will complete the connection of the Wilder path network to OCCC and provide improved tsunami evacuation routing</p> <p>1c: Hatfield Marine Science Center. Additional new path connections, including an 800-ft link along Hatfield Marine Science Center driveway towards SE 25th, a connection across SE Marine Science Drive and the parking lot, and a 1,200-ft eastward path improvement connecting to the Estuary Trail.</p>	<p>Requires a marked crossing of SE Pacific Way. Might be within ODOT ROW, requiring coordination agreement</p> <p>Requires minor tree clearing depending on final alignment. Connection could be extended more formally across the parking lot at the west end, adding cost and additional considerations to reduce modal conflicts.</p> <p>Need to verify recently-built improvements through the HMSC west side parking lot and links to the path network on the west side of SE Marine Science Dr.</p>	<p>\$50,000 for path and marked crossing</p> <p>\$75,000 for tree clearing, grading, and path</p> <p>\$120,000 - path along the driveway to the south of the Science Center. \$160,000- east path to the Estuary Trail. TBD on west side connection</p>	<p>Recreation</p> <p>Resiliency</p> <p>Recreation</p> <p>Housing/Jobs Connecting</p> <p>Recreation</p> <p>Resiliency</p>	<p>These projects align well with current resiliency initiatives. Potential nexus with hazard mitigation grants from FEMA and others.</p> <p>ODOT Community Path Grants and All Roads Transportation Safety Program</p> <p>Restoration grants for landscaping and roadway beautification</p>

Commented [A25]: We should also highlight which ones increase safety the most.

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Map Key	Project	Description	Implementation Considerations	Estimated Cost	Focus	Eligible for Supp. Funding?
2a/2b 2c 2d/2e	Enhanced pedestrian pathways to aquarium	2a/2b: Both entrances to the RV parking lot on Ferry Slip Road including a 450-foot new path with two improved street crossings on the north (2a) and a 120-foot new path with one improved street crossing on the south (2b). 2c: New path constructed from Marine Science Drive, along a short portion of SE 25 th , and along the Aquarium access road connecting to the North Walkway Entrance. Path is approximately 640 feet with one marked street crossing. 2d/2e: Both the north (2d) and south (2e) walkway entry points for the aquarium improved to clearly alert visitors they are arriving at the aquarium. Improve the overall wayfinding signage and artwork at the path start and potentially clear selected trees to make the entry path more apparent and welcoming.	Crossing improvements will need to be well-marked and coordinated with traffic operations along the busy access road. Both new path segments will require some tree clearing.	\$80,000 for path and marked crossing; additional \$30,000 for crossing warning lights \$40,000 for path and marked crossing; add'l \$30,000 for crossing warning lights \$90,000 for path and one marked crossing. \$30,000 for crossing warning lights \$20,000- \$250,000+ based on extent of project and installed pieces	Recreation	Funding in Partnership with Oregon Coast Aquarium
3	Multimodal path from SE 40th to Ash	Complete missing segment of the path system along SE 40 th by building a 450-foot segment along the north side of the street between Highway 101 and SE Ash Street.	Land acquisition needed for right-of-way expansion to fit the path.	\$70,000 for clearing, grading, and path construction; TBD for land acquisition	Housing/Job Connection	ODOT Community Path Grants and All Roads Transportation Safety Program

Commented [A25]: We should also highlight which ones increase safety the most.

DRAFT South Beach Project Concepts 8/19/21

Map Key	Project	Description	Implementation Considerations	Estimated Cost	Focus	Eligible for Supp. Funding?
4	Extended shared use path in Coho/Brant neighborhood	This ¼ mile path extension would connect to the existing system on SW Brant. The includes both street-adjacent paths and a segment through forested area north of SW 29 th Street	May require right-of-way expansion to fit the path on road segment. Off-street segment north of SW 29 th St. may be through private or public property (additional investigation needed)	\$100,000+ for clearing, grading, and Off-street path segment; more if land acquisition is needed.	Housing/Jobs Connection	
5	Improved trail connection between 40th St. and Mike Miller Park	Construct an approximately 1,600-foot path routed along the west side of the minor road between SE 40 th and SE 42 nd , and extending through forested area to then link to the Mike Miller Park Educational Trail.	May require right-of-way expansion to accommodate the path adjacent to the road segment. To-be-determined routing, land acquisition, and construction complexity through forested land.	\$200,000 or more for path segment along the road. Additional cost if land must be acquired for right-of-way. To-be-determined cost for path through forested land.	Recreation	
6	Improved multi-modal connection to Wilder along 40th St.	Complete the missing segment of the path system along SE 40 th by building a 750-foot segment along the south side of the street from SE Ash to the east connecting to the existing path that is continues to Wilder. This project also includes a marked crossing of the west leg of the SE 40 th / SE Ash intersection.	Land acquisition to expand right-of-way may be needed. Complex shoring and grading may be needed to support the path near the existing water retention pond.	\$120,000 for marked crossing and path construction. Additional \$50,000-100,000 for slope shoring. TBD for land acquisition if needed.	Housing/Jobs Connection	
7	Planned trail connection to South Beach State Park	Install a trail connection between the South Beach multi-use path and the trail system at South Beach State Park. This project includes approximately 1,800 feet of trail, parts of which will be narrow dirt trails and part of which could be an improved hard-surface path to	Needs coordination with Oregon State Parks department. May be eligible for disaster planning funding pending level of improvement to the path	To-be-determined	Recreation	Potential funding support from Oregon State Parks and/or disaster preparedness grants

Commented [A25]: We should also highlight which ones increase safety the most.

Commented [A26]: Consult with City about cost of recent sidepath upgrades

DRAFT South Beach Project Concepts 8/19/21

Map Key	Project	Description	Implementation Considerations	Estimated Cost	Focus	Eligible for Supp. Funding?
?	Planned trail connection to Wilder Development	Install a trail connection between the existing trail network and the Wilder area	connect South Beach State Park to the existing path on SW 35 th and the broader path system. linking to the existing SW 35 th segment.		Recreation	

Commented [A25]: We should also highlight which ones increase safety the most.

Commented [A27]: From SERA. PRETTY SURE THIS IS ALREADY CONSTRUCTED – SE Harborton already has a new path on the west side

Precedent Imagery

GENERAL PATHWAYS



Commented [A28]: We at SERA have hundreds of potential precedent images. Let's please finalize the project list and some of the key distinguishing features first – then we can delve into findings suitable images.

Landscaping – Derek would like to see precedent examples of coastal community incl hardscape options. Would be cool if the pics also showed multimodal paths

Trails/paths

- Asphalt surfaces
- Soft surfaces for natural areas
- Seating respites
- Wayfinding signs
- Street crossings
- Entry gateways and branding elements

Gateways

- Literal gateways
 - o Arch signs
 - o Monuments
 - o Signage
- Landscape areas
 - o Like Pendleton corner
- Play and open space
 - o Splash pads
 - o Skate park
 - o Natural areas
 - o Event venues
- Gateways created by adjacent site development
- Local-inspiration
 - o Art deco art
 - o Public art
 - o Install a derelict fishing boat as art
- Welcome center – info kiosks
- Walk and bike amenity space – bike pumps, bike parking, sheltered lock up space



Distinct lighting features, path separation markings, and landscape improvements support wayfinding and the sense of place in a trail system. (Vancouver, BC)



Coachella Valley Link path system rest refuge area near Palm Springs
(Image: Alta Planning and Design)



Soft surface path through a redevelopment site with seating and amenity areas.
(NW Portland industrial area)



Fanno Creek Trail connection to downtown Tigard, Ore., with branding signage



Islandwood Portland welcoming shelter and gateway.
(Bainbridge Island, WA)



Soft surface trail entering downtown Bellingham, WA



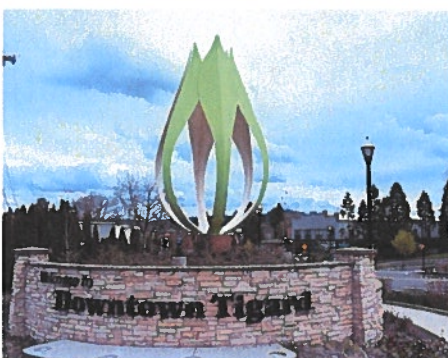
Path gateway



Path enhanced with native plantings



Marked street crossing for multi-use path



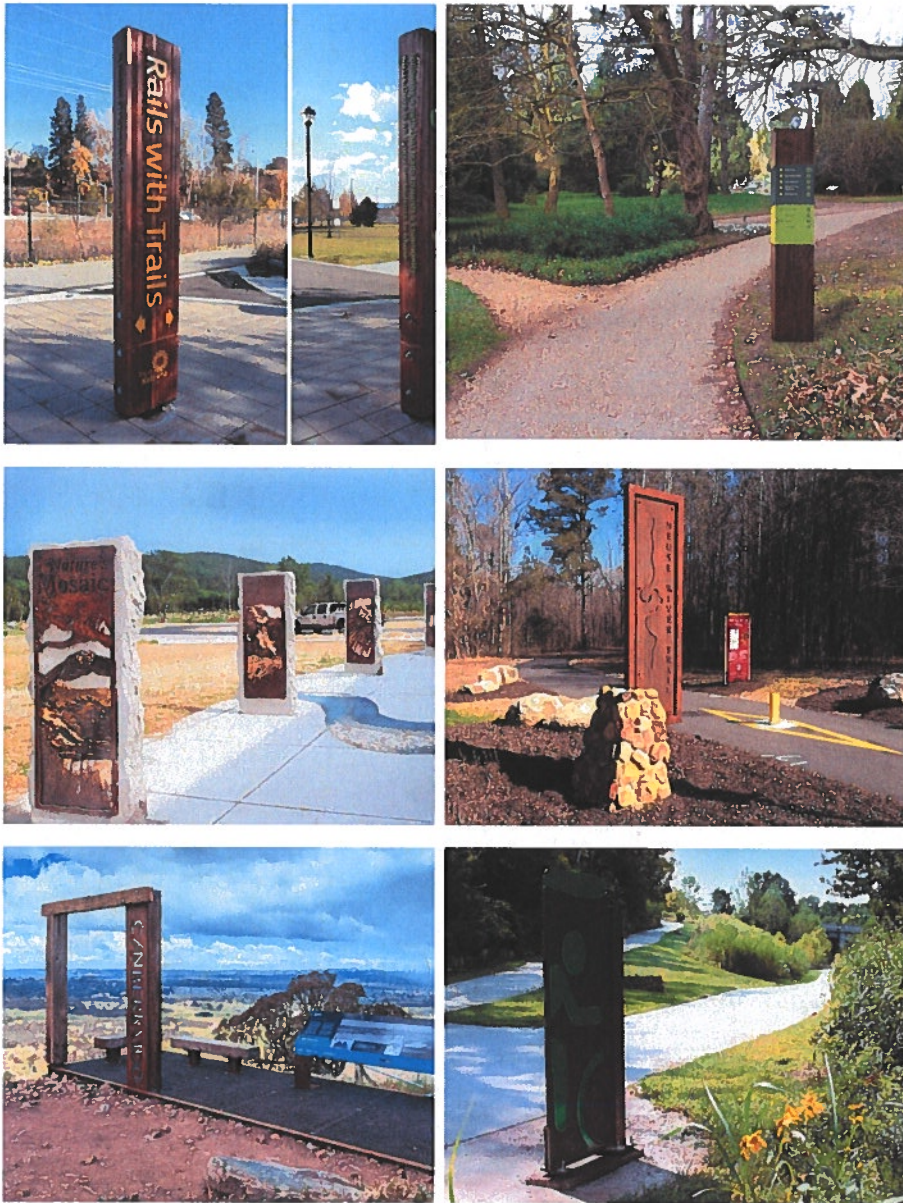
Signage gateway



Trailhead plaza and outdoor museum on Tigard Heritage Trail

WAYFINDING SIGNAGE





Install a traffic signal and enhanced pedestrian facilities at 40th Avenue and U.S. 101

Project Description	Lead
<p>The City will install a traffic signal for four approaches as well as repave the intersection, ADA ramps, striping, signing, Right-Of-Way (at SW corner, SE corner, and NE segment behind proposed sidewalk extension), and utility coordination.</p> <p>Additional project elements could include:</p> <ul style="list-style-type: none"> 1) Extending a 6-foot wide sidewalk from the ramp at the south end of the crosswalk at SE Ferry Slip along the east side of US 101 to SE 40th 2) a 10-foot wide multi-use path from SW 35th to SW 40th. 	Public Works

Rationale

Signalization at 40th will open the door for planned development and ease congestion in South Beach improving safety and ease of access to the Wilder development, Oregon Coast Community College, and the planned OSU student housing development.

Implementation steps	<p>The City will need to:</p> <ul style="list-style-type: none"> Have the new traffic signal authorized by the State Traffic Engineer Determine the extent of the project – will it include one or both of the additional multimodal improvements Acquire the necessary ROWs Develop a construction traffic plan to minimize impacts
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Public or stakeholder outreach needed

The city will need to reach out to landowners to acquire ROWs.

Partners

ODOT, Lincoln County Transit, Department of Public Works.

Commented [A29]: Derrick – the transit agency was called out as a partner in the TSP. Do you think they should remain?

Estimated Cost	Funding Considerations
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Cost estimate from DKS (6/21): \$1,538,827; Urban renewal funding, state and federal funding for capital improvement projects

Commented [A30]: Nicole - Cite memo with date from DKS

Additional elements:
 \$411,730 (6' sidewalk)
 \$482,569 - \$676,564
 (10-foot wide multi-use path - estimate ranges based on using asphalt or concrete for shared use-path)

J Provide transportation access to east Airport properties

Project Description	Lead
The City will construct a new road to provide access to east Airport properties. Road access to east airport properties could be off 50 th or 98 th (Exhibit 7).	City of Newport Public Works
Rationale	
Currently, east Airport properties have limited development potential as there is no road access to the sites. This limits development of 85 acres of aeronautical and non-aeronautical development. Adding a road can spur development of these properties contributing to the economic base of the City.	
Implementation steps	The City needs to: <ul style="list-style-type: none"> ▪ Determine the desired type of development for these sites to determine access needs ▪ Determine the best alignment to access these properties based on both topographical constraints and private property ▪ Acquire necessary ROW
Public or stakeholder outreach needed	The City should engage with potential developers to determine potential concepts for the sites. The City will need to reach out to land owners to acquire ROWs
Partners	Department of Public Works, developers, property owners, Airport Committee
Estimated Cost	Funding Considerations
Ballpark planning estimate (can be a range)	Urban Renewal Funding, Airport Committee

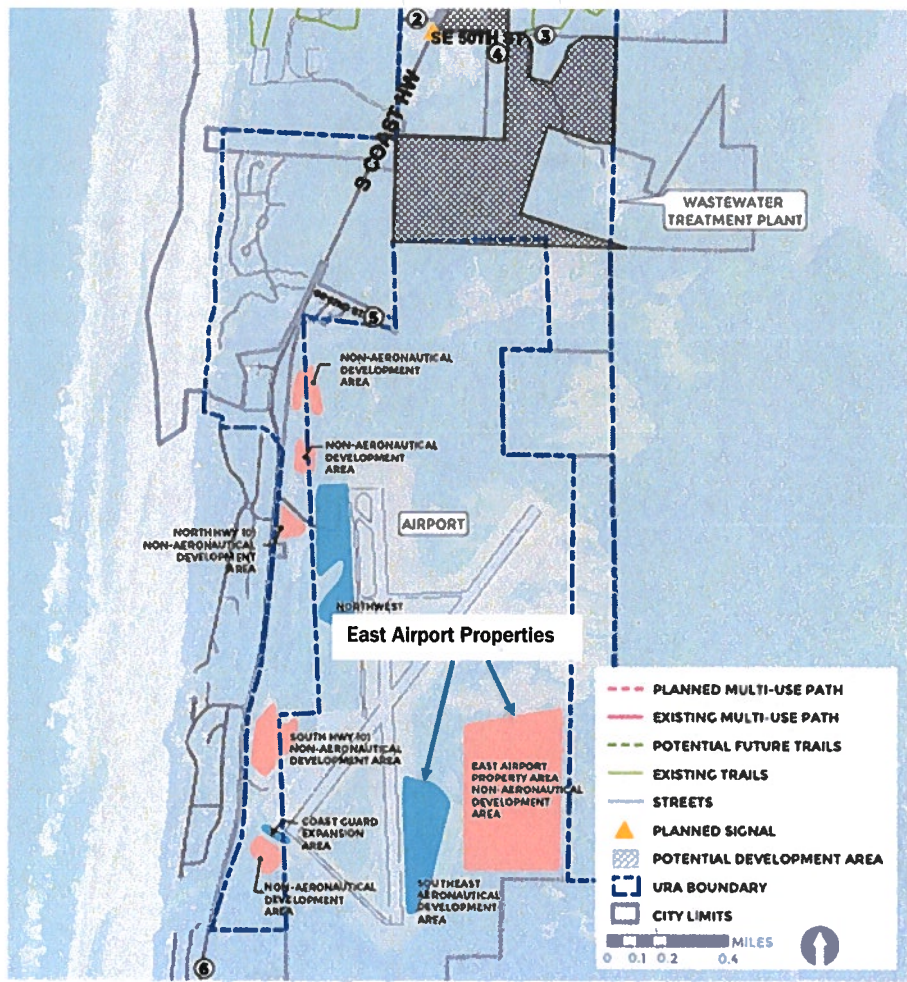
Commented [A31]: Derrick: If this one needs to come out because of the evaluation, we might want to just remove this project sheet. We probably don't need to be writing detailed project sheets for projects that don't rank highly enough to proceed with.

Commented [A32]: Derrick - Would you want to use a cost sharing arrangement with private property owners to support development of this road? Is there a segment you'd want UR to pay for over the next few years, and then property owners would develop additional segments as they move forward with development?

Commented [A33]: Derrick – do we get # from DKS? Or Public works?

Exhibit 7. East Airport Properties

Commented [A34]: Need a better res version of this map



NEWPORT SOUTH BEACH / US 101 REFINEMENT PLAN





Install a traffic signal at SE 50th and U.S. 101

Commented [A35]: Ditto for this one – if it ranks low on the evaluation, we probably wouldn't make any further iterations on this project sheet.

Project Description	Lead
<p>The City will install a traffic signal and intersection improvements at 50th and U.S. 101 to add new east leg. The City will construct a multi-use path with buffer on the west side of US 101 and shoulder/bike lanes on both sides, as well as a multi-use path on the north side of 50th and the sidewalk on the south side. This project is called out the Transportation System Plan as a low priority investment.</p>	<p>City of Newport Public Works</p>
Rationale	
<p>Signalization at 50th will open the door for planned development of the Airport Industrial properties and ease congestion in South Beach improving safety and ease of access to the Airport Industrial properties</p>	
Implementation steps	<p>The City will need to:</p> <ul style="list-style-type: none"> • Update cost estimate from 2012. • Have the new traffic signal authorized by the State Traffic Engineer • Acquire any necessary ROWs • Develop a construction traffic plan to minimize impacts
Public or stakeholder outreach needed	<p>The City will need to reach out to landowners to acquire ROWs.</p>
Partners	<p>ODOT, Lincoln County Transit, Department of Public Works</p>
Estimated Cost	Funding Considerations
<p>Planning estimate from 2012 TSP: \$1,970,000</p>	<p>Urban renewal funding, state and federal funding for capital improvement projects</p>