

DATE: September 21, 2021
TO: Derrick Tokos, City of Newport
FROM: Emily Picha, Nicole Underwood, and Lorelei Juntunen
SUBJECT: **Newport South Beach Project Concept Evaluation – DRAFT**

This memorandum synthesizes stakeholder input with consultant analysis in a list of potential improvements and infrastructure projects for the South Beach area in Newport. In addition, it provides a project evaluation framework for infrastructure investments, strategic land acquisitions, and other projects that includes a set of criteria for project evaluation.

Part 1: Project Prioritization Framework

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

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

Who?

For all of the projects evaluated, the Urban Renewal Agency assumes it will be leading investment or providing matching investment, given the limited time remaining in the life of the district. Bringing new private investment into the community is a key goal of this Action Plan, provided such efforts can be coordinated before the plan closes to new projects. Successful implementation will require time and energy from many partners within the City.

Where?

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

When?

If the Agency is to execute on its priority investments by 2025, it will need to be strategic about the choices it makes and be poised to act quickly. All projects must be awarded by December 31, 2025.

How Much?

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

Which projects?

Over the summer of 2021, ECONorthwest documented a list of project concepts that emerged through stakeholder conversations. Exhibit 1 provides an overview of the 10 projects evaluated.

Exhibit 1. Project Summary Matrix

Key	Project	Rationale	Estimated URA Contribution
A	Redevelop SE 35th site to meet community needs	Promote development that meets public goals combined with a gateway that improves the arrival experience and business/destinations visibility.	\$300,000 (estimate) for public restroom and path user amenities (does not include land write down of up to \$1.5 million, which would be variable depending on the development concept)
B	Provide predevelopment or annexation assistance to overcome barriers on U.S. 101 opportunity sites	Assist in the redevelopment of vacant or underutilized sites to help meet community needs and improve the area's vibrancy.	Up to \$300,000 (preliminary estimate for a predevelopment fund)
C	Provide sewer infrastructure to industrial sites near Newport Municipal Airport	Expand the types of development possible and reduce developer uncertainty.	\$600,000 - \$2 million (depending on technology used)
D	Improve fire suppression capability at Airport industrial sites	Expand the types of development that would be able to locate at the airport	\$150,000 - \$500,000 (preliminary estimate)
E	Install redundant Yaquina Bay water pipeline	Improve South Beach's resiliency to water line failure	\$750,000 (grant match)
F	Enhance South Beach placemaking through improvements to landscaping, public art, and gateways	Bolster the area's sense of identity through targeted improvements.	\$1 million ((\$150-250K in consulting fees, up to \$850,000 in improvements)
G	Enhance mobility for Cyclists and pedestrians through South Beach Loop path improvements	Improve mobility for cyclists and pedestrians while enhancing sense of place and navigability. It would also improve disaster preparedness	\$1.3 - 1.5 million (high priority projects only, excluding ROW acquisition)
H	Install a traffic signal and enhanced pedestrian facilities at SE 40th Avenue and U.S. 101	Open the door for planned development and ease congestion	\$1.5 million (not including bike/ped improvements, which are included in Project G)
N/A	Provide transportation access to east airport properties	Spur development at the east airport properties	Not estimated
N/A	Install a traffic signal at SE 50th and US 101	Allow for planned development at airport properties and ease congestion.	\$2 million (2012 TSP)

Why/How?

As part of this work, ECONorthwest evaluated each project against the 2021 priorities and stakeholder to help us weight the importance of different projects. The criteria that ECONorthwest used was:

1. Can the Agency award the project by 2025?
2. Will the project necessitate a substantial amendment?
3. Does the project align with the objectives from the 1983 South Beach Urban Renewal Plan?
4. Does the project advance the 2021 investment priorities for the urban renewal area?
5. How much community support did the project receive?

This section provides an overview of how ECONorthwest evaluated each project based on community feedback and how it performed in the evaluation framework. All projects that have made it through to this point of evaluation were determined to be able to be implemented by 2025.

Exhibit 5 provides a summary of all evaluation criteria used side by side, with projects ranked in groups of how they performed overall.

Criteria #1: Can the Agency award the project by 2025?

Per the urban renewal plan, projects are expected to be awarded no later than December 31, 2025 and completed in a timely manner. A few of the concepts we had evaluated for sewer and other infrastructure enhancements would not have been possible to complete by the 2025 deadline. **We have eliminated projects from consideration that would not be able to be awarded by 2025.**

Criteria #2: Will the project necessitate a substantial amendment?

Since this process is lengthy and requires County approval, it should be avoided given the limited life of the plan. A substantial amendment is required¹ to add a new project, activity or program which:

- Serves or performs a substantially different function from any project, activity, or program specified in the Plan; and
- is estimated to cost, excluding administrative costs, in excess of \$500,000 adjusted annually from July 1, 1991 at a rate equal to the construction cost index applicable to South Beach.

Based on our initial evaluation, none of the projects evaluated would require a substantial amendment, but the Agency should verify this with its attorney.

¹ Substantial Amendment 13 to the South Beach Urban Renewal Plan (2018), page 18

Criteria #3: Does the project align with objectives from the 1983 Urban Renewal Plan?

Any project that the Agency is considering for the area must achieve at least one of the following objectives.

1. Preserve forest, water, wildlife and other natural resources
2. Identify sites for public uses such as the OSU Marine Science Center
3. Complete a Port facilitated marine recreation area
4. Encouraging marine oriented activities on the northern Shorelands
5. Assure the development of complementary uses adjacent to the Airport
6. Plan new sewer, water, and transportation capacity
7. Allocate a major part of South Beach to heavy commercial and light industrial uses

Exhibit 2 provides an overview of how each project meets the URA objectives. **Each of the projects meets at least one of the objectives. Several projects meet multiple objectives, which strengthens the case for investment.** Given the language in the original plan may not have had the intent to spur placemaking improvements as envisioned in Project F, the City should consult its attorney for a second opinion on the project's nexus with the objectives.

Exhibit 2. Alignment of Potential Project Concepts with 1983 URA Plan Objectives

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

Criteria #4: Does the project advance the 2021 Priorities for the Urban Renewal Area?

The Agency developed the following priorities based on how conditions and stakeholder interests have changed since the Plan's adoption in 1983. The priorities build upon the original plan's objectives, providing guidance for how the Agency can spend its remaining funds.

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

Exhibit 3 provides an evaluation of how each project meets the agency's updated investment priorities from 2021. **Every project meets at least one priority. Several of the projects meet multiple objectives, which helps to strengthen the case for investment.**

Criteria #5: How much community support did the project receive?

In Summer 2021, the Agency conducted a virtual open house and three focus groups with the community to understand key issues and priorities for community members. Exhibit 4 provides an overview of public support for the investment priorities related to each of the project concepts.

The projects with the most public support to date are improvements that would help to attract commercial development, enhancements to the multi-use pathway network in the community, and placemaking improvements.

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

Map Key	Project	2021 Investment Priorities						Meets Investment Priorities?
		Promote a sense of place	Improve connectivity	Attract new commercial development	Overcome market & dev' t barriers	Reduce infrastructure barriers	Invest in resiliency	
A	Redevelop SE 35 th site to meet community needs	✓	✓	✓	✓		✓	Yes
B	Provide predevelopment assistance to overcome barriers on U.S. 101 opportunity sites			✓	✓	✓		Yes
C	Provide sewer infrastructure to industrial sites near Newport Municipal Airport					✓	✓	Yes
D	Improve fire suppression capability at Airport industrial sites					✓		Yes
E	Install redundant Yaquina Bay water pipeline					✓	✓	Yes
F	Enhance South Beach placemaking through improvements to landscaping, public art, and gateways	✓		✓				Yes
G	Enhance mobility for cyclists and Pedestrians through South Beach Loop Path improvements	✓	✓				✓	Yes
H	Install a traffic signal and enhanced pedestrian facilities at SE 40th Avenue and U.S. 101		✓	✓		✓		Yes
removed	Provide transportation access to east airport properties					✓		Maybe
removed	Install a traffic signal at SE 50th and US 101					✓		Maybe

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

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

Summary of Evaluation

Exhibit 5 combines the evaluation criteria for URA objectives, URA priorities, and public support into an overall evaluation matrix to determine which projects score highest across all the criteria. When determining overall scores, projects that aligned with URA objectives, met three or more of the 2021 URA priorities as well as received high or medium community support were ranked “high” overall. Projects that received a “medium” overall ranking met less than three of the alignment priorities and received medium or low community support. Projects that ranked lowest may not meet the URA priorities and had low community support.

Overall, the projects that ranked highest were:

- **Redevelop 35th site to meet community needs**
- **Provide predevelopment assistance to overcome barriers on U.S. 101 opportunity sites**
- **Enhance mobility for cyclists and Pedestrians through South Beach Loop Path improvements**
- **Install a traffic signal and enhanced pedestrian facilities at SE 40th Avenue and U.S. 101**

Two projects were removed from the list entirely and do not have separate project sheets. These projects include:

- **Provide transportation access to east airport properties** – The eastern airport properties are unlikely to develop in the near future and therefore do not have a pressing need for transportation access. The City should instead focus on developing the western airport properties.
- **Install a traffic signal at SE 50th and US 101** – Demand for this signal was determined to be very low at this time. The City may still want to consider a signal at this location in the future after acquiring an easement to loop Harborton Street to 50th Street. The City may want to use a phased approach, implementing a gravel street first to gauge demand.

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

Exhibit 5. Evaluation Matrix Summary

Map Key	Project	Nexus with URA Objectives	Alignment with URA Investment Priorities	Public Support	Cost	Move Forward?
A	Redevelop SE 35 th site to meet community needs	Yes	Yes	High	Low to Medium	Yes
B	Provide predevelopment assistance to overcome barriers on U.S. 101 opportunity sites	Yes	Yes	Medium	TBD, Low?	Yes
G	Enhance mobility for cyclists and Pedestrians through South Beach Loop Path improvements	Yes	Yes	High	High	Yes
H	Install a traffic signal and enhanced pedestrian facilities at SE 40th Avenue and U.S. 101	Yes	Yes	High	High	Yes
F	Enhance South Beach placemaking through improvements to landscaping, public art, and gateways	Yes	Yes	Medium	TBD, Medium?	Yes
E	Install redundant Yaquina Bay water pipeline	Yes	Yes	Medium	Medium	Yes
D	Improve fire suppression capability at Airport industrial sites	Yes	Yes	Low	TBD, Low?	Yes
C	Provide sewer infrastructure to industrial sites near Newport Municipal Airport	Yes	Yes	Low	Medium to High	Yes
	Provide transportation access to east airport properties	Yes	Maybe	Low	N/A	Remove
	Install a traffic signal at SE 50th and US 101	Yes	Maybe	Low	N/A	Remove

Note: Cost: High=\$1M+, Medium=\$500K-\$1M, Low=Less than \$500K

Part 2: Detailed Project Concepts

The following sheets provide more detail for each of the projects proposed to move toward the next phase of evaluation.

A Redevelop SE 35 th site to meet community needs	
Project Description	Lead
The 35th Street site will become the gateway to South Beach, as soon as the Highway 101 improvements are complete. Community members have expressed a desire to see this area transformed to better reflect the many attractions and natural beauty of South Beach. The highly visible and central location could attract investments in buildings that could house additional services or retail (e.g. specialty grocery, restaurants, shops) as well as a central gathering space for eating and convening of groups to serve South Beach area residents and employees.	Urban Renewal Agency / Community Development / City Manager's Office
Rationale	
Because the Agency controls the 35 th site, it can help to promote a development concept that meets public goals. Coupling these improvements with gateways and public art would help to transform the southern entrance to Newport. Currently there is no clear indication that one has arrived in the community when driving north on Hwy. 101 into South Beach.	
Alignment with Vision 2040	A3. Transportation Corridors [Partner] A13. Strategic Investments and Partnerships [Lead] A14. Developable Land [Partner] <i>Depending on businesses recruited:</i> E2. Medical Professionals and Specialists [Support], E12. Access to Health Food [Support]
Implementation Steps	As of September 2021, the Consultant team for the Refinement Plan is developing three potential concepts for site development. Once those concepts are finalized, we will include the conceptual diagrams and narrative in this project sheet. The City will need to: <ul style="list-style-type: none"> ▪ Establish development objectives for the site, based on conceptual work as part of refinement plan ▪ Release Request for Qualifications to attract a developer ▪ Acquire additional properties, if necessary, to develop the desired program ▪ Analyze cost implications for the city of ongoing maintenance for the gateway
Public or stakeholder outreach needed	The City will reach out to property owners of parcels that may need to be acquired. The City may also coordinate with the Urban Renewal Agency to seek their input on site programming goals.
Partners	Potential developers, South Beach businesses and organizations
Estimated Cost	Funding Considerations
\$300,000 (estimate) for public restroom and path user amenities (does not include land write down of up to \$1.5	Urban renewal funds, City of Newport Public Works. Could be a range depending on value proposition that the development team offers

million, which would be variable depending on the development concept)

PRECEDENT IMAGERY

The images below illustrate the types of developments that could occur on the 35th/US 101 opportunity site.



Restaurant with outdoor plaza (Wilsonville, OR)



New/Renovated Commercial Strip (Portland, OR)



Latino Food Hall in renovated building (Portland, OR)



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



Restaurant/Brewery Manufacturing and dining (Bend, OR)



Brewpub with outdoor dining on busy commercial street (Bozeman, MT)



The Ocean food hall (Portland, OR)



Small restaurant conversion (Portland, OR)



Restaurant with outdoor seating on sharp angle corner site (Portland, OR)



Container pod restaurants and shops (Albuquerque, NM)



Food Cart Pod (both mobile and permanent-installed dining shed with bar and firepits) (Bend, OR)



Food cart pod (St. Johns, Portland, OR)



New-construction corner businesses: stores and offices above



Retail strip (St. Johns, Portland, OR)



Indoor/outdoor farmers market



Electric Island charging hub (Swan Island, Portland, OR)



Full-service grocery (Portland, OR)



Micro-grocery (Portland, OR)

B Provide predevelopment assistance to overcome barriers on U.S. 101 opportunity sites

Project Description	Lead
<p>Beyond the Agency-owned site at 35th Street, there are other vacant or underutilized sites that could attract new development in the area, shown in Exhibit 6. The development barriers on these sites are mainly market-related, meaning that there may not be a commercial use that can pay sufficient rent to justify the cost of a new building. The conditions for each property will be different, but there are barriers to development for industrial properties along US 101 related to:</p> <ul style="list-style-type: none"> • Site preparation and development costs: the cost of developing new buildings, site preparation/grading, presence of invasive species (Scotch Broom), • Infrastructure: deficient infrastructure, and the costs of bringing sites into city limits. • Annexation costs: Annexing properties outside of city boundaries would make it easier for the City to provide infrastructure and services to those properties and would likely help to increase the desirability of those properties for industrial development. Within South Beach, the City of Newport’s boundary is patchy and creates challenges for providing City services to key industrial properties in South Beach that have not yet been annexed into the City. Key to this strategy would be providing an incentive to those property owners to quickly annex into the City. Because property taxes are higher within City limits, the City could offer a subsidy over subsequent next three years after annexation to offset higher property taxes. 	Community Development

Rationale

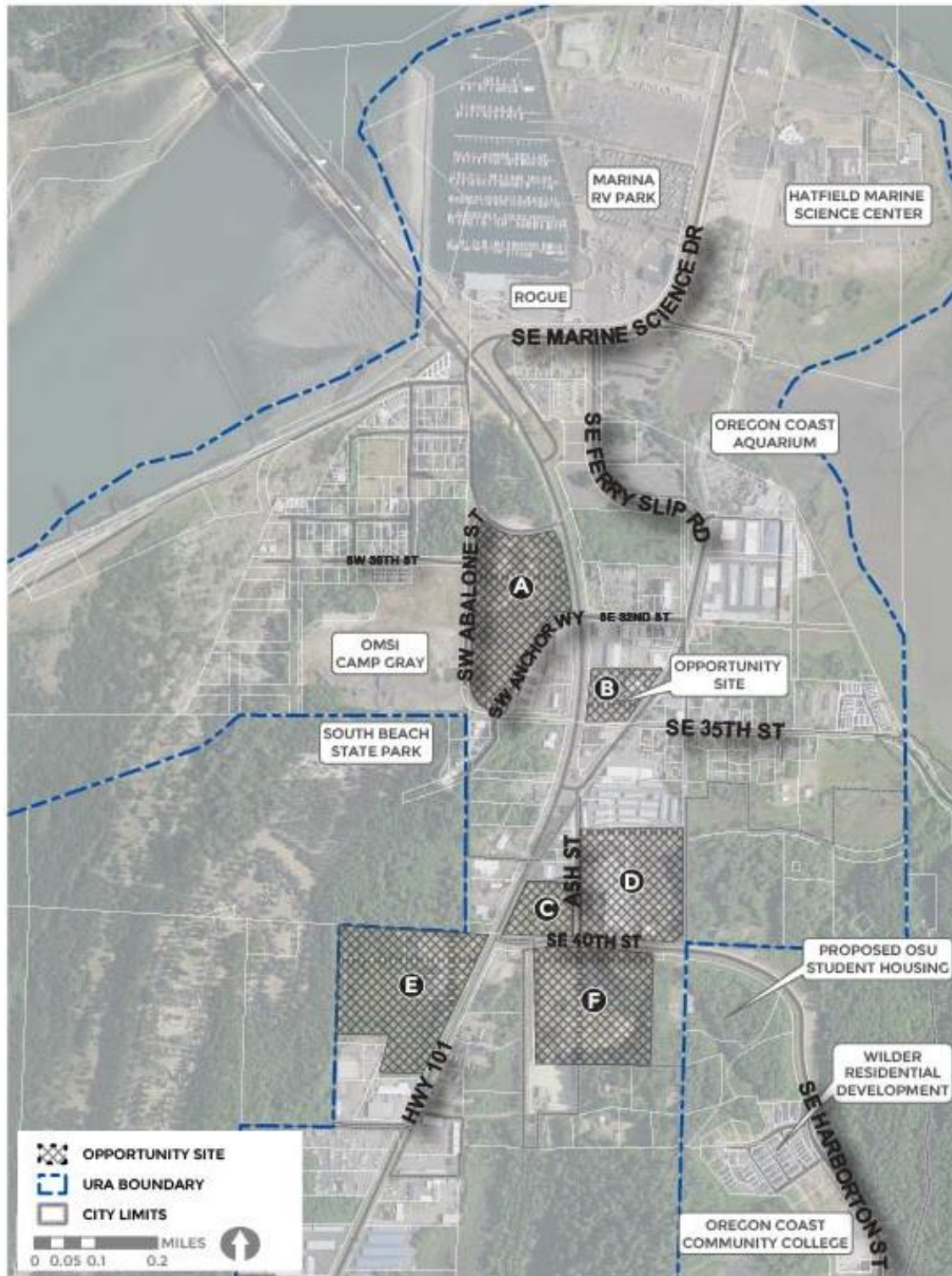
Assisting in the redevelopment of vacant or underutilized sites in the area could bring more jobs and services to South Beach, while broadening the City’s tax base.

Alignment with Vision 2040	A14. Developable Land [Partner]
Implementation steps	<ul style="list-style-type: none"> • Develop a list of potential properties for outreach to discuss predevelopment needs and annexation potential. • Conduct outreach with property owners • If property owners would like to proceed with annexation: <ul style="list-style-type: none"> ○ Determine potential subsidy amounts and develop language for agreements. ○ Explore legal mechanisms (such as a Disposition and Development Agreement) for subsidizing property taxes (conditioned upon development plans for the site) for newly annexed properties with urban renewal dollars.
Public or stakeholder outreach needed	Outreach with property owners to determine development interest and whether the timing for that development would fall within the Agency’s investment window of 2022-2025.
Partners	Conduct outreach with property owners to gauge interest in joining the City
Estimated Cost	Funding Considerations
Up to \$300,000 (preliminary estimate for a predevelopment fund)	

Exhibit 6. South Beach US 101 Opportunity Sites and City Boundaries

DRAFT OPPORTUNITY SITES

PENINSULA + US 101



NEWPORT SOUTH BEACH / US 101 REFINEMENT PLAN



C

Provide Sewer Infrastructure to Industrial Sites Near Newport Municipal Airport

Project Description	Lead
<p>The City will help to implement sewer infrastructure investments to facilitate industrial development at the airport. Based on a preliminary evaluation of the investment alternatives the two that are most feasible are (1) Expand Airport Septic System (LOSS) and (2) Onsite Treatment WWTP (Package Plant w/Land Application) as determined in the Opportunities and Constraints Report.</p>	<p>Lincoln County concurrent with Animal Shelter project (with reimbursement from Agency).</p>
<h3>Rationale</h3>	
<p>Currently the sewer main stops at 50th Avenue and there is no sewer access to the airport. This limits the types of industries that can function on the sites. Certain development projects that have been envisioned for the airport industrial sites include airport hangars, flex warehouse, and industrial condominiums among others as noted in the Opportunities and Constraints Report. Sewer infrastructure would expand the realm of possibilities for these sites and reduce developer uncertainty around dealing with effluent.</p>	
<h3>Alignment with 2040 Vision</h3>	<p>A1. Infrastructure Investments [Lead] A14. Developable Land [Partner] B1. Sewer and Stormwater Management [Lead] C4. Airport Improvements [Lead]</p>
<h3>Implementation steps</h3>	<p>The City needs to conduct a more detailed feasibility analysis of the two alternatives including:</p> <ul style="list-style-type: none"> ▪ Discuss implementation steps and process with WWTP ▪ For the LOSS, evaluate suitability of soils for a drainfield, working with County sanitarian. ▪ Refine cost estimates against the agency’s funding capacity; factor in additional operations and maintenance expenditures ▪ Determine if regulatory barriers can be overcome – both alternatives require permitting and the LOSS requires FAA review ▪ Determine preferred alternative ▪ Determine implementation timeline ▪ Analyze cost implications for the city for ongoing maintenance of the system
<h3>Public or stakeholder outreach needed</h3>	<p>The City will conduct outreach with property owners as part of the alternative’s analysis.</p>
<h3>Partners</h3>	<p>Urban Renewal Agency, City of Newport Public Works, Airport Committee, property owners</p>
<h3>Estimated Cost</h3>	<h3>Funding Considerations</h3>
<p>Planning estimates: LOSS - \$594,000</p> <p>Onsite Treatment WWTP - \$1,960,000</p>	<p>The primary funding source is likely to be Urban Renewal, however there may be other state grants.</p>

D Improve fire suppression capability at Airport industrial sites

Project Description	Lead
<p>The City will upgrade its water system at the Airport to enable adequate water flow rates to enable fire suppression. The airport's current water flow rate is between 400 to 600 gallons per minute at the hydrants. The Oregon State Fire Code adopted by the City of Newport requires that for any new structure being built there must be a minimum water flow rate of 1500 gallons per minute from the hydrants to fight fires. This flow rate might still limit the types of development that could be feasible.</p> <p>Potential options to increase and maintain water flows would include:</p> <ul style="list-style-type: none"> • A large water holding tank • Building a holding pond with a dry hydrant • Putting in booster stations and larger pipes • Automating the existing intertie between Seal Rock Water District and the City of Newport. The City would meter usage and use software that could pick up a sudden decrease in pressure attributed to hydrant use and automatically open up intertie to compensate. 	Public Works?

Rationale

There is not enough water capacity to enable fire suppression at the Newport Municipal Airport to enable certain types of development that the area might otherwise be able to attract. This includes warehousing and flexible industrial space.

Alignment with 2040 Vision	A1. Infrastructure Investments [Lead] A14. Developable Land [Partner]
Implementation steps	<ul style="list-style-type: none"> • Public Works Department to assess automation options for City of Newport/Seal Rock Water intertie. • Engineering study of the airport's water system to determine the most cost-effective option to be able to make the minimum 1500 gallons per minute water flow rate, and have enough water on hand to fight fires.
Public or stakeholder outreach needed	TBD
Partners	City of Newport Public Works, Seal Rock Water District
Estimated Cost	Funding Considerations
\$150,000 - \$500,000 (preliminary estimate)	TBD

E Install redundant Yaquina Bay water pipeline

Project Description	Lead
<p>A significant system vulnerability is the single 12-inch ductile iron bay-crossing pipe installed in 1973 which conveys water to all areas south of Yaquina Bay.</p> <p>Per the 2008 Water System Master Plan, the City has identified a preferred alignment between McLean Point and Idaho Point for potential horizontal directional drilling installation of a new redundant Bay crossing pipe.</p>	Public Works
Rationale	
<p>A failure of this line could not be repaired quickly and would leave the entire area south of the Bay with only the storage in the South Beach Tank.</p>	
Alignment with 2040 Vision	A1. Infrastructure Investments [Lead]
Implementation steps	<ul style="list-style-type: none"> • Complete detailed cost estimates • Apply for FEMA grant • Determine potential funding sources and suitability for remaining funding needed (e.g. FEMA, American Jobs Plan, NOAA Resiliency Grants, etc.)
Public or stakeholder outreach needed	N/A
Partners	TBD
Estimated Cost	Funding Considerations
\$750,000 in urban renewal funds (grant match - Total: \$3 million)	FEMA or other grants

F

Enhance South Beach placemaking through improvements to landscaping, public art, and gateways

Project Description	Lead
<p>The City will enhance South Beach’s sense of place by investing in landscaping, improving wayfinding, and adding amenities (including public art).</p> <ul style="list-style-type: none"> ▪ Updated District-Wide Wayfinding: The current wayfinding system is outdated, providing conflicting or incorrect information about tsunami assembly areas. The updated wayfinding elements would be implemented at different scales to service both vehicles and pedestrians/cyclists. The signage would incorporate the overall identity for the district, and include signage/maps of the multi-use path system, tsunami assembly areas, key destinations, and services (restrooms, dining opportunities) ▪ Gateways: <ul style="list-style-type: none"> ○ Northern: The City will establish a northern gateway into South Beach with wayfinding signage that clearly directs visitors to key South Beach destinations after they exit the Yaquina Bay Bridge. There are two potential locations identified in the Opportunities and Constraints Report: (1) the exit ramp from US 101 onto Abalone Street and (2) the north side of Safe Haven Hill right after the Yaquina Bay Bridge on the east side of US 101. ○ Southern: A gateway into South Beach south of 35th will improve the arrival experience into South Beach and help businesses and other destinations off Hwy. 101 that currently have limited visibility. The City has an opportunity to create a gateway feature south of 35th in the space created by the closure of the connection from US 101 to Ferry Slip Rd. Additional property may need to be acquired to accommodate the desired development program and gateway features. ▪ Landscaping: A coherent, complete, and uniformly branded path and trail network is an amenity unto itself and helps support the local economy by providing additional ways for people to travel around South Beach. ▪ Key nodes/rest stops: The improvements will also identify key starting points for the pathway system for visitors, which would include amenities like seating areas, drinking water, and bathrooms. Key locations are identified on Exhibit 7, and could include the SW 26th/Marine Science Drive; Ferry Slip/35th Street, the Hatfield Visitors Center, the Aquarium Overflow Lot 	<p>Public Works, Community Development</p>

Rationale

These improvements provide an opportunity to enhance the identity and sense of place in South Beach through landscaping, signage, and amenities. Visibility of South Beach destinations is limited from US 101. Currently, only standard roadway destination signage, which is often confusing, signals the approach to South Beach and its primary destinations. While destinations are compelling, there is little district-level sense of place. A northern gateway will create a sense of arrival and interconnectedness to the whole area. Additionally, consolidated wayfinding signage will contribute to cohesive navigation assistance and South Beach branding. This will help businesses and other destinations off Hwy. 101 that currently have limited visibility.

<p>Alignment with 2040 Vision</p>	<p>A4. City Wide Beautification [Lead] B3. Parks and Recreation Needs and Upgrades [Lead] C7. Arts and Cultural Destination [Partner] D3. Art in Public Spaces [Lead],</p>
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<p>Implementation steps</p>	<p>The City will need to:</p> <ul style="list-style-type: none"> ▪ Develop an RFP for landscaping, wayfinding, and public art improvements in South Beach. The work completed through this RFP would help to: <ul style="list-style-type: none"> ○ Design a community engagement plan that helps to hone in on key investments for the area. ○ Determine design of landscaping along the trail, including opportunities for removal of invasive species in public ROWs (see precedent imagery for examples of how landscaping interacts with multimodal path improvements). ○ Determine the ideal location for the northern and southern gateways connects with other placemaking and mobility/safety projects. Determine the type of gateway feature and other programmatic elements of the site. ○ Evaluate current wayfinding signage, update as necessary. If the current wayfinding system is significantly incomplete, design a new wayfinding signage schema. ○ Identify potential locations for public art installations and work with the Public Arts Committee to commission pieces, develop a plan for wayfinding, public art, and landmarks. The group will confirm priority areas to focus on first (e.g. 35th Site). ○ Complete detailed cost estimates and a phasing plan, identifying which projects should be completed with urban renewal dollars. ▪ Based on phasing plan, install new gateway features, landscaping wayfinding, and public art. ▪ Analyze cost implications for the city for ongoing maintenance of the landscaping, public art, and gateways
<p>Public or stakeholder outreach needed</p>	<p>The RFP for services would include detailed stakeholder engagement with area residents, employers, visitors, and key organizations for feedback on location and design alternatives for all placemaking elements. The City could reach out to local artists to commission art for along the trail. The City may also coordinate with the Public Arts Committee for gateway feature design ideas and execution.</p>
<p>Partners</p>	<p>City of Newport Public Works, Public Arts Committee, South Beach businesses, local residents, key organizations in South Beach.</p>
<p>Estimated Cost</p>	<p>Funding Considerations</p>
<p>\$1 million (\$150-250K in consulting fees, up to \$850,000 in improvements)</p>	<p>The Urban Renewal Agency could fund key aspects of this project, but would seek other funding for public art improvements. Wayfinding sign: \$1,500-5,000 each; Bench: \$800-3,000 each; \$100,000 for standard prefabricated restroom up to \$250,000 for customized facility</p>

Precedent Imagery

LANDSCAPING, ART, PLACEMAKING, GATEWAYS



Landscape Gateway (Pendleton, OR)



Arch Sign Gateway (Bandon, OR)



Monument Sign Gateway (Portland, OR)



Public Space / Park Gateway (Sherwood, OR)



Public Park and sculpture at prominent corner (Troutdale, OR)



Stormwater corridor and gathering space as part of street vacation walkway (Portland, OR)



Signage gateway (Tigard, OR)



Trailhead plaza and outdoor museum on Tigard Heritage Trail (Tigard, OR)



Murals and large-scale art (Eugene, OR)



Trail and community node gateway with seating and art (Clackamas County, OR)

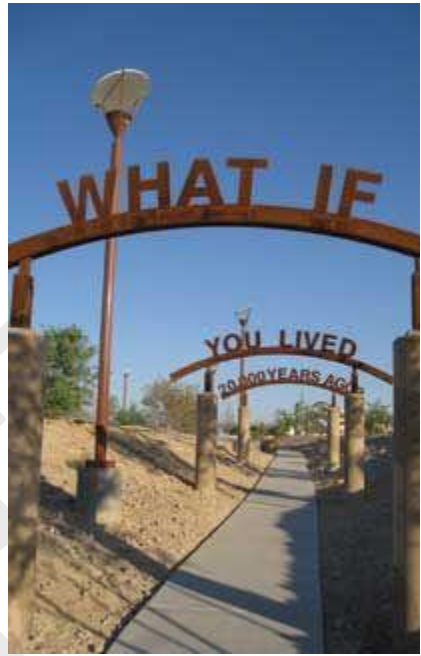


Sidewalk Sculpture Art (Grand Junction, CO)



Fish sculpture along working waterfront and trail (Bandon, OR)

WAYFINDING SIGNAGE





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

Project Description	Lead
<p>The City will enhance the existing multi-use pathway network in South Beach by installing new segments, improving surfaces, and improving crossing safety. These improvements will provide a safer and more comfortable way to travel by bike or on foot throughout the area.</p>	<p>Public Works, Community Development</p>
<h3>Rationale</h3>	
<p>Improvements to the South Beach multi-use path, which connects most of the key destinations in South Beach, could enhance the bikeability and walkability of South Beach. These improvements provide an opportunity to enhance the identity and sense of place in South Beach through creating cohesive trail pavement. A coherent, complete, and uniformly branded path and trail network is an amenity unto itself and helps support the local economy by providing additional ways for people to travel around South Beach.</p>	
<p>The current trail network in South Beach is patchy and some parts may not be ADA compliant. In the event of a tsunami residents and visitors alike may struggle to access evacuation sites if trail connections are not improved and maintained. The below projects will fill in significant gaps in the mobility network and improve accessibility and navigability to both key destinations and several tsunami assembly areas. To be best qualified for urban renewal funding support, these projects should help to enhance mobility between destinations. Exhibit 7 and Exhibit 8 provide an overview of the potential connections in South Beach, while Exhibit 9 provides our rationale for advancing a set of five priority connections.</p>	
<h3>Alignment with 2040 Vision</h3>	<p>A11. Bicycle and pedestrian Safety and Amenities A12. Multiuse Paths and Trails [Lead] A15. Complete Streets [Partner] B2. Integrated Shared-Use Trail System [Lead] C6. Tourism Diversification [Partner]</p>
<h3>Implementation steps</h3>	<p>The City will need to:</p> <ul style="list-style-type: none"> ▪ Release an RFP that seeks consultant assistance in completing detailed designs and inventorying surface conditions. ▪ Complete priority projects by 2025 ▪ Analyze cost implications for the city for ongoing maintenance of the path improvements ▪ Signage costs depend on material cost ▪ 18 regular blade signs on poles ▪ 3 vehicular signs ▪ 1 informational kiosk (map on both sides) \$150k for all of that (half of that was kiosk / three signs)
<h3>Public or stakeholder outreach needed</h3>	<p>The City could seek input from the community on residents’ mobility needs (i.e. where they want to go and how they want to get there) and landowners along the trail network.</p>
<h3>Partners</h3>	<p>City of Newport Public Works, Public Arts Committee, local property owners</p>
<h3>Estimated Cost</h3>	<h3>Funding Considerations</h3>

\$1.3 - 1.5 million
(high priority projects
only, excluding ROW
acquisition)

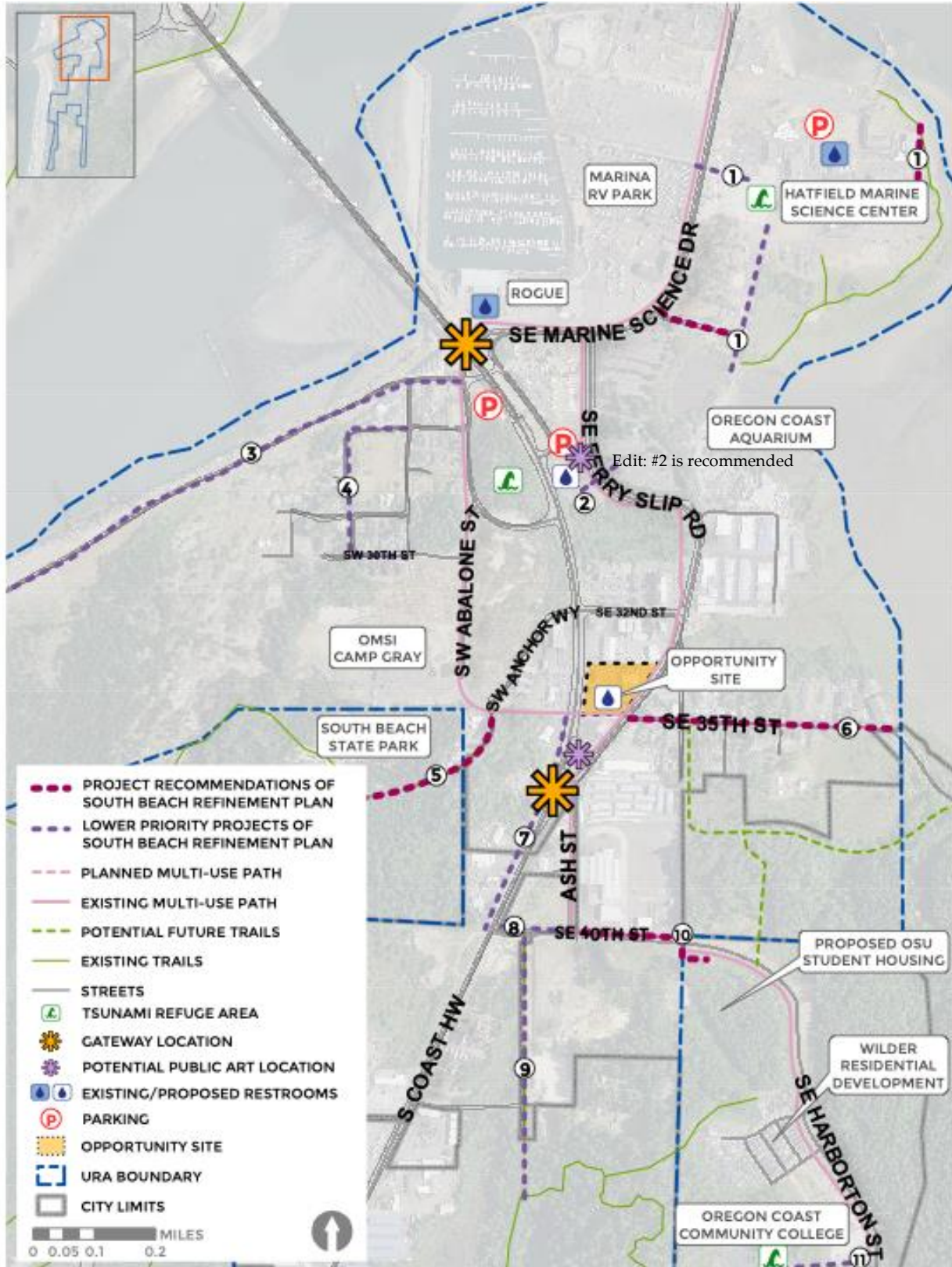
City of Newport Public Works, Urban Renewal Funding, State transportation grants, Travel Oregon Grant (especially for wayfinding, this could cover half of this)

Total Cost for all
multimodal path
improvements: \$3
million to \$3.4
million+

\$90K

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Exhibit 7. South Beach Multimodal Concepts



NEWPORT SOUTH BEACH / US 101 REFINEMENT PLAN



Exhibit 8. Multimodal Connections in South Beach

Map Key	Project	Description	Implementation Considerations	Estimated Cost	Focus
1	Hatfield Marine Science Center Path	<p>PRIORITY 1,700-ft eastward path improvement connecting to the Estuary Trail</p> <p>LOWER PRIORITY 1,200-ft path from the Marina RV Park at SE Marine Science Drive along the south side of the new HMSC building and southward on Hatfield Marine Science Center driveway to SE 25th</p>	TBD, to verify recently-built improvements through the HMSC west side parking lot and links to the path network on the west side of SE Marine Science Dr.	<p>\$230,000 (east path to the Estuary Trail)</p> <p>\$160,000 (Path along the driveway to the south of the Science Center)</p> <p>TBD on west side connection</p>	<p>Recreation</p> <p>Resiliency</p>
2	<p>Enhance crossing to Aquarium overflow lot on Ferry Slip Road</p> <p>PRIORITY</p>	120-foot new path with one improved street crossing on the south.	Crossing improvements will need to be well-marked and coordinated with traffic operations along the busy access road. Both new path segments will require some tree clearing.	\$40,000 for path and marked crossing; add'l \$30,000 for crossing warning lights	Recreation
3	<p>Jetty Multiuse Path</p> <p>LOWER PRIORITY</p>	Approximately 0.8-mile new multi-use path along SW Jetty Way from SW Abalone to the Yaquina Bay South Jetty trailhead.	Path on south side would be simpler to construct; path of north side would offer greater views of the Bay from the trail but may require extensive shoring and structural work.	\$560,000 – for new path site preparation and construction; does not include any right-of-way acquisition	Recreation
4	<p>Extended shared use path in Coho/Brant neighborhood</p>	<p>PRIORITY 350-ft shared-use path along SW 26th to fill the gap between SW Brant and SW Abalone</p> <p>LOWER PRIORITY ¼ mile path extension on SW 27th, SW Coho, and SW 30th connecting to the existing system on SW Brant. The includes both street-adjacent paths and a segment through forested area north of SW 29th Street</p>	<p>May require right-of-way expansion to fit the path on road segment. Off-street segment north of SW 29th St. may be through private or public property (additional investigation needed)</p> <p>Alignment may not be suitable</p>	<p>\$50,000+ for segment on SW 26th; largely depends on right-of-way needs and facility design as separated path or in-street allocation</p> <p>\$100,000+ for clearing, grading, and construction for segment on SW 27th, SW Coho, and SW 30th; more if land acquisition is needed.</p>	Housing/Jobs Connection
5	<p>Planned trail connection to South Beach State Park</p> <p>PRIORITY</p>	950-ft path system both aside a street and as new construction through a forested area. This path will connect South Beach State Park to the growing path system on SW Abalone and throughout South Beach.	<p>Needs coordination with Oregon State Parks department</p> <p>May be eligible for disaster planning funding pending level of improvement to the path linking to the existing SW 35th segment.</p>	\$150,000-300,000 depending on trail width, alignment, surface materials, and tree removal or protection needs	Recreation

Map Key	Project	Description	Implementation Considerations	Estimated Cost	Focus
6	35th Street Sidewalk Improvements PRIORITY	New sidewalks, curb cuts, and curbs on SE 35th between SE Ferry Slip and eastward to the URA Boundary approximately near South Beach Manor Memory Care. This segment is 1,600-ft long.	Urban renewal or CIP funds are the most likely	\$750,000 for sidewalks on both sides of street. Does not include right-of-way acquisition, regrading, or stormwater system installation – which could increase costs by several fold.	Housing/Services Connection
7	Multimodal shared path along west side of Hwy 101 between SE 35th and SE 40th. LOWER PRIORITY	1,400-ft shared path constructed to provide a separated walking and biking facility along this stretch of busy Hwy 101.	Due to upcoming closure of SE Ferry Slip Rd access to Hwy 101, this segment should face no street crossings other than those at the endpoint streets.	\$200,000 for alignment preparation, grading, and new construction	Housing/Services Connection
8	Multimodal path along SE 40th from Hwy 101 to Ash LOWER PRIORITY	Complete missing segment of the path system along SE 40th by building a 450-foot segment along the north side of the street between Highway 101 and SE Ash Street.	Land acquisition needed for right-of-way expansion to fit the path.	\$70,000 for clearing, grading, and path construction; TBD for land acquisition	Housing/Jobs Connection
9	Improved trail connection between 40th St. and Mike Miller Park LOWER PRIORITY	Construct an approximately 1,600-foot path routed along the west side of the minor road between SE 40th and SE 42nd, and extending through forested area to then link to the Mike Miller Park Educational Trail.	May require right-of-way expansion to accommodate the path adjacent to the road segment. To-be-determined routing, land acquisition, and construction complexity through forested land.	\$200,000 or more for path segment along the road. Additional cost if land must be acquired for right-of-way. To-be-determined cost for path through forested land.	Recreation
10	Improved multi-modal connection to Wilder along 40th St. PRIORITY	Complete the missing segment along SE 40th by building a 750-foot segment along the south side of the street from SE Ash to the east connecting to the existing path that is continues to Wilder. This project also includes a marked crossing of the west leg of the SE 40th / SE Ash intersection.	Land acquisition to expand right-of-way may be needed. Complex shoring and grading may be needed to support the path near the existing water retention pond.	\$120,000 for marked crossing and path construction. Additional \$50,000-100,000 for slope shoring. TBD for land acquisition if needed.	Housing/Jobs Connection
11	Oregon Coast Community College Multi-use Path LOWER PRIORITY	New ~400-foot path along SE College Way will complete the connection of the Wilder path network to OCCC and provide improved tsunami evacuation routing	Requires minor tree clearing depending on final alignment. Connection could be extended formally across the parking lot at the west end, adding cost and considerations to reduce conflicts.	\$75,000 for tree clearing, grading, and path	Recreation Housing/Jobs Connecting
Total				\$2.9 - \$3.4 million+*	
High Priority				\$1.3-\$1.5 million+ without ROW acquisition	

* These cost estimates are preliminary and pending review from Public Works and other reviewers.

Exhibit 9 provides an evaluation of each alignment based on several criteria – whether the alignment completes the multimodal network, community support (based on investment priorities and focus group conversations to date), its focus (recreational or housing/jobs connections). We have prioritized five alignments based on this evaluation.

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Exhibit 9. Evaluation of South Beach Multimodal Concepts

Potential Investment	Prioritized?	Focus	Completes network?	Community support	Funding considerations
2. Enhance crossing to overflow lot on Ferry Slip Road	Yes	Increases safety near the Aquarium, completes network link	Medium	Medium – residents and visitors would like to improve safe access to the aquarium,	Possible non-URA funding for public art improvements
10. Improved connection from Ash to Wilder along 40th St.	Yes	Connects jobs and housing, increases safety	High	High – many residents use the existing path to Wilder	Like requires ROW acquisition.
5. Planned trail connection to South Beach State Park	Yes, within URA boundary	Completes South Beach “loop”, provides better connections to tsunami assembly area	High	High – residents and visitors want to be able to “complete” the loop on foot or bike.	Potential funding support from Oregon State Parks and/or disaster preparedness grants. Part of the connection is outside of URA boundary.
6. 35th Street sidewalk Improvements	Yes	Helps to complete street network serving the neighborhood	High	High – residents want a complete multimodal network in the neighborhood	
11. Oregon Coast Community College Multi-use path	No	Connects to tsunami assembly area, completes recreation path	Low	Medium – some residents expressed concerns with resiliency and disaster preparedness; this connection would improve access to tsunami assembly area.	Community college is most likely to implement this project. FEMA hazard mitigation grants; ODOT Community Path Grants and All Roads Transportation Safety Program; Restoration grants for landscaping and roadway beautification
1. Hatfield Marine Science Center Path	No	Increases connectivity near Hatfield, connects to tsunami assembly area	Medium	Medium – residents would like to improve resiliency and connect to the Estuary Trail for recreation	Hatfield would be most likely to complete projects on its campus, except for linkage in public ROW
8. Multimodal path from US 101 to Ash along SE 40th	No	Completes an infrequently used multimodal link	Low	Low – residents do not frequently use this route	ODOT Community Path Grants and All Roads Transportation Safety Program
4. Extended shared use path in Coho/Brant neighborhood	No	Enhances connectivity in Coho-Brant	Medium	Medium – some residents want to complete the multimodal network in the neighborhood	URA funding could be available, but LID from neighboring property owners would likely be required.
9. Improved trail connection between 40th St. and Mike Miller Park	No	Creates recreational trail connection	High	Low – few residents mentioned this as a priority	
3. Jetty Path	No	Enhances safety for recreational users of the Jetty Road	High	Medium – residents want to feel safe biking/walking down Jetty Road	ODOT Community Path Grants and All Roads Transportation Safety Program
7. Multimodal path along west side of Hwy 101 between SE 35 th and SE 40 th .	TBD	Improves highway safety	Medium	TBD	ODOT?

Precedent Imagery

GENERAL PATHWAYS



Landscaped path



Path enhanced with native plantings



Elevated boardwalk helps protect sensitive ecosystems and seasonal water flows



Trail branding with basalt stone, rest area pullouts, and unique lighting fixtures (Trolley Trail, Clackamas County, OR)



Picnic shelter and bike parking stopping point along a trail



Trail/Park restroom (Foothills Park - Lake Oswego, OR)



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



Trail wayfinding signage (Clackamas County, OR)



Marked street crossing for multi-use path



Path connection for walking and biking created as part of a street vehicle closure (Portland, OR)



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



Waterfront trail system with lighting and hearty, native planting

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

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

Rationale

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

Alignment with 2040 Vision	A10. Street, Highway and Bridge Improvements [Lead] A11. Bicycle and Pedestrian Safety and Amenities [Lead]
Implementation steps	<p>The City will need to:</p> <ul style="list-style-type: none"> • Have the new traffic signal authorized by the State Traffic Engineer • Determine the extent of the project – will it include one or both of the additional multimodal improvements • Acquire the necessary ROWs • Develop a construction traffic plan to minimize impacts
Public or stakeholder outreach needed	The city will need to reach out to landowners to acquire ROWs.
Partners	ODOT, Department of Public Works
Estimated Cost	Funding Considerations
\$1.5 million (not including bike/ped improvements, which are included in Project G)	Urban renewal funding, state and federal funding for capital improvement projects