



# COHO/BRANT INFRASTRUCTURE REFINEMENT PLAN



CITY OF NEWPORT  
AUGUST 2012

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## ACKNOWLEDGEMENTS

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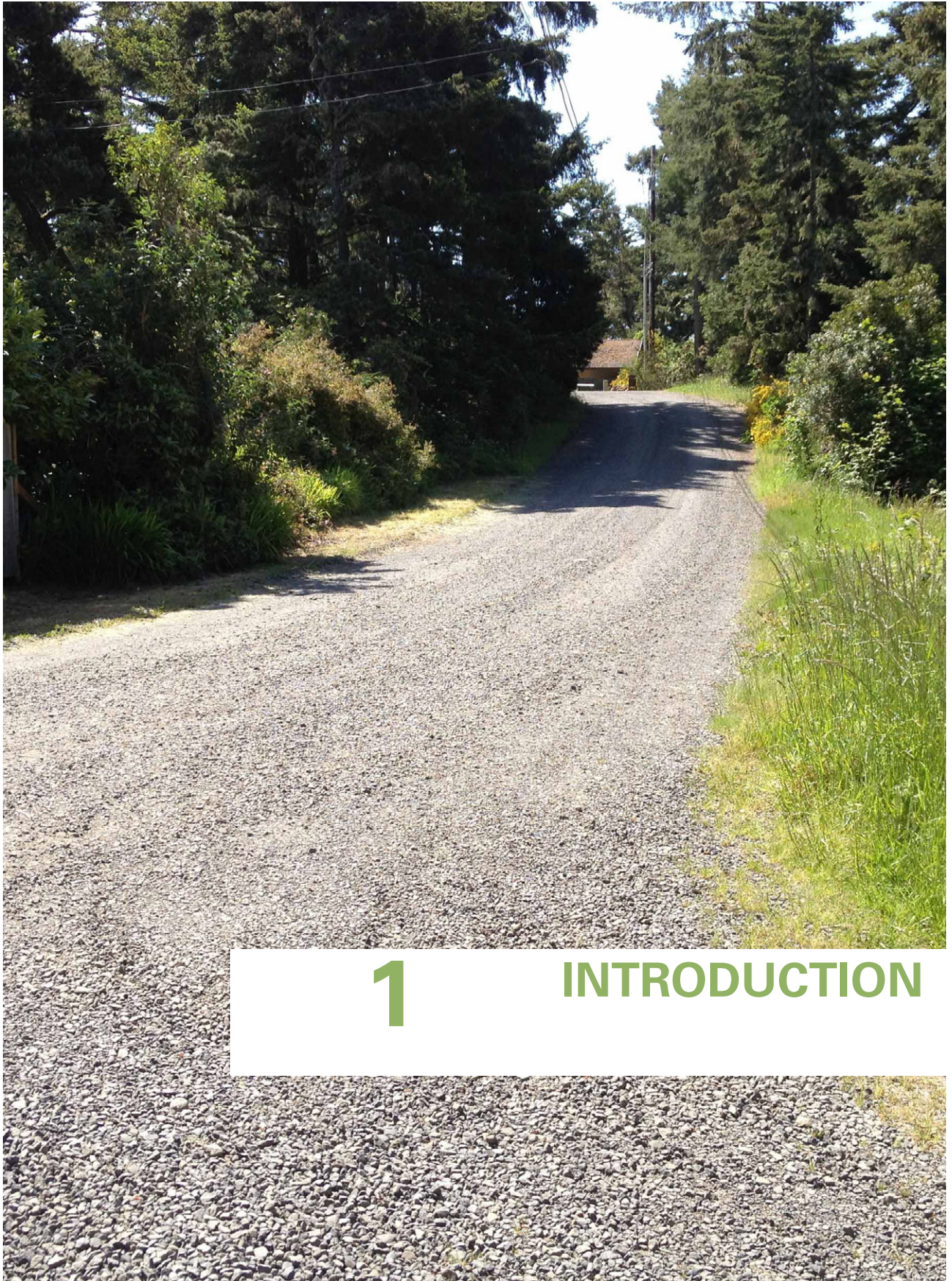
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# 1

# INTRODUCTION

## 1.1 Overview

The Coho/Brant Infrastructure Refinement Plan was developed with significant public engagement to provide direction for future public infrastructure improvements in the Coho/Brant neighborhood. The project is founded on four primary objectives:

- Produce an infrastructure refinement plan with preferred design alternatives based upon feedback from active public engagement;
- Engage the public through an iterative design process;
- Identify public infrastructure improvements and associated planning-level cost estimates;
- Present findings in a manner that enables City staff to easily amend existing adopted plans.

The refinement plan is a neighborhood-scale infrastructure plan that addresses the following design components:

### **Right-of-ways**

The refinement plan evaluates existing rights-of-way and their suitability for future street connectivity and utility needs and recommends adjustments to existing and acquisition of new rights-of-way for identified infrastructure improvements.

### **Street Improvements & Stormwater Management**

The refinement plan recommends street improvements, including: bicycle and pedestrian facilities, paving, lighting, landscaping, and stormwater management strategies within the project area.

### **Parks and Trail Management**

The refinement plan addresses parks and trail management within the project area, including: type, placement, management, and connection with other neighborhood recreation venues. Specifically, the plan evaluates the Coastal Gully open space area, part of a larger drainage system, for its impacts on stormwater runoff and the opportunity for joint management with other public agencies.

### **Highway 101/SW 35th Street Intersection**

Highway 101 provides vehicular access to the project area along SW Abalone Street and SW 32nd Street. Improvements to Highway 101, including the future intersection of SW 35th Street, will affect the project area. The refinement plan identifies the alignment, including right-of-way needs, for construction of this intersection in anticipation of future development in 2015-2016.

### **Tsunami Evaluation Route Enhancements**

The City has prepared initial concepts for access improvements to Safe Haven Hill. The refinement plan considers the type of improvements and signage needed to effectively direct persons residing or visiting the project area to the designated tsunami evacuation route.

In order to develop the site with respect to public desires, the refinement plan includes recommended policies and development standards, which vary from existing City standards. In addition, given anticipated future development under consideration, the refinement plan recommends amendment to existing functional plans to reflect updates included herein.

The refinement plan is a tool to be used by the City to obtain needed rights-of-way, update adopted plans, and obtain financing. The plan describes public infrastructure improvements, in both graphic and text, so the City can make necessary updates to facility plans, Capital Improvement Plans, Urban Renewal Plans, and other applicable documents. The plan also includes cost estimates for the improvements in order to empower the City to pursue the best financing options available.

## 1.2 Planning Process & Public Involvement

The Coho/Brant Infrastructure Refinement Plan was prepared by a consultant Design Team comprised of staff from Cameron McCarthy Landscape Architecture & Planning and KPFF Consulting Engineers. The project was guided and shaped by technical advice from a stakeholder committee, including those representing: the City of Newport, the Port of Newport, the Hatfield Marine Science Center (HMSC), the Oregon Department of Transportation (ODOT), Oregon Marine Science Institute (OMSI), South Beach State Park, Lincoln County, neighborhood business owners, neighborhood property owners, and neighborhood residents. The project was initiated in March 2011 with final scoping, research, and review of background materials. The public involvement process included a series of stakeholder design charrettes and public workshops, followed by an open house to present a draft of the plan, and a presentation to the Newport City Council and Urban Renewal Agency, as described below.

On April 11, the Design Team conducted a site tour of the project area and held an initial meeting with the stakeholder committee. In the evening, the Design Team facilitated a public workshop to gather information and identify opportunities and constraints within the project area. Approximately 20 stakeholders, neighbors, and members of the general public attended the workshop. The workshop resulted in an Opportunities & Constraints Analysis summary, included as Appendix A, and discussed in Section 2.7, and an Initial Circulation Concept, discussed in Section 3.1.

On April 25, the Design Team presented the Opportunities & Constraints Analysis and Initial Circulation Concept to the stakeholder committee and conducted a design charrette focused on the development of alternatives for circulation improvements, parks and trail improvements, Highway 101/SW 35th Street intersection improvements, tsunami evaluation route improvements, and other utility improvements. In the evening, the Design Team facilitated a public workshop to present the initial information, present the alternatives generated during the design charrette, and to solicit input and feedback. Approximately 20 stakeholders, neighbors, and members of the general public attended the workshop.

On May 16, the Design Team presented conceptual design alternatives to the stakeholder committee and conducted a design charrette aimed at selecting preferred alternatives from the range of options. In the evening the Design Team facilitated a public workshop to present the conceptual design alternatives. Attendees completed a preferences survey to aide the Design Team in the selection of preferred alternatives for the various improvements. Approximately 35 stakeholders, neighbors, and members of the general public attended the workshop or participated by completing the survey.

On June 12, the Design Team conducted a walk-through open house to present the draft plan and provide a final opportunity for public input and feedback on the proposed improvements and recommendations. On June 18, the Design Team presented the draft plan to the Newport City Council and Urban Renewal Agency. In response to input received at the public open house, City Council/Urban Renewal Agency presentation, and comments from City staff, the Design Team will prepare a final plan for formal adoption by the City and Urban Renewal Agency.

## 1.3 Relationship to Other Plans

The Coho/Brant Infrastructure Refinement Plan fits within a framework of guiding and regulatory documents that manage and shape future development and redevelopment within Newport. These documents include, but are not limited to, adopted comprehensive, neighborhood, functional, and urban renewal plans, as well as zoning and subdivision ordinances. As the plan primarily addresses infrastructure needs, it refines previous work conducted as part of other planning studies. This section details the relationship between the refinement plan and existing documents.

### **Comprehensive Plan**

Adopted by Ordinance No. 1621, the [City of Newport Comprehensive Plan](#) is designed to guide development of land within the city limits and to coordinate with Lincoln County the development of lands outside the city limits but within the urban growth boundary (UGB). The plan establishes goals, policies, and means for future growth in Newport. Land use designations within the project area include high density residential, commercial, industrial, and public. Appendix C of the Comprehensive Plan is the [Employment Lands & Conceptual Land Use Planning Project](#), which generated the revised [South Beach Neighborhood Plan](#), discussed below.

### **Zoning Ordinance**

The City's zoning ordinance is contained in Title XIV of the [Newport Municipal Code](#). The 1982 [City of Newport Zoning Ordinance](#) implements the Comprehensive Plan and contains standards and conditions that regulate land use and development within the project area. Volume 2, Chapter 2, Section 1 of the zoning ordinance separates the City into five basic zoning districts (residential, commercial, industrial, water-related, and public) and 15 use districts. The project area contains land within the following use districts: R-4 High Density Multi-Family Residential, C-1 Retail and Service Commercial, C-2 Tourist Commercial, I-3 Heavy Industrial, W-2 Water Related, P-1 Public Structures, and P-2 Public Parks. Volume 2, Chapter 3 of the zoning ordinance contains general regulations and standards addressing height limitations, yards and setbacks, lot sizes, density requirements, and parking, loading, and access requirements.

### **Subdivision Ordinance**

The City's land division ordinance is contained in Title XIII of the [Newport Municipal Code](#). Of particular relevance to this plan, Chapter 13.05 Subdivision and Partition contains requirements applicable to streets, blocks easements, lots and parcels, public improvements, underground utilities and service facilities, street lights, and street signs.

### **South Beach Neighborhood Plan**

Adopted by Ordinance No. 1899, the [South Beach Neighborhood Plan](#) provides direction for the future growth of the South Beach Area. The plan "changes the existing Comprehensive Plan Map's industrial focus away from South Beach and provides for future growth for the South Beach area in residential, commercial, and institutional development that is more consistent with the pattern of land use that already exists in the South Beach neighborhood."<sup>1</sup> The plan contains amendments to public facility and transportation plans, as well as recommendations for additional stormwater regulations and design standards for industrial and commercial

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<sup>1</sup> Employment Lands & Conceptual Land Use Planning Project: South Beach Neighborhood Plan. The Benkendorf Associates Corp. March 2006 Revised.



development, which provide the basis for the infrastructure refinement plan. The entire project area is within the boundaries of the South Beach Neighborhood Plan.

### **South Beach Urban Renewal Plan**

Adopted in 1983, the South Beach Urban Renewal Plan facilitates development and redevelopment in the South Beach area. The plan has been amended eight times since its adoption. Amendments V, VII, and VIII have particular relevance to the Coho/Brant project area, as discussed below.

Amendment V was intended to reduce or eliminate the blighted conditions in the district and extend the effectiveness period of the plan from 2010 to 2020. Blighted conditions include: sub-standard street improvements, rights of way, traffic signalization, and management; incomplete pedestrian/bicycle circulation systems and Tsunami Evacuation Routes; inadequate water storage capacity and distribution line; undersized or absent sanitary sewer collection service lines; incomplete winter stormwater management systems; and inadequate neighborhood recreation facilities and open space.

Amendment VII identified the acquisition of a natural coastal gully and foredune area adjacent to South Beach State Park as a specific Neighborhood Park/Open Space Site acquisition project. Amendment VIII includes funds for tsunami evacuation route improvements and identifies approximately 6.5 acres of high ground at south base of the Yaquina Bridge ("Safe Haven Hill") as an evacuation for destination for portions of South Beach.

### **Transportation System Plan**

The City of Newport and ODOT have been working on an update of the Newport Transportation System Plan (TSP) to address future issues in the South Beach area because significant economic development is anticipated and the transportation system has substantial limitations. The street improvements called for in the South Beach Urban Renewal Plan are critical new components



Yaquina Bay



Banners along SE Marine Science Drive

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## INTRODUCTION

of the transportation system, however the capacity of the Yaquina Bay Bridge is expected to be a major constraint in the operation of the transportation system. In order to address these issues, ODOT and the City are considering alternate mobility standards for US-101 between the Yaquina Bay Bridge and South 62nd Street as part of the overall TSP update.

The City of Newport and ODOT, in partnership, have developed a management plan to balance new land use growth and economic development with future transportation system capacity and improvements. The Coho/Brant area is identified as “South Beach Future Transportation Analysis Zone F” The plan amends the TSP roadway projects and bicycle and pedestrian projects and proposes a “South Beach Overlay Zone” intended to support and promote future development in developable lands between Yaquina Bay Bridge and 62nd Street. Specific projects identified in the draft TSP update within the Coho/Brant project area are detailed in the assumptions section.

### **South Beach Peninsula Transportation Refinement Plan**

Located directly to the east of the Coho/Brant project area, the South Beach Peninsula contains several of Newport’s most important institutional, commerce, and recreational facilities, including the Hatfield Marine Science Center, the Oregon Coast Aquarium, the South Beach Marina, the Rouge Brewery, and the National Oceanic and Atmospheric Administration (NOAA) Marine Operations Center-Pacific. Completed in 2010, the South Beach Peninsula Transportation Refinement Plan was initiated in response to the relocation of it’s fleet of research vessels from Seattle to the northern end of the South Beach Peninsula. The plan includes circulation, streetscape, parking, and wayfinding concepts, as well as planning-level cost estimates for a range of public improvements proposed in the South Beach Peninsula area to address substandard conditions. Many of the improvements identified in the plan for SE Marine Science Drive and SE Pacific Way have been completed. In addition, the plan identifies specific improvements within the Coho/Brant project area, which are considered as part of this plan.

### **Bicycle and Pedestrian Plan**

Completed in July 2008, the Newport Bicycle and Pedestrian Plan updated the bicycle and pedestrian element of the 1997 Newport Transportation System Plan. The plan includes a comprehensive list of projects and strategies for improvements to the bicycling and walking environment in Newport. The plan identifies proposed pedestrian and bicycle projects within and adjacent to the Coho/Brant project area and includes planning-level cost estimates for those projects. Specific projects applicable to this plan are detailed in the assumptions section.

### **Housing Needs and Buildable Lands Study**

Completed in 2011, the Newport Housing Needs and Buildable Lands Study updates the housing element of the comprehensive plan and includes comprehensive plan policies and implementation measures. Of particular relevance to this plan, Implementation Measure 4.2 recommends targeted amendments to the zoning ordinance to allow narrow streets, among other revisions. In addition, revised Policy 6 states the “City of Newport shall coordinate planning for housing with provision of infrastructure. The Community Development Department shall coordinate with other City departments and state agencies to ensure the provision of adequate and cost-effective infrastructure to support housing development.”

### **South Beach Tsunami Safe Haven Concept Plan**

The City has been working on access improvements to Safe Haven Hill, within the Coho/Brant project area. In 2011, consultants SERA Architects and Greenworks prepared a concept plan and planning-level cost estimate for improvements to Safe Haven Hill that is the basis for refinement as part of this plan.

### **South Beach State Park Master Plan**

South Beach State Park forms the western boundary of the Coho/Brant project area. The park extends for approximately one mile along the coast from south jetty and encompasses 508 acres. The 2003 [South Beach State Park Master Plan](#) guides future development and management of South Beach State Park. Several existing and proposed trails within South Beach State Park intersect with the Coho/Brant project area at various locations. In addition, existing and proposed amenities, including group camp sites, tent camp sites, and day use parking areas are located in close proximity to the Coho/Brant project area.

### **Public Infrastructure Systems Development Charge Methodology**

The 2007 Public Infrastructure Systems Development Charge Methodology update report includes project descriptions and methodologies for the various infrastructure components identified in the planning documents described above. This document was used as additional guidance and documentation of planned transportation, water, wastewater, and stormwater projects. As Newport does not have a current Parks System Master Plan, this document was used as a resource for specific parks improvement projects planned to occur within the Coho/Brant project area.

### **Other Infrastructure Plans**

The 1995 update of the [Newport Wastewater Facilities Plan](#) “evaluates alternatives for effluent discharge points, treatment plant sites, treatment processes, and conveyance pipelines for new wastewater facilities in the South Beach Area of Newport.” The 2004 [South Beach Storm Water Master Plan](#) guides management and upgrades of the City’s storm drain system in the South Beach area. The 2008 [Water System Master Plan](#) guides management, operation, and improvements to the municipal water system. Existing and proposed infrastructure facilities identified in the aforementioned plans, and the South Beach Neighborhood Plan, establish the basis for further study and refinement under this plan.

## **1.4 Project Assumptions**

Many of the plans discussed in Section 1.3 include planned infrastructure improvements within the Coho/Brant project area. The planning process included study and evaluation of these projects and how they contribute or conflict with improvements considered by the plan. In some cases projects were carried forward as assumed future infrastructure improvements. In other cases, the planning process resulted in recommendations for modification or removal of specific projects and updates to associated facilities plans as needed. Following is a description of relevant projects organized by plan.

### **Draft TSP Projects**

- [TSP Project No. 2a. US 101 at 32nd Street](#). Remove traffic signal from intersection of US 101 and SE 32nd Street. Convert intersection of US 101 and 32nd Street to right in and right out. Construct multi-use path on west side, bike lane and sidewalk on east side of US 101.

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## INTRODUCTION

- TSP Project No. 2b. US 101 at 35th Street. Widen intersection to accommodate additional lane channelization and signalize. Acquire right-of-way as needed. Construct multi-use path on north side of 35th, sidewalk on south side.
- TSP Project No. 9. SW Abalone Street Extension – from SW 26th Street to SW 35th Street connecting with US 101. Construct new 2-lane roadway, with multi-use path on the west side and sidewalk along the east side. Acquire right-of-way as needed.
- TSP Project No. 13. US 101 from Yaquina Bay Bridge to SE 32nd Street. Widen highway south of Pacific Way and construct multi-use path on west side and sidewalk on the east side. Access management. Acquire right-of-way as needed. Westbound access to US 101 to be restricted to emergency vehicles and transit.

### **Bicycle and Pedestrian Plan Projects**

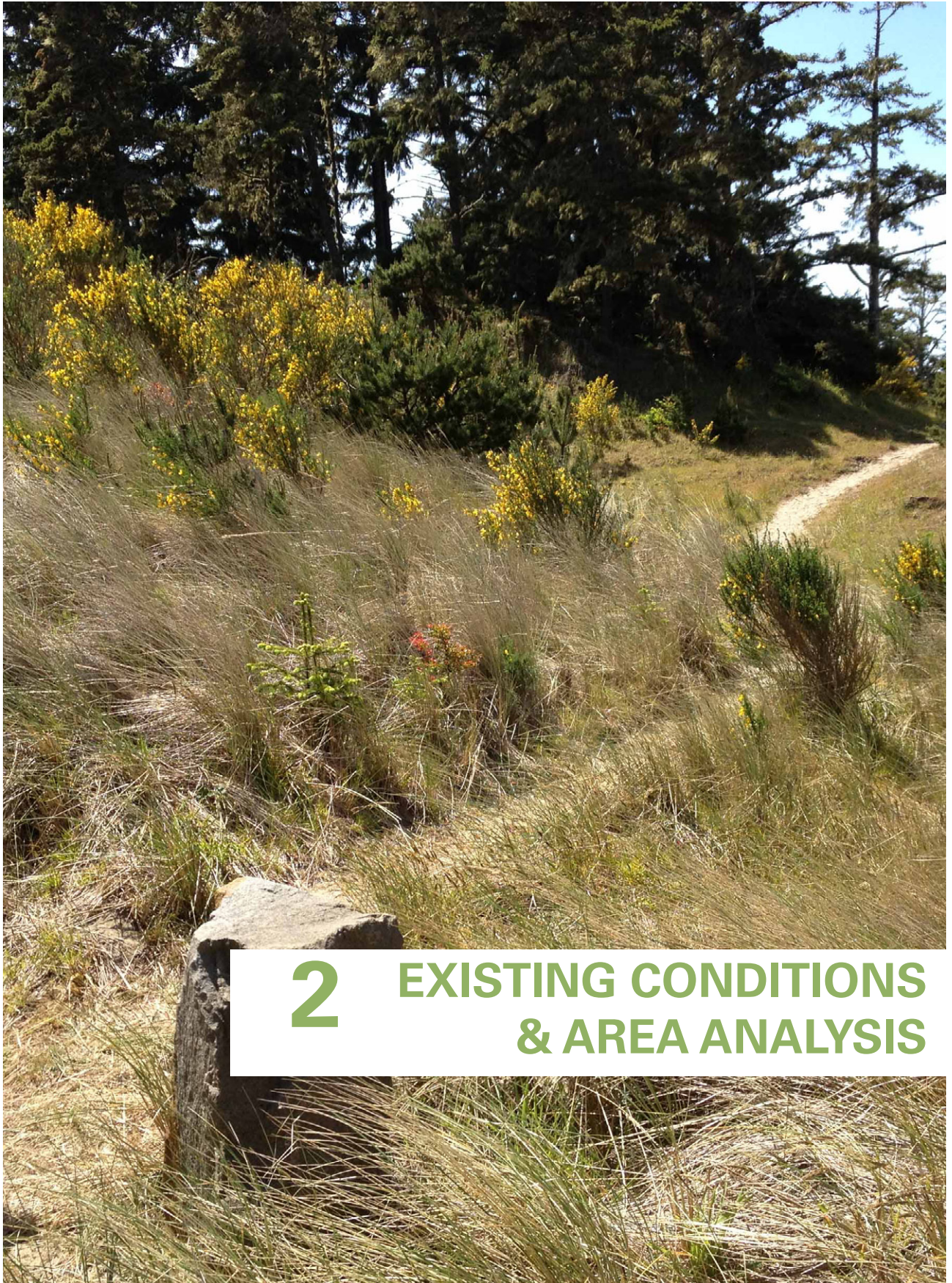
- SW Abalone Street, SE OSU Drive to US 101. Construct sidewalks on west side of street.
- SW Brant Street, SW Abalone Street to end of street. Construct sidewalks on west side of street.
- SW 35th Street, SE Ferry Slip Road to end of street. Construct sidewalks on one side of street.
- US 101, SW Abalone Street to SE 32nd Street. Construct sidewalk on west side of road.
- US 101, Yaquina Bay Bridge to South Beach State Park Access. Stripe bicycle lanes on both sides of street.
- South Beach State Park, US 101. Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings).
- South Jetty Trail, SW 26th Street to south jetty. Construct a shared-use path out along the south jetty.
- Development of SW Coho Street, South Jetty Road to SW 30th Street. Provide pedestrian access on unimproved road.

### **South Beach Urban Renewal Plan**

- Public rights-of-way, streets. Coho/Brant Area – Construct.
- Public rights-of-way, streets. SE 35th & Ferry Slip Road.
- Public rights-of-way, sidewalks. OSU Dr. (Abalone to Ferry Slip)
- Public amenities, neighborhood park/open space site. Acquisition, including the 2.5-acre coastal gully and foredune site adjacent to South Beach State Park.
- Special project ideas. South Jetty Trail.

### **Public Infrastructure SDC Methodology – Parks**

- Parks Project No. 8 - Coho Street Park Acquisition. Purchase and complete preliminary master planning for a park in the Coho Street area.
- Parks Project No. 12 - Coho Street Park Development. Provisions to improve the park property acquired in No. 8 above.



## 2 EXISTING CONDITIONS & AREA ANALYSIS

## 2.1 Project Area

The project area is within the Coho/Brant Neighborhood of Newport. The Coho/Brant neighborhood is located within the South Beach Urban Renewal District. The project area is bounded by Highway 101 to the east, SW 26th Street and Jetty Way to the north, South Beach State Park to the west and south, and the future intersection of Highway 101 and SW 35th Street to the south. The project area is 95 acres in size.

The project area is partially developed with an incomplete, substandard street system of primarily gravel roads lacking bicycle and pedestrian facilities, street lighting, and storm drainage improvements. Existing development consists of single-family and multi-family residential housing along SW 26th Street, SW 27th Street, SW 28th Street, SW 29th Street, SW 30th Street, and SW Brant Street.

Several vacant and undeveloped parcels exist south of SW 27th Street, between SW Brant Street and the SW Coho ROW. The southwest portion of the project area has recently been purchased by OMSI, which is planning for the future construction of an Environmental Learning Center on the site. Other key features within the project area include: Pioneer Cemetery, centrally located in the site adjacent to residential housing on SW Brant Street; Safe Haven Hill; an undeveloped commercial area; and Coastal Gully Open Space, located adjacent to residential housing on SW 30th Street and SW Coho Street and partially within the future OMSI Environmental Learning Center site.

Map 2-1 illustrates existing conditions within the project area. Key features, including streets, existing ROW, Safe Haven Hill, and Coastal Gully open space are described in detail in Section 2.4.



Rogue Ales Brewery adjacent to the Project Area

Map 2-1. Existing Conditions



	 Project Area	 100 Year Flood (FEMA)
	 Taxlots	 Wetlands
	 Contour Intervals (10')	

	Newport Coho/Brant Infrastructure Refinement Plan	1 inch = 100 feet at 30x42
	Existing Conditions Newport, Oregon	June 11, 2012




## 2.2 Neighborhood Description

### Neighborhood Context

The Coho/Brant neighborhood is comprised of four areas that combine to create an opportunity for both development and preservation of a unique part of Newport.

- The area from Jetty Road to SW 28th Street is dominated by multi-family housing with newer, single-family dwellings. Most of the area is zoned R-4 High Density Residential. Vegetation is limited to landscaping around existing structures with trees concentrated along the eastern slope of the foredune, many of them located in the SW Coho Street undeveloped right-of-way. Development of vacant properties can be encouraged with improved infrastructure such as paved streets.
- The area between SW 29th Street and SW 30th Street west of SW Brant Street is quiet, more isolated from traffic on Jetty Road and SW Abalone Street, and generally rural in character. This area is also zoned R-4 and housing is mixed with older homes, some high-density housing, and a few newer homes and condominiums on the foredune. Vegetation is denser, including landscaping around existing structures, native vegetation on the undeveloped lots and the City owned Coastal Gully Open Space, and numerous trees along SW Brant Street, SW Coho Street and SW 30th Street.
- The area south of SW 30th Street and west of SW Abalone Street is proposed to be developed by OMSI as an environmental learning center. Vegetation is limited as a result of land clearing activities in 1997. OMSI has indicated plans to restore the area to its original landscape composition, including native vegetation, seasonal wetlands, and trees. Development infrastructure will focus on access from SW Abalone Street.
- The area east of SW Abalone Street is zoned Commercial Retail and Service. Development is highly dependent on adequate infrastructure.

Planning for adequate infrastructure for future development should address existing drainage issues and appropriately improve access while preserving the neighborhood character of the different areas described above.

- Paved streets may change in scale between areas. For instance, in the area between SW 29th Street and SW 30th Street west of SW Brant Street, streets can be narrower in order to preserve existing trees. Keeping the streets narrower will maintain the more rural feeling of being nestled amongst the native vegetation. The area from Jetty Road to SW 28th Street has a more open feel, therefore streets can be wider with pedestrian and bicycle facilities.
- Multiple access points should be considered carefully to differentiate the quiet areas from the more public areas.



Coho/Brant neighborhood viewed from the Yaquina Bay Bridge



**Natural Features**

As a Tree City, U.S.A, Newport will be charged with preserving and protecting the tree canopy of the city. Parts of the Coho/ Brant Neighborhood enjoy a classic coastal landscape including Sitka spruce, firs and shore pines. The trees are a critical natural resource; providing habitat for numerous resident and migrating birds and animals. The trees stabilize the dunes and provide continuity to the dwindling Western Viewshed. This iconic landscape is visible from many prominent locations in Newport including the historic Yaquina Bay Bridge and Yaquina Bay State Park as well as the highways and waterways.

The unique character of the Coho/ Brant Neighborhood relies on the native vegetation and the remaining older trees. Surveying the location of existing trees should occur as part of all improvement projects and context-sensitive design solutions should be incorporated. Appendix B contains a summary of Stakeholder Conservation Priorities.



Northern portion of project area



Foredunes at SW Dungeness Street



Southern portion of project area

## 2.3 Land Uses

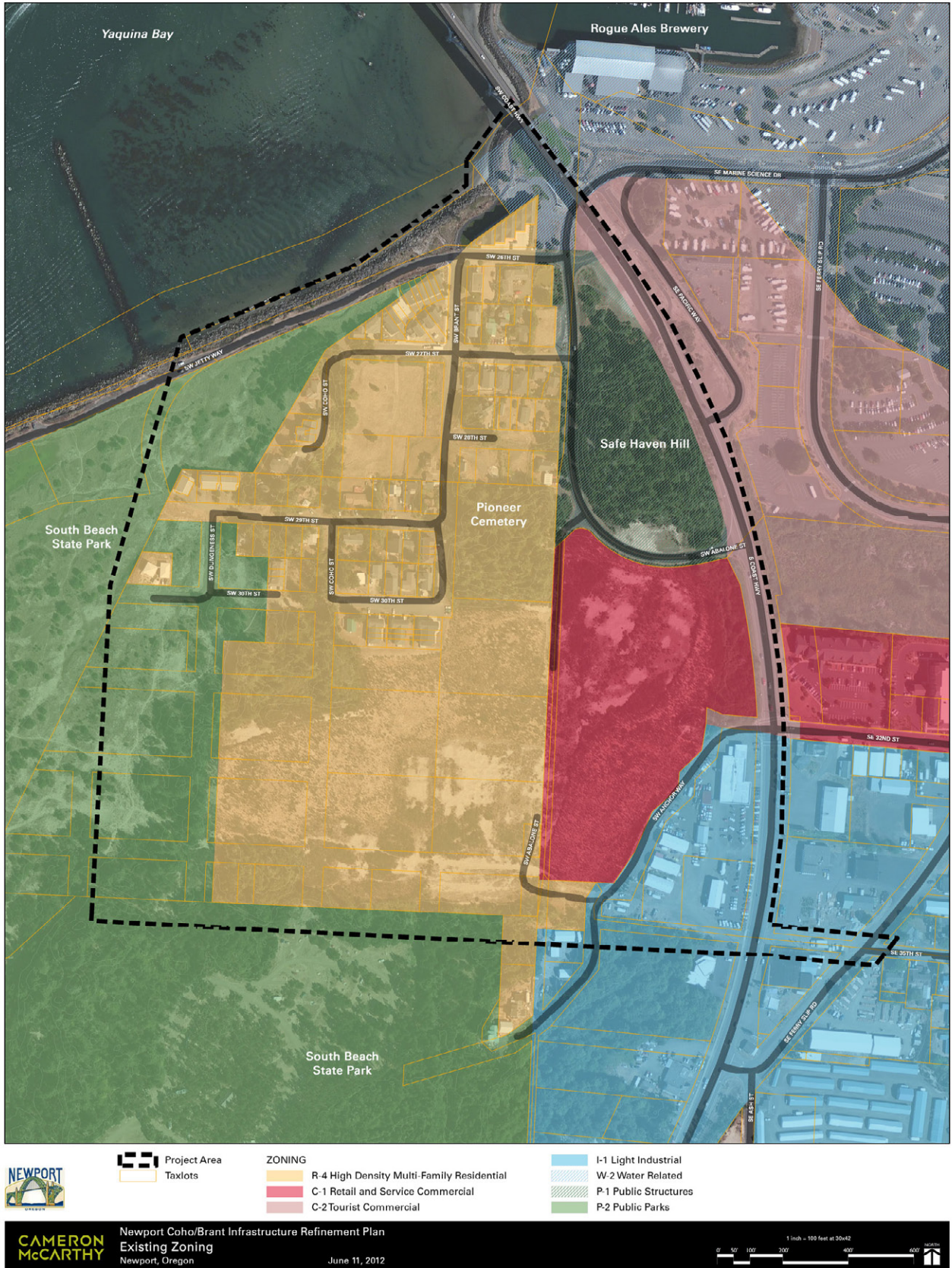
The majority of the project area is zoned R-4 High Density Multi-Family. Safe Haven Hill, in the northeast portion of the project area, is zoned P-1 Public Structures and is a tsunami evacuation area accessible by SW Abalone Street. South of Safe Haven Hill is a large undeveloped area zoned C-1 Retail and Service. Further south is developed land zoned I-1 Light Industrial. The southwest and western most portions of the project area consist of undeveloped public lands located in the South Beach State Park boundaries and zoned P-2 Public Parks.

The Comprehensive Plan designates the Yaquina Bay Bridge as being of historical significance. Completed in 1936, the bridge is a key portion of the coast highway system and led to the development of the business district along Highway 101. The Oregon Coastal Zone Management Association (OCZMA) has categorized the bridge as having importance to the state. The South Beach Dune Complex, and inventoried ocean shorelands resource abuts and extends within the eastern portion of the project area. The South Beach Dune Complex is the largest dune area in Newport. The dune complex is located primarily within South Beach State Park. Map 2-2 illustrates land use within the project area.



Existing residential development north of SW 27th Street

Map 2-2. Existing Land Uses



## 2.4 Streets, Sidewalks, and Shared-use Paths

As noted in Section 2.1, the project area is partially developed with an incomplete, substandard street system of primarily gravel roads lacking bicycle and pedestrian facilities, street lighting, and storm drainage improvements. Prior public outreach efforts have demonstrated that existing residents prefer the rural feel of existing streets.

Map 2-3 illustrates the existing and proposed network of vehicular, bicycle, and pedestrian facilities within the project area, including streets, sidewalks, and shared-use paths. Key facilities are detailed on the following pages.



Map 2-3. Existing Transportation



	Project Area Taxlots Bicycle Route	Paved Street (Hwy) Paved Street (Collector) Paved Street (Local)	Gravel / Accessway Curb and Sidewalk Curb Only	Proposed Sidewalk (TSP) Proposed Shared Use Path (TSP) Proposed Improvement Project (TSP)
		Newport Coho/Brant Infrastructure Refinement Plan Existing Transportation Newport, Oregon		June 11, 2012

1 inch = 100 feet at 30x42



Jetty Way Looking West

**Jetty Way**

Jetty Way is improved from SW 26th Street to South Beach State Park and is a popular access point to the South Jetty and South Beach State Park. The road does not provide any bicycle or pedestrian facilities and those modes must share the roadway with vehicles.

**SW 26th Street**

SW 26th is improved from Jetty Way to SW Abalone Street. The street does not provide any pedestrian or bicycle facilities, street lighting, or stormwater facilities.



SW 26th Street Looking East

**SW 27th Street**

Between Abalone Street and SW Brant Street, SW 27th Street is unimproved. West of Brant Street, SW 27th Street is improved with a curbside sidewalk.



SW 27th Street Looking East



SW 27th Street Looking East

**SW 28th Street**

East of SW Brant Street, SW 28th Street is unimproved and dead-ends prior to connecting with SW Abalone Street. It is separated from SW Abalone Street by a steep grade. West of SW Brant Street, the street ROW has been vacated.



SW 28th Street Looking East

**SW 29th Street**

SW 29th Street is an unimproved gravel drive between SW Brant Street and SW Dungeness Street.



SW 29th Street Looking West

**SW 30th Street**

SW 30th is improved with approximately 30 feet of pavement width between SW Brant Street and SW Coho Street. The improved portion does not provide any pedestrian or bicycle facilities. West of SW Coho Street, the street transitions to a narrow gravel segment that dead-ends at a turnaround area.



SW 30th Street Looking West



SW 30th Street Looking West



SW Brant Street Looking North

### SW Brant Street

SW Brant Street is improved between SW 26th Street and SW 27th Street with a curbside sidewalk. Between SW 27th Street and SW 30th Street, SW Brant Street is unimproved. The roadway slopes upward between SW 28th Street and SW 29th Street and narrows between the Pioneer cemetery and existing residential development to the west.

### SW Coho Street

SW Coho Street is unimproved. At the north end, a gravel road begins at the western end of the SW 27th Street ROW and extends up a slope, outside the ROW, to access private residences. At the south end, SW Coho Street is graveled between SW 30th Street and SW 29th Street. The portion of the SW Coho Street ROW between SW 29th Street and SW 27th Street is unimproved and heavily vegetated.



SW Brant Street Looking North

### SW Abalone Street

SW Abalone Street is improved as a two-lane roadway. SW Abalone Street provides access to the project area for southbound traffic on Highway 101. Under the Yaquina Bay Bridge, SW Abalone transitions to SE Marine Science Drive at its intersection with SE Pacific Way.



SW Coho Street Looking West



SW Abalone Street Looking South



**Highway 101**

US Highway 101 through the project area has one travel lane in each direction, with a left-turn lane at the SW 32nd Street intersection. Southbound access to the project area is provided via SW Abalone Street while northbound access is provided via SE Pacific Way.



US Highway 101 Looking North

**SW 35th Street**

SW 35th Street is unimproved. The Draft TSP proposes relocating the existing traffic signal at SW 32nd Street to SW 35th Street. The City owns 60 feet of ROW along the proposed SW 35th Street alignment west of Highway 101, which is insufficient to meet collector street standards.



SW 35th Street Looking West

**SW Anchor Way**

SW Anchor Way is improved from SW 32nd Street to the SW 35th Street ROW, and separates the Toby Murray auto dealership from vacant commercial properties. South of SW 35th Street, the SW Anchor Way ROW continues to the northern boundary of South Beach State Park.



SW Anchor Way Looking South



SW 35th Street Looking West

## 2.5 Parks, Open Space, Natural Areas, and Trails



Coastal Gully Open Space Looking South

The Coho/Brant area contains several developed and undeveloped parks, open space, natural areas, and trails facilities. Key facilities are described below.

### Coastal Gully Open Space

In 2010, the City acquired three parcels at the south end of SW Coho Street that comprise the northern portion of the Coastal Gully Open Space. The area extends south on lands currently within OMSI ownership. A conservation easement was applied to the parcels to restrict development and preserve trees and sensitive habitat areas. The area is comprised of a ravine and large gully that are protected by the foredunes that form the eastern boundary of South Beach State Park. The area provides potential for limited passive recreation, environmental education, and connections to the trail system in South Beach State Park.



Yaquina Bay Bridge Open Space Looking Southwest

### Yaquina Bay Bridge Open Space

ODOT owns and maintains the Highway 101, SE Pacific Way, and SW Abalone Street rights-of-way, as well as the Yaquina Bay Bridge and the area beneath and adjacent to it. The northern portion of this area is developed as open space and contains sheltered seating areas, shared-use paths, and restrooms. The southern portion of the area is undeveloped. The intersections of SE Marine Science Drive, SW Abalone Street, and SE Pacific Way form an island that is undeveloped with the exception of a shared-use path along SE Pacific Way. The southern portion, between SE Pacific Way and the Yaquina Bay Bridge foundation, is predominantly open and undeveloped, with the exception of an existing shared-use path that connects to the stairs on the east and west sides of the bridge. The area is used as overflow parking for festivals and special events in the South Beach area, such as the Newport Seafood and Wine Festival. The area has the potential to be enhanced to better accommodate festivals and special events. The area could also provide limited active recreation opportunities, such as basketball, for Coho/Brant neighborhood residents.



Yaquina Bay Bridge Open Space Looking South

**Safe Haven Hill**

Safe Haven Hill is located between Highway 101 and SW Abalone Street. Safe Haven Hill is designated as a tsunami evacuation point for the South Beach area and the City has prepared a preliminary plan and planning level cost estimate for improvements to the site. Currently, there are no pedestrian or bicycle facilities that provide access to Safe Haven Hill from the Coho/Brant neighborhood and the only improved street, which provides a connection, is SW 26th Street.



Southern Flank of Safe Haven Hill

**Pioneer Cemetery**

Pioneer Cemetery is located in the center of the Coho/Brant neighborhood. The predominately forested and unmaintained cemetery contains historic gravesites of early pioneers. The cemetery is owned by Lincoln County. Access to the cemetery is provided by a paved apron extending west from SW Abalone Street. The west side of the cemetery abutting SW Brant Street is steep and shows signs of soil erosion.



Shared-use Path Along SE Pacific Way

**Shared-use Paths**

The South Beach Peninsula contains a system of shared-use paths extending from HMSC, along SE Marine Science Drive, around Rogue Brewery, and terminating at the intersection of SW 26th Street and SW Brant Street within the project area. An existing shared-use path along SE Pacific Way extends to the base of the Yaquina Bay Bridge and accesses the existing staircases on the east and west sides.

**Trails**

At the end of SW 30th Street, where the unimproved road dead-ends, several informal trails have been carved out that connect to the trail system in South Beach State Park.



Informal Trails Accessing South Beach State Park From SW 30th Street

## 2.6 Utilities

The Coho/Brant project area is within Newport's city limits and is served by municipal domestic water and sanitary sewer systems. The majority of streets within the project area are unimproved and do not provide stormwater treatment or detention facilities. The primary discharge point for stormwater drainage is a 36-inch outfall located west of Yaquina Bay Bridge, which drains into the Bay. Only the improved portion of SW 30th Street is connected to this system. Existing water, sanitary sewer, and stormwater facilities are detailed below.

### **Water**

The project area is connected to the existing city water system east of Highway 101 by three separate mains that cross the highway. To the north an 8-inch main enters the project area from SE Marine Science Drive to SW 26th Street. A 12-inch water main enters the neighborhood along SE 35th Street. A second 12-inch water main enters the study area east of the intersection of SE Ferry Slip Road and SW Anchor Way, which is an extension of the Seal Rock Water System. In addition, to the east of this water system connection, the project area is served by a 12-inch main, which connects from the south. An Existing Water System Diagram is included in Appendix E.

### **Sanitary Sewer**

The project area is currently served by two sanitary sewer systems points of connection, with SW 30th Street generally forming the boundary of the two systems. A network of 6-inch and 8-inch mains serves the portion of the project area north of SW 30th Street, with an existing pump station receiving the majority of effluent from areas north of SW 30th Street. With the exception of an 8-inch sanitary main within SE 35th Avenue, the portion of the project area south of SW 30th Street is not served by sanitary sewer extensions. This portion of the project area contains the future OMSI Environmental Learning Center and vacant commercial properties, which will require service in the future in order to facilitate development. An Existing Sanitary Sewer System Diagram is included in Appendix E.

### **Stormwater**

Existing storm drainage infrastructure is limited within the project area. Existing storm runoff generally infiltrates within the neighborhood, with some overland flow and ponding observed during large rainfall events. The portion of the neighborhood north of SW 30th Street is served by an existing 36-inch storm outfall at the bay, just north of the intersection of SW 26th Street and SW Brant Street. The project area has a number of unidentified storm culverts and drainage ditches that generally discharge onto private property. The southern portion of the project area is currently undeveloped and with the exception of an existing 60-inch storm main running east from Anchor Way in the SW 35th Avenue right-of-way. An Existing Stormwater Systems Diagram is included in Appendix E.

## 2.7 Opportunities & Constraints Summary

Following the initial stakeholder meeting and public workshop, the Design Team prepared an Opportunities and Constraints map and corresponding summary table to capture the issues that were discussed at those meetings. The map and summary table are included as Appendix A. The opportunities and constraints analysis was used to shape the design alternatives presented at subsequent meetings and influenced the preferred alternative discussed in Section 3. The primary issues from the analysis are summarized below.

### Right-of-ways / Street Improvements

- SW Coho Street is graveled from SW 30th Street to SW 29th Street. The City-owned ROW between SW 29th and SW 27th Street is heavily vegetated and contains a ridgeline and steep slopes, which limit the ability for improvement as a neighborhood street. The existing ROW provides an opportunity for the siting of a shared-use path connection from SW 30th Street to Jetty Way.
- SW 30th Street does not connect to SW Abalone Street and the City does not own any ROW in the area. A proposed extension would establish a southern access point to the neighborhood and facilitate emergency vehicle ingress and egress.
- A proposed extension of SW Abalone Street to SW 35th Street would provide access to vacant commercial properties and the proposed OMSI Environmental Learning Center. The City will need to acquire ROW in the area. Shifting the proposed alignment west minimizes impacts to adjacent commercial properties to the east.
- SW Anchor Way, north of SW 35th Street, between the Toby Murray dealership and vacant commercial parcels, is not needed for future public improvements and could be vacated and absorbed by adjacent properties in order to offset future ROW acquisition needs for Highway 101 / SW 35th Street intersection improvements. SW Anchor Way, south of SW 35th Street, provides secondary emergency access to South Beach State Park and could be used in the future as a frontage road for abutting industrial development.
- SW Dungeness Street is not planned for improvement as part of overall neighborhood circulation needs. The City may consider vacating the ROW assuming provisions for pedestrian access to South Beach State Park are accounted for in the area.

### Highway 101 / 35th Street Intersection

- The Draft TSP proposes full build-out of the Highway 101 / SW 35th Street intersection in the future. In advance of full build-out, the City may consider a phased approach and improve the street as a pedestrian-oriented boulevard rather than an auto-oriented street. Any proposed improvements should consider and plan for future ROW acquisition needs and attempt to minimize access impacts to existing businesses.

### Parks and Trails

- Jetty Way is used regularly by cyclists and pedestrians and has the potential to be improved with a shared-use path.
- Pioneer Cemetery is an under utilized natural and historic resource within the neighborhood. The site provides an opportunity for enhanced access and restoration. Constraints include an eroding slope along SW Brant Street and steep topography, which limits access from the west.
- Residents have carved out informal trails extending from SW 30th Street to the trail system in South Beach State Park. This access point could be formalized and improved with wayfinding signage and limited parking. Any improvements should consider impacts to the adjacent Coastal Gully Open Space.

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## EXISTING CONDITIONS & AREA ANALYSIS

- The project area does not contain any developed mini or neighborhood parks. The area under Yaquina Bay Bridge within ODOT ROW was identified as a potential site for limited active use, recreation, and special event facilities. Any improvements would require coordination with ODOT.
- The Coastal Gully Open Space has the potential to provide limited passive recreation opportunities, including trails and boardwalks. The area currently has no public access. The southern portion of the open space is within OMSI ownership. Any future improvements would necessitate a management agreement.
- Due to the existence of large trees within the SW 30th Street, SW Coho Street, and SW Brant Street ROW's, tree preservation and protection is of great concern and may impact the potential for future improvements.
- There is an opportunity to provide shared-use paths along existing SW Abalone Street and the proposed SW Abalone Street extension to serve the neighborhood and the future OMSI Environmental Learning Center. Proposed path extensions would connect the neighborhood with existing paths under the Yaquina Bay Bridge accessing the South Beach Peninsula, proposed paths along Highway 101, and a proposed path along Jetty Way, thus creating an interconnected loop.

### **Tsunami Evacuation Route / Safe Haven Hill**

- Safe Haven Hill is a designated tsunami evacuation area. Currently only SW 26th Street provides access to the area. Access improvements are needed both on the hill itself and within the neighborhood to provide additional points of access and reduce travel time in the event of a tsunami. The area could be enhanced as a park or open space area to provide dual-purpose use.

### **General**

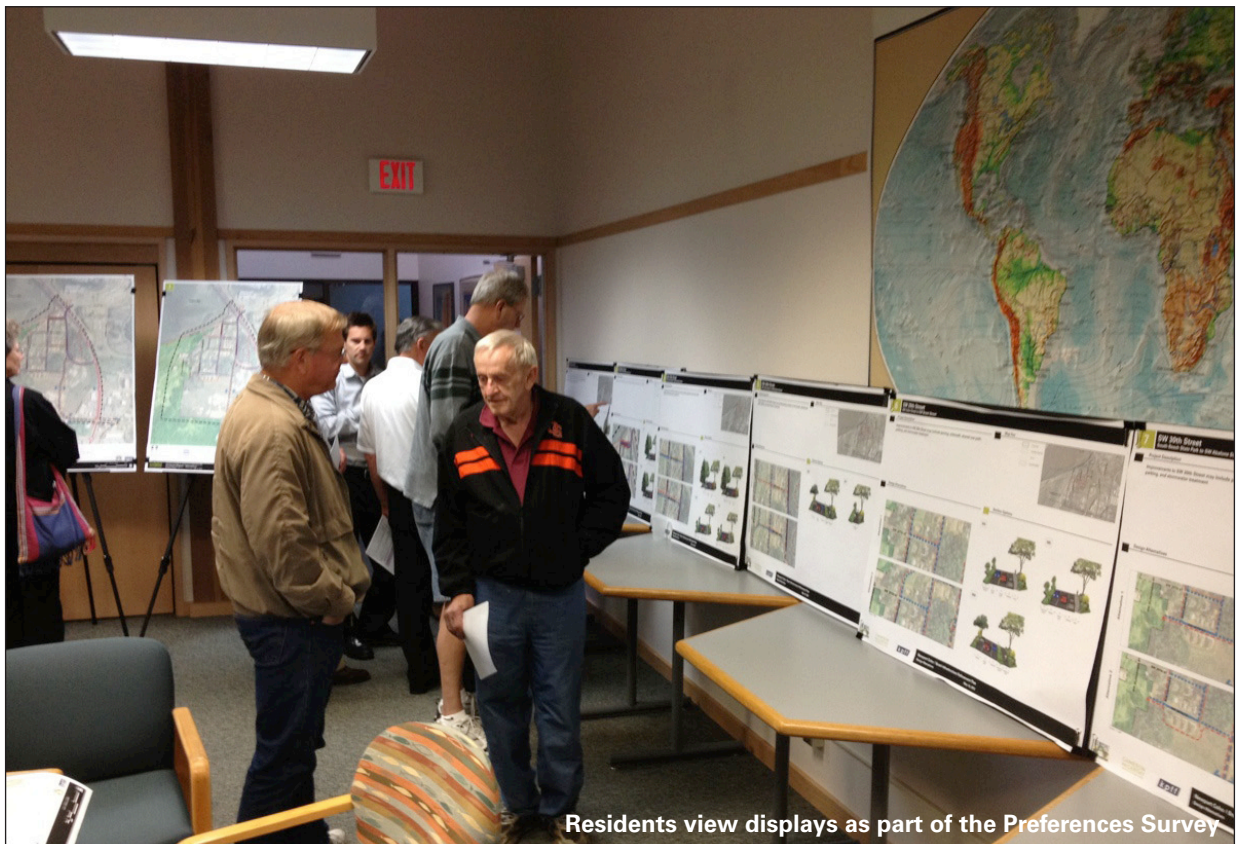
- Improvement of SW Coho Street as a street or shared-use path would facilitate emergency vehicle access and response time within the neighborhood, as SW Brant Street currently provides the only north-south connection within the project area.
- Potential improvements to SW 29th Street should consider limited frontage, little vehicular traffic, and minimal need for sidewalks.
- In order to maintain the rural character of the neighborhood, consider constructing public improvements to the minimum widths necessary. The inconsistent placement of built elements affects neighborhood and community character.
- Existing topography and limited existing facilities impose constraints on stormwater treatment and conveyance within the project area.

## 2.8 Preferences Survey

Following the second round of meetings and workshops, the Design Team prepared a project preferences survey to gauge stakeholder and public opinions on proposed infrastructure improvements within the project area. The preferences survey corresponded to a series of potential projects, as identified in the prior round of meetings and workshops, consisting of the following: overall neighborhood circulation improvements, eight specific street improvement projects, Highway 101 / SW 35th Street intersection improvements, Coastal Gully Open Space area improvements, Yaquina Bay Bridge Open Space area improvements, and Safe Haven Hill improvements.

The various projects were presented on display boards that included a project description, a project vicinity map, and a range of design options. For specific street improvement projects, the Design Team assembled a menu of typical street sections, based on input received at prior meetings, and selected the street sections most applicable to each project. For overall circulation improvements, the Design Team prepared two diagrams that articulated the various connectivity options discussed at prior meetings. For Highway 101 / SW 35th Street intersection improvements, the design team prepared two options, an interim option and a boulevard improvements option, and included a third option (full build-out) consisting of the proposed intersection design from the Draft TSP. For the Coastal Gully Open Space and Yaquina Bay Bridge Open Space, the design team prepared two design concepts for each site. For Safe Haven Hill, the Design Team presented the prior work that the City prepared for tsunami evacuation area improvements.

The project preferences survey was completed by 35 stakeholders, residents, and City staff. A tabulation of survey results is included as Appendix D and the associated design alternatives and concepts are included as Appendix C. Key findings from the survey are summarized here.



Residents view displays as part of the Preferences Survey

### **Neighborhood Circulation System Improvements**

A majority of participants preferred Neighborhood Circulation Alternative 1, which includes:

- Shifting the proposed SW Abalone Street extension west and curving the alignment to merge with SW 35th Street;
- Improving SW Abalone Street with a shared-use path and sidewalk;
- Improving SW Brant Street with a sidewalk;
- Improving SW Coho Street with a shared-use path;
- Improving SW 26th Street with a sidewalk and bicycle lane;
- Improving SW 27th Street with a sidewalk;
- Improving SW 28th Street with a shared-use path;
- Improving SW 29th Street with a sidewalk;
- Extending SW 30th Street and improving with a shared-use path;
- Improving Jetty Way with a shared-use path.

Several participants suggested that improvements on SW Coho Street, between SW 29th Street and SW 27th Street, be limited to a shared-use path (no vehicular traffic). Several participants suggested that streets be improved with a sidewalk or shared-use path, not both, and several wanted only paving on specific segments (no sidewalks or shared-use paths). Future roundabouts were also suggested at the SW Abalone Street / SW Abalone Street extension intersection and at the future access point for OMSI and commercial properties to the east.

### **Street Improvements**

SW Abalone Street – SE Marine Science Drive to SW 35th Street (including the proposed extension):

- A majority of participants preferred Design Options C2 or C3, which includes two travel lanes, a curbside sidewalk, a separated shared-use path, and a vegetated swale. The primary differences between the two options are the width of the travel lanes and the vegetated swale.
- A larger planting strip was suggested for the west side, with a meandering shared-use path, to provide additional buffer between the OMSI development and the street.

SW 26th Street – SW Brant Street to SW Abalone Street:

- Most participants preferred Design Option M1, which includes two 10-foot travel lanes, a 8-foot parking lane, and a curbside sidewalk.
- Several participants suggested replacing the 8-foot parking lane with a bicycle lane.

SW 27th Street – SW Brant Street to SW Abalone Street:

- The majority of participants preferred Design Options M1, M3, or M4. All options included two 10-foot travel lanes, an 8-foot parking lane, and curbside sidewalk or shared-use path.
- Several participants suggested eliminating the parking lane entirely.

SW 28th Street – SW Coho Street to SW Abalone Street:

- The majority of participants preferred Design Option M7, which includes only a shared-use path, or no improvements at all.
- Several participants recommended preserving an existing large tree in the middle of the ROW and extending pedestrian access through to connect with SW Abalone Street and provide access to Safe Haven Hill.



SW 29th Street – SW Coho Street to SW Brant Street:

- The majority of participants preferred simply paving the street (20-foot width) or no improvements at all.

SW 30th Street – South Beach State Park to SW Abalone Street:

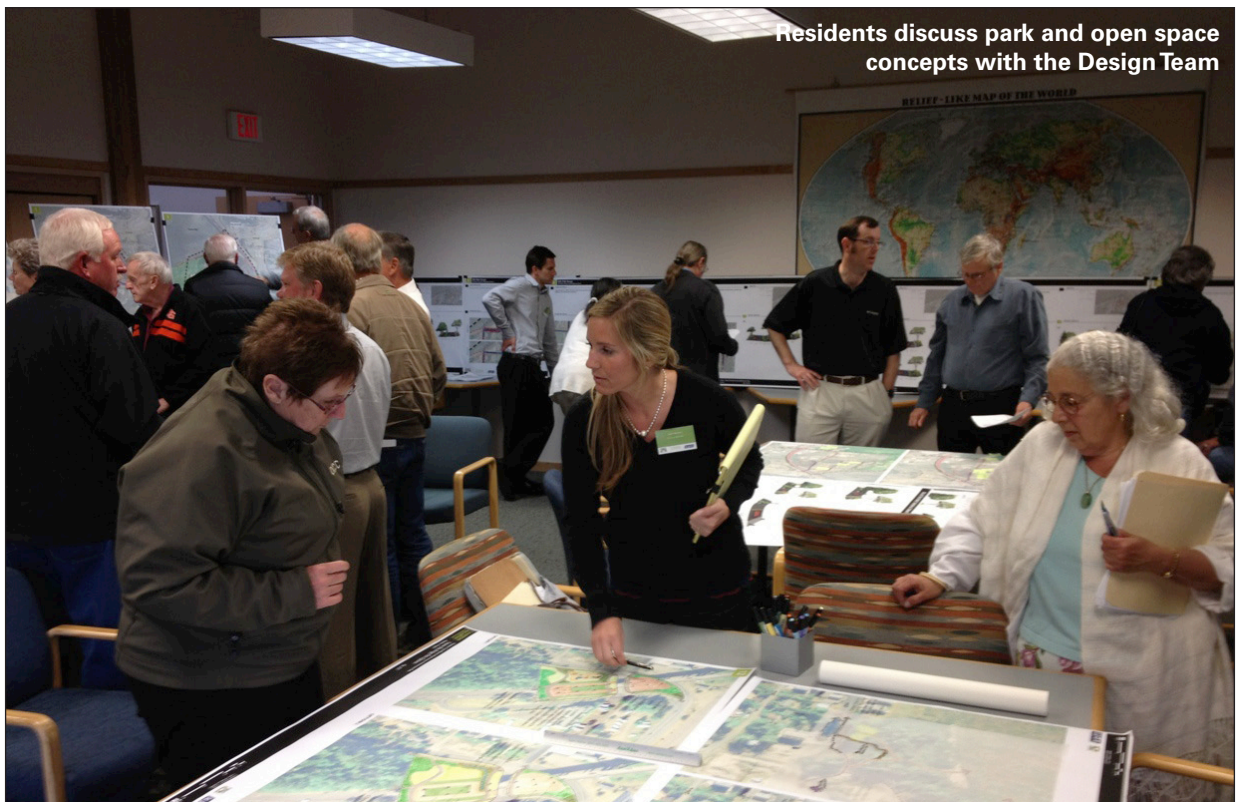
- The majority of participants preferred only improving the segment between SW Brant Street and SW 30th Street, or no improvements at all.
- A suggested section for the improved extension includes two 10-foot travel lanes, a separated shared-use path, and no parking.

SW Coho Street – SW 27th Street to SW 30th Street:

- The majority of participants preferred Design Option M7, which includes a shared-use path.
- Many participants were adamant about not improving the segment between SW 27th Street and SW 29th Street to accommodate vehicular traffic.
- Several participants suggested improving the segment between SW 29th Street and SW 30th Street with two 10-foot travel lanes and a shared-use path, while several suggested transitioning the shared-use path to the roadway and painting sharrows on the surface.

SW Brant Street – SW 26th Street to SW 30th Street:

- The majority of participants preferred Design Option M1, which includes two 10-foot travel lanes, an 8-foot parking lane, and a curbside sidewalk, or other options.
- Other options suggested included no parking, moving parking from one-side or the other depending on topography, and eliminating the parking and sidewalk in specific areas to preserve existing trees.



### **Highway 101 / SW 35th Street Intersection Improvements**

A majority of participants preferred Design Option 1 – Interim Improvements, which included two travel lanes, a center turn lane, and pedestrian sidewalks on either side.

### **Coastal Gully Open Space Improvements**

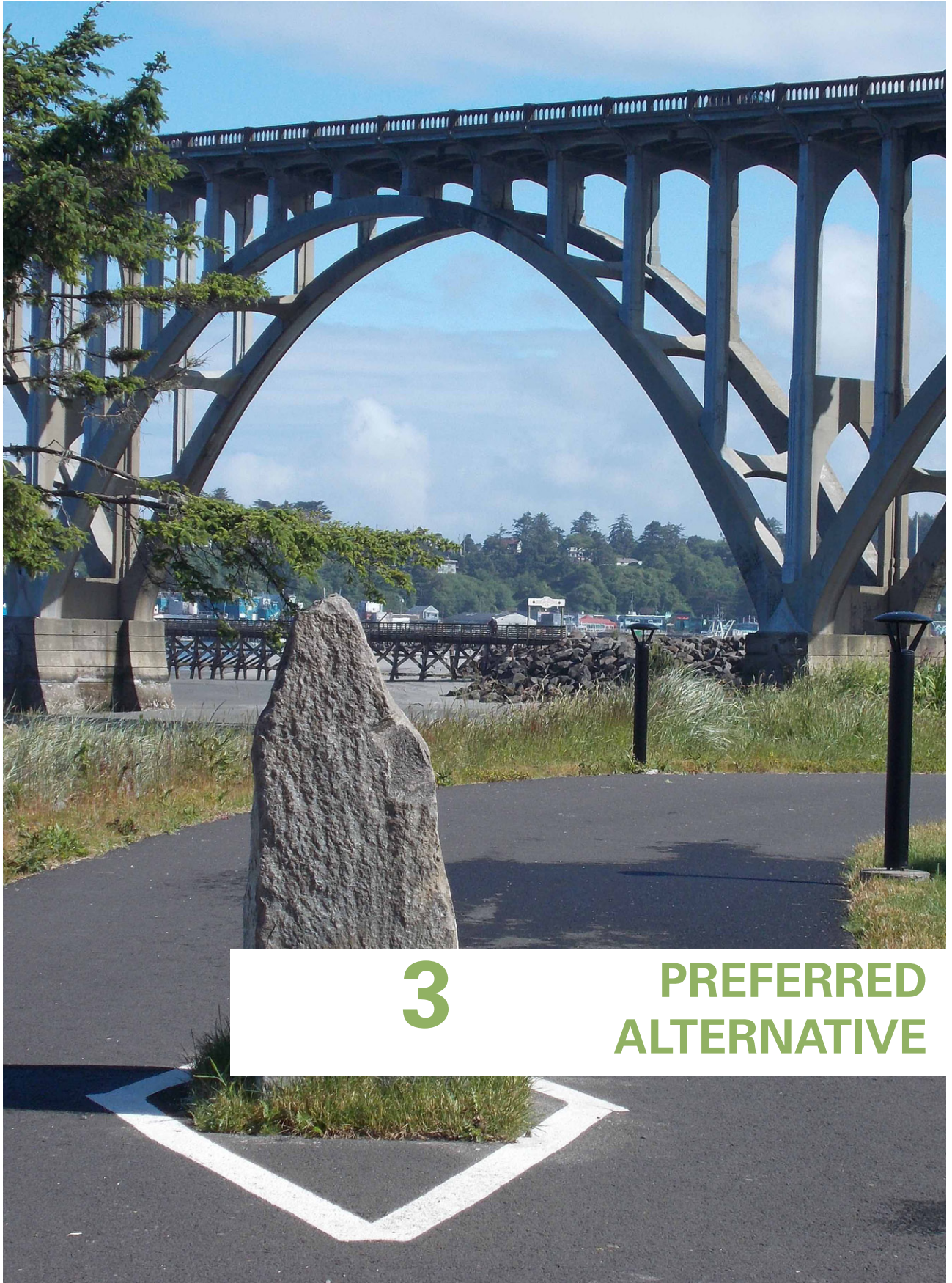
A majority of participants preferred Design Option 2, which was the more limited of the two options and included a looped trail/boardwalk around the gully, a small trailhead, parking area, and access to trails in South Beach State Park. Many participants did not want any parking or any improvements at all, and suggested the area remain in its natural state. Several requested access points, interpretive opportunities, and pervious paths. Focusing trailhead access at the state park, a light footprint at the gully with a trail around the perimeter, and parallel parking on SW 30th Street was also suggested.

### **Yaquina Bay Bridge Open Space Improvements**

A majority of participants preferred Design Option 2, which included a farmer’s market/event staging area, improved parking, windscreens or sculptural elements, lawn areas, and shared-use path connections. One participant commented, “this would be a fantastic addition to S. Beach and a great visitor attraction as well as a wonderful neighborhood space.”

### **Safe Haven Hill Improvements**

Most participants indicated that the concept plan for Safe Have Hill looked “fine” or “good.” A few suggested providing stairs at the end of SW 28th Street, to provide access to the proposed sidewalk abutting SW Abalone Street. Several suggested eliminating the proposed sidewalk on the east side of SW Abalone Street between the proposed SW Abalone Street extension and SE Pacific Way, since a trail is also proposed extending from the staircase at the west side of the Yaquina Bay Bridge to the top of the hill.



**3**

**PREFERRED  
ALTERNATIVE**

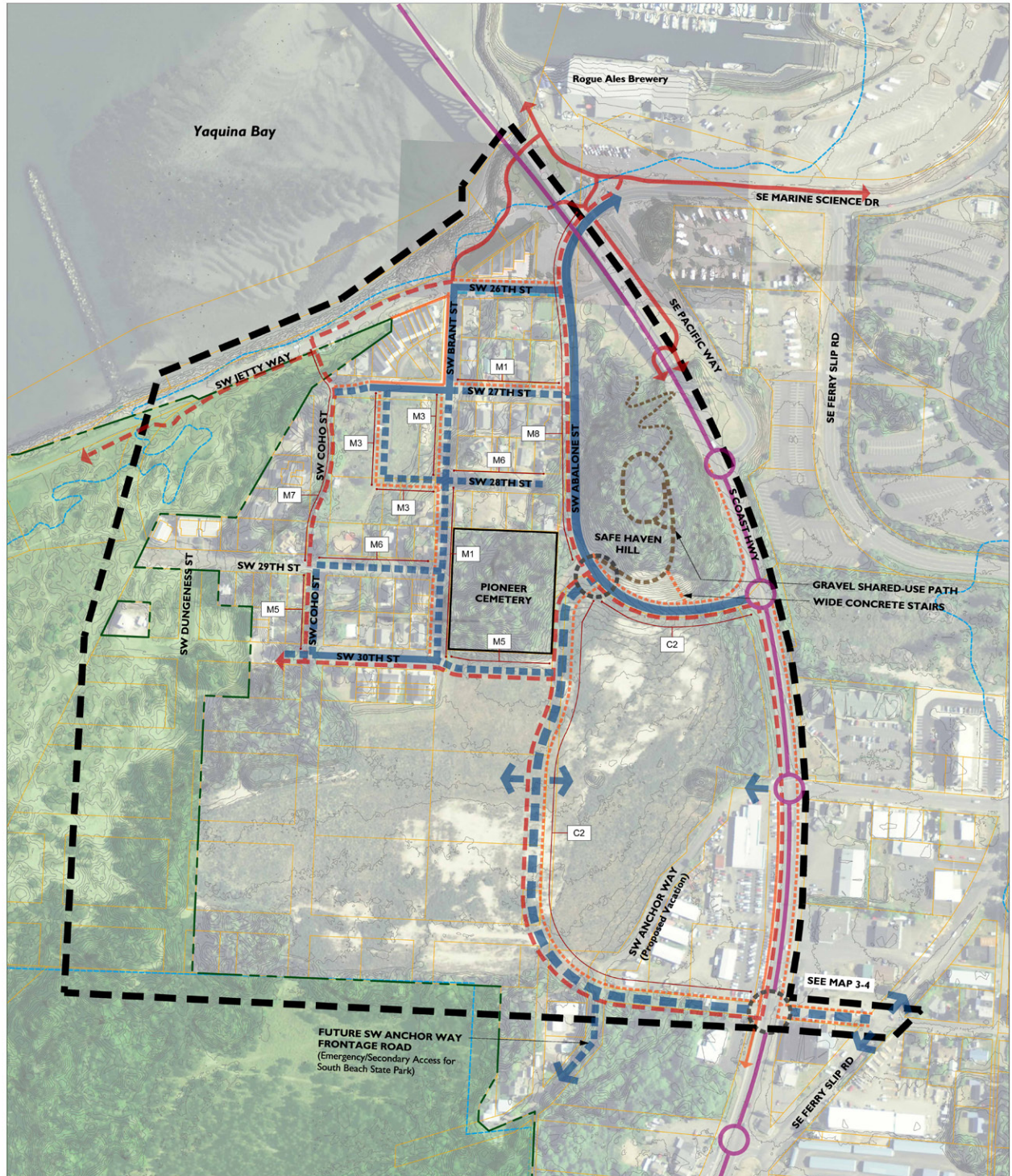
## 3.1 Neighborhood Circulation

Based on input collected during the two-month planning process, the Design Team prepared a preferred alternative for improvements to vehicular, pedestrian, and bicycle circulation within the Coho/Brant neighborhood. The improvements are intended to address maintenance issues associated with unimproved and substandard streets, improve access, facilitate emergency vehicle response, improve egress out of the neighborhood in the event of a tsunami or natural disaster, and support the orderly and efficient extension of urban services.

Proposed improvements are summarized here, detailed in Section 4 with accompanying planning-level cost estimates and suggested project prioritization, and illustrated on Map 3-1 Preferred Alternative.

- SW 26th Street is retrofitted with a sidewalk and a bicycle lane;
- SW 27th Street, between SW Brant Street and SW Abalone Street, is improved with two travel lanes and a sidewalk;
- SW 27th Street, where the existing pavement ends to a proposed shared-use path on SW Coho Street, is improved with two travel lanes and a sidewalk;
- SW 28th Street, east of SW Brant Street, is improved with two travel lanes and a turnaround;
- SW 28th Street, west of SW Brant Street, is improved to create a looped connection to SW 27th Street with two travel lanes, a parking lane, and a sidewalk;
- SW 29th Street, between SW Coho Street and SW Brant Street, is improved with two travel lanes;
- SW 30th Street, between SW Brant Street and SW Abalone Street, is improved with two travel lanes and a shared-use path;
- SW 30th Street, between SW Coho Street and SW Brant Street, is retrofitted with a shared-use path;
- SW Coho Street, between SW 29th Street and SW 30th Street, is improved with two travel lanes and a shared-use path;
- SW Coho Street, between SW 27th Street and SW 29th Street, is improved with a shared-use path;
- SW Abalone Street, between SE Marine Science Drive and Highway 101, is improved with a shared-use path;
- SW Abalone Street is extended to connect with SW 35th Street and improved with two travel lanes, a shared-use path, and a sidewalk;
- SW 35th Street, between Highway 101 and SE Ferry Slip Road, is improved with two travel lanes, a center turn lane, and sidewalks;
- SW Jetty Way is improved with a shared-use path.

Map 3-1. Preferred Circulation Alternative



Project Area	Existing State Highway	Proposed Collector Street	Proposed Bicycle Lane
South Beach State Park	Existing Collector Street	Proposed Minor Street	Proposed Access
Tax Lot	Existing Minor Street	Proposed Shared-use Path	Section Key Number
Flood Plain (FEMA)	Existing Shared-use Path / Bike Lane	Proposed Sidewalk	<small>See Street Design Alternatives - Sections</small>
	Existing Sidewalk	Proposed Soft Trail (Safe Haven Hill)	



Newport Coho/Brant Infrastructure Refinement Plan  
 Circulation Diagram - Preferred Alternative  
 Newport, Oregon June 11, 2012

1 inch = 100 feet at 30X40

## 3.2 Parks & Open Space Improvements

The Design Team prepared preferred design concepts for two sites within the project area, the Coastal Gully Open Space and the Yaquina Bay Bridge Open Space. In addition, the Design Team recommends minor modifications to the previous conceptual work prepared for Safe Haven Hill. The proposed design concepts and modifications are summarized here.

### **Coastal Gully Open Space**

The Coastal Gully Open Space area was the subject of extensive discussion and debate during the planning process. Opinions about future use of the area ranged from a desire to leave it untouched in a primarily natural state, to light-footprint improvements in order to provide limited passive recreation and educational opportunities, access to trails in South Beach State Park, and to facilitate management. Prior to any design decisions for the area, management and control issues must be resolved. The northern portion of the open space area has been acquired by the City and is under conservation easement. The southern portion of the open space area is within OMSI's ownership and is not protected through any formalized means.

Both the City and OMSI expressed a willingness and desire to proceed in the best interests of conservation and protection. Section 5 includes recommendations for resolving management and control issues. As shown in Map 3-2, the proposed design for Coastal Gully Open Space includes the following primary components: a short looped path system, consisting of pervious trails following side slopes and narrow boardwalks in low-lying areas; a small trailhead area with seating, bicycle parking, and wayfinding signage, also constructed of pervious materials and sited to minimize impacts to existing trees; five on-street parking spaces for visitors and hikers, located entirely within the SW 30th ROW and sited to minimize impacts to existing trees; and wayfinding signage and an access point at the end of SW 30th Street to access trails in South Beach State Park.

### **Yaquina Bay Bridge Open Space**

ODOT owns and maintains the area under the Yaquina Bay Bridge, between the SE Pacific Way / SE Marine Science Drive / SW Abalone Street rights-of-way. The northern portion of this area is developed park space with sheltered seating, restrooms, and shared-use path improvements. The southern portion is bisected by SE Pacific Way and is primarily undeveloped and under utilized, with the exception of a shared-use path along SE Pacific Way connecting to staircases on either side of the bridge.

This area was identified early in the planning process as a potential site for active recreation, special events, and gatherings. As shown in Map 3-3, the proposed design for the Yaquina Bay Bridge Open Space area includes: a reinforced special event staging area that can be used for events and gatherings such as a farmers market; a sculptural element/wind screen to mitigate windy conditions originating from the northwest; lawn areas; seating areas; a basketball court; and overflow parking. The design proposal is intended to improve the area, enhance its ability to be used for a variety of events, to blend in with the improvements to the north, and the majestic beauty of Cormac McCullough's bridge.

### Safe Haven Hill

Based on input received during the planning process, the Design Team proposes only minimal modifications to the previous conceptual design work for Safe Haven Hill. The modifications involve elimination of the proposed sidewalk along the east side of SW Abalone Street, extending from SE Pacific Way to the proposed extension of SW Abalone Street. A shared-use path is proposed along the west side of SW Abalone Street and a trail is proposed, extending from the west staircase adjacent to the Yaquina Bay Bridge to the top of Safe Haven Hill. These proposed connections make the sidewalk redundant. A sidewalk is proposed on the east side of SW Abalone Street, extending from the new intersection to Highway 101.



Map 3-2. Coastal Gully Open Space Concept Plan



**CAMERON McCARTHY**  
 LANDSCAPE ARCHITECTURE & PLANNING

Newport Coho/Brant Infrastructure Refinement Plan  
 Coastal Gully Open Space Park Concept  
 Newport, Oregon  
 June 15, 2012

Scale: 1" = 20' (0' 0" to 120')

City of Newport  
**KPI**



Map 3-3. Yaquina Bay Bridge Open Space Concept Plan



**CAMERON MCCARTHY**  
LANDSCAPE ARCHITECTURE & PLANNING

Newport Coho/Brant Infrastructure Refinement Plan  
Yaquina Bay Bridge Park Concept  
Newport, Oregon  
June 15, 2012

Scale: 1 inch = 30 feet at 20X/30  
Graphic scale bar showing 0, 15, 30, 45, 60, 75, 90, 105, 120 feet.

**KPI**

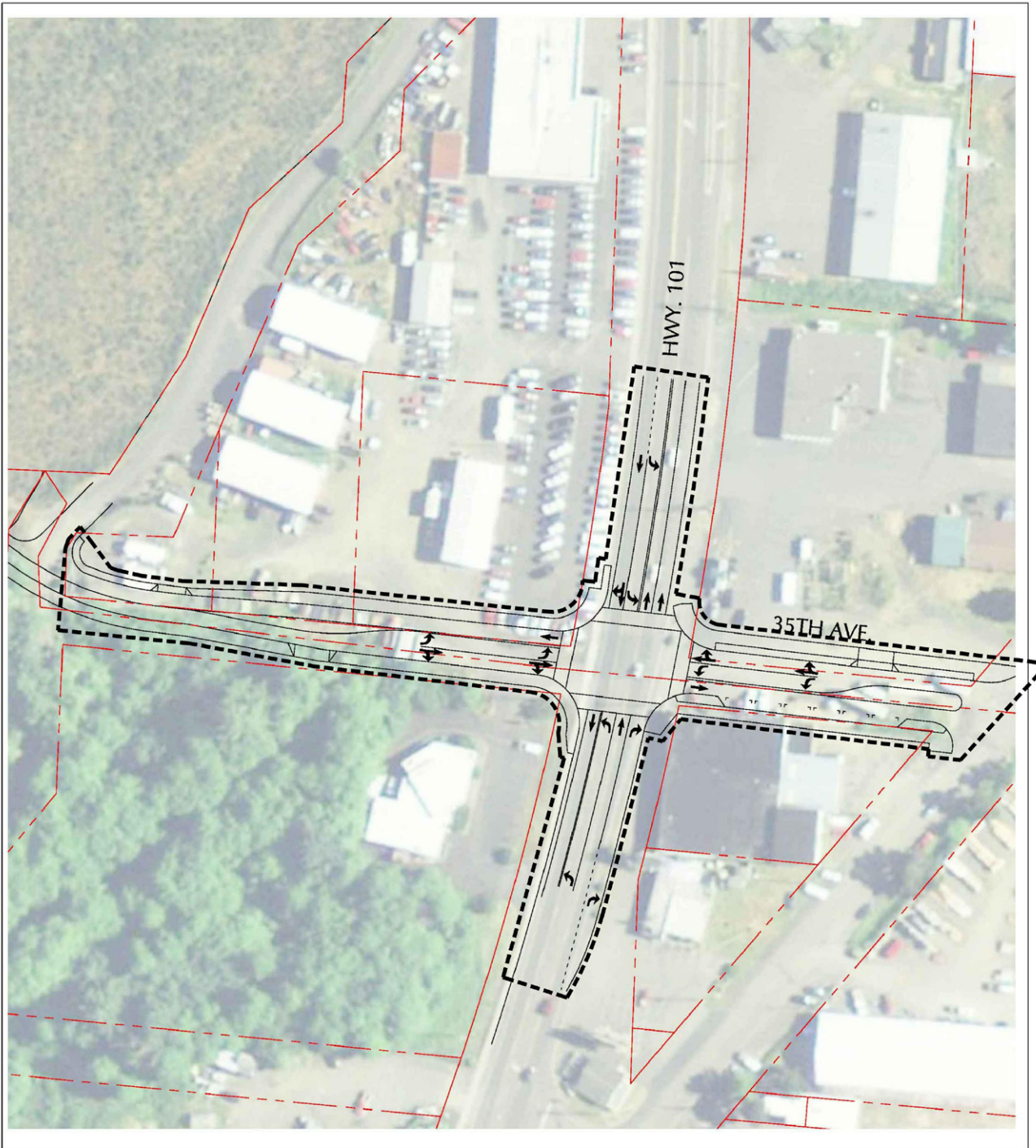
### 3.3 Highway 101 / SW 35th Street Intersection Improvements

The Coho/Brant Neighborhood is currently accessed from SE Marine Science Drive, Jetty Road and SW Abalone Street. The southern commercial zoned portion of the project area is accessed from SW Anchor Way. ODOT is currently updating the Newport Transportation System Plan (TSP), which includes the removal of the SE 32nd Street and Highway 101 signalized intersection and the creation of a signalized four-way intersection at SW 35th Street and Highway 101.

A new signalized intersection at the SW 35th Street right-of-way and Highway 101 is proposed. The intersection is based on the general alignment proposed in the updated Newport TSP. The new intersection at SE 35th Street will increase the distance between the signalized intersection and the Yaquina Bay Bridge. The increased distance will provide for better traffic flow on Highway 101. In addition to improved traffic flow and operation on Highway 101, the new signal will provide improved access to the southern portion of the study area.

The full improvement of the intersection as proposed in the Draft TSP requires a major widening of Highway 101. However, the widening of Highway 101 is not currently funded and may not become a funded project for some time. An initial improvement is proposed to signalize the SW 35th Street and Highway 101 intersection and complete SW 35th Street from Ferry Slip Road to the proposed SW Abalone Street extension, with minimal improvement of Highway 101, as illustrated in Map 3-4 Highway 101 / SW 35th Street Intersection Improvements.

Map 3-4. Highway 101 / SW 35th Street Intersection Improvements



 Project Boundary



Newport Coho/Brant Infrastructure Refinement Plan  
Highway 101 / SW 35th Street Intersection Improvements  
Newport, Oregon August 10, 2012

1 inch = 30 feet at 30X40



## 3.4 Utilities Improvements

The provision of public utilities is a critical determinant for development within the project area. Proposed extensions or expansions of water, wastewater, and stormwater utilities service is described below and detailed on Map 3-5 through 3-7 Proposed Utilities Diagrams.

### **Water**

In order to increase the pressure and flow in the existing water system, the 2005 Employment Lands and Conceptual Land Use Planning Project: South Beach Neighborhood Plan, proposed to extend a 12-inch water main from the existing 12-inch main at the southern boundary of the study area, north in the future SW Abalone Street right-of-way and west in the SW 30th Street right-of-way to Brant Street. The proposed 8-inch main extension will create a looped system in the study area, with a redundant connection to the south, which will allow for future increases in demand as well as better system maintenance. Refer to Map 3-5 Proposed Water System Improvements for details. In addition to increasing the pressure and flow of the existing water system in the northern portion of the study area, the proposed 8-inch main extension will provide adequate water service for the future development of the currently undeveloped properties in the southern portion of the study area.

### **Sanitary Sewer**

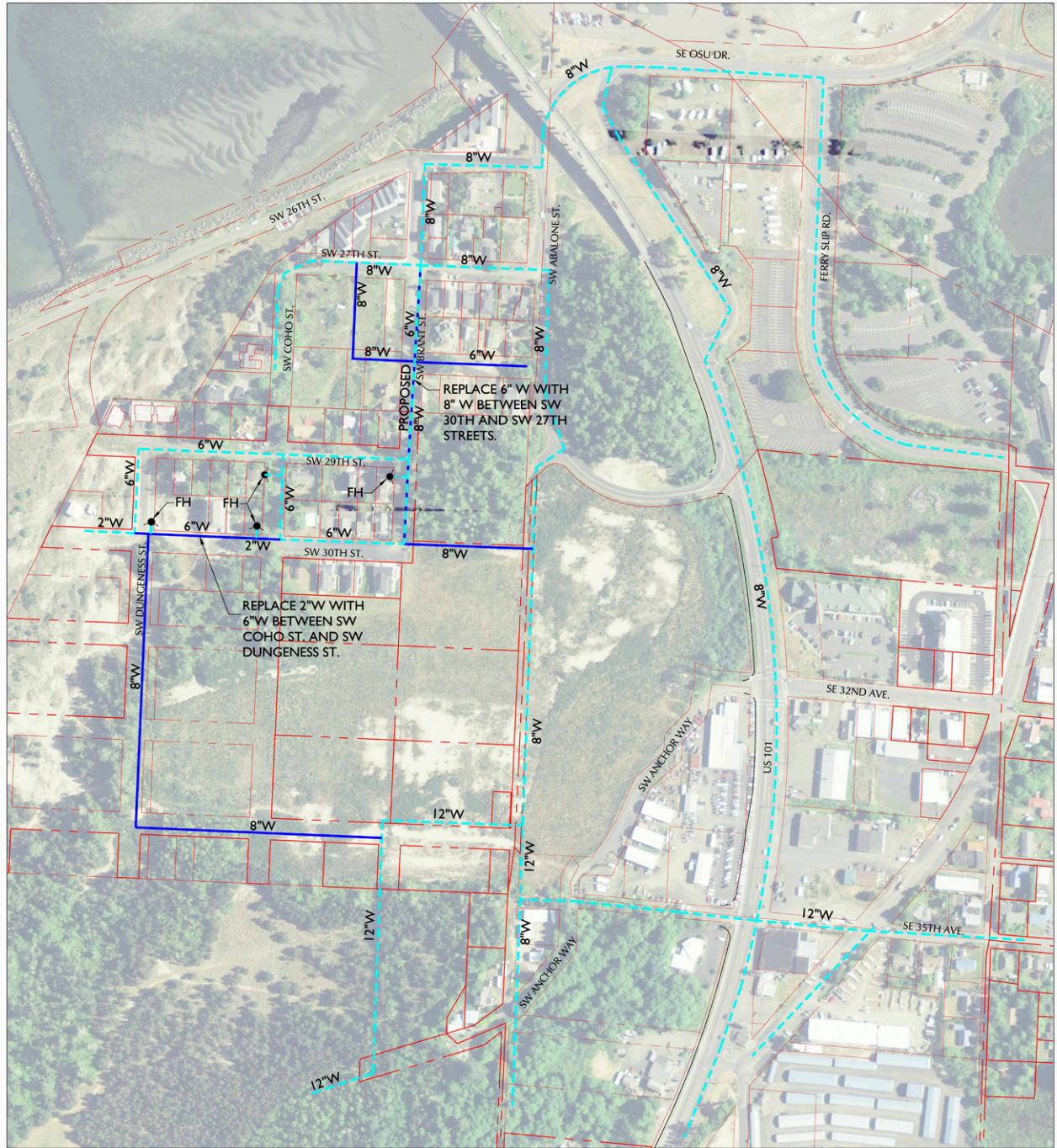
As development occurs and sewer demand increases in the northern portion of the study area, the existing sewer lift station (and associated force main to the east) will need to be replaced with a larger capacity station and main. The existing lift station in SW 26th Street is near capacity. To service the future development of the currently undeveloped properties in the southern portion of the study area, a new 8-inch sewer main is proposed within the future extension of SW Abalone Street, which will connect to the existing 8-inch main at 35th Avenue. Refer to Map 3-6 Proposed Sanitary Sewer System Improvements for details.

### **Stormwater**

Future development, including the construction of new streets, will require storm drainage improvements including stormwater treatment within the study area. The northern portion of the site will require storm main extensions where new impervious surface, such as roads, sidewalks, parking lots and buildings are constructed. Future storm drainage improvements are addressed in the 2004 South Beach Storm Water Master Plan by SHN Consulting. Project #7 (Basin 11) of the report addresses improvements within the northern portion of the study area and Project #4 (Basin 3) addresses improvements to serve the southern portion of the study area. The storm extension identified for Project #4 was completed by the City of Newport. The 36-inch outfall improvement identified for Project #7 was constructed with the improvement of Brant Street and 26th Avenue. Refer to Map 3-7 Proposed Stormwater System Improvements for details.

Stormwater treatment is proposed in two forms; either vegetated or mechanical. Vegetated treatment could be accomplished by landscape planters, filter strips or swales and implemented as development or re-development occurs. Mechanical treatment of stormwater could happen as the existing Right-of-Way is developed or constructed at the downstream ends of the north and south basins. As new streets and impervious surfaces are created water quality catch basins or manholes are recommended to treat new impervious surface runoff. Another option is to install water quality treatment structures with bypass systems at the downstream ends of the storm systems in the intersection of SW 26th and Brant and at the intersection of SW Abalone and SW 35th Street.

Map 3-5. Proposed Water System Improvements



- - - EXISTING WATER PIPE  
— PROPOSED WATER PIPE



Newport Coho/Brant Infrastructure Refinement Plan  
 Proposed Water System Improvements  
 Newport, Oregon  
 June 6, 2012



1 inch = 100 feet at 30X40




Map 3-6. Proposed Sanitary Sewer System Improvements



--- EXISTING SANITARY SEWER PIPE  
— PROPOSED SANITARY SEWER PIPE

**CAMERON McCARTHY** UNIVERSITY ARCHITECTURE & PLANNING  
Newport Coho/Brant Infrastructure Refinement Plan  
Proposed Sanitary Sewer System Improvements  
Newport, Oregon  
June 6, 2012

NEWPORT **kpff**

1/4 inch = 100 feet at 30X40

0 50 100 200 400 600

Map 3-7. Proposed Stormwater System Improvements



--- EXISTING STORM DRAINAGE PIPE  
 --- PROPOSED STORM DRAINAGE PIPE



Newport Coho/Brant Infrastructure Refinement Plan  
 Proposed Stormwater System Improvements  
 Newport, Oregon  
 June 6, 2012



1 inch = 100 feet at 30X40



## 3.5 Illustrative Plan

An illustrative plan was prepared based on the preferred alternative to show the approximate impact of proposed improvements and their relationship to rights-of-way and property lines. As shown on Map 3-8, the illustrative plan delineates proposed roadways, shared-use paths, sidewalks, stormwater treatment, landscape strips, and park and open space areas. The base information used in the development of the illustrative plan, an aerial photograph and geographical information systems (GIS) data, is coarse and has an inherent margin of error. Therefore, the precise location of improvements and their relationship to the features depicted on the base information is cursory. The illustrative plan is intended to communicate the scale and nature of proposed public improvements.

### Wayfinding and Signage

The illustrative plan addresses wayfinding and signage needs within the Coho/Brant neighborhood. To the east, the South Beach Peninsula is well served by a developed network of streets and shared-use paths. To the west, a network of paths and trails traverses South Beach State Park. To the north, Jetty Way provides access to the South Jetty and South Beach State Park. The Coho/Brant neighborhood lies in-between.

The illustrative plan proposes wayfinding signage, in addition to the typical roadway and intersection signage common on public streets, which is not depicted. Wayfinding signage is intended to achieve two primary objectives: direct residents and visitors to path and trail systems within the South Beach area, and to direct residents and visitors to safety in the event of a natural disaster or tsunami. In addition, Section 5 contains recommendations for improved wayfinding and signage within the Coho/Brant area.

### Street and Path Lighting

The unimproved streets within the project area provide limited overhead street lighting. Recently constructed shared-use paths along SE Marine Science Drive and SE Pacific Way include pedestrian scale path lighting. The City's Subdivision and Partition ordinance specifies that street lights are required where a new street is proposed to assure adequate lighting of streets and sidewalks. The City has not adopted street or path lighting standards for public improvements, although the ordinance notes the possibility for adoption. In the absence of adopted lighting standards, the plan proposes lighting of primary minor streets, collector streets, and paths, and the relocation and reuse of existing street lighting where feasible.

Street and paths proposed for lighting are identified in the project cost estimates worksheets included in Appendix F. Primary minor streets proposed for lighting include SW Brant Street and SW 30th Street. SW Abalone Street, a collector street, includes lighting, although street and pedestrian scale lighting may be combined. Proposed shared-use paths along SW Abalone Street, Jetty Way, and on Safe Haven Hill are also designated for pedestrian scale lighting. The shared-use path in the SW Coho Street ROW is not proposed to be lit due to proximity to natural features and South Beach State Park. The plan recommends that all proposed lighting be dark sky compliant.<sup>2</sup> Several northwest communities have adopted outdoor lighting ordinances to limit the effects of light pollution.<sup>3</sup> In addition, the City should consider its overall role in the provision of public lighting and coordinate with the Central Lincoln Public Utility District (PUD) in purchasing and maintaining street and pedestrian scale lighting due to initial and long-term maintenance costs of the infrastructure investments.

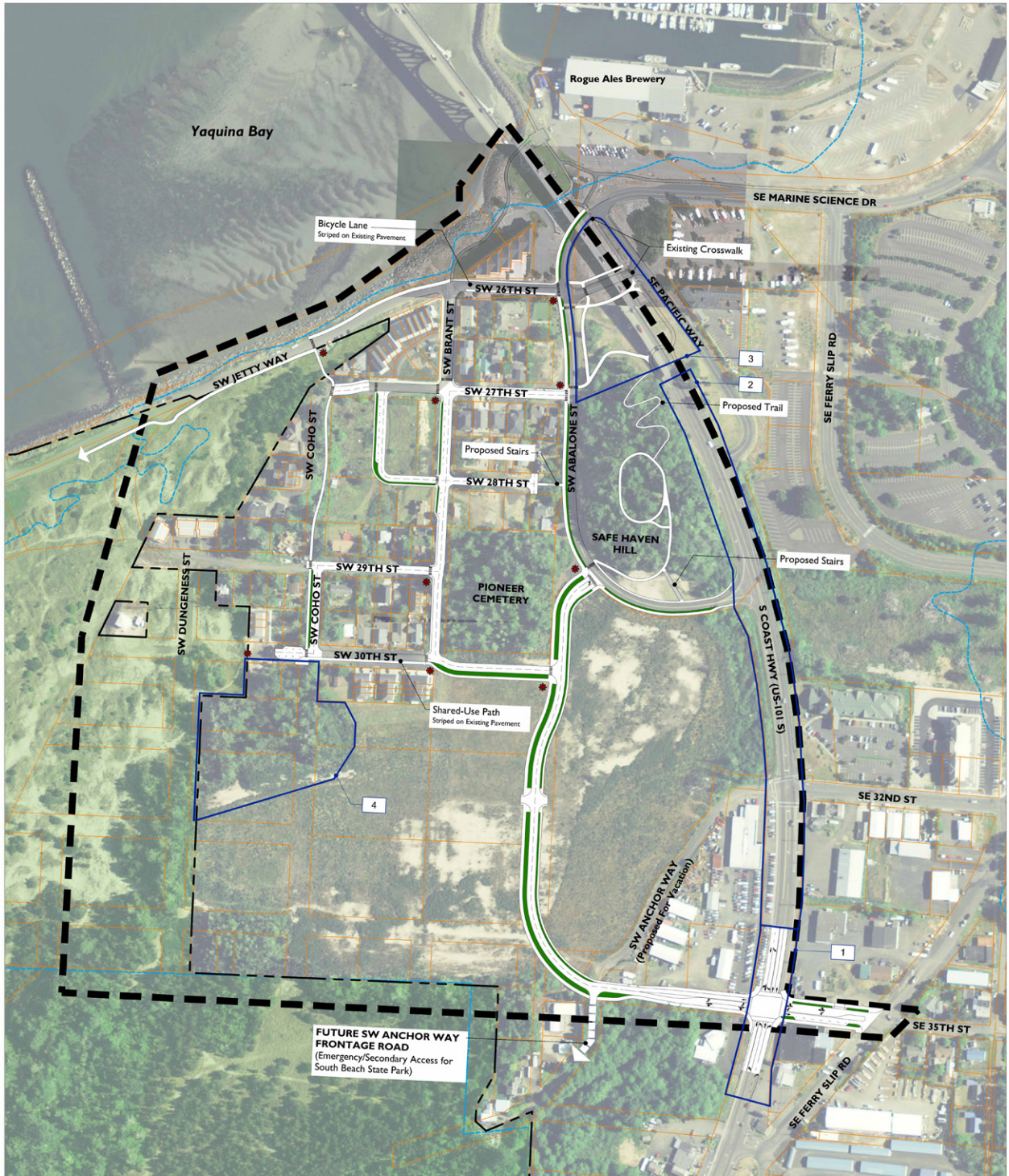
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<sup>2</sup> The International Dark-Sky Association (IDA) provides information and resources for dark sky compliant lighting. [www.darksky.org](http://www.darksky.org).

<sup>3</sup> The site "DarkSkies Northwest" provides outdoor lighting ordinances for communities in Oregon, Washington, Idaho, and Montana that comply with IDA recommendations. [www.darkskiesnorthwest.org](http://www.darkskiesnorthwest.org)



Map 3-8. Illustrative Plan



- |  |                        |  |  |  |  |
|--|------------------------|--|--|--|--|
|  | Project Area           |  | Intersection Design Information From Draft TSP       |  | Proposed Street, Sidewalk, Shared-Use Path, and Trail Improvements |
|  | South Beach State Park |  | Refer To Draft TSP For Design Information            |  | Proposed Planter Strip or Stormwater Treatment                     |
|  | Tax Lot                |  | Refer To Draft Yaquina Bay Bridge Park Concept Plan  |  | Wayfinding Signage   |
|  | Flood Plain (FEMA)     |  | Refer To Draft Coastal Gully Open Space Concept Plan |  |  |



Newport Coho/Brant Infrastructure Refinement Plan  
 Preferred Alternative - Illustrative Plan  
 Newport, Oregon  
 June 8, 2012



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# 4

# IMPLEMENTATION

## 4.1 Project Cost Estimates

For the purposes of implementation and funding, planning-level cost estimates are prepared for the public improvements identified in Section 3. Detailed project cost estimate worksheets for each proposed project are included as Appendix F. The projects and cost estimates are expected to be used by City staff to amend or update existing plans and secure funding as available for the various projects. The planning-level estimates include the following primary components:

- Direct construction costs (DCC)
- Design contingency (40% of DCC)
- Design fees (preliminary engineering, final engineering) (25% of DCC)
- Construction management (10% of DCC)
- Right-of-way acquisition (as needed)
- Total estimated project cost

Proposed projects are identified by project number, location, and description.

**Project No. 1:  
SW 26th Street, SW Brant Street to SW Abalone Street**

This project involves the following improvements:

- 5' sidewalk on the north side of SW 26th Street
- 5' striped bicycle lane on the south side of SW 26th Street

**Table 4-1. SW 26th Street**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$30,000
Contingency (40%)	\$12,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$42,000</i>
Project Management, Engineering & Construction Management	\$10,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$52,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$52,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Project No. 2A:  
SW 27th Street, SW Brant Street to SW Abalone Street**

This project involves the following improvements:

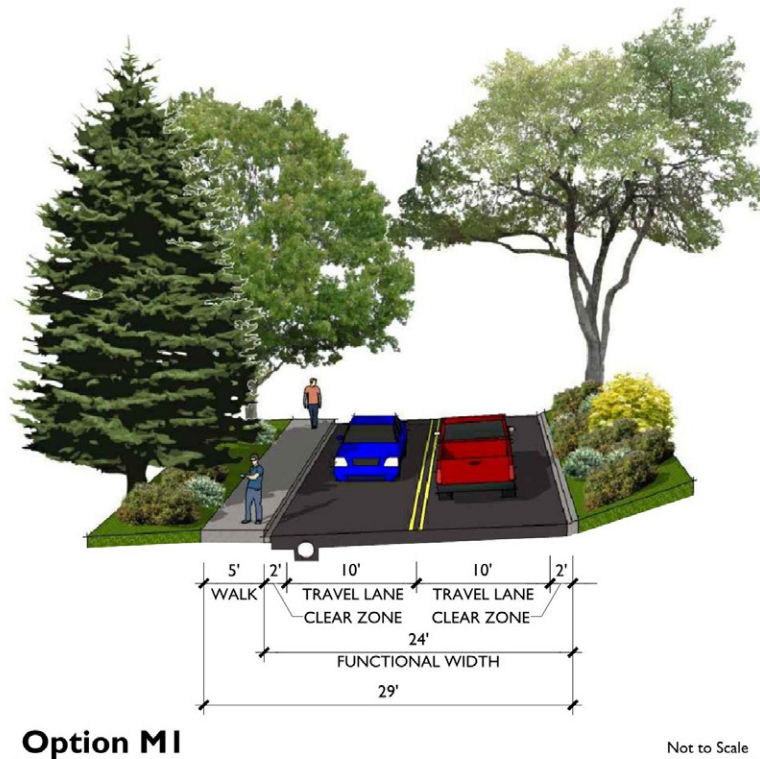
- 24' roadway with two travel lanes
- 5' curbside sidewalk on north side
- Stormwater infrastructure

**Table 4-2. SW 27th Street**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$83,000
Contingency (40%)	\$33,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$116,000</i>
Project Management, Engineering & Construction Management	\$29,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$145,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$145,000</b>

<sup>1</sup> All costs are in 2012 dollars.

**Proposed Design Section**



IMPLEMENTATION

**Project No. 2B:  
SW 27th Street, SW Coho Street to existing improvements**

This project involves the following improvements:

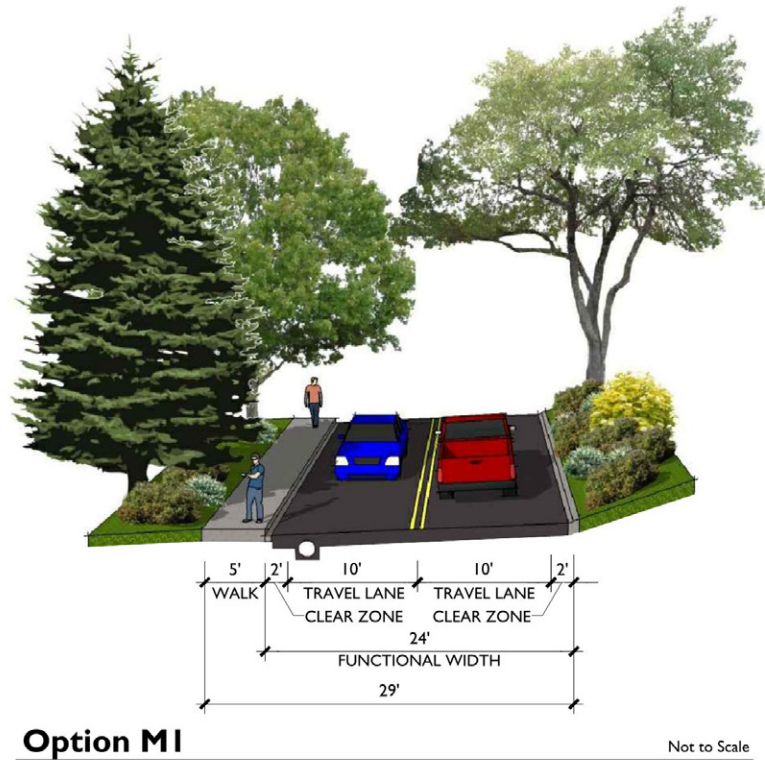
- 24' roadway with two travel lanes
- 5' curbside sidewalk on north side
- Stormwater infrastructure

**Table 4-3. SW 27th Street**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$58,000
Contingency (40%)	\$23,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$81,000</i>
Project Management, Engineering & Construction Management	\$20,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$101,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$101,000</b>

<sup>1</sup> All costs are in 2012 dollars.

**Proposed Design Section**



**Project No. 3A:  
SW 28th Street, SW 27th Street to SW Brant Street**

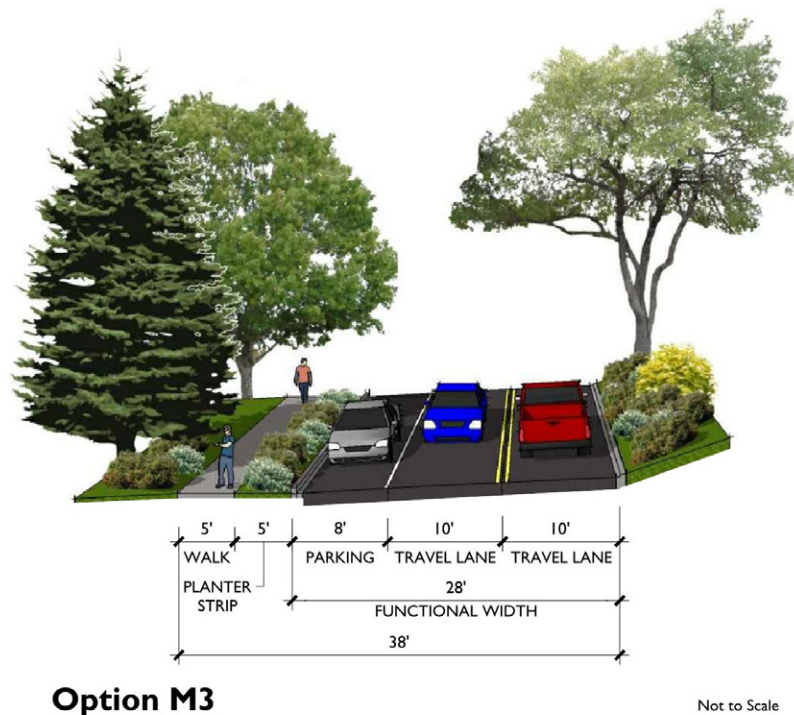
This project involves the following improvements:

- 28' wide roadway with two travel lanes and parking on west and south sides
- 5' separated sidewalk on west and south sides
- Stormwater, water, and sanitary sewer infrastructure
- Right-of-way acquisition

**Table 4-4. SW 28th Street**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$290,000
Contingency (40%)	\$116,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$406,000</i>
Project Management, Engineering & Construction Management	\$102,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$508,000</i>
Total Project Right-of-Way	\$46,000
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$554,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Proposed Design Section**



IMPLEMENTATION

**Project No. 3B:  
SW 28th Street, SW Brant Street to SW Abalone embankment**

This project involves the following improvements:

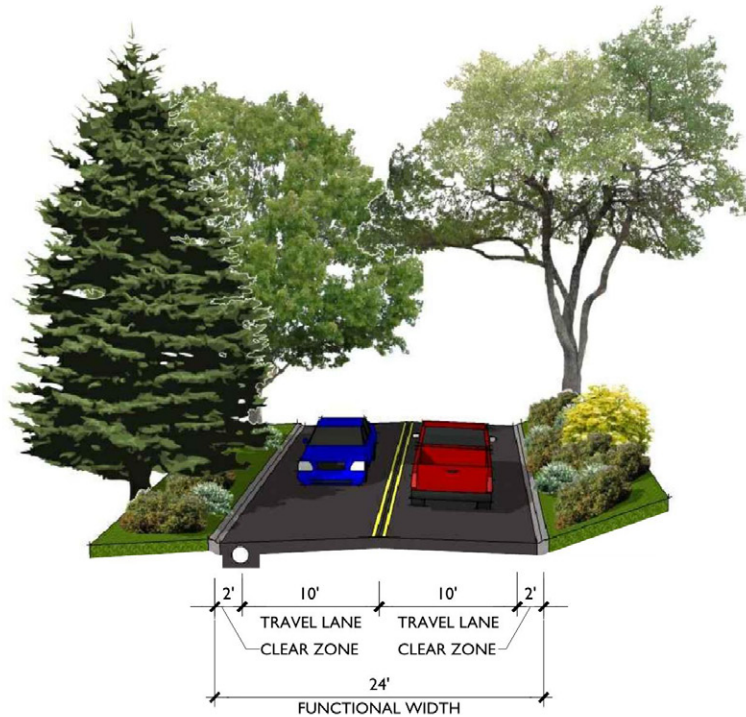
- 24' wide roadway with two travel lanes
- Stormwater and water infrastructure
- Pedestrian stairs at SW Abalone Street

**Table 4-5. SW 28th Street**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$173,000
Contingency (40%)	\$69,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$242,000</i>
Project Management, Engineering & Construction Management	\$61,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$303,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$303,000</b>

<sup>1</sup> All costs are in 2012 dollars.

**Proposed Design Section**



**Option M6**

Not to Scale



**Project No. 4:  
SW 29th Street, SW Coho Street to SW Brant Street**

This project involves the following improvements:

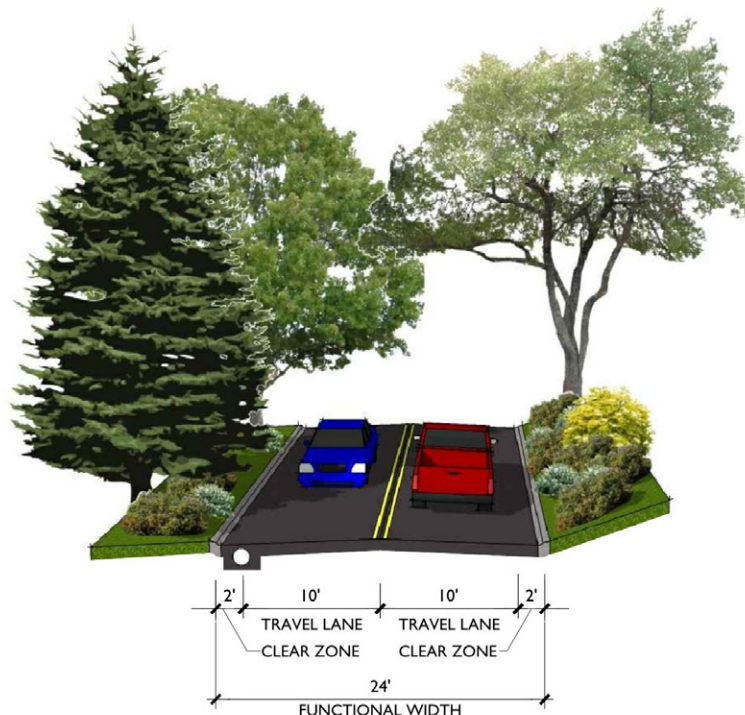
- 24' roadway with two travel lanes
- Stormwater Infrastructure

**Table 4-6. SW 29th Street**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$131,000
Contingency (40%)	\$52,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$183,000</i>
Project Management, Engineering & Construction Management	\$46,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$229,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$229,000</b>

<sup>1</sup> All costs are in 2012 dollars.

**Proposed Design Section**



**Option M6**

Not to Scale

IMPLEMENTATION

**Project No. 5:  
SW 30th Street, SW Brant Street to SW Abalone Street**

This project involves the following improvements:

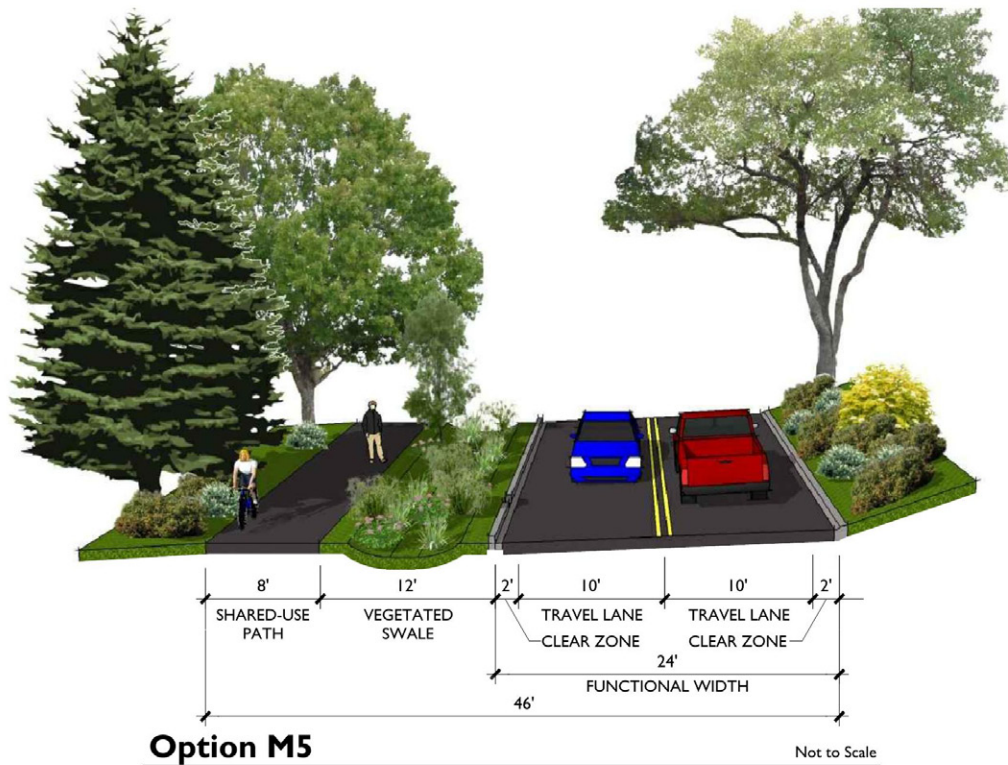
- 24' roadway with two travel lanes
- 8' shared-use path
- Stormwater and water infrastructure
- Right-of-way acquisition

**Table 4-7. SW 30th Street**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$168,000
Contingency (40%)	\$67,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$235,000</i>
Project Management, Engineering & Construction Management	\$59,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$294,000</i>
Total Project Right-of-Way	\$17,000
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$311,000</b>

<sup>1</sup> All costs are in 2012 dollars.

**Proposed Design Section**



**Project No. 6:  
SW Coho Street, SW 29th Street to SW 30th Street**

This project involves the following improvements:

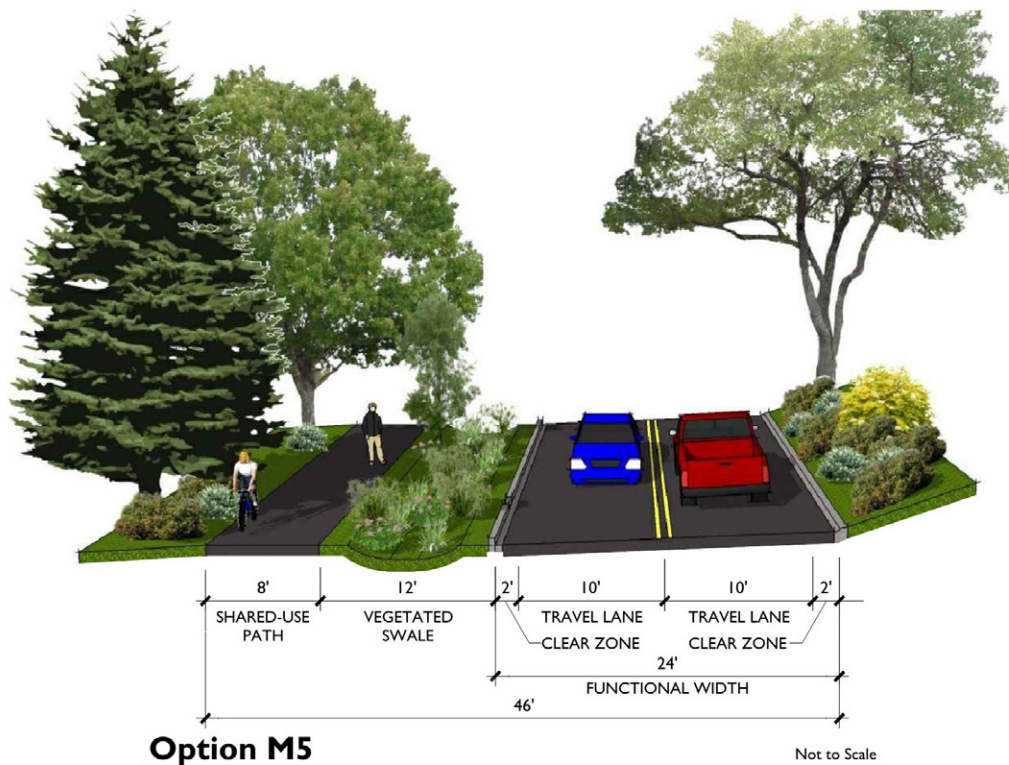
- 24' roadway with two travel lanes
- 8' separated shared-use path
- Stormwater infrastructure

**Table 4-8. SW Coho Street**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$106,000
Contingency (40%)	\$42,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$149,000</i>
Project Management, Engineering & Construction Management	\$37,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$186,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$186,000</b>

<sup>1</sup> All costs are in 2012 dollars.

**Proposed Design Section**



IMPLEMENTATION

**Project No. 7:  
SW Brant Street, SW 27th Street to SW 30th Street**

This project involves the following improvements:

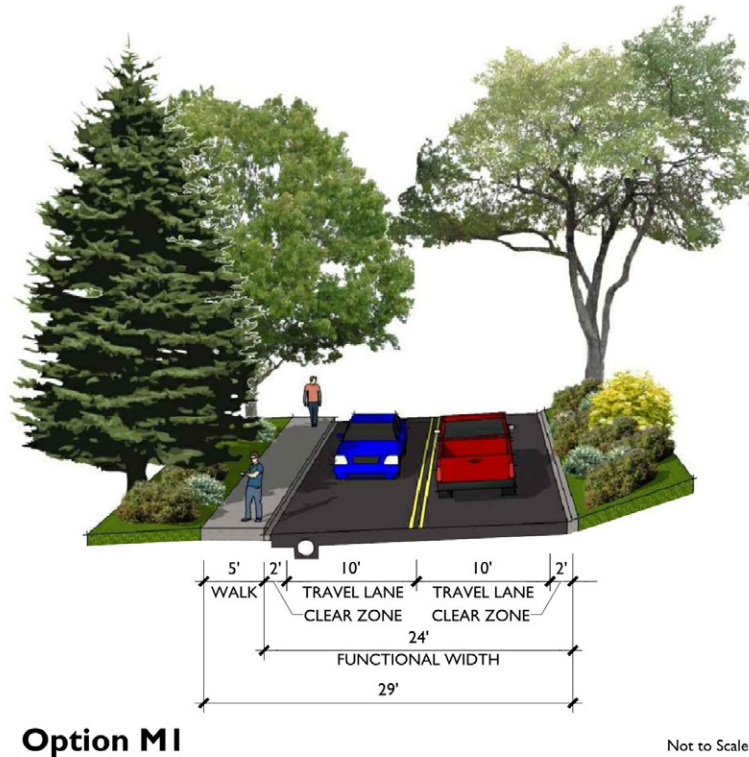
- 24' - 28' wide roadway with two travel lanes and parking (SW 27th to SW 28th)
- 5' separated or curbside sidewalk
- Stormwater and water infrastructure

**Table 4-9. SW Brant Street**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$404,000
Contingency (40%)	\$162,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$566,000</i>
Project Management, Engineering & Construction Management	\$141,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$707,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$707,000</b>

<sup>1</sup> All costs are in 2012 dollars.

**Proposed Design Section (SW 28th Street to SW 30th Street shown)**



**Project No. 8:  
SW Abalone Street, SW 29th Street to Anchor Way**

This project involves the following improvements:

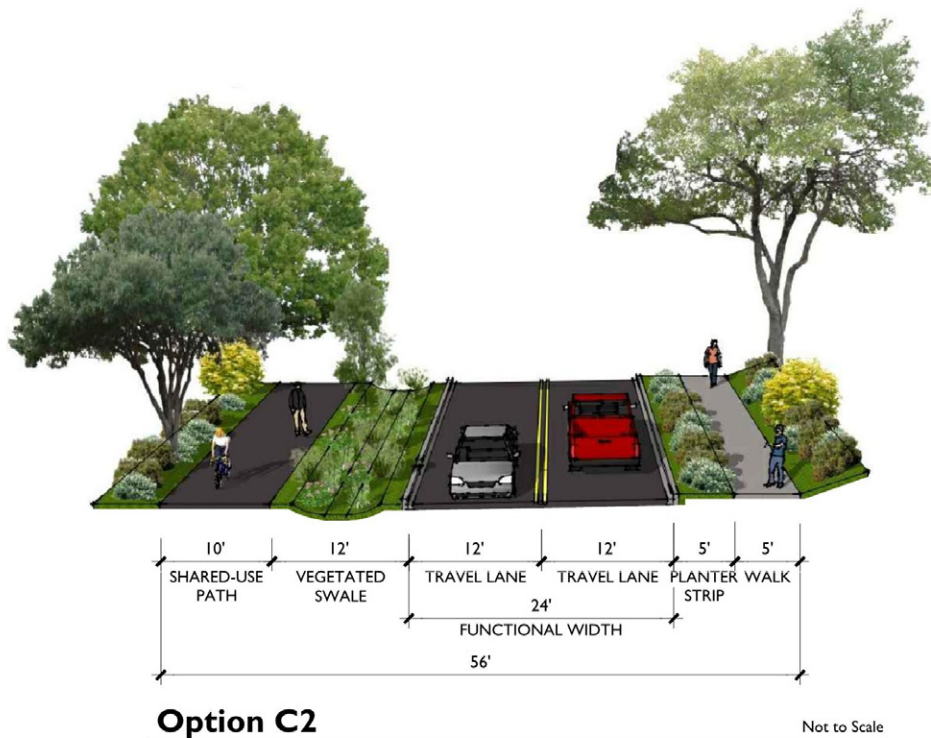
- 24' roadway with two travel lanes
- 5' separated sidewalk with planter strip on east side
- 10' shared use path on west side
- Stormwater, water, and sanitary sewer infrastructure
- Street and path lighting
- Right-of-way acquisition as needed

**Table 4-10. SW Abalone Street**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$878,000
Contingency (40%)	\$351,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$1,229,000</i>
Project Management, Engineering & Construction Management	\$307,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$1,537,000</i>
Total Project Right-of-Way	\$237,000
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$1,773,000</b>

<sup>1</sup> All costs are in 2012 dollars.

**Proposed Design Section**



**Project No. 9:  
Highway 101/SW 35th Street, Anchor Way to Ferry Slip Road**

This project involves the following improvements:

Highway 101/35th Street Intersection

- Widen and improve intersection to accommodate additional lanes
- Signalize

SW 35th Street

- 36' wide roadway with two travel lanes and a center turn lane
- 8' parking lane on the south side
- 8' curbside sidewalks
- Stormwater infrastructure
- Street lighting
- Right-of-way acquisition as needed

SW Abalone Extension (Anchor Way to Highway 101)

- 36' roadway with two travel lanes and center turn lane
- 8' curbside sidewalk on north side
- 10' shared use path on south side
- Stormwater, water, and sanitary sewer infrastructure
- Street and path lighting
- Right-of-way acquisition as needed

**Table 4-11. Highway 101/35th Street, Anchor Way to Ferry Slip Road**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$1,012,000
Contingency (40%)	\$405,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$1,417,000</i>
Project Management, Engineering & Construction Management	\$354,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$1,771,000</i>
Total Project Right-of-Way	\$205,000
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$1,977,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Project No. 10:  
Highway 101 at SW 32nd Street**

This project involves the following improvements:

- Remove signal
- Implement right-in, right-out movements at SW 32nd Street

**Table 4-12. Highway 101 at SW 32nd Street**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$109,000
Contingency (40%)	\$43,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$152,000</i>
Project Management, Engineering & Construction Management	\$38,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$190,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$190,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

IMPLEMENTATION

**Project No. 11:  
SW Coho Street, SW 29th Street to Jetty Way**

This project involves the following improvements:

- 8' shared-use path

**Table 4-13. SW Coho Street Shared-use Path**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$48,000
Contingency (40%)	\$19,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$68,000</i>
Project Management, Engineering & Construction Management	\$14,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$82,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$82,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Proposed Design Section**



**Option M7**

Not to Scale



**Project No. 12A:  
SW Abalone Street, SW Marine Science Drive to SW Abalone Street extension**

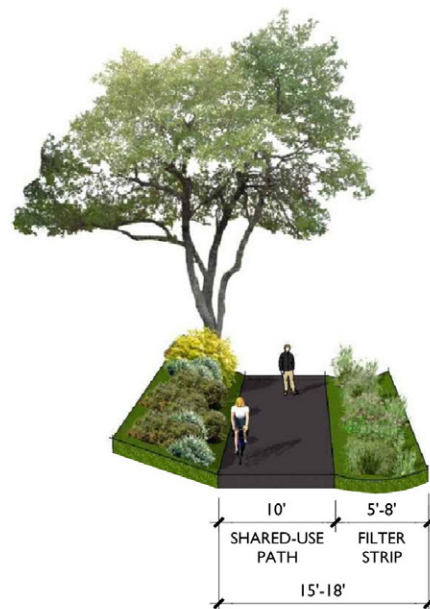
This project involves the following improvements:

- 10' shared-use path
- Path lighting

**Table 4-14. SW Abalone Street Shared-use Path**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$191,000
Contingency (40%)	\$77,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$268,000</i>
Project Management, Engineering & Construction Management	\$57,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$325,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$325,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Proposed Design Section**



**Option M8**

Not to Scale

IMPLEMENTATION

**Project No. 12B:  
SW Abalone Street, SW Abalone Street extension to Highway 101**

This project involves the following improvements:

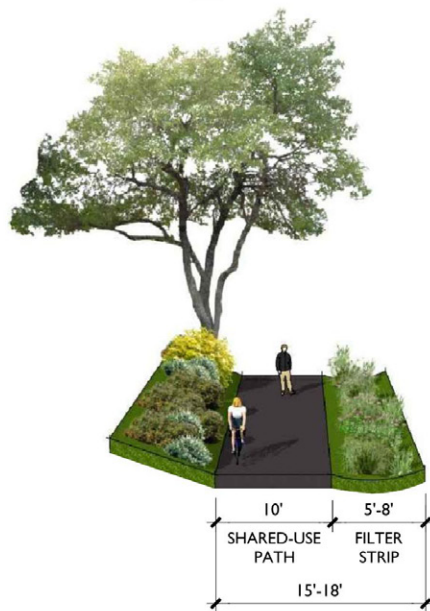
- 10' shared-use path
- Path lighting

**Table 4-15. SW Abalone Street Shared-use Path**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$97,000
Contingency (40%)	\$39,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$136,000</i>
Project Management, Engineering & Construction Management	\$29,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$165,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$165,000</b>

<sup>1</sup> All costs are in 2012 dollars.

**Proposed Design Section**



**Option M8**

Not to Scale

**Project No. 13:  
Jetty Way, SW 26th Street to South Beach State Park**

This project involves the following improvements:

- 10' shared-use path
- Path lighting

**Table 4-16. Jetty Way Shared-use Path**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$286,000
Contingency (40%)	\$114,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$400,000</i>
Project Management, Engineering & Construction Management	\$86,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$486,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$486,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Project No. 14:  
SW Dungeness Street to SW Abalone Street**

This project involves the following improvements:

- Domestic fire, water, and storm drainage system upgrades

**Table 4-17. Dungeness/Abalone Infrastructure Upgrades**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$182,000
Contingency (40%)	\$73,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$255,000</i>
Project Management, Engineering & Construction Management	\$64,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$318,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$318,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Project No. 15:  
SW 26th Street**

This project involves the following improvements:

- Sanitary sewer lift station upgrade

**Table 4-18. SW 26th Street Sanitary Sewer Lift Station**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$63,000
Contingency (40%)	\$25,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$88,000</i>
Project Management, Engineering & Construction Management	\$22,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$110,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$110,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Project No. 16:  
SW 26th Street & SW Brant Street**

This project involves the following improvements:

- Water quality treatment and bypass structure

**Table 4-19. SW 26th Street & SW Brant Street Water Quality Structure**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$48,000
Contingency (40%)	\$19,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$67,000</i>
Project Management, Engineering & Construction Management	\$17,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$84,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$84,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Project No. 17:  
SW Abalone Street & SW 35th Street**

This project involves the following improvements:

- Water quality treatment and bypass structure

**Table 4-20. SW Abalone Street & SW 35th Street Water Quality Structure**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$48,000
Contingency (40%)	\$19,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$67,000</i>
Project Management, Engineering & Construction Management	\$17,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$84,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$84,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Project No. 18:  
Coastal Gully Open Space**

This project involves the following improvements:

- Trailhead, parking, trails, and boardwalks

**Table 4-21. Coastal Gully Open Space**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$113,000
Contingency (40%)	\$45,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$159,000</i>
Project Management, Engineering & Construction Management	\$34,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$193,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$193,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Project No. 19:  
Yaquina Bay Bridge Open Space**

This project involves the following improvements:

- Reinforced lawn special event area
- Shared-use paths, basketball court, lawn areas, seating, shelters, public art, and landscaping

**Table 4-22. Yaquina Bay Bridge Open Space**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$310,000
Contingency (40%)	\$124,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$434,000</i>
Project Management, Engineering & Construction Management	\$93,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$526,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$526,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

**Project No. 20:  
Safe Haven Hill**

This project involves the following improvements:

- Shared-use path, trail, and stairs
- Sidewalk on south and east sides
- Establish clearing zone and install disaster supply shed

**Table 4-23. Safe Haven Hill**

DESCRIPTION	COST
Construction Cost (DCC) <sup>1</sup>	\$328,000
Contingency (40%)	\$131,000
<i>Subtotal for Estimated Construction Costs</i>	<i>\$459,000</i>
Project Management, Engineering & Construction Management	\$98,000
<i>Subtotal for Estimated Project Cost (excluding Right-of-way)</i>	<i>\$557,000</i>
Total Project Right-of-Way	\$-
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$557,000</b>
<sup>1</sup> All costs are in 2012 dollars.	

## 4.2 Project Prioritization

This section summarizes the planning-level cost estimates associated with the recommended public improvements projects. Table 4-24 provides a cost summary for Tier 1, Tier 2, and Tier 3 projects combined. Table 4-25 summarizes costs by project. The Design Team, with input from City staff, grouped the projects into Tier 1 (short-term, 0-5 years), Tier 2 (medium-term, 5-10 years) and Tier 3 (long-term, as funding is secured).

**Table 4-24. Planning-level Cost Estimates for Tier 1, Tier 2, and Tier 3 Projects**

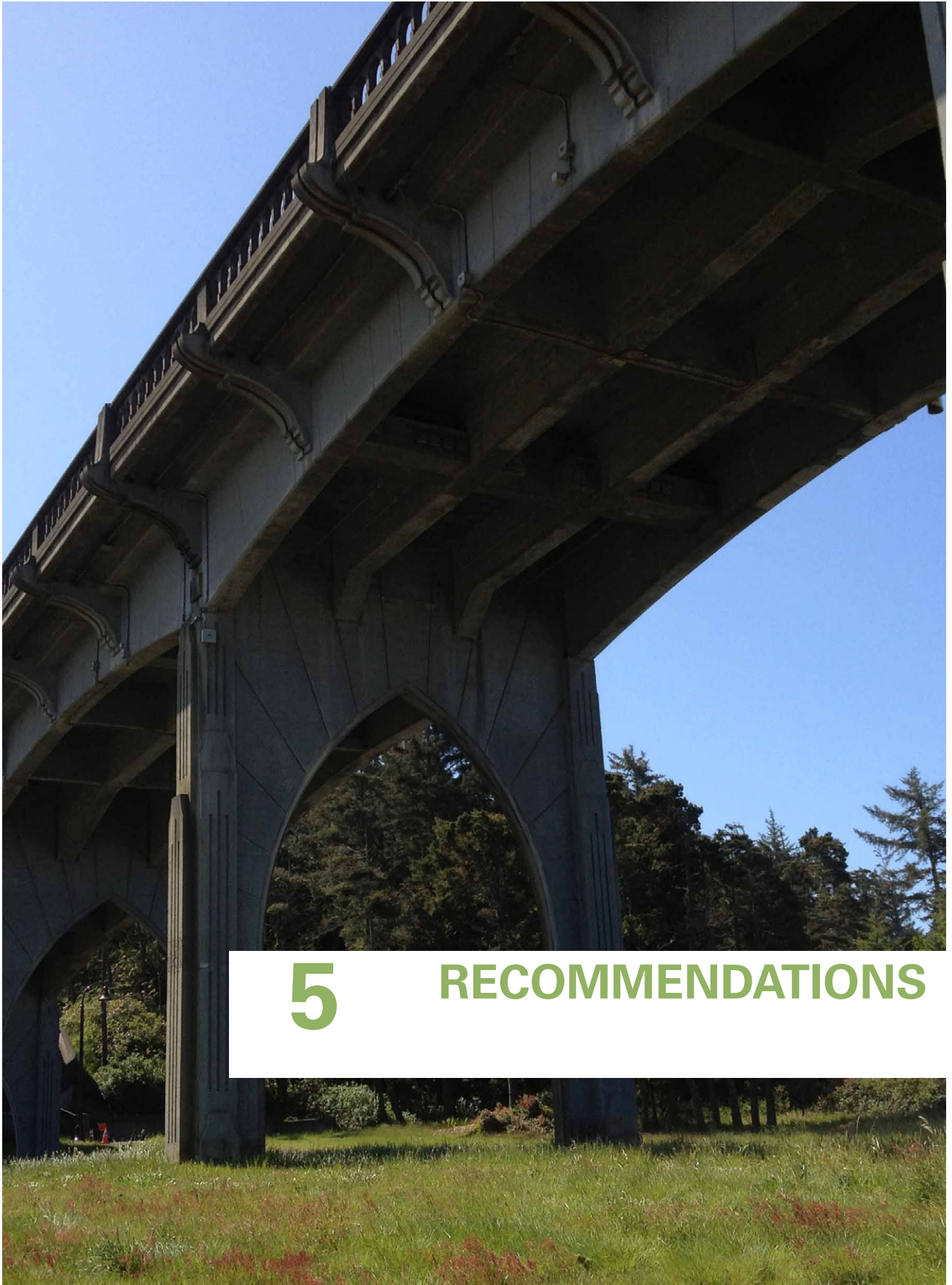
PROJECT	PLANNING-LEVEL COST ESTIMATES
Tier 1	\$2,999,000
Tier 2	\$4,175,000
Tier 3	\$2,284,000
Total	\$9,458,000

IMPLEMENTATION

**Table 4-25. Planning-level Cost Estimates Summary**

PROJECT NO.	LOCATION	DESCRIPTION	TIER	COST
1	SW 26th Street, SW Brant Street to SW Abalone Street	Construct bike lane and sidewalk on north side.	2	\$52,000
2A	SW 27th Street, SW Brant Street to SW Abalone Street	Construct street with sidewalk on the north side.	1	\$145,000
2B	SW 27th Street, SW Coho Street to existing improvements	Construct street with sidewalk on the north side.	2	\$101,000
3A	SW 28th Street, SW 27th Street to SW Brant Street	Construct street with parking on west and south sides. Sidewalk on west and south sides. Acquire right-of-way as needed.	3	\$554,000
3B	SW 28th Street, SW Brant Street to SW Abalone Street embankment	Construct street with emergency access turnaround. Pedestrian stairs at east end.	3	\$303,000
4	SW 29th Street, SW Coho Street to SW Brant Street	Construct street.	3	\$229,000
5	SW 30th Street, SW Brant Street to SW Abalone Street	Construct street. Acquire right-of-way as needed.	1	\$311,000
6	SW Coho Street, SW 29th Street to SW 30th Street	Construct street with shared-use path on west side.	3	\$186,000
7	SW Brant Street, SW 27th Street to SW 30th Street	Construct street with parking on west side (SW 27th to SW 28th). Sidewalk on west side. Street lighting.	1	\$707,000
8	SW Abalone Street, SW 29th Street to Anchor Way	Construct street with shared-use path on west side. Sidewalk on east side. Acquire right-of-way as needed.	2	\$1,773,000
9	Highway 101/SW 35th Street, Anchor Way to Ferry Slip Road	Widen intersection to accommodate additional lane channelization and signalize. Construct street from Anchor Way to Ferry Slip Road.	2	\$1,977,000
10	Highway 101 at SW 32nd Street	Remove signal. Implement right-in, right-out movements at SW 32nd Street.	2	\$190,000
11	SW Coho Street, SW 29th Street to Jetty Way	Construct shared-use path.	2	\$82,000
12A	SW Abalone Street, SW Marine Science Drive to SW Abalone Street	Construct shared-use path. Path lighting.	1	\$325,000
12B	SW Abalone Street, SW Abalone Street extension to Highway 101	Construct shared-use path. Path lighting.	1	\$165,000
13	Jetty Way, SW 26th Street to South Beach State Park	Construct shared-use path. Path lighting.	3	\$486,000
14	SW Dungeness Street to SW Abalone Street	Domestic water, fire system, and storm drainage upgrades.	1	\$318,000
15	SW 26th Street	Sanitary sewer lift station upgrade.	1	\$110,000
16	SW 26th Street & SW Brant Street	Storm drainage improvements. Water quality treatment and bypass structure.	1	\$84,000
17	SW Abalone Street & SW 35th Street	Storm drainage improvements. Water quality treatment and bypass structure.	1	\$84,000
18	Coastal Gully Open Space	Construct trailhead, parking, trails, and boardwalks.	1	\$193,000
19	Yaquina Bay Bridge Open Space	Construct reinforced lawn special event area. Shared-use paths, basketball court, lawn areas, seating, shelters, public art, and	3	\$526,000
20	Safe Haven Hill	Construct shared-use path, trail, and stairs. Sidewalk on south and east sides. Establish clearing zone. Install disaster supply shed.	1	\$557,000
<b>TOTAL PROJECT COST</b>				<b>\$9,458,000</b>





**5**

**RECOMMENDATIONS**

## 5.1 Policy Recommendations

The Coho/Brant Infrastructure Refinement Plan includes a set of policy recommendations directed at preserving neighborhood character, guiding future public infrastructure investments and planning efforts, and updating relevant plans. A primary objective of the planning effort is to balance natural area preservation and conservation objectives with targeted infrastructure investments intended to facilitate new development and improve or enhance existing neighborhood character. The plan includes recommendations for updating or amending existing facilities and infrastructure systems plans to incorporate project refinements and replace obsolete information. The policy recommendations are grouped in the following categories: funding, planning, infrastructure, natural resources, parks and recreation, and signage and wayfinding.

### Funding (F)

- F-1: Amend the South Beach Urban Renewal Plan to identify a project or projects to serve as a match and a catalyst in order to encourage the formation of Local Improvement Districts (LIDs) to fund lower priority improvements.
- F-2: Update the Public Infrastructure Systems Development Charge (SDC) Methodology study to incorporate infrastructure projects identified in the refinement plan that expand the capacity of systems to support future development.
- F-3: Amend the South Beach Urban Renewal Plan to incorporate project refinements. Allocate urban renewal funds based on project priorities established in the refinement plan as urban renewal funds are not expected to be sufficient to cover the total costs of the plan.

### Planning (P)

- P-1: Amend the Comprehensive Plan to acknowledge the refinement plan and associated street sections as an element of the Transportation System Plan (TSP).
- P-2: Consider the use of urban renewal funds to reset rights-of-way and property boundaries for large parcels subject to further development.
- P-3: Consider vacating rights-of-way within the project area which are not planned for future public infrastructure improvements and do not contain natural features identified for conservation or protection.

### Infrastructure (I)

- I-1: Initiate revisions to the zoning ordinance to allow narrow street widths as proposed in the project street sections.
- I-2: Amend the Newport Wastewater Facilities Plan, the South Beach Storm Water Master Plan, and the Water System Master Plan to incorporate infrastructure improvement projects identified in the plan and replace obsolete information.
- I-2: Adopt general stormwater management standards and practices that address the treatment, detention, and infiltration of stormwater runoff.
- I-3: Implement low impact development strategies including vegetative stormwater treatment in conjunction with new street construction where appropriate and feasible.

- I-4: Coordinate with ODOT and private property owners to resolve drainage and maintenance issues with culverts under and adjacent to Highway 101 as shown on Map 3-7 Proposed Stormwater System Improvements.
- I-5: Pursue state and federal grant funding, in addition to capital project funding, for the Highway 101/SW 35th Street intersection improvements and water, sewer, and stormwater infrastructure upgrades.
- I-6: Install dark sky compliant lighting in conjunction with street and path improvement projects.
- I-7: Coordinate with the Central Lincoln PUD to implement street and path lighting in association with projects identified in the plan.



North view from the edge of the Jetty



View south towards the Coho/Brant Neighborhood

**Natural Resources (N)**

- N-1: Conserve and protect existing trees within City owned rights-of-way that are not required for future public infrastructure improvements.
- N-2: Use context-sensitive design solutions to plan and design street and path improvement projects in order to avoid impacts to significant trees where feasible.
- N-3: Pursue opportunities with OMSI to reset property boundaries at Coastal Gully Open Space to ensure that the resource is conserved under the jurisdiction of one entity.
- N-4: In combination with N-3, support the establishment of a revised conservation easement to be applied to the entire Coastal Gully Open Space Area.
- N-5: Support to development of a management plan for Coastal Gully Open Space through partnerships with OMSI, the Lincoln Land Legacy Program, South Beach State Park, and other agencies.



Shared-use path crossing under Yaquina Bay Bridge

## RECOMMENDATIONS



View south under the bridge



Sharrows painted on the roadway



Signage near the entrance to the Oregon Coast Aquarium

### Parks and Recreation (R)

- R-1: Coordinate with ODOT to develop management and use agreements for the Yaquina Bay Open Space area.
- R-2: Further evaluate improvements proposed under the Yaquina Bay Bridge as shown on Map 3-3 Yaquina Bay Bridge Open Space Concept Plan in consideration of the historic nature of the structure.
- R-3: Provide path and trail connections from SW 26th Street, SW 27th Street, SW 28th Street, and SW 30th Street, as shown on Map 3-8 Illustrative Plan, to the proposed Safe Haven Hill evacuation area to establish multiple pedestrian emergency access routes from the neighborhood.

### Signage and Wayfinding (S)

- S-1: Install selective directional and wayfinding signage that is consistent with other signage in the South Beach Peninsula and directs visitors to major recreational opportunities while preserving the privacy of the neighborhood residents.
- S-2: Integrate public art with wayfinding and directional signage.
- S-3: Install wayfinding signage in the neighborhood that is adequate to direct residents and visitors to safety in the event of a natural disaster or tsunami.

# APPENDIX A OPPORTUNITY & CONSTRAINTS ANALYSIS

# Memorandum

**To:** Derrick Tokos, AICP

**From:** Colin McArthur, AICP

**Date:** April 23, 2012

**Subject:** **Newport Coho/Brant Infrastructure Refinement Plan**  
**DRAFT Opportunities & Constraints Summary**

MAP KEY	LOCATION	OPPORTUNITIES	CONSTRAINTS
<b>Right-of-ways / Street Improvements</b>			
R1	Coho – 29 <sup>th</sup> to 27 <sup>th</sup>	<ul style="list-style-type: none"> <li>Provide multi-use path connection along Coho to proposed Jetty Way multi-use path</li> <li>Improve street to provide for fire/emergency access and circulation</li> <li>Improve street with sidewalk connecting to existing sidewalks on 27<sup>th</sup></li> </ul>	<ul style="list-style-type: none"> <li>Existing gravel portion of Coho is narrow, on a ridge, and portions are outside city-owned ROW</li> <li>Ridgeline and steep slopes within city-owned ROW inhibit improvements</li> <li>Integrating fire/emergency access with potential residential development</li> </ul>
R2	30 <sup>th</sup> – Brant to Abalone	<ul style="list-style-type: none"> <li>Extend and improve 30<sup>th</sup> to connect with Abalone</li> </ul>	<ul style="list-style-type: none"> <li>Access improvements should direct OMSI vehicle/pedestrian traffic away from residential areas</li> </ul>
R3	Development Site	<ul style="list-style-type: none"> <li>Improve and extend Abalone and 35<sup>th</sup> to provide access for vacant commercial property and OMSI</li> </ul>	<ul style="list-style-type: none"> <li>Additional ROW acquisition needed for extensions of Abalone and 35<sup>th</sup></li> </ul>
R4	Anchor Way	<ul style="list-style-type: none"> <li>Vacate Anchor Way to provide additional development opportunity area for existing industrial and commercial sites</li> </ul>	<ul style="list-style-type: none"> <li>ROW may be needed for access to development site in interim, prior to Abalone/35<sup>th</sup> improvements</li> </ul>
R5	Abalone & Hwy 101	<ul style="list-style-type: none"> <li>Consider NB left-turn for fire/emergency access needs on Hwy 101</li> </ul>	<ul style="list-style-type: none"> <li>Draft TSP intersection improvements show median on Hwy 101</li> </ul>
R6	Abalone	<ul style="list-style-type: none"> <li>Improve Abalone extension with public parking</li> <li>Provide access points to parks and open space areas</li> <li>Shift Abalone alignment west to create larger development opportunity parcel to the east</li> <li>Curve Abalone to merge with 35<sup>th</sup> extension, rather than t-intersection</li> </ul>	<ul style="list-style-type: none"> <li>Additional ROW acquisition needed for extension of Abalone</li> <li>Merging Abalone &amp; 35<sup>th</sup> alignments limits future extension to west</li> <li>Potential impacts to Pioneer Cemetery</li> </ul>

MAP KEY	LOCATION	OPPORTUNITIES	CONSTRAINTS
<b>Right-of-ways / Street Improvements</b>			
R7	Dungeness ROW	<ul style="list-style-type: none"> <li>Consider vacating ROW adjacent to state parks &amp; OMSI ownership not identified for future improvements</li> </ul>	<ul style="list-style-type: none"> <li>Ensure pedestrian access is provided to South Beach State Park</li> </ul>
<b>Highway 101 / SW 35<sup>th</sup> Street Intersection</b>			
I1	35 <sup>th</sup> & Hwy 101	<ul style="list-style-type: none"> <li>Provide on-street parking in front existing building at SE corner of 35<sup>th</sup>/101 intersection</li> <li>Improve 35<sup>th</sup> as pedestrian-oriented boulevard rather than auto-oriented street, possibly as interim measure in advance of full build-out</li> </ul>	<ul style="list-style-type: none"> <li>Limited existing ROW for 35<sup>th</sup> improvements and extension</li> <li>Access impacts to existing businesses as part of 35<sup>th</sup>/101 intersection improvements</li> </ul>
I2	Hwy 101	<ul style="list-style-type: none"> <li>Provide pedestrian over- or under-crossing at Hwy 101, between 35<sup>th</sup> and Abalone</li> </ul>	<ul style="list-style-type: none"> <li>Topography, steep slopes, and wetlands pose construction challenges</li> </ul>
<b>Parks and Trails</b>			
P1	Jetty Way	<ul style="list-style-type: none"> <li>Improve multi-use path along Jetty Way to South Beach State Park to for pedestrians/cyclists currently using access road</li> <li>Loop multi-use path extension through South Beach State Park to southern access point in Coho/Brant Neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>Vehicle traffic on Jetty Way</li> <li>Additional access point to South Beach State Park needed at 29<sup>th</sup> or 30<sup>th</sup></li> </ul>
P2	Pioneer Cemetery	<ul style="list-style-type: none"> <li>Improve access to and condition of Pioneer Cemetery</li> </ul>	<ul style="list-style-type: none"> <li>Erosion/slides ongoing next to future Brant extension</li> <li>Existing topography limits access from west side</li> </ul>
P3	South Beach State Park Access	<ul style="list-style-type: none"> <li>Provide access to South Beach State Park trails at 29<sup>th</sup> or 30<sup>th</sup></li> <li>Provide improved trailhead</li> </ul>	<ul style="list-style-type: none"> <li>Potential parking/access improvement impacts to coastal gully open space area</li> </ul>
P4	Mini Park	<ul style="list-style-type: none"> <li>Provide a small centrally located park for kids/dogs</li> </ul>	<ul style="list-style-type: none"> <li>Identified as residential development opportunity area</li> </ul>
P5	Neighborhood Park	<ul style="list-style-type: none"> <li>Improve as neighborhood park, with active use (basketball/tennis), recreation, and location for farmers market</li> <li>Develop as public, accessible space</li> </ul>	<ul style="list-style-type: none"> <li>Access across Abalone and from the Coho/Brant neighborhood in general</li> <li>Highway noise from Yaquina Bay Bridge</li> </ul>

MAP KEY	LOCATION	OPPORTUNITIES	CONSTRAINTS
<b>Parks and Trails</b>			
P6	Coastal Gully Open Space	<ul style="list-style-type: none"> <li>Improve as passive use park with interpretive and educational program and walking trails</li> <li>Partnership with OMSI for management and educational program</li> </ul>	<ul style="list-style-type: none"> <li>Area identified as potential stormwater detention</li> <li>Limited public access</li> </ul>
P7	Tree Preservation	<ul style="list-style-type: none"> <li>Consider conservation easements to protect trees west of Coho in 30<sup>th</sup> ROW</li> </ul>	<ul style="list-style-type: none"> <li>Limits ability to extend street west to provide access to South Beach State Park and Coastal Gully Open Space</li> </ul>
P8	35 <sup>th</sup> Trail Access	<ul style="list-style-type: none"> <li>Improve multi-use trail extending from 35<sup>th</sup> to South Beach State Park</li> </ul>	<ul style="list-style-type: none"> <li>Potential improvement may conflict with OMSI environmental learning program and South Beach State Park management plan</li> </ul>
<b>Tsunami Evacuation Route / Safe Haven Hill</b>			
T1	Safe Haven Hill	<ul style="list-style-type: none"> <li>Enhance as "green" park space to increase use and function as dual purpose area</li> </ul>	<ul style="list-style-type: none"> <li>Need clarification on potential use of Safe Haven Hill for interpretive/day use activities</li> </ul>
T2	29 <sup>th</sup> & Coho	<ul style="list-style-type: none"> <li>Provide safe access route through area to Safe Haven Hill</li> </ul>	<ul style="list-style-type: none"> <li>Most of this area, emanating in 4 directions from 29<sup>th</sup> and Coho, contains overhead power lines</li> <li>Existing topography limits options for undergrounding power lines</li> </ul>
T3	28 <sup>th</sup> & Abalone	<ul style="list-style-type: none"> <li>Improve 28<sup>th</sup> as multi-use path connection from Brant to Safe Haven Hill</li> </ul>	<ul style="list-style-type: none"> <li>Thick vegetation at east side of area adjacent to 28<sup>th</sup>/Abalone intersection</li> </ul>
<b>General Comments</b>			
G1	Coho – 29 <sup>th</sup> to 30 <sup>th</sup>	<ul style="list-style-type: none"> <li>Improve Coho as public street or multi-use path that provides for emergency/fire access</li> </ul>	<ul style="list-style-type: none"> <li>Impacts of paved multi-use path in rural neighborhood</li> <li>Limited opportunities to connect with existing/planned bike/pedestrian trails</li> </ul>
G2	29 <sup>th</sup> – Brant to South Beach State Park	<ul style="list-style-type: none"> <li>Improve 29<sup>th</sup> as public street</li> </ul>	<ul style="list-style-type: none"> <li>Limited frontage, little traffic, and minimal need for sidewalks or paving on 29<sup>th</sup> from Brant to dune condos</li> <li>Minimal traffic traveling west and little need for sidewalks</li> <li>Some residents prefer gravel paving</li> </ul>



MAP KEY	LOCATION	OPPORTUNITIES	CONSTRAINTS
<b>General Comments</b>			
G3	30 <sup>th</sup> – Coho to Dungeness	<ul style="list-style-type: none"> <li>Improve 30<sup>th</sup> as public street</li> </ul>	<ul style="list-style-type: none"> <li>Potential impacts to existing large trees within ROW as part of street improvements</li> </ul>
G4	Not Site Specific	<ul style="list-style-type: none"> <li>Conserve trees within developed and undeveloped ROW.</li> </ul>	<ul style="list-style-type: none"> <li>Conflicts with potential public street improvements/extensions</li> </ul>
G5	Not Site Specific	<ul style="list-style-type: none"> <li>Construct public improvements to minimum widths and minimum impacts</li> <li>Maintain rural character of neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>Inconsistent placement of built elements in residential area</li> <li>Topography and limited existing facilities impose constraints on stormwater conveyance</li> </ul>

Map A-1. Opportunities & Constraints



C. 2009 Orthophotograph

- |   |  |  |
|---|--|--|
| <span style="background-color: purple; color: white; padding: 2px;">R1</span> Right-of-ways / Street Improvements       | <span style="border: 1px solid orange; padding: 2px;"> </span> Development Opportunity                       | <span style="border: 1px solid orange; padding: 2px;"> </span> Tax Lots                              |
| <span style="background-color: orange; color: white; padding: 2px;">I1</span> Highway 101 / SW 35th Street Intersection | <span style="background-color: lightgreen; border: 1px solid green; padding: 2px;"> </span> Park Opportunity | <span style="background-color: lightgreen; border: 1px solid green; padding: 2px;"> </span> Wetlands |
| <span style="background-color: green; color: white; padding: 2px;">P1</span> Parks and Trails                           | <span style="border: 1px dashed red; padding: 2px;"> </span> Multi-Use Path Improvement                      |  |
| <span style="background-color: blue; color: white; padding: 2px;">T1</span> Tsunami Evacuation Route / Safe Haven Hill  | <span style="border: 1px solid blue; padding: 2px;"> </span> Intersection/Access Improvement                 |  |
| <span style="background-color: red; color: white; padding: 2px;">G1</span> General Comments                             | <span style="border: 1px solid blue; padding: 2px;"> </span> Access Opportunity                              |  |



# APPENDIX B STAKEHOLDER CONSERVATION PRIORITIES

Map B-1. Significant Trees in ROW

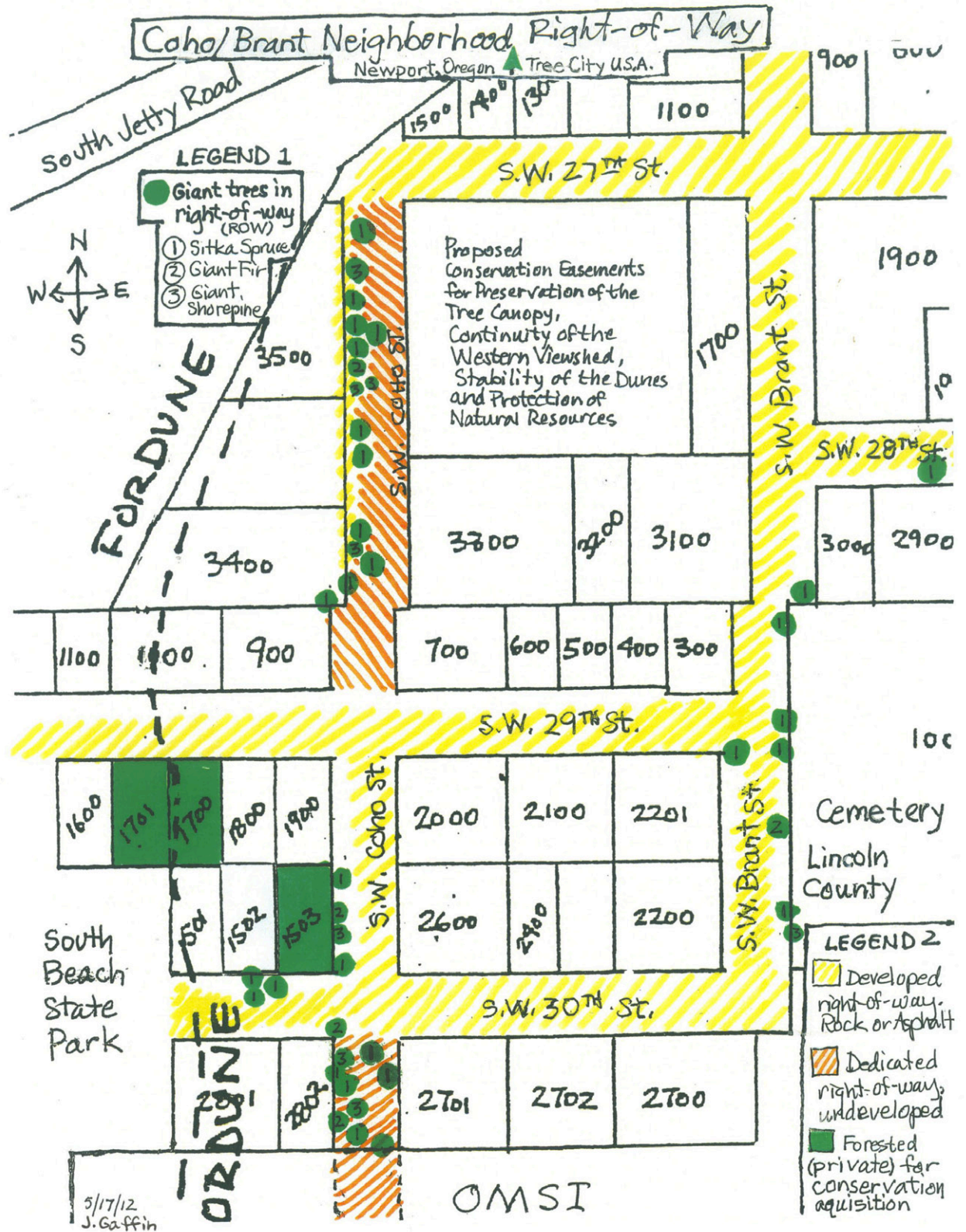


Figure B-1. SW Coho Street ROW



Figure B-3. SW 30th Street ROW



Figure B-4. SW 30th Street ROW



Figure B-4. SW 30th Street ROW





Figure B-5. SW 29th Street ROW



Figure B-6. SW Coho Street ROW

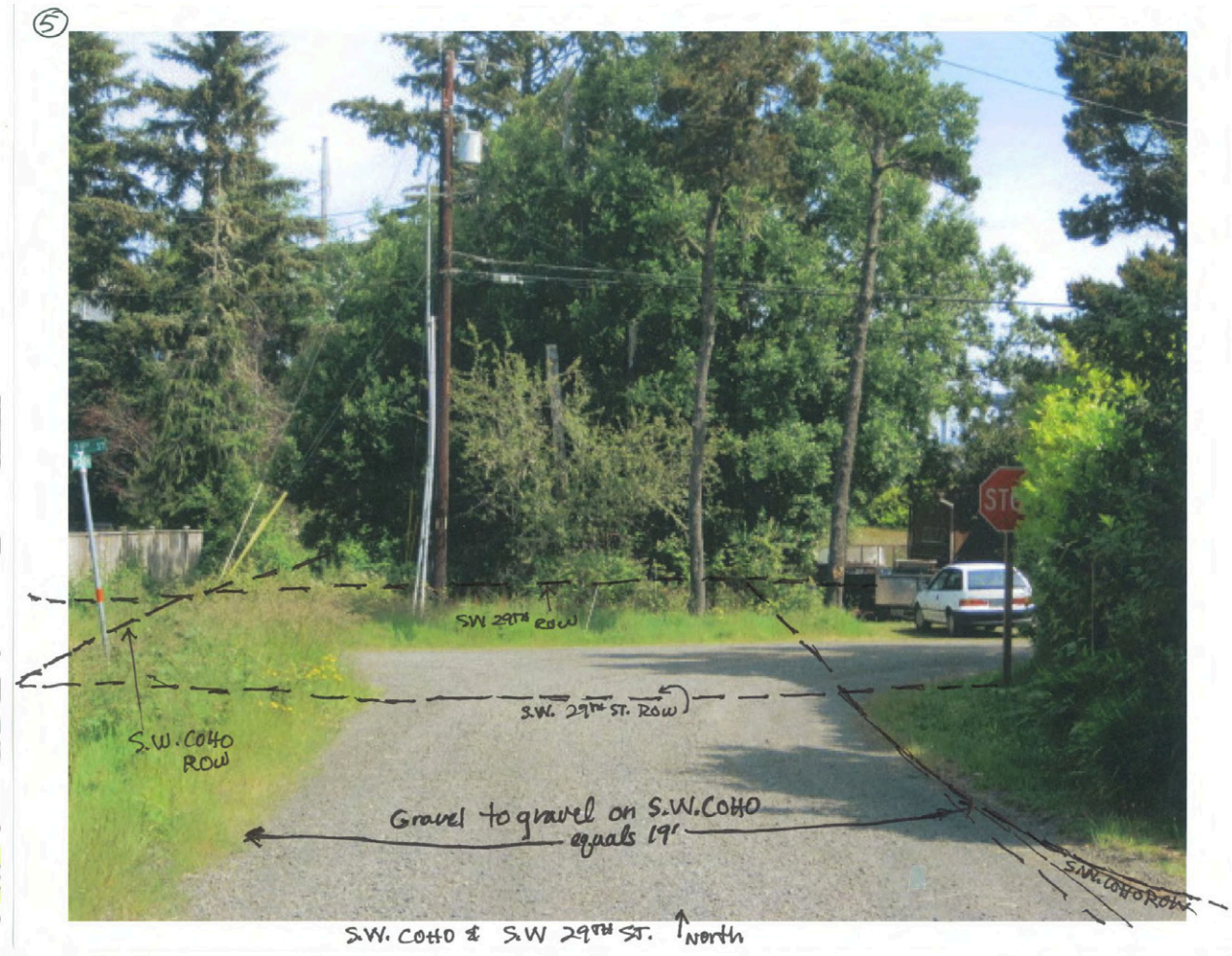


Figure B-7. SW Brant Street ROW

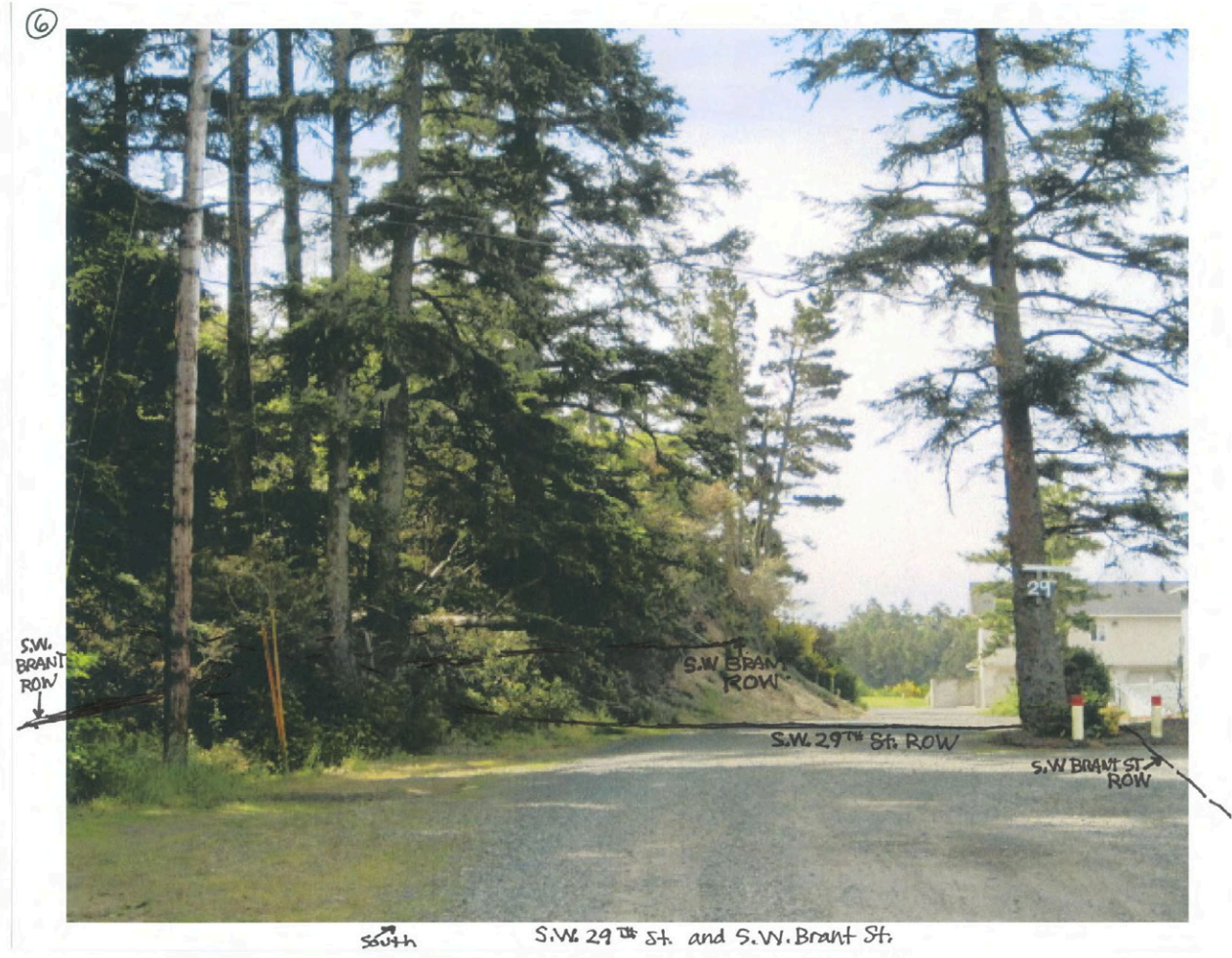


Figure B-8. SW Coho Street ROW



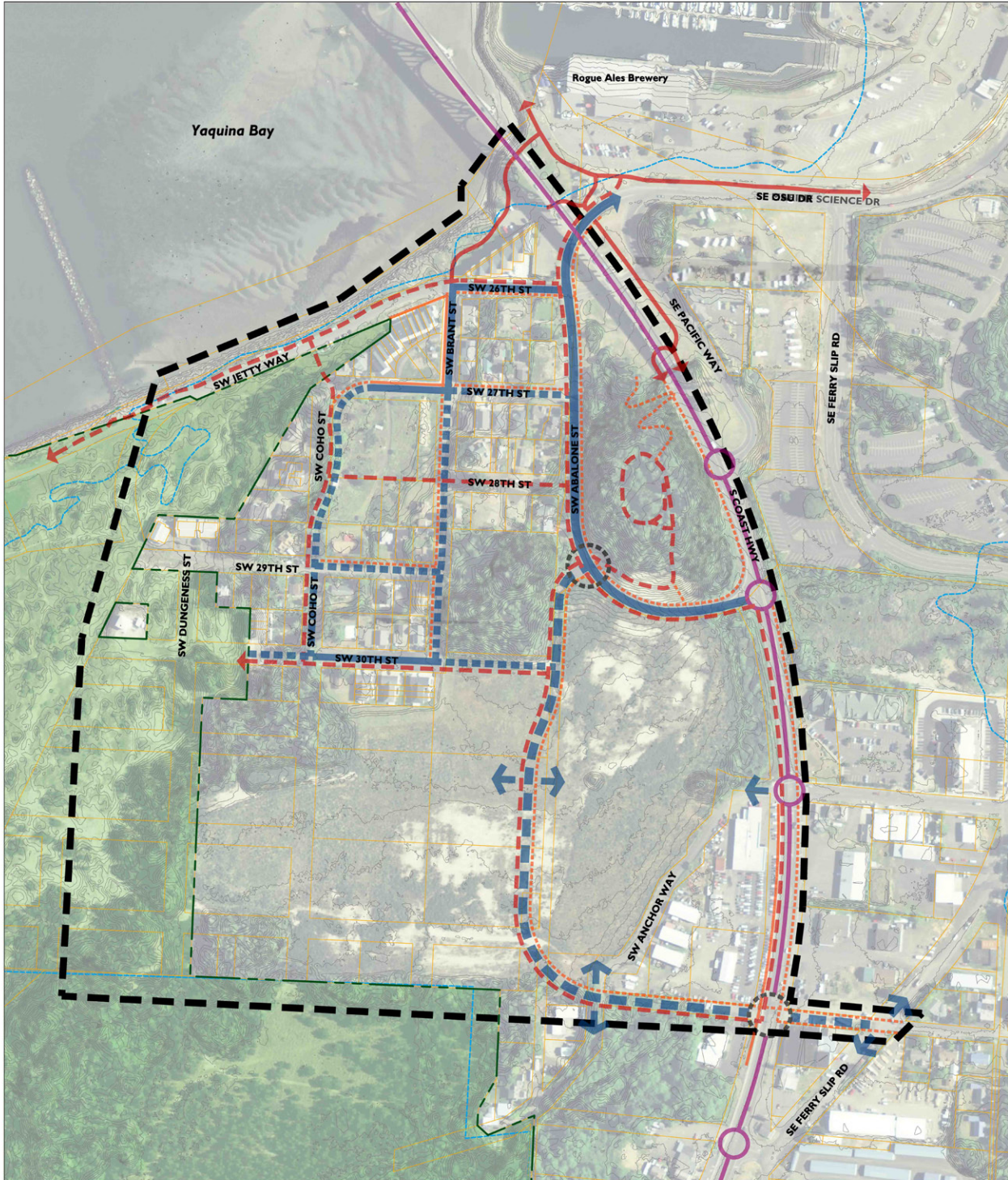
Figure B-9. SW Coho Street ROW





# APPENDIX C DRAFT CONCEPTS

Map B-1. Neighborhood Circulation Alternative #1



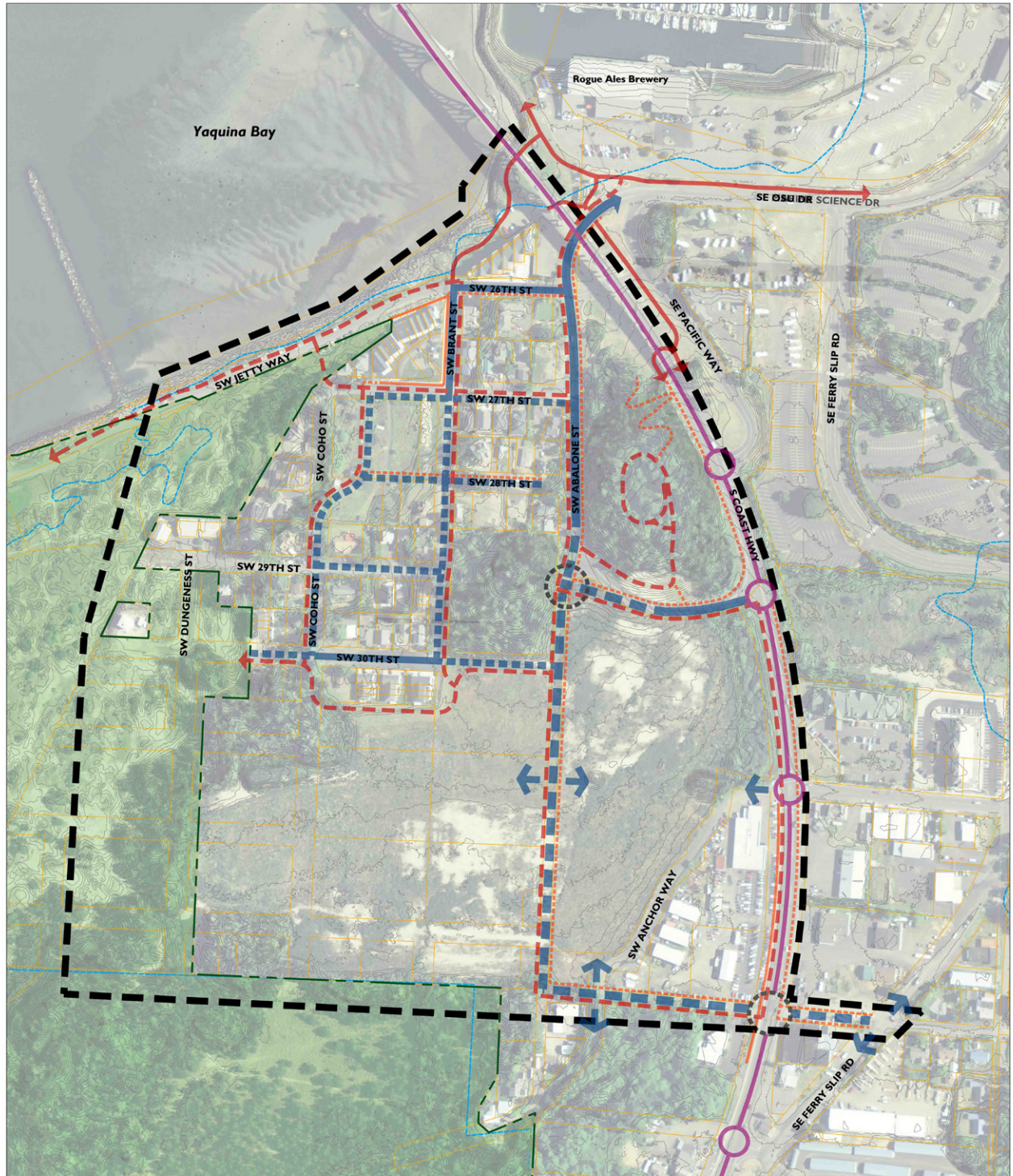
- |   |                        |   |                                      |   |                                      |
|---|------------------------|---|--------------------------------------|---|--------------------------------------|
|  | Project Area           |  | Existing State Highway               |  | Proposed Collector Street            |
|  | South Beach State Park |  | Existing Collector Street            |  | Proposed Minor Street                |
|  | Tax Lot                |  | Existing Minor Street                |  | Proposed Shared-use Path / Bike Lane |
|  | Flood Plain (FEMA)     |  | Existing Shared-use Path / Bike Lane |  | Proposed Sidewalk                    |
|   |                        |  | Existing Sidewalk                    |  | Proposed Access                      |


 Newport Coho/Brant Infrastructure Refinement Plan  
 Circulation Diagram - Alternative I  
 Newport, Oregon May 16, 2012

  
 1 inch = 100 feet at 30X40  




Map B-2. Neighborhood Circulation Alternative #2



- |   |                        |   |                                      |   |                                      |
|---|------------------------|---|--------------------------------------|---|--------------------------------------|
|  | Project Area           |  | Existing State Highway               |  | Proposed Collector Street            |
|  | South Beach State Park |  | Existing Collector Street            |  | Proposed Minor Street                |
|  | Tax Lot                |  | Existing Minor Street                |  | Proposed Shared-use Path / Bike Lane |
|  | Flood Plain (FEMA)     |  | Existing Shared-use Path / Bike Lane |  | Proposed Sidewalk                    |
|   |                        |  | Existing Sidewalk                    |  | Proposed Access                      |



Newport Coho/Brant Infrastructure Refinement Plan  
 Circulation Diagram - Alternative 2  
 Newport, Oregon  
 May 16, 2012

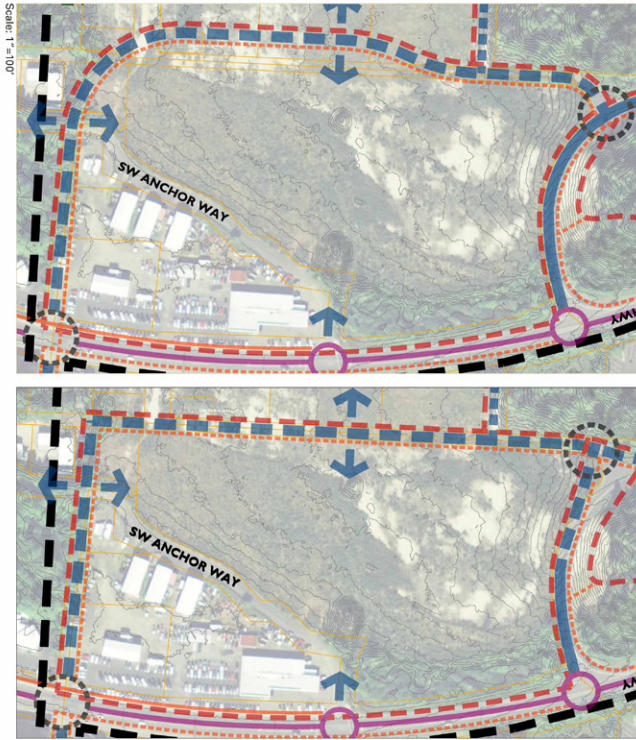
1 inch = 100 feet at 30X40



Map B-3. SW Abalone Street Design Alternatives



Newport Coho / Brant Infrastructure Refinement Plan  
Design Alternatives  
May 16, 2012



Alternative 1

Alternative 2

Design Alternatives

2

SW Abalone Street

SE Marine Science Drive to SW 35th Street

Project Description

Improvements to the existing segment of SW Abalone Street extending from SE Marine Science Drive to Highway 101 with sidewalk, bike lane or shared-use path, and stormwater treatment; and, the extension of Abalone south to connect with SW 35th Street and improvement to collector street standards.

Map Key



Section Options

C1

C2



Map B-4. SW 26th Street Design Alternatives



Newport Coho / Brant Infrastructure Refinement Plan  
Design Alternatives  
May 16, 2012



**3** SW 26th Street  
SW Brant Street to SW Abalone Street

**Project Description**  
Improvements to SW 26th Street may include sidewalk, shared-use path, and parking.

**Design Alternatives**

**Map Key**

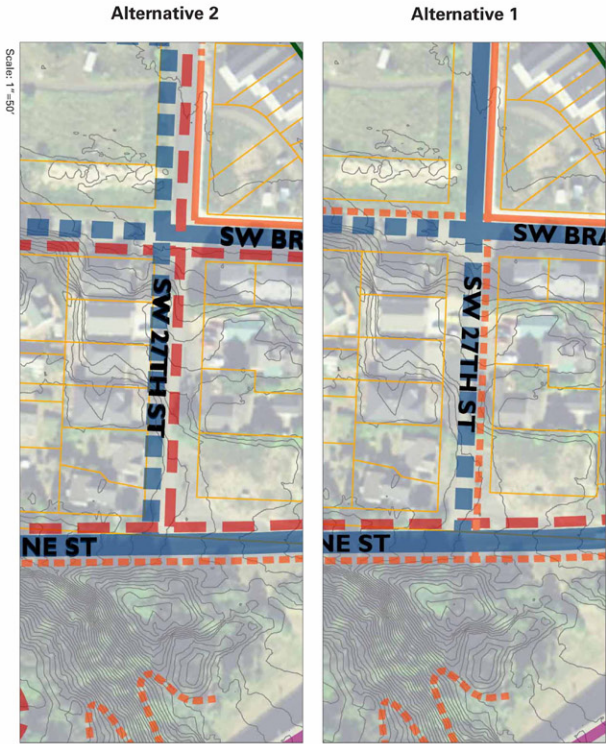


**Section Options**

Map B-5. SW 27th Street Design Alternatives



Newport Coho / Brant Infrastructure Refinement Plan  
Design Alternatives  
May 16, 2012



Design Alternatives

4

SW 27th Street

SW Brant Street to SW Abalone Street

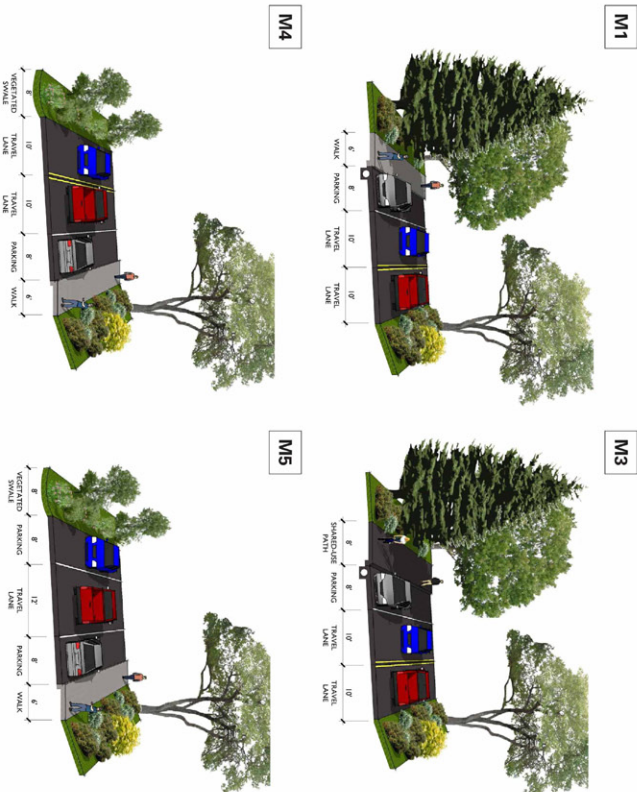
**Project Description**  
Improvements to SW 27th Street may include paving, sidewalk, shared-use path, parking, and stormwater treatment.

Map Key

- Project Area
- South Brant State Park
- Tax Lot
- Road Right-of-Way (ROW)



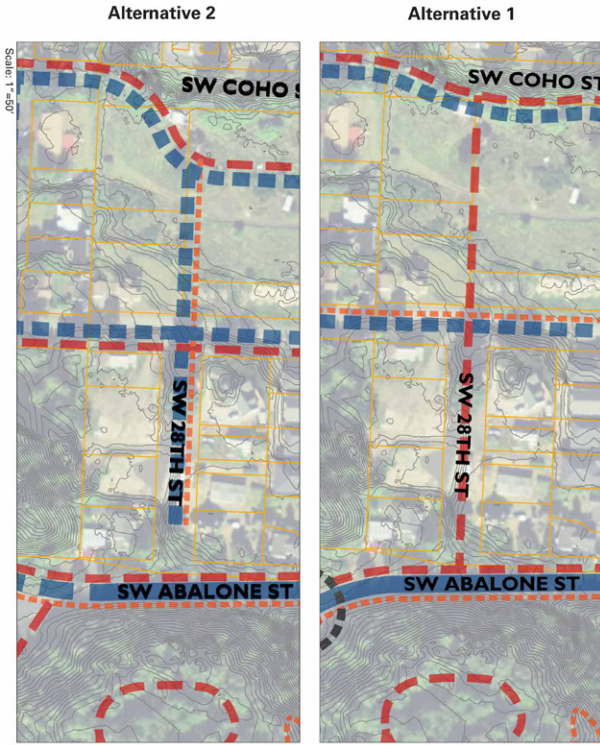
Section Options



Map B-6. SW 28th Street Design Alternatives



Newport Coho / Brant Infrastructure Refinement Plan  
Design Alternatives  
May 16, 2012



**5** SW 28th Street  
SW Coho Street to SW Abalone Street

**Project Description**  
Improvements to SW 28th Street may include paving a portion of the street, shared-use path, parking, and stormwater treatment.

Design Alternatives



Map Key

Section Options

M6



M7



Map B-7. SW 29th Street Design Alternatives



Newport Coho / Brant Infrastructure Refinement Plan  
Design Alternatives  
May 16, 2012



**6** SW 29th Street  
SW Coho Street to SW Brant Street

**Project Description**  
Improvements to SW 29th Street may include paving, sidewalk, shared-use path, parking, and stormwater treatment.



**Design Alternatives**

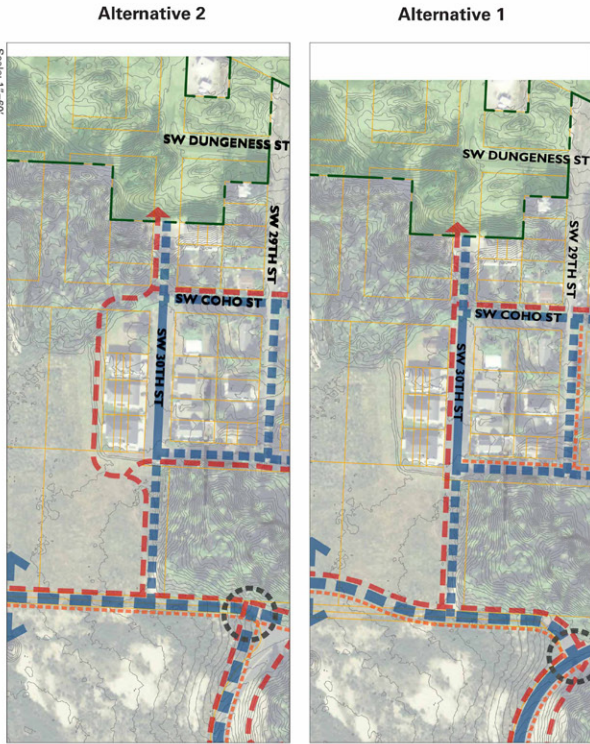
**Section Options**



Map B-8. SW 30th Street Design Alternatives



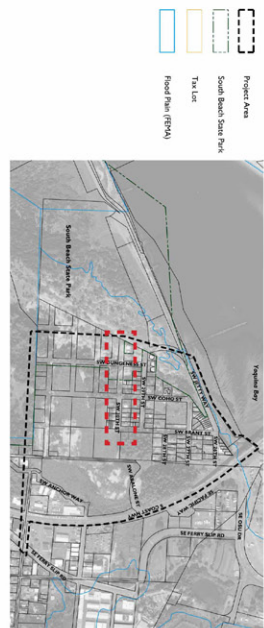
Newport Coho / Brant Infrastructure Refinement Plan  
Design Alternatives  
May 16, 2012



**7** SW 30th Street  
South Beach State Park to SW Abalone Street

**Project Description**  
Improvements to SW 30th Street may include paving, sidewalk, shared-use path, parking, and stormwater treatment.

**Map Key**



**Design Alternatives**

**Section Options**

Map B-9. SW Coho Street Design Alternatives



8

SW Coho Street  
SW 27th Street to SW 30th Street

**Project Description**  
Improvements to SW Coho Street may include paving, shared-use path, parking, and stormwater treatment.

Map Key

- Project Area
- South Beach State Park
- Tax Lot
- Road Right-of-Way



Design Alternatives

Alternative 1

Alternative 2

Section Options

M2

M3

M6

M7



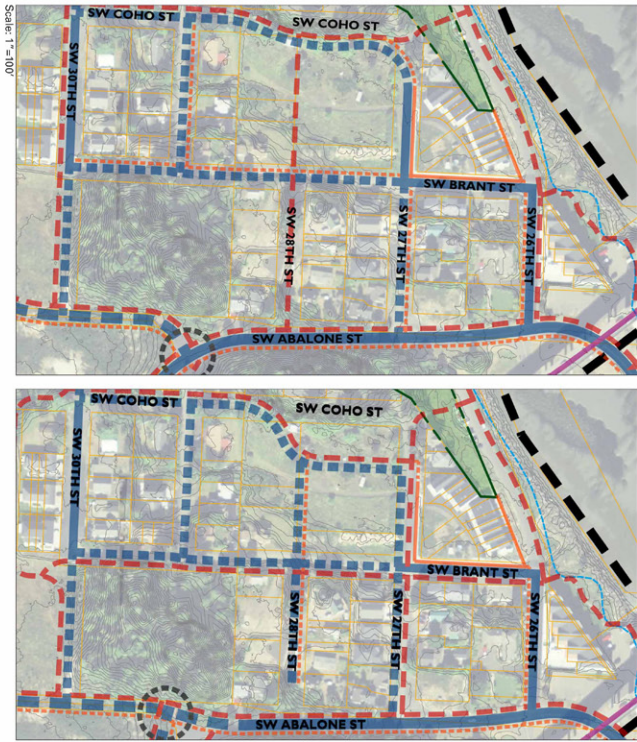
Newport Coho / Brant Infrastructure Refinement Plan  
Design Alternatives  
May 16, 2012



Map B-10. SW Brant Street Design Alternatives



Newport Coho / Brant Infrastructure Refinement Plan  
Design Alternatives  
May 16, 2012

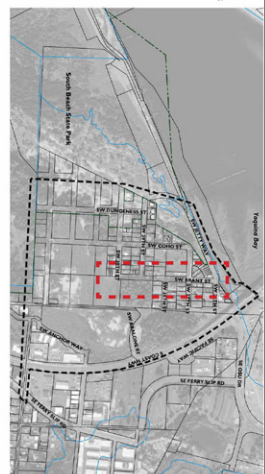


**9** SW Brant Street  
SW 26th Street to SW 30th Street

**Project Description**  
Improvements to SW Brant Street may include paving, sidewalk, shared-use path, parking, and stormwater treatment.

**Map Key**

- Project Area
- South Beach State Park
- Tax Lot
- Flood Plain (FEMA)



**Design Alternatives**

Alternative 1

Alternative 2

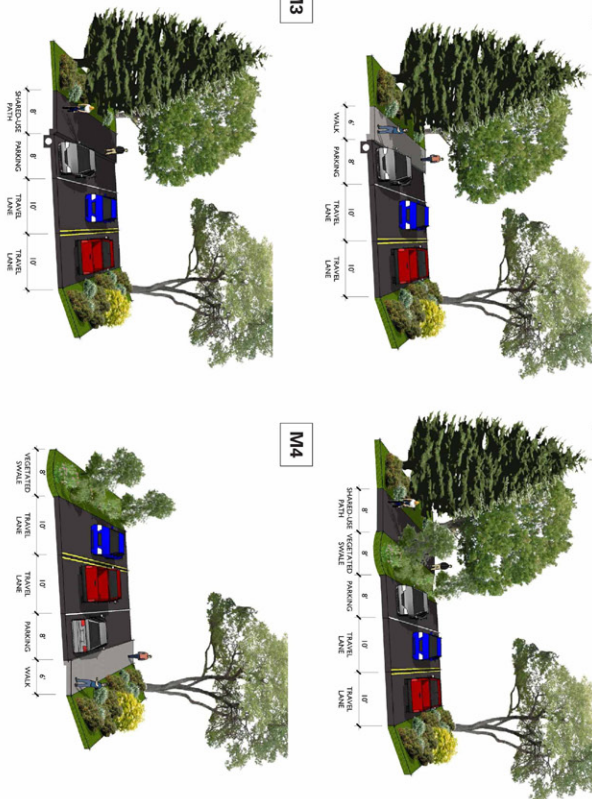
**Section Options**

M1

M2

M3

M4



Map B-11. Highway 101 / SW 35th Street Design Option 1 – Interim Improvements



**CAMERON McCARTHY** LANDSCAPE ARCHITECTURE & PLANNING  
Newport Coho/Brant Infrastructure Refinement Plan  
Option I - Interim Improvements  
Newport, Oregon  
May 16, 2012

NEWPORT **kpff**

1 inch = 30 feet at 30X40

0' 15' 30' 60' 120' 150'

Map B-12. Highway 101 / SW 35th Street Design Option 2 – Boulevard Improvements



**CAMERON McCARTHY** LANDSCAPE ARCHITECTURE & PLANNING  
Newport Coho/Brant Infrastructure Refinement Plan  
Option 2 - Boulevard Improvements  
Newport, Oregon  
May 16, 2012

NEWPORT **kpff**

1 inch = 30 feet at 30X40

0' 15' 30' 45' 60' 75' 90'

NORTH

Map B-13. Highway 101 / SW 35th Street Design Option 3 – Full Build-out Improvements



**CAMERON McCARTHY** LANDSCAPE ARCHITECTURE & PLANNING  
Newport Coho/Brant Infrastructure Refinement Plan  
Option 3 - Full Build-out Improvements  
Newport, Oregon  
May 16, 2012

NEWPORT **kpff**

1 inch = 30 feet at 30X40

0' 15' 30' 60' 120' 300'

Map B-14. Coastal Gully Open Space – Design Alternatives



OPTION 1

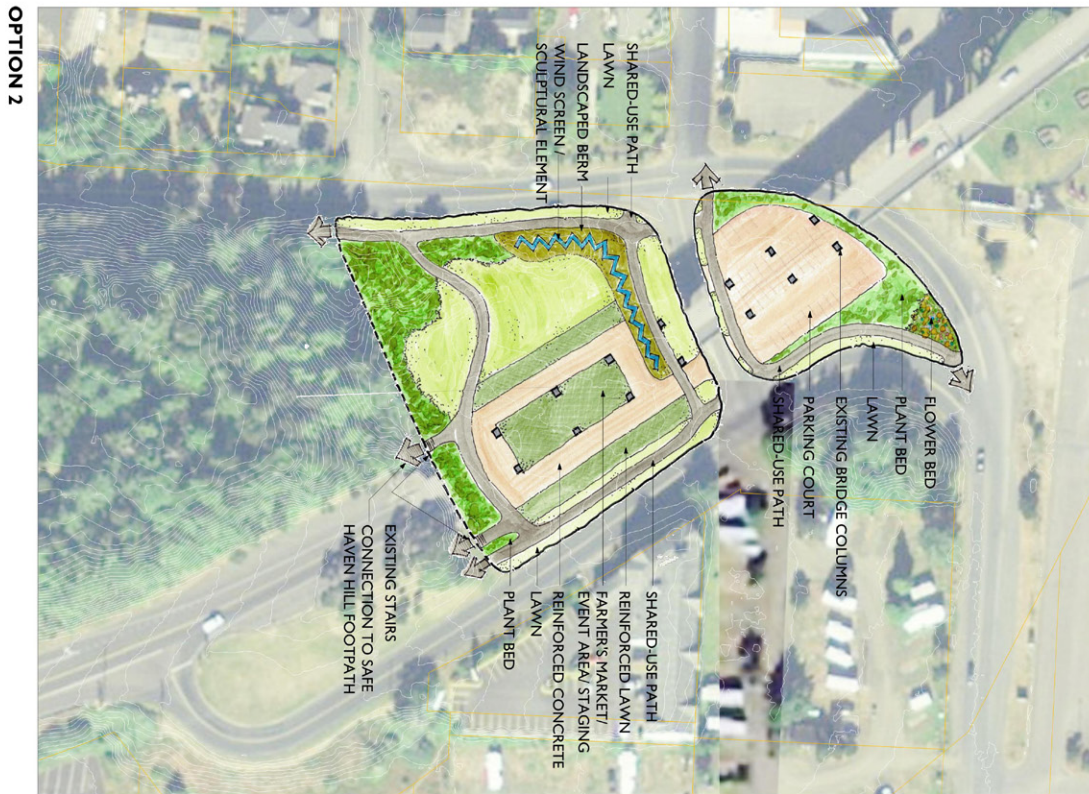


OPTION 2

**CAMERON McCARTHY**  
LANDSCAPE ARCHITECTURE INC. (L.A.)  
Newport Coho/Brant Infrastructure Refinement Plan  
Coastal Gully Open Space  
Newport, Oregon  
May, 2012

Contour Interval = 2 Feet  
1 inch = 40 feet @ 30x40  
KPII

Map B-15. Yaquina Bay Bridge Open Space – Design Alternatives



**CAMERON MCCARTHY** Landscape Architecture  
 Newport Coho/Brant Infrastructure Refinement Plan  
 Yaquina Bay Bridge Park Options  
 Newport, Oregon  
 May, 2012

Newport  
**KPII**

Contour Interval = 2 Feet  
 1 inch = 40 feet @ 20x40  
 5' 20' 40' 60' 80' 100' 120' 140' 160' 180' 200'

# APPENDIX D PREFERENCES SURVEY RESULTS

**NEWPORT COHO/BRANT INFRASTRUCTURE REFINEMENT PLAN  
PROJECT PREFERENCES SURVEY  
MAY 16, 2012**

**INSTRUCTIONS**

- Find the corresponding display identified by numbers 1 through 13.
- Record your preferences and comments below.
- Return the form to City staff or one of the project consultants.

**SECTION A - NEIGHBORHOOD CIRCULATION**

**This section requests your input on the overall circulation framework for the neighborhood. Circulation generally refers to the travel routes utilized by automobiles, bicycles, and pedestrians. (Please view the project displays for the alternatives)**

**1. Neighborhood Circulation: Please select your preferred circulation plan.**

- 27 Alternative #1
- 7 Alternative #2

**Comments:**

- I like alternative #3.
- #1. With curve or roundabout on 35th & Abalone roundabout of Hwy onto Abalone.
- Neither. I don't think Coho needs to be a street. Prefer Abalone with meander.
- #1. W/o Coho connection north of 29th (Loop Rd through Shroeder site) drop attached walk east side of existing Abalone north of Safe Haven ramp. Add state park emergency access at anchor.
- #2. With a curve at 35th.
- #2. Limit multi-use paths to collectors. Accommodate marina & Rogue traffic-big, long vehicles, with separate right and no stop control for WB traffic.
- #1. Property ownership issues need to be defined & agreed.
- #1. Look at "hybrid" – expand Abalone 30' west along OMSI, don't move entire road?
- #2. Round-a-bout at 35th & Abalone.
- #1. Section B&C trump Alt #1. No shared use path on 28th St. Too much shared path for this little neighborhood – use Sharo on 20 ft. paved segments in sensitive areas – Giant trees on ROW save.
- #1. Too much shared path for this small area. Use show 20 ft. paved segments in sensitive areas. Keep Grant trees on ROW.
- #1. Traffic in this area is slight. If the collector & minor streets are paved (per section B comments) Bikes and walkers can easily traverse the neighborhood without shared-use/ bike paths. Do not remove any trees.
- #1. Sm neighborhood sidewalks not good. Keep it simple. Sm roads etc.
- #1. Option trump alternative. To many changes in small quiet little residential area. No need for sidewalk or bike shared paths all over. Save all the big trees on the right of way.
- #1. But Section B & C trump alternative #1 / No shared use path on 28th St. Too much shared path for this neighborhood – use sharo on 20 ft. paved segments in sensitive areas.
- #1. No shared path on 28th St. Section B & C trump Alt #1.
- #1. I prefer alternative #1 w/the exception of, NO vehicular traffic on Coho from 29th to 27th. There is currently no road & no need. A shared use path would be a good alternative.
- #1. #1 except for our neighborhood does not need a road to go through on Coho from 29th to 27th. A shared use path would be a wonderful alternative & a neighborhood enhancement.
- #1. Options trump this alternative. Small quiet neighborhood needs only 20 ft paving.



**SECTION B – STREET IMPROVEMENT PROJECTS**

This section requests your input on specific street improvement projects that may be included in the refinement plan. (Please view the “section options” presented in the project displays for street section design options. The letter “C” denotes collector streets and the letter “M” denotes minor streets)

**2. SW Abalone Street – SE Marine Science Drive to SW 35th Street (including the proposed extension): Please select your preferred street section design option.**

8 Option C1  
17 Option C2  
11 Option C3

**Comments:**

- C2. With turn lane.
- C2. At 2 plys with turn lane.
- C2. Add turn lane.
- Concerned about future truck traffic if Pacific Way is closed.
- C2. C3 is good as a reduced section option, but should try to design to C2.
- C3. Expanded at – center turn lane needed at entrances of the two properties.
- C2. All alternatives will be impacted at intersection w/storage needs for left turns. C2 allows ROW to best provide future dimensional needs.
- C2. Alt 1.
- C2. Put sidewalk away from travel lane (separated by vegetation).
- C3. Modified – see Matt’s diagrams. Need s/w separated by planting strip on east side. Consider landscape “zone” on west.
- C2. No swale.
- C3. Keep rds sm less paved space.
- C3. 8 ft. shared use path. No swale.
- C2. No swale.
- C2. No swale.
- C3. Alt #1.
- C3. No swale, sharo on 22 ft road.

**3. SW 26th Street – SW Brant Street to SW Abalone Street: Please select your preferred street section design option.**

15 Option M1  
9 Option M3  
7 Other

**Comments:**

- Alternate 1. Shared use path.
- Other. No improvements.
- Other. M6 w/ attached walk (north side).
- Other. No sidewalk or path.
- Other. None needed/neither.
- M1. No parking, no shared use path necessary. (There’s a shared use path close by already).
- M3. No other improvements.
- Alt 1 – two way traffic & shared use path.
- M1. Alt 1.
- M1. No parking, no shared use path. There is a brand new shared use path along the bay just a few feet from here.
- M1. No reason to have parking in this section.

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## APPENDIX D: PREFERENCES SURVEY RESULTS

- M1. There is no reason to have parking on this section. There is a brand new shanos-use / bike path behind the condos on the north side of 26th St. No need for another shano.
- M1. No parking lane.
- M1. No shared path, new jetty trail is right there.
- M1. No parking. No shared path.
- M1. No shared path.
- Other. No parking.
- M1. No parking.
- Other. Plain paving. There are condo's on north side & three driveways on south/w shared use on north side of condo's.
- Other. Shared use on northside of condo w/3 driveways.

### 4. **SW 27th Street – SW Brant Street to SW Abalone Street: Please select your preferred street section design option.**

10 Option M1  
7 Option M3  
7 Option M4  
2 Option M5  
4 Other

#### **Comments:**

- Other. No improvements.
- Other. None. Leave Alone to steep on South Side.
- Other. M6 w/ attached walk (north side). Parking one side.
- M4. Alternate 1 choice.
- No improvements.
- M5. ? No parking. No Sidewalk. Not enough width for path or walk.
- None. No on street parking.
- M3. Alt 1.
- M1. No parking.
- M1. Again, no need for parking in this section.
- M1. Again, there is no reason to have parking on this street. It is almost all driveways from Brant to Abalone.
- M4. No parking ask those that live there.
- M4. No parking spaces, no swale – there's no room.
- M1. No parking.
- M1. No parking.
- Just pave it nothing else.
- M4. No parking spaces. No swale.
- Other. No parking.
- M1. No parking.
- M4. No parking.
- M4. No parking.

### 5. **SW 28th Street – SW Coho Street to SW Abalone Street: Please select your preferred street section design option.**

4 Option M6  
12 Option M7  
13 No Improvements  
3 Other

**Comments:**

- M6. No parking. Alternative 2 choice. Check slope between Brant and Coho – access for fire?
- Other. M1. (SW 27th St alternatives). Extend the path to Abalone (this could be an ADA challenge).
- No improvements.
- NI. Steep bank + poor visibility to enter/exit on Abalone.
- M6. Sidewalk north side. Parking one side. Walk to connect to Abalone.
- M7. Alt 2.
- M7. Alt 2.
- M6. Parking on 1 side only.
- NI. From Brant West. Many trees in danger by moving ROW on Coho property access on 27th. Developer can put in circular or Elbow road – not through to the dune. From Abalone to Brant. No Shared use access to little neighborhood. Steps for egress to Safe Haven Hill are all that's necessary. Skinny street for the rest. Save the giant tree.
- NI. Devalues property owners w/bike path in your side yard. & tree in middle of street leave!
- NI. Make foot access thru from Coho to Abalone as an escape route for tsunami.
- M7. Save the Big tree!
- NI. Put in steps. Vegetation is thick at 28th and Abalone. Only steps need for tsunami evacuation. Save the big spruce.
- Other: Don't need shared use access to the neighborhood – just need steps for egress to Safe Haven Hill. Skinny street for rest.
- NI. Save trees on ROW on Coho. Abalone to Brant, no shared use path, no parking, steps up to abalone for egress.
- NI. Pave only.
- Other. Pave. Plans too invasive to homeowners. Just pave narrow roadway.

**6. SW 29th Street – SW Coho Street to SW Brant Street: Please select your preferred street section design option.**

1	Option M2
2	Option M3
6	Option M6
8	No Improvements
14	Other

**Comments:**

- Other. 20' pave only.
- Other. M4.
- Other. M4.
- Other. M4. Alt 2.
- M6. No parking. Alternative 2 choice.
- No improvements.
- NI. Paving ok. No tree removals.
- M6. W/o parking. Might not need shared use path sharrows?
- M6. Parking one side. Drainage swale. No walk.
- M4, no veg swale.
- M4, less parking.
- M6. Parking on 1 side only.
- Other: 20 ft. paving only. No need for parking, paths or sidewalk – this is a short street w/ little foot, bike, or vehicular traffic.
- Other: 20 ft. paving only. There is already a swale. 20 ft. paved with no parking or sidewalk. This street and Coho 29th to 30th need drainage.

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## APPENDIX D: PREFERENCES SURVEY RESULTS

- Other: 20 ft. paving only. Little traffic no parking or sidewalks needed.
- Other: Very little vehicle traffic on this section. No need for parking, bikes and walkers can easily be accommodated with a narrow, say 20 foot wide, 2 lane paved street.
- Other: M4. Swale already exists. No sidewalks no parking this is a sm st.
- Other: 20 ft. paving of road only. Don't need parking, paths or sidewalk. Very little foot, bike or even vehicular traffic on this street.
- M3. No parking. No shared path. Just pave street.
- Other: 20 ft. paving only. No sidewalk, paths or parking.
- NI. Pave only.
- Other. Plans too invasive to homes and vegetation. Pave narrow street only.
- Other. 20' paved. No additional besides paving.
- Other. 20' paved.

### 7. **SW 30th Street – South Beach State Park to SW Abalone Street: Please select your preferred street section design option.**

2	Option M4
1	Option M5
4	Option M6
8	No Improvements
16	Other

#### **Comments:**

- Other. M3.
- Other. M3.
- Other. M4. (SW Brant alternatives)
- Other. M2. Alt 1.
- Other. 2 10' lanes – no parking (skinny street).
- Other. Minimal improvements – don't over-engineer. No on-street parking near gully. SW 30th near cemetery – 20' roadway, no parking.
- Other. Alternative 2. M3.
- Other. M3. No parking.
- Other. M3. No parking from SB State Park to Coho. Save giant trees in ROW.
- Other. M3. No parking. Abalone to Brant, no shared path/sharo. Brant to Coho, sharo striping only, Coho to the dune no gathering places, no parking, no paving, save giant trees in ROW.
- M6. Alternate 2.
- M3, w/o parking – need another entrance/exit to neighborhood that isn't off the Jetty Road.
- M3.
- M3.
- Other: Abalone to Brant. M3 no parking. Brant to Coho. Sharo striping on existing paved road. Coho to the Dune. No paving, parking spaces, gathering places. Save giant trees in ROW.
- NI. No paving, parking spaces, gathering places. Save the trees in ROW.
- NI. From Brant to Abalone just 2 10' travel lanes + shared use path (M-3 from So. Beach State Park to Coho.
- M4. Save the trees! No sidewalks no parking needed. Sharo from 29th & Coho up Coho onto 30th – pave thru to Abalone.
- Other: M3 Brant to Abalone. No parking or path sharo on 20 ft. No changes Coho to S.B. St. Park. Sensitive area. Leave it alone. Save the trees. No park or gathering space, parking spaces, sidewalk or bike paths at 29th and Coho. Sharo on pavement Coho to Brant.
- Other: Leave as is but extend 30th Street to Abalone for 2nd egress.
- NI. Pave only.

- Other. Pave narrow street only since portion paved between Brant & Coho people speed frequently.
- Other. No shared use path. Abalone to Brant – paved

**8. SW Coho Street – SW 27th Street to SW 30th Street: Please select your preferred street section design option.**

2	Option M2
5	Option M3
1	Option M6
19	Option M7
4	Other

**Comments:**

- Other. No improvements.
- Other. Alternative 2. M4. (SW Brant alternatives). Swale will be an issue at driveways.
- M3. No parking. Alternate 3 choice.
- M7. Alternative 2.
- M7. Shared use.
- M7. No tree removals.
- M7. Would be a great pathway/connector.
- M6. M6 between 30th & 29th. M7 between 26th & 29th.
- Leave as is. No street. Path maybe.
- M3. Alt 2.
- M7. 27th to 29th. Do not move ROW. Shared use path only. No disturbing of giant trees on this ROW. 29th to 30th. M3 – no parking or shared use path – put Sharo on the 20 ft. segment. Save trees on ROW.
- M7. 27 to 29. Shared path only save trees in ROW. 29th to 30th. M3- no parking or shared path. Save trees in ROW.
- M7. From 27th to 29th. Save all trees. From 29th to 30th: M-3 but without shared use path or parking. 20 ft. 2 lanes, only. (see 6, above)
- M7. 27th – 29th. Save the trees! Possible sharo on existing road 29th-30th.
- M7. Drainage from 29th & Coho 29th to 30th need along M7 from 27th to 29th. \*South of 30th full of huge trees. Do not disturb. Definitely no street necessary from 27th to 29th. From 29th to 30th paint sharo on 20 ft. road no parking. Save big trees. Do not move right of way. There is room for M7 on existing ROW from 27th to 29th.
- M7. No parking. Save trees on ROW. 27th to 29th maybe shared use path only.
- Pave existing road. Shared path no road from 29th to 27th.
- M7. No need for Coho to go through here. A shared use path would be great & more in step w/this neighborhood.
- M7. No need for Coho to go through here. A shared use path is fine & will be a great enhancement for our neighborhood.
- M7. Nothing from 30th South on Coho, 27th-29th M7 only, save trees on ROW. 29-30th 20 feet paved. Sharo on 20 ft. pavement. Save trees on ROW.
- Other. Pave existing only.
- Other. Pave existing narrow road. Plans too invasive to homeowners and vegetation/trees.
- M7. 29th – 30th sharo on 20' pavement.

**9. SW Brant Street – SW 26th Street to SW 30th Street: Please select your preferred street section design option.**

- 12 Option M1
- 2 Option M2
- 5 Option M3
- 5 Option M4
- 8 Other

**Comments:**

- M1. No parking.
- Parking one side. Sidewalk.
- M2. Probably don't need parking. I prefer shared use to sidewalks for flexibility.
- M1. Flip parking where needed.
- M1. Save the trees. \*Nothing from 30th South on Coho. Sidewalk can go west of the tree on SW corner Brant & 29th. No parking. Street should not disturb giant trees in ROW. There will be less traffic here if 30th goes through – if necessary road width can thin @ giant trees on ROW.
- Other: No parking. Street should not disturb giant trees in ROW.
- Other: No need for shared use/bike path from 26th to 27th. From 27th to 30th, M-3 without shared-use / bike path or parking. Again 20 ft., 2 lanes only (see 6 & 8, above)
- M4. No sidewalks, no parking, no room, no need.
- Other: 20 ft. paved only no bike path or sharo. No sidewalk or parking. There is no room – trees can then be saved.
- M1. No parking. Don't disturb giant trees in ROW.
- M1. No parking.
- Other. 20 ft paving.
- Other. Pave existing only.
- Other. Pave narrow road only. Plans too invasive to homes and vegetation.
- Other. Two travel lanes w/ sidewalk.

**10. SW 35th Street / Highway 101 Intersection – Highway 101 to Ferry Slip Road: Please select your preferred design option.**

- 17 Option 1
- 8 Option 2
- 8 Option 3
- 0 Other

**Comments:**

- 1. Bungay may have to modify front & side.
- 3. Intersection as configured in South Beach Plan; expected to function at v/c of 0.99 for 2-4 hrs w/annual average traffic; much worse during summertime conditions.

**SECTION C – PARK, OPEN SPACE, & TSUNAMI EVACUATION PROJECTS**

**This section requests your input on specific open space, park, or tsunami evacuation route improvement projects that may be proposed in the plan. (Please view the project displays for design options)**

**11. Coastal Gully Open Space: Please select your preferred design option.**

- 7 Option 1
- 17 Option 2

**Comments:**

- No change. This natural area would be best left without development.
- 1. Passive use.
- No improvement at all. Area is steep, brushy. Conservation easement says no.
- 2. A little better option but with less parking on upper 30th + NO PARKING off of Dungeness/30th.
- 2. More parking west.
- 2. No extra parking.
- 2. Parallel parking on 30th. Focus trailhead access at the state park. Light footprint at gully with trail around perimeter.
- 2. Least intrusive.
- 2. Add pervious path if OMSI allows.
- 1. No trailhead parking.
- 2. Without parking.
- 1. More access/interpretation opportunities.
- 2. Both options infringe on conservation easement. No room here for lawn & picnic area. Conservation easement trumps all. There are giant trees on Coho here. They should not be removed for any reason. No parking necessary. Kids will hang out & drink, lots of parking on jetty rd. Keep all trees on right of way. No added activity from Coho to dune crest.
- Neither option is acceptable. This area is usually full of parked cars during the seafood/wine festival.
- Stop. Neither. Leave some space for kite flying. Neither – should be left as is. Ever see anyone picnic there? No. If you want to play basketball – got to the schools. Stop, stop, stop.
- Not interested in either option. No need for parking & picnic areas.
- Neither. No park, no parking, no lawn, no bike paths. Do not disturb this area. Bike share on 20 ft. Coho and on pavement from Coho to Brant. Save all trees on ROW including on Coho ROW South of 30th.
- 2. Either option would infringe on conservation easement. No parking necessary. Do not remove trees on Coho!!
- 2. No parking. Leave space alone.
- 2. No parking necessary.
- Neither option. No parking, no gathering places, no paving, no added activity from Coho to Dune Crest. Save all trees on ROW on Coho & 30th.
- No! Leave neighborhood as is. We don't want more crime.
- Gully is protected area. How can you put parking and paths there at all? We do not want additional traffic through the neighborhood either. This will inevitably cause crime rate to rise. Put path & parking access on jetty. Don't invade neighborhoods!
- These options seem to be on private property. How can they be considered?
- If this is private property, why is this being considered?

**12. Yaquina Bay Bridge Park: Please select your preferred design option.**

9      Option 1  
20     Option 2

**Comments:**

- 2. More open space = more long term options. Basketball area attract crime/drug deals.
- 2. Farmers market events.
- 2. Good addition to our area.
- Neither. ODOT bridgework staging area.
- It's ODOT property & is windy. It's also for dogs. Maybe a dog park.
- 1. Native landscaping. No shared use path on Abalone (east side).
- 2. Landscape rather than sculptural element.

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## APPENDIX D: PREFERENCES SURVEY RESULTS

- 2. With basketball w/ phased in park if requested for kids.
- 2. Windscreen maybe best as vegetation.
- 2. Maybe Farmer's Market doesn't want to move here. Has anyone asked them?
- Why develop this area just to increase traffic noise, bad behavior, etc.
- Neither – should be left as is. Ever see anyone picnic there? No. If you want to play basketball – got to the schools. Stop, stop, stop.
- 1. Soccer court? Kid space.
- Neither. Will add noise, traffic for residents on Abalone Day and Night.
- 1. This would be a fantastic addition to S. Beach & a great visitor attraction as well as a wonderful neighborhood space.

### **13. Safe Haven Hill: Please comment or provide feedback on the preferred design option.**

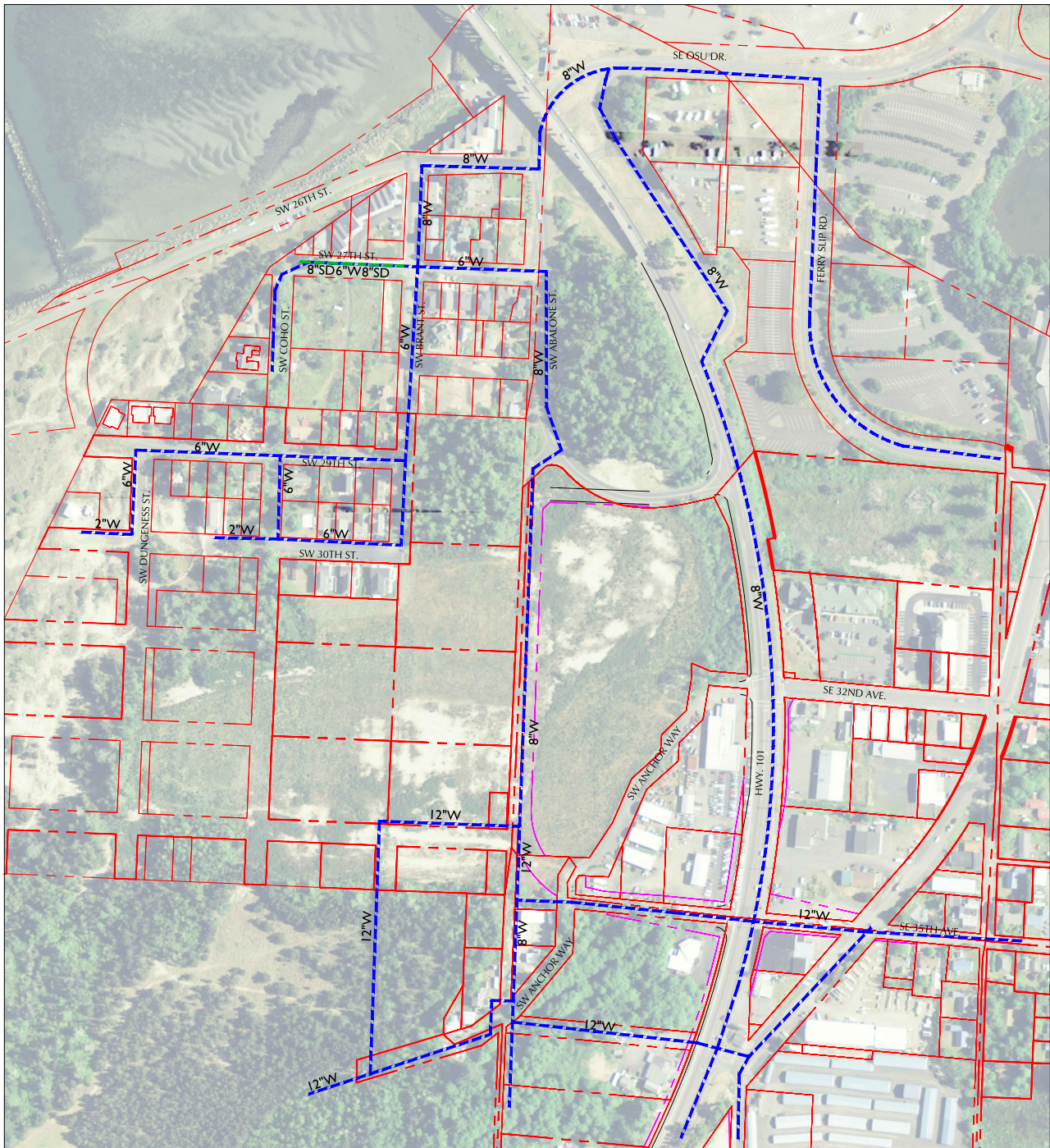
#### **Comments:**

- Maintenance will be awkward considering pervious use.
- It's a nice area and more access is ok as long as there are no transients staying there.
- I like the design as presented.
- Good plan.
- Looks fine.
- Drop walk east side Abalone. Focus multi-use path west side Abalone & Cross where ramp will be constructed.
- Better access is needed. Fine.
- Fine.
- Good.
- No comment.
- Multi-use path on west side of road works better for neighborhood.
- Egress from neighborhood necessary. Put steps where 28th ends @ Abalone. Put in minor connection from neighborhood: Brant to Abalone @ 30th. No parking on 30th between Brant & Abalone.
- Improve access from 28th St. to Abalone (at least walking access) (see item A.7.) Put in 20 ft. paved section of 30th from Brant to Abalone.
- Improve access from 28th St. to Abalone with 20 ft. road.
- Save the trees. Connect 30th St. to Abalone. No light pollution please.
- Clean underbrush only. Do not take down big trees. No lighting, no park. Should be prepared for tsunami only. Too secluded for other uses.
- No parking. Egress from neighborhood necessary. Put in steps where 28th ends @ Abalone.
- No parking.
- Good place for transients to hang out.
- Provide egress from neighborhood with steps from 28th & Abalone.
- Improve access to hill for emergency purposes.
- Definitely need stairs/path for access in case of tsunami.
- The easiest access.



# APPENDIX E UTILITIES DIAGRAMS

Map D-1. Existing Domestic Water System Diagram

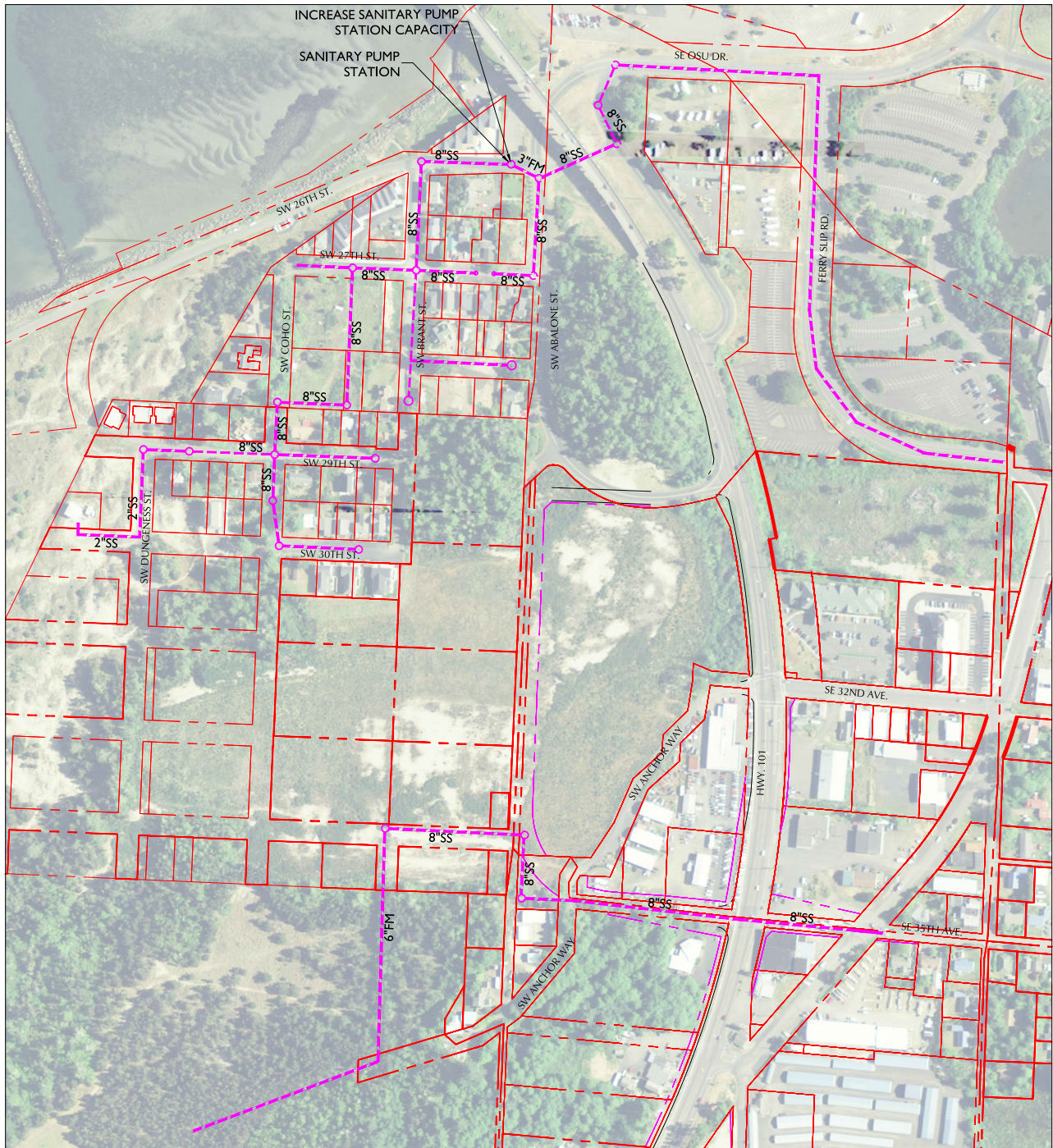


C. 2009 Orthophotograph

--- EXISTING WATER PIPE



Map D-2. Existing Wastewater System Diagram



C. 2009 Orthophotograph

--- EXISTING SANITARY SEWER PIPE



Newport Coho/Brant Infrastructure Refinement Plan  
 EXISTING SANITARY SEWER SYSTEM  
 Newport, Oregon May, 2012

1 inch = 100 feet at 30X40



Map D-3. Existing Stormwater System Diagram



C. 2009 Orthophotograph

--- EXISTING STORM DRAINAGE PIPE



# APPENDIX F PROJECT COST ESTIMATES WORKSHEETS

**Table F-1. SW 26th Street, SW Brant to SW Abalone Street  
Estimated Project Cost Summary**

PROJECT NO.					
1					
LOCATION					
SW 26th Street, SW Brant Street to SW Abalone Street					
PROJECT DESCRIPTION					
Construct bike lane and sidewalk on north side.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$8,000	\$280
2	Earthwork	21	CY	\$15	\$315
3	Aggregate Base	34	TON	\$18	\$621
4	Concrete Curb and Gutter (Standard)	305	LF	\$15	\$4,575
5	Concrete Walks	1525	SF	\$4	\$6,100
6	ADA Sidewalk Ramps	2	EACH	\$1,000	\$2,000
7	Storm Sewer Line (12 inch, 5 foot depth)	50	LF	\$50	\$2,500
8	Concrete Inlet	1	EACH	\$1,500	\$1,500
9	Utility Coordination	1	LS	\$5,000	\$5,000
10	Signage and Striping	1	LS	\$1,000	\$1,000
	Subtotal				\$23,891
11	Surveying (%)			\$2,000	\$2,000
12	Mobilization (%)			8%	\$1,911
13	Traffic Control (%)			5%	\$1,195
14	Erosion Control (%)			3%	\$717
	Estimated Direct Construction Cost				\$29,713
	Design Contingency			40%	\$11,885
	Design Fees			25%	\$7,428
	Construction Management			10%	\$2,971
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$51,998</b>

**Table F-2. SW 27th Street, SW Brant Street to SW Abalone Street  
Estimated Project Cost Summary**

PROJECT NO.					
2A					
LOCATION					
SW 27th Street, SW Brant Street to SW Abalone Street					
PROJECT DESCRIPTION					
Construct street with sidewalk on the north side.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$8,000	\$2,498
2	Earthwork	384	CY	\$15	\$5,758
3	Pavement (HMAC)	207	TON	\$80	\$16,576
4	Aggregate Base	518	TON	\$18	\$9,332
5	Concrete Curb and Gutter (Standard)	345	LF	\$15	\$5,175
6	Concrete Walks	1725	SF	\$4	\$6,900
7	ADA Sidewalk Ramps	2	EACH	\$1,000	\$2,000
8	Storm Sewer Line (12 inch, 5 foot depth)	40	LF	\$50	\$2,000
9	Storm Drainage Manhole	1	EACH	\$3,000	\$3,000
10	Concrete Inlet	2	EACH	\$1,500	\$3,000
11	Landscape Repair	3475	SF	\$1	\$2,606
12	Utility Coordination	1	LS	\$8,000	\$8,000
13	Signage and Striping (%)	1	LS	5%	\$2,942
	Subtotal				\$69,787
14	Surveying (%)			3%	\$2,094
15	Mobilization (%)			8%	\$5,583
16	Traffic Control (%)			5%	\$3,489
17	Erosion Control (%)			3%	\$2,094
	Estimated Direct Construction Cost				\$83,046
	Design Contingency			40%	\$33,218
	Design Fees			25%	\$20,762
	Construction Management			10%	\$8,305
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$145,331</b>

**Table F-3. SW 27th Street, SW Coho Street to existing improvements  
Estimated Project Cost Summary**

PROJECT NO.					
2B					
LOCATION					
SW 27th Street, SW Coho Street to existing improvements					
PROJECT DESCRIPTION					
Construct street with sidewalk on the north side.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$8,000	\$666
2	Earthwork	174	CY	\$15	\$2,609
3	Pavement Removal	31	SY	\$10	\$315
4	Pavement (HMAC)	95	TON	\$80	\$7,597
5	Aggregate Base	234	TON	\$18	\$4,210
6	Concrete Curb and Gutter (Standard)	125	LF	\$15	\$1,875
7	Concrete Walks	625	SF	\$4	\$2,500
8	ADA Sidewalk Ramps	1	EACH	\$1,000	\$1,000
9	Storm Sewer Line (18 inch, 5 foot depth)	295	LF	\$55	\$16,225
10	Storm Drainage Manhole	1	EACH	\$3,000	\$3,000
11	Concrete Inlet	2	EACH	\$1,500	\$3,000
12	Landscape Repair	850	SF	\$1	\$638
13	Utility Coordination		LS	\$2,000	\$2,000
14	Signage and Striping (%)		LS	5%	\$2,410
	Subtotal				\$48,044
15	Surveying (%)			\$2,000	\$2,000
16	Mobilization (%)			8%	\$3,843
17	Traffic Control (%)			5%	\$2,402
18	Erosion Control (%)			3%	\$1,441
	Estimated Direct Construction Cost				\$57,731
	Design Contingency			40%	\$23,092
	Design Fees			25%	\$14,433
	Construction Management			10%	\$5,773
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$101,029</b>



**Table F-4. SW 28th Street, SW 27th Street to SW Brant Street  
Estimated Project Cost Summary**

PROJECT NO.					
3A					
LOCATION					
SW 28th Street, SW 27th Street to SW Brant Street					
PROJECT DESCRIPTION					
Construct street with parking on west and south sides. Sidewalk on west and south sides. Acquire right-of-way as needed.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$8,000	\$3,497
2	Earthwork	459	CY	\$20	\$9,176
3	Pavement (HMAC)	253	TON	\$80	\$20,246
4	Aggregate Base	615	TON	\$18	\$11,064
5	Concrete Curb and Gutter (Standard)	412	LF	\$15	\$6,180
6	Concrete Curb and Gutter (Ribbon)	385	LF	\$20	\$7,700
7	Concrete Walks	2175	SF	\$4	\$8,700
8	ADA Sidewalk Ramps	2	EACH	\$1,000	\$2,000
9	Storm Sewer Line (12 inch, 5 foot depth)	580	LF	\$50	\$29,000
10	Water Line (6 inch)	750	LF	\$75	\$56,250
11	Fire Hydrants	2	EACH	\$3,500	\$7,000
12	Sanitary Sewer Line (6 inch)	125	LF	\$60	\$7,500
13	Sanitary Manhole	1	EACH	\$3,000	\$3,000
14	Concrete Inlet	6	EACH	\$1,500	\$9,000
15	Landscape Planter Strip	2010	SF	\$4	\$7,035
16	Landscape Repair	6605	SF	\$1	\$4,954
17	Utility Coordination	1	LS	\$40,000	\$40,000
18	Signage and Striping (%)	1	LS	5%	\$11,615
	Subtotal				\$243,916
19	Surveying (%)			3%	\$7,317
20	Mobilization (%)			8%	\$19,513
21	Traffic Control (%)			5%	\$12,196
22	Erosion Control (%)			3%	\$7,317
	Estimated Direct Construction Cost				\$290,260
	Design Contingency			40%	\$116,104
	Design Fees			25%	\$72,565
	Construction Management			10%	\$29,026
	Right of Way Acquisition			\$46,361	\$46,361
<b>ESTIMATED PROJECT COST</b>					<b>\$554,316</b>
<b>ALTERNATES</b>					
A	Stormwater Infiltration Planters	2010	SF	\$8	\$15,075

**Table F-5. SW 28th Street, SW Brant Street to SW Abalone Street embankment  
Estimated Project Cost Summary**

PROJECT NO.					
3B					
LOCATION					
SW 28th Street, SW Brant Street to SW Abalone Street embankment					
PROJECT DESCRIPTION					
Construct street with emergency access turnaround. Pedestrian stairs at east end.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$8,000	\$1,945
2	Earthwork	383	CY	\$20	\$7,661
3	Pavement (HMAC)	216	TON	\$80	\$17,286
4	Aggregate Base	509	TON	\$18	\$9,158
5	Concrete Curb and Gutter (Ribbon)	570	LF	\$20	\$11,400
6	Concrete Stairs	36	LF	\$200	\$7,200
7	Concrete Walks	380	SF	\$4	\$1,520
8	ADA Sidewalk Ramps	2	EACH	\$1,000	\$2,000
9	Storm Sewer Line (12 inch, 5 foot depth)	290	LF	\$50	\$14,500
10	Water Line (6 inch)	290	LF	\$75	\$21,750
11	Fire Hydrants	2	EACH	\$3,500	\$7,000
12	Concrete Inlet	4	EACH	\$1,500	\$6,000
13	Landscape Repair	1450	SF	\$1	\$1,088
14	Utility Coordination	1	LS	\$30,000	\$30,000
15	Signage and Striping (%)	1	LS	5%	\$6,925
	Subtotal				\$145,433
16	Surveying (%)			3%	\$4,363
17	Mobilization (%)			8%	\$11,635
18	Traffic Control (%)			5%	\$7,272
19	Erosion Control (%)			3%	\$4,363
	Estimated Direct Construction Cost				\$173,065
	Design Contingency			40%	\$69,226
	Design Fees			25%	\$43,266
	Construction Management			10%	\$17,306
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$302,864</b>

**Table F-6. SW 29th Street, SW Coho to SW Brant Street  
Estimated Project Cost Summary**

PROJECT NO.					
4					
LOCATION					
SW 29th Street, SW Coho Street to SW Brant Street					
PROJECT DESCRIPTION					
Construct street.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$8,000	\$2,423
2	Earthwork	402	CY	\$15	\$6,032
3	Pavement (HMAC)	230	TON	\$80	\$18,376
4	Aggregate Base	531	TON	\$18	\$9,567
5	Concrete Curb and Gutter (Ribbon)	776	LF	\$20	\$15,520
6	Storm Sewer Line (12 inch, 5 foot depth)	330	LF	\$50	\$16,500
7	Concrete Inlet	2	EACH	\$1,500	\$3,000
8	Landscape Repair	3880	SF	\$1	\$2,910
9	Utility Coordination	1	LS	\$30,000	\$30,000
10	Signage and Striping (%)	1	LS	5%	\$5,216
	Subtotal				\$109,544
11	Surveying (%)			\$4,000	\$4,000
12	Mobilization (%)			8%	\$8,764
13	Traffic Control (%)			5%	\$5,477
14	Erosion Control (%)			3%	\$3,286
	Estimated Direct Construction Cost				\$131,071
	Design Contingency			40%	\$52,428
	Design Fees			25%	\$32,768
	Construction Management			10%	\$13,107
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$229,374</b>

**Table F-7. SW 30th Street, SW Brant Street to SW Abalone Street  
Estimated Project Cost Summary**

PROJECT NO.					
5					
LOCATION					
SW 30th Street, SW Brant Street to SW Abalone Street					
PROJECT DESCRIPTION					
Construct street. Acquire right-of-way as needed.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$8,000	\$3,742
2	Earthwork	436	CY	\$20	\$8,713
3	Pavement (HMAC)	290	TON	\$80	\$23,235
4	Aggregate Base	537	TON	\$18	\$9,671
5	Concrete Curb and Gutter (Standard)	360	LF	\$15	\$5,400
6	Concrete Curb and Gutter (Ribbon)	315	LF	\$20	\$6,300
7	Water Line (8 inch)	360	LF	\$75	\$27,000
8	Landscape Planter Strip	4764	SF	\$3	\$14,292
9	Landscape Repair	7855	SF	\$1	\$5,891
10	Utility Coordination	1	LS	\$30,000	\$30,000
11	Signage and Striping (%)	1	LS	5%	\$6,712
	Subtotal				\$140,956
12	Surveying (%)			3%	\$4,229
13	Mobilization (%)			8%	\$11,276
14	Traffic Control (%)			5%	\$7,048
15	Erosion Control (%)			3%	\$4,229
	Estimated Direct Construction Cost				\$167,738
	Design Contingency			40%	\$67,095
	Design Fees			25%	\$41,934
	Construction Management			10%	\$16,774
	Right of Way Acquisition			\$17,218	\$17,218
<b>ESTIMATED PROJECT COST</b>					<b>\$310,759</b>
<b>ALTERNATES</b>					
A	Stormwater Swale	4764	SF	\$6	\$26,202

**Table F-8. SW Coho Street, SW 29th Street to SW 30th Street  
Estimated Project Cost Summary**

PROJECT NO.					
6					
LOCATION					
SW Coho Street, SW 29th Street to SW 30th Street					
PROJECT DESCRIPTION					
Construct street with shared-use path on west side.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$8,000	\$2,129
2	Earthwork	322	CY	\$15	\$4,834
3	Pavement (HMAC)	189	TON	\$80	\$15,158
4	Aggregate Base	421	TON	\$18	\$7,577
5	Concrete Curb and Gutter (Ribbon)	512	LF	\$20	\$10,240
6	Storm Sewer Line (15 inch, 5 foot depth)	230	LF	\$50	\$11,500
7	Concrete Inlet	2	EACH	\$1,500	\$3,000
8	Landscape Filter Strip	1280	SF	\$4	\$4,480
9	Landscape Repair	3403	SF	\$1	\$2,552
10	Utility Coordination	1	LS	\$24,000	\$24,000
11	Signage and Striping (%)	1	LS	5%	\$4,274
	Subtotal				\$89,745
12	Surveying (%)			\$2,000	\$2,000
13	Mobilization (%)			8%	\$7,180
14	Traffic Control (%)			5%	\$4,487
15	Erosion Control (%)			3%	\$2,692
	Estimated Direct Construction Cost				\$106,104
	Design Contingency			40%	\$42,442
	Design Fees			25%	\$26,526
	Construction Management			10%	\$10,610
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$185,683</b>

APPENDIX F: PROJECT COST ESTIMATES WORKSHEETS

**Table F-9. SW Brant Street, SW 27th Street to SW 30th Street  
Estimated Project Cost Summary**

PROJECT NO.					
7					
LOCATION					
SW Brant Street, SW 27th Street to SW 30th Street					
PROJECT DESCRIPTION					
Construct street with parking on west side (SW 27th to SW 28th). Sidewalk on west side. Street lighting.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	1	ACRE	\$8,000	\$5,557
2	Excavation (Cut)	446	CY	\$15	\$6,690
3	Pavement (HMAC)	538	TON	\$80	\$43,019
4	Aggregate Base	1319	TON	\$18	\$23,736
5	Concrete Curb and Gutter (Standard)	766	LF	\$15	\$11,490
6	Concrete Curb and Gutter (Ribbon)	767	LF	\$20	\$15,340
7	Concrete Walks	3270	SF	\$4	\$13,080
8	ADA Sidewalk Ramps	6	EACH	\$1,000	\$6,000
9	Storm Sewer Line (12 inch, 5 foot depth)	280	LF	\$45	\$12,600
10	Storm Sewer Line (15 inch, 5 foot depth)	220	LF	\$50	\$11,000
11	Storm Sewer Line (18 inch, 5 foot depth)	130	LF	\$55	\$7,150
12	Storm Drainage Manhole	2	EACH	\$3,000	\$6,000
13	Water Quality Catch Basin	4	EACH	\$5,500	\$22,000
14	Water Line (8 inch)	800	LF	\$75	\$60,000
15	Landscape Planter Strip	1120	SF	\$4	\$4,480
15	Landscape Repair	4068	SF	\$1	\$3,051
16	Street Lighting	1	LS	\$69,050	\$69,050
17	Utility Coordination	1	LS	\$10,000	\$10,000
18	Signage and Striping (%)	1	LS	5%	\$16,512
	Subtotal				\$346,754
19	Surveying (%)			\$2,000	\$2,000
20	Mobilization (%)			8%	\$27,740
21	Traffic Control (%)			5%	\$17,338
22	Erosion Control (%)			3%	\$10,403
	Estimated Direct Construction Cost				\$404,235
	Design Contingency			40%	\$161,694
	Design Fees			25%	\$101,059
	Construction Management			10%	\$40,424
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$707,411</b>
<b>ALTERNATES</b>					
A	Stormwater Infiltration Planters	1120	SF	\$8	\$8,400

**Table F-10. SW Abalone Street, SW 29th Street to Anchor Way  
Estimated Project Cost Summary**

PROJECT NO.					
8					
LOCATION					
SW Abalone Street, SW 29th Street to Anchor Way					
PROJECT DESCRIPTION					
Construct street with shared-use path on west side. Sidewalk on east side. Street and path					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	2	ACRE	\$8,000	\$13,208
2	Earthwork	4744	CY	\$13	\$59,305
3	Pavement (HMAC)	1440	TON	\$80	\$115,209
4	Aggregate Base	2313	TON	\$18	\$41,628
5	Aggregate Subbase	4397	TON	\$15	\$65,959
6	Concrete Curb and Gutter (Standard)	3684	LF	\$15	\$55,260
7	Concrete Walks	7662	SF	\$4	\$30,648
8	ADA Sidewalk Ramps	4	EACH	\$1,000	\$4,000
9	Storm Sewer Line (15 inch, 5 foot depth)	335	LF	\$50	\$16,750
10	Storm Sewer Line (18 inch, 5 foot depth)	410	LF	\$50	\$20,500
11	Storm Sewer Line (24 inch, 5 foot depth)	255	LF	\$60	\$15,300
12	Sanitary Sewer Line (8 inch)	715	LF	\$61	\$43,615
13	Sanitary Manhole	2	EACH	\$3,000	\$6,000
14	Storm Drain Manhole	3	EACH	\$3,000	\$9,000
15	Storm Drain Inlet, Concrete Headwall	1	EACH	\$5,000	\$5,000
16	Concrete Inlet	6	EACH	\$1,000	\$6,000
17	Landscape Planter Strip	5108	EACH	\$3	\$15,324
18	Landscape Repair	13472	SF	\$1	\$10,104
19	Street / Path Lighting	1	LS	\$181,980	\$181,980
20	Signage and Striping (%)	1	LS	5%	\$35,739
	Subtotal				\$750,529
21	Surveying (%)			3%	\$22,516
22	Mobilization (%)			8%	\$60,042
23	Traffic Control (%)			3%	\$22,516
24	Erosion Control (%)			3%	\$22,516
	Estimated Direct Construction Cost				\$878,119
	Design Contingency			40%	\$351,248
	Design Fees			25%	\$219,530
	Construction Management			10%	\$87,812
	Right of Way Acquisition			LS	\$236,713
<b>ESTIMATED PROJECT COST</b>					<b>\$1,773,421</b>
<b>ALTERNATES</b>					
A	Stormwater Swale	20942	SF	\$6	\$115,181

APPENDIX F: PROJECT COST ESTIMATES WORKSHEETS

**Table F-11. Highway 101 at SW 35th Street  
Estimated Project Cost Summary**

PROJECT NO.					
9					
LOCATION					
Highway 101/SW 35th Street, Anchor Way to Ferry Slip Road					
PROJECT DESCRIPTION					
Widen intersection to accommodate additional lane channelization and signalize. Construct street from Anchor Way/Abalone Extension to Ferry Slip Road.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	1.53	ACRE	\$8,000.00	\$12,260
2	Earthwork	1621	CY	\$15.00	\$24,311
3	Pavement Rehabilitation	23100	SF	\$2.00	\$46,200
4	Pavement (HMAC)	1304	TON	\$80.00	\$104,356
5	Aggregate Base	876	TON	\$18.00	\$15,765
6	Concrete Curb and Gutter (Standard)	1690	LF	\$15.00	\$25,350
7	Concrete Walks	11050	SF	\$4.00	\$44,200
8	ADA Sidewalk Ramps	4	EACH	\$1,000.00	\$4,000
9	Storm Sewer Line (12 inch, 5 foot depth)	580	LF	\$55.00	\$31,900
10	Storm Drainage Manhole	2	EACH	\$3,000.00	\$6,000
11	Concrete Inlet	6	EACH	\$1,500.00	\$9,000
12	Signal	1	LS	\$250,000.00	\$250,000
13	Landscape Strip	3278	SF	\$7.50	\$24,585
14	Street Lighting	1	LS	\$148,220.00	\$148,220
15	Retaining Wall	400	LF	\$110.00	\$44,000
16	Utility Coordination	1	LS	\$20,000.00	\$20,000
17	Signage and Striping (%)	1	LS	5%	\$40,507
	Subtotal				\$850,654
18	Surveying (%)			3%	\$25,520
19	Mobilization (%)			8%	\$68,052
20	Traffic Control (%)			5%	\$42,533
21	Erosion Control (%)			3%	\$25,520
	Estimated Direct Construction Cost				\$1,012,279
	Design Contingency			40%	\$404,911
	Design Fees			25%	\$253,070
	Construction Management			10%	\$101,228
	Right of Way Acquisition			\$-	\$205,452
<b>ESTIMATED PROJECT COST</b>					<b>\$1,976,940</b>



**Table F-12. Highway 101 at SW 32nd Street  
Estimated Project Cost Summary**

PROJECT NO.					
10					
LOCATION					
Highway 101 at SW 32nd Street					
PROJECT DESCRIPTION					
Remove signal. Implement right-in, right-out movements at SW 32nd Street.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Pavement Rehabilitation	7740	SF	\$3	\$23,220
2	Remove Signal	1	LS	\$50,000	\$50,000
3	Utility Coordination	1	LS	\$10,000	\$10,000
4	Signage and Striping (%)	1	LS	\$8,000	\$8,000
	Subtotal				\$91,220
5	Surveying (%)			3%	\$2,737
6	Mobilization (%)			8%	\$7,298
7	Traffic Control (%)			5%	\$4,561
8	Erosion Control (%)			3%	\$2,737
	Estimated Direct Construction Cost				\$108,552
	Design Contingency			40%	\$43,421
	Design Fees			25%	\$27,138
	Construction Management			10%	\$10,855
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$189,966</b>

**Table F-13. SW Coho Street, SW 29th Street to Jetty Way  
Estimated Project Cost Summary**

PROJECT NO.					
11					
LOCATION					
SW Coho Street, SW 29th Street to Jetty Way					
PROJECT DESCRIPTION					
Construct shared-use path.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$8,000	\$2,017
2	Earthwork	392	CY	\$20	\$7,831
3	Pavement (HMAC)	120	TON	\$80	\$9,630
4	Aggregate Base	279	TON	\$18	\$5,015
5	Landscape Repair	6100	SF	\$1	\$4,575
7	Utility Coordination	1	LS	\$5,000	\$5,000
8	Signage	1	LS	\$2,000	\$2,000
	Subtotal				\$36,068
9	Surveying (%)			\$5,000	\$5,000
10	Mobilization (%)			10%	\$3,607
11	Traffic Control (%)			5%	\$1,803
12	Erosion Control (%)			5%	\$1,803
	Estimated Direct Construction Cost				\$48,281
	Design Contingency			40%	\$19,312
	Design Fees			20%	\$9,656
	Construction Management			10%	\$4,828
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$82,078</b>

**Table F-14. SW Abalone Street, SW Marine Science Drive to SW Abalone Street extension  
Estimated Project Cost Summary**

PROJECT NO.					
12A					
LOCATION					
SW Abalone Street, SW Marine Science Drive to SW Abalone Street extension					
PROJECT DESCRIPTION					
Construct shared-use path. Path lighting.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$8,000	\$3,700
2	Earthwork	286	CY	\$20	\$5,711
3	Pavement (HMAC)	190	TON	\$80	\$15,230
4	Aggregate Base	190	TON	\$18	\$3,427
5	Concrete Curb and Gutter (Standard)	1028	LF	\$15	\$15,420
6	Landscape Repair	5140	SF	\$1	\$3,855
7	Landscape Filter Strip	4725	SF	\$4	\$16,538
8	Path Lighting	1	LS	\$83,960	\$83,960
9	Utility Coordination	1	LS	\$10,000	\$10,000
10	Signage	1	LS	\$2,000	\$2,000
	Subtotal				\$159,840
10	Surveying (%)			\$6,000	\$6,000
11	Mobilization (%)			8%	\$12,787
12	Traffic Control (%)			5%	\$7,992
13	Erosion Control (%)			3%	\$4,795
	Estimated Direct Construction Cost				\$191,414
	Design Contingency			40%	\$76,566
	Design Fees			20%	\$38,283
	Construction Management			10%	\$19,141
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$325,404</b>

**Table F-15. SW Abalone Street, SW Abalone Street extension to Highway 101  
Estimated Project Cost Summary**

PROJECT NO. 12B					
LOCATION SW Abalone Street, SW Abalone Street extension to Highway 101					
PROJECT DESCRIPTION Construct shared-use path. Path lighting.					
PROPOSED IMPROVEMENTS					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$8,000	\$2,369
2	Earthwork	117	CY	\$20	\$2,344
3	Pavement (HMAC)	78	TON	\$80	\$6,252
4	Aggregate Base	145	TON	\$18	\$2,602
5	Concrete Curb and Gutter (Standard)	422	LF	\$15	\$6,330
6	Landscape Repair	7005	SF	\$1	\$5,254
7	Landscape Filter Strip	1675	SF	\$4	\$5,863
8	Path Lighting	1	LS	\$41,540	\$41,540
9	Utility Coordination	1	LS	\$5,000	\$5,000
10	Signage	1	LS	\$2,000	\$2,000
	Subtotal				\$79,554
11	Surveying (%)			\$5,000	\$5,000
12	Mobilization (%)			8%	\$6,364
13	Traffic Control (%)			5%	\$3,978
14	Erosion Control (%)			3%	\$2,387
	Estimated Direct Construction Cost				\$97,283
	Design Contingency			40%	\$38,913
	Design Fees			20%	\$19,457
	Construction Management			10%	\$9,728
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$165,381</b>

**Table F-16 Jetty Way, SW 26th Street to South Beach State Park  
Estimated Project Cost Summary**

PROJECT NO.					
13					
LOCATION					
Jetty Way, SW 26th Street to South Beach State Park					
PROJECT DESCRIPTION					
Construct shared-use path. Path lighting.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	2	ACRE	\$8,000	\$13,223
2	Earthwork	1000	CY	\$15	\$15,000
3	Pavement (HMAC)	667	TON	\$80	\$53,333
4	Aggregate Base	1233	TON	\$18	\$22,200
5	Landscape Repair	7200	SF	\$1	\$5,400
6	Path Lighting	1	LS	\$126,000	\$126,000
7	Utility Coordination	1	LS	\$5,000	\$5,000
8	Signage	1	LS	\$2,000	\$2,000
	Subtotal				\$240,156
9	Surveying (%)			3%	\$7,205
10	Mobilization (%)			8%	\$19,213
11	Traffic Control (%)			5%	\$12,008
12	Erosion Control (%)			3%	\$7,205
	Estimated Direct Construction Cost				\$285,786
	Design Contingency			40%	\$114,314
	Design Fees			20%	\$57,157
	Construction Management			10%	\$28,579
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$485,837</b>

**Table F-17. SW Dungeness Street to SW Abalone Street  
Estimated Project Cost Summary**

PROJECT NO.					
14					
LOCATION					
SW Dungeness Street to SW Abalone Street					
PROJECT DESCRIPTION					
Domestic water, fire system, and storm drainage upgrades.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	1	ACRE	\$8,000	\$8,000
2	Water Line (8 inch)	1500	LF	\$75	\$112,500
3	Fire Hydrant	2	EACH	\$3,500	\$7,000
4	Storm Drain Pipe (15 inch, 5 foot depth)	490	LF	\$50	\$24,500
5	Storm Drain Manhole	1	EACH	\$3,000	\$3,000
	Subtotal				\$155,000
6	Surveying (%)			\$2,000	\$2,000
7	Mobilization (%)			8%	\$12,400
8	Traffic Control (%)			5%	\$7,750
9	Erosion Control (%)			3%	\$4,650
	Estimated Direct Construction Cost				\$181,800
	Design Contingency			40%	\$72,720
	Design Fees			25%	\$45,450
	Construction Management			10%	\$18,180
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$318,150</b>

**Table F-18. SW 26th Street  
Estimated Project Cost Summary**

PROJECT NO.					
15					
LOCATION					
SW 26th Street					
PROJECT DESCRIPTION					
Sanitary sewer lift station upgrade.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	1	ACRE	\$8,000	\$8,000
2	Pavement Removal	15	SY	\$10	\$150
3	Pavement Rehabilitation	400	SF	\$3	\$1,200
4	Sanitary Sewer Lift Station	1	EACH	\$40,000	\$40,000
5	Sanitary Sewer Force Main (4 inch)	70	LF	\$50	\$3,500
	Subtotal				\$52,850
6	Surveying (%)			3%	\$1,586
7	Mobilization (%)			8%	\$4,228
8	Traffic Control (%)			5%	\$2,643
9	Erosion Control (%)			3%	\$1,586
	Estimated Direct Construction Cost				\$62,892
	Design Contingency			40%	\$25,157
	Design Fees			25%	\$15,723
	Construction Management			10%	\$6,289
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$110,060</b>

**Table F-19. SW 26th Street & SW Brant Street  
Estimated Project Cost Summary**

PROJECT NO.					
16					
LOCATION					
SW 26th Street & SW Brant Street					
PROJECT DESCRIPTION					
Storm drainage improvements. Water quality treatment and bypass structure.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	1	ACRE	\$8,000	\$8,000
2	Pavement Removal	15	SY	\$10	\$150
3	Pavement Rehabilitation	400	SF	\$3	\$1,200
4	Water Quality Treatment Structure	1	EACH	\$20,000	\$20,000
5	Storm Drain Manhole, Bypass	1	EACH	\$4,500	\$4,500
6	Storm Drain Manhole	1	EACH	\$3,000	\$3,000
7	Storm Drain Pipe (12 inch, 5 foot depth)	35	LF	\$50	\$1,750
8	Storm Drain Pipe (30 inch, 5 foot depth)	25	LF	\$65	\$1,625
	Subtotal				\$40,225
9	Surveying (%)			3%	\$1,207
10	Mobilization (%)			8%	\$3,218
11	Traffic Control (%)			5%	\$2,011
12	Erosion Control (%)			3%	\$1,207
	Estimated Direct Construction Cost				\$47,868
	Design Contingency			40%	\$19,147
	Design Fees			25%	\$11,967
	Construction Management			10%	\$4,787
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$83,769</b>



**Table F-20. SW Abalone Street & SW 35th Street  
Estimated Project Cost Summary**

PROJECT NO.					
17					
LOCATION					
SW Abalone Street & SW 35th Street					
PROJECT DESCRIPTION					
Storm drainage improvements. Water quality treatment and bypass structure.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	1	ACRE	\$8,000	\$8,000
2	Pavement Removal	15	SY	\$10	\$150
3	Pavement Rehabilitation	400	SF	\$3	\$1,200
4	Water Quality Treatment Structure	1	EACH	\$20,000	\$20,000
5	Storm Drain Manhole, Bypass	1	EACH	\$4,500	\$4,500
6	Storm Drain Manhole	1	EACH	\$3,000	\$3,000
7	Storm Drain Pipe (12 inch, 5 foot depth)	35	LF	\$50	\$1,750
8	Storm Drain Pipe (24 inch, 5 foot depth)	25	LF	\$60	\$1,500
	Subtotal				\$40,100
9	Surveying (%)			3%	\$1,203
10	Mobilization (%)			8%	\$3,208
11	Traffic Control (%)			5%	\$2,005
12	Erosion Control (%)			3%	\$1,203
	Estimated Direct Construction Cost				\$47,719
	Design Contingency			40%	\$19,088
	Design Fees			25%	\$11,930
	Construction Management			10%	\$4,772
	Right of Way Acquisition			\$-	\$-
<b>ESTIMATED PROJECT COST</b>					<b>\$83,508</b>

**Table F-21. Coastal Gully Open Space  
Estimated Project Cost Summary**

PROJECT NO.					
18					
LOCATION					
Coastal Gully Open Space					
PROJECT DESCRIPTION					
Construct trailhead, parking, trails, and boardwalks.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	0	ACRE	\$20,000	\$6,400
2	Earthwork	141	CY	\$20	\$2,822
3	Pavement (HMAC)	70	TON	\$80	\$5,624
4	Aggregate Paths	196	TON	\$24	\$4,704
5	Boardwalks	3,815	SF	\$15	\$57,225
6	Concrete Walks	935	SF	\$4	\$3,740
7	Utility Coordination	1	LS	\$10,000	\$10,000
8	Benches	2	EACH	\$850	\$1,700
9	Bicycle Racks	5	EACH	\$200	\$1,000
10	Signage	2	EACH	\$1,000	\$2,000
	Subtotal				\$95,215
11	Surveying (%)		LS	3%	\$2,856
12	Mobilization (%)		LS	8%	\$7,617
13	Traffic Control (%)		LS	5%	\$4,761
14	Erosion Control (%)		LS	3%	\$2,856
	Estimated Direct Construction Cost				\$113,306
	Design Contingency			40%	\$45,322
	Design Fees			20%	\$22,661
	Construction Management			10%	\$11,331
<b>ESTIMATED PROJECT COST</b>					<b>\$192,620</b>

**Table F-22. Yaquina Bay Bridge Open Space  
Estimated Project Cost Summary**

PROJECT NO.					
19					
LOCATION					
Yaquina Bay Bridge Open Space					
PROJECT DESCRIPTION					
Construct reinforced lawn special event area. Shared-use paths, basketball court, lawn areas, seating, shelters, public art, and landscaping.					
<b>PROPOSED IMPROVEMENTS</b>					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	2	ACRE	\$8,000	\$19,355
2	Earthwork	468	CY	\$15	\$7,022
3	Pavement (HMAC)	234	TON	\$80	\$18,726
4	Aggregate Base	433	TON	\$18	\$7,795
5	ADA Sidewalk Ramps	4	EACH	\$1,000	\$4,000
6	Reinforced Concrete	1,180	SF	\$8	\$8,850
7	Reinforced Lawn	18,075	SF	\$4	\$72,300
8	Landscaping	10,883	SF	\$3	\$32,648
9	Lawn Area	15,398	SF	\$1	\$15,398
10	Trees	38	EACH	\$350	\$13,300
11	Utility Coordination	1	LS	\$5,000	\$5,000
12	Benches	5	EACH	\$650	\$3,250
13	Wind Screen/Sculpture	1	LS	\$40,000	\$40,000
14	Basketball (half-court)	1	LS	\$10,000	\$10,000
15	Shelter Structures	4	EACH	\$3,500	\$14,000
	Subtotal			\$2,500	\$271,643
16	Surveying (%)			3%	\$8,149
17	Mobilization (%)			5%	\$13,582
18	Traffic Control (%)			3%	\$8,149
19	Erosion Control (%)			3%	\$8,149
	Estimated Direct Construction Cost				\$309,673
	Design Contingency			40%	\$123,869
	Design Fees			20%	\$61,935
	Construction Management			10%	\$30,967
<b>ESTIMATED PROJECT COST</b>					<b>\$526,444</b>

**Table F-23. Coastal Gully Open Space  
Estimated Project Cost Summary**

PROJECT NO. 20					
LOCATION Safe Haven Hill					
PROJECT DESCRIPTION Construct shared-use path, trail, and stairs. Sidewalk on south and east sides. Establish clearing zone. Install disaster supply shed.					
PROPOSED IMPROVEMENTS					
ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	Clearing & Grubbing	1	ACRE	\$15,000	\$8,700
2	Matting (Bonded Fiber Matrix)	0	ACRE	\$6,818	\$2,386
3	Earthwork	410	CY	\$20	\$8,196
4	Pavement (HMAC)	191	TON	\$80	\$15,259
5	Aggregate Base	582	TON	\$18	\$10,477
6	Aggregate Base (Trail)	113	TON	\$19	\$2,148
7	Concrete Walks	6690	SF	\$4	\$26,760
8	Concrete Curb & Gutter	1115	LF	\$15	\$16,725
9	Concrete Stairs	115	LF	\$200	\$23,000
10	Retaining Wall, Prefabricated Modular	929	SF	\$35	\$32,508
11	Retaining Wall, Wood	1599	SF	\$25	\$39,984
12	Path Lighting	1	LS	\$50,000	\$50,000
13	Directional Signage	12	EACH	\$350	\$4,200
14	Educational Signage	2	EACH	\$2,500	\$5,000
15	Building	1	LS	\$10,000	\$10,000
16	Landscape Repair	21,210	SF	\$1	\$15,908
17	Trees	10	EACH	\$250	\$2,500
	Subtotal				\$273,751
18	Surveying (%)			LS	\$10,000
19	Mobilization (%)			10%	\$27,375
20	Traffic Control (%)			3%	\$8,213
21	Erosion Control (%)			3%	\$8,213
	Estimated Direct Construction Cost				\$327,552
	Design Contingency			40%	\$131,021
	Design Fees			20%	\$65,510
	Construction Management			10%	\$32,755
<b>ESTIMATED PROJECT COST</b>					<b>\$556,838</b>

# APPENDIX G SAFE HAVEN HILL

Map F-1. Safe Haven Hill Concept Plan



- Tax Lot
- Proposed Shared-use Path
- Proposed Sidewalk
- Proposed Trail
- Proposed Gravel Path
- ↔ Proposed Access

