



**PLANNING COMMISSION REGULAR SESSION AGENDA**  
**Monday, January 11, 2021 - 7:00 PM**  
**City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365**

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This meeting will be held electronically. The public can live-stream this meeting at <https://newportoregon.gov>. The meeting will also be broadcast on Charter Channel 190. Public comment may be made, via e-mail, up to two hours before the meeting start time at [publiccomment@newportoregon.gov](mailto:publiccomment@newportoregon.gov).

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

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**1. CALL TO ORDER AND ROLL CALL**

**2. APPROVAL OF MINUTES**

**2.A Approval of the Planning Commission Work Session Meeting Minutes of December 14, 2020.**

[Draft PC Work Session Minutes 12-14-2020](#)

**2.B Approval of the Planning Commission Regular Session Meeting Minutes of December 14, 2020.**

[Draft PC Reg Session Minutes 12-14-2020](#)

**3. CITIZENS/PUBLIC COMMENT**

*A Public Comment Roster is available immediately inside the Council Chambers. Anyone who would like to address the Planning Commission on any matter not on the agenda will be given the opportunity after signing the Roster. Each speaker should limit comments to three minutes. The normal disposition of these items will be at the next scheduled Planning Commission meeting.*

**4. ACTION ITEMS**

**4.A Appointment of Planning Commission Officers.**

**5. PUBLIC HEARINGS**

**6. NEW BUSINESS**

**7. UNFINISHED BUSINESS**

**7.A Review / Score Consultant Proposals for Preparing a South Beach / US 101 Commercial-Industrial Corridor Refinement Plan.**

[Memorandum](#)

[RFP for South Beach I US 101 Commercial-Industrial Corridor Refinement Plan](#)

**7.B Council Adoption of Newport Addendum to the Lincoln County Multi-Jurisdictional Natural Hazards Mitigation Plan (Informational Item).**

[Memorandum](#)

[Resolution No. 3906](#)

[Newport Addendum, dated December 2020](#)

**7.C Ad-Hoc Work Group to Develop Options for Distributing Affordable Housing CET Funds (Informational Item).**

[Memorandum](#)

[Resolution No. 3907](#)

[Summary of CET Collections](#)

**8. DIRECTOR COMMENTS**

**9. ADJOURNMENT**

**Draft MINUTES**  
**City of Newport Planning Commission**  
**Work Session**  
**Newport City Hall Council Chambers by Video Conference**  
**December 14, 2020**  
**6:00 p.m.**

**Planning Commissioners Present by Video Conference:** Jim Patrick, Lee Hardy, Bob Berman, Jim Hanselman, Bill Branigan, Mike Franklin, and Gary East.

**PC Citizens Advisory Committee Members Present by Video Conference:** Dustin Capri, and Greg Sutton.

**PC Citizens Advisory Committee Members Absent:** Braulio Escobar.

**City Staff Present:** Community Development Director (CDD) Derrick Tokos; and Executive Assistant, Sherri Marineau.

1. **Call to Order.** Chair Patrick called the Planning Commission work session to order at 6:00 p.m.
2. **Unfinished Business.** No discussion was heard.
3. **New Business.**
- A. **Initial Review of Land Use Code Amendments to Implement HB 2001 Duplex, Townhouse, and Cottage Cluster Standards.** Tokos noted the public comments that were received from Cheryl Connell and Carla Perry that were emailed to the Commission for their review. He explained that the provisions in the statute that Connell and Perry were both referencing was in Section 7 of House Bill 701 that the city had to implement previously because there was a separate deadline on it. This provision said that you couldn't require owner occupancy or off-street parking requirements in order for someone to get an accessory dwelling unit (ADU). We couldn't require this of the primary dwelling or ADU. They did add a provision that said you could require owner occupancy and parking requirements of an ADU if the ADU was used as vacation occupancy. NMC Chapter 14.25 vacation rental code already required off-street parking for any dwelling unit, including ADUs, used for vacation occupancy. It doesn't have a requirement of owner occupancy if an ADU is used for vacation occupancy. Tokos explained that there was owner occupancy rules for Home Shares as well. He noted he would be hard pressed as to why we would want to require owner occupancy in an ADU that was used for vacation occupancy because they were so small. These were typically one bedroom units and 600-800 square feet in size. If the city wanted to require this, the appropriate forum for this discussion was the Short-Term Rental Implementation Work Group, not the Planning Commission. The changes the Commission was currently looking at were not changes to the short-term rental code. They were simply authorizing duplexes in all of our zones, and cleaning up some confusion on language making sure that it synced to other provisions of our code. There was also some design standards for townhouses and cottage clusters.

Berman asked if it was fair to say Perry's problem was related to the one vacation rental with an ADU that had been in dispute for some time. Tokos explained that this particular property was outside of the permitted boundary for short-term rental (STR) licenses in 2019, and had the principle dwelling and an ADU that was recently constructed. The ADU wasn't a STR. Perry raised concerns it was being used as a STR and there was a back and forth between the Police Department and that owner on this. The ADU wasn't a licensed STR, but could be used as a long-term rental. This circumstance wasn't the norm out there, more the exception. Hanselman asked if this meant that real enforcement of the outliers might be the resolution. Tokos reported that enforcement in this particular case was being done and was a way to a resolution. If enforcement wasn't adequate or was ineffective this was more appropriate for the Work Group to discuss. Berman asked if this would be brought up at the next Work Group meeting. Tokos confirmed they could make that correspondence available as part of that packet. Hanselman thought a discussion on the specific property and the problems

around it should be discussed with the Work Group so they had a background on why adjacent owners were having issues with the current ordinance. Tokos thought this was a fair point and explained that this particular property had been brought up in the past and it would be appropriate to bring it up again and update the Work Group.

Tokos reviewed the draft revisions to implement HB 2001. He explained the concept to remove court apartments and why this was removed. He noted duplexes and two-family dwellings were the same thing. Tokos also explained the multi-family definition, and how triplex and fourplexes were deleted in favor of a multifamily definition. Hanselman asked if there could be three units on a parcel. Tokos confirmed there could be and explained how through this process there could be scenarios with a total of three dwellings by having a duplex and detached ADU. Hanselman wasn't happy with three units on one parcel and how it would increase the density. He asked if there was a way around this. Tokos confirmed there was through the ADU provisions. He explained the Commission previously said one ADU per property developed with a duplex. They didn't have to allow an ADU on a property that was developed with a duplex. State law did require them to allow an ADU on a property that had a single family detached. Tokos noted that the Commission could say they couldn't have an ADU if there was a duplex. Branigan asked if they could require larger lots for someone who was doing a duplex and ADU. Tokos reported that they couldn't require different development standards than they did for a single family detached. This was part of the law. Hanselman asked what they could do with lot coverage. Tokos explained this had to be the same and they couldn't require more for duplexes. They could adjust the coverages, but if they did this for duplexes it had to be the same for single family detached.

Tokos reviewed the changes to the lot, parcel, and tract definitions. He covered the changes to the dwelling, cottage dwelling, cottage cluster, cottage cluster projects, townhouse dwelling, and townhouse project next. Berman asked why "per acre" was in the Cottage Cluster definition. Tokos explained this was a minimum density requirement. They didn't want them dispersed on large properties, and they wanted them in small groupings. Patrick asked if townhomes could have ADUs. Tokos confirmed this was correct because they were individual single family attached at that point, and each attached unit was on its own lot.

Tokos reviewed the updated residential uses allowances. He noted the cottage clusters were new and allowed in the R-3 and R-4. The Commission could consider allowing them in the R-2 zone. Berman asked if this would be a conditional use. Tokos would look into this and was concerned that the State would say this was needed housing and they would have to provide a clear and objective path for approval. They could provide a conditional use alternative for something, but they had to first provide a clear and objective path for approval. Berman requested they come back to this when they got back into the details.

Tokos continued his review of the updates to residential uses allowances table. He noted there were changes to bed and breakfast inns because they now fell under the new STR code. He reviewed the changes to allow condominiums in the R-1 zone. Duplexes were allowed in this zone and once they were two dwellings you would start to see people converting properties to condos. Tokos reminded that condominiums were not a dwelling type, they were an ownership type. Patrick asked if an ADU could be a condominium. Tokos confirmed they could. Patrick was concerned that this meant that someone could split up ownership of an ADU. Tokos suggested that they make them convert a single family dwelling with an attached ADU to a duplex at that point. Patrick thought this might make more sense. Berman noted that if it was converted to a duplex they would have to allow another ADU. Tokos noted that this was true unless the Commission didn't allow an ADU with a duplex. Capri asked if this would ever be a realistic issue. Tokos explained there were a number of properties where they could have a duplex and an ADU and others that could have more than one duplex. Capri asked if there were any properties where they could have two duplexes and two ADUs. Tokos reported that there was a current project like this under construction for 10 dwellings that would be considered a cottage cluster in a commercial zone. Capri asked if there were a lot of R-1 properties that had opportunities to have duplexes. Tokos noted as it was now there could be two duplexes and one ADU in R-1. Franklin asked what the off-street parking requirements were for the cottage cluster project. Tokos explained this cluster project was required to have one parking space because it was in the Nye Beach Parking District. All of their other parking requirements were being met by on-street parking that abutted their property. Also, State law required that the city couldn't require parking for ADUs. This was why the project had three ADUs. Tokos also explained that

this area was C-2 and they were only required to have one parking for each unit. In this case they had a total of 10 units, three of which were ADUs where you couldn't require parking, and six of the remaining seven units were covered by on-street parking units per the Nye Beach rules, which required them to only provide one parking space. Berman thought this would be a disaster because there was no on-street parking in this area. He didn't think this was right and anticipated there being complaints because of it. Tokos noted this was just an example of how they could get a cluster. The Nye Beach parking management needed to be revisited and worked on, and the Nye Beach District might need to be expanded. Tokos reminded the dynamics were different when you had a mix of commercial and residential, as opposed to purely residential.

Tokos reviewed the required yards and the required recreation areas next. Berman asked for clarification on what the 50 feet of enclosed outdoor areas was. Tokos explained that this wasn't a new requirement. It could be removed or changed to say enclosed with vegetation. Patrick asked if this meant a duplex with two detached ADUs would have to have 200 square feet of outdoor enclosed areas. Tokos explained this was for multifamily, not duplexes. Berman noted it also said condominiums. Tokos would clean this up.

Tokos reviewed the distance between group buildings next. Berman asked what "rearing" meant. Tokos explained it meant if you oriented the unit as such that the rear of the unit faced a typical side yard setback, you had to provide a deeper side yard setback.

Tokos continued his review on the buildings on a tract requirements, the standards on substandard lots, and the updates to Table "A". He then reviewed the number of parking spaces required table, and the on-street credit for parking where the ratios for townhouses and cottage clusters had been added. Berman asked how they would know if there was on-street parking. Tokos explained the width of the street determined this. Berman asked if this was actual ready to park in spaces or the right-of-way. Tokos explained this was ready to park in and they could specify this. Hanselman asked if there was an actual measurement dependent on the street width. Tokos reported that there was, and they would go out and measure it. Berman asked if the first property to build on a lot across from another would get the parking credit. Tokos explained they wouldn't necessarily. The way this was set up was the parking spaces had to abut the property. When you had areas where one side had parking and the other didn't, the property on the side of the on-street parking would get the credit and the one on the side without wouldn't. They could also say that the on-street credit only applied to streets that had on-street on both side. A discussion ensued regarding how to measure spaces, streets and how it applied to streets with gutters, curbs and sidewalks.

Berman wasn't comfortable with the parking requirements at this time because he felt it was a developer loophole. Tokos noted off-street parking requirements can be an impediment to development. A lot of the State legislation was being done because they weren't getting enough housing and this was why they were pushing for it. Berman understood this but thought there were other areas where it wasn't necessary and this could end up taking up parking on the streets.

Tokos reviewed the landscaping requirements and noted that they applied to commercial, industrial, institutional and multi-family, but didn't apply to single family, duplexes, townhouses and cottage clusters. Tokos then reviewed the Iron Mountain overlay and noted it only applied to the quarry on the side of Highway 101. The overlay was structured to allow construction subject to a deed restriction. It called out single family dwellings and the revisions added the other types of dwellings.

Tokos thought that the remainder of the discussion could be picked back up on the design standards the Commission would review at the next work session meeting. Patrick thought there needed to be more thought on duplexes and ADUs, and on-street parking. Tokos would review the minutes and flag them for the next meeting. He asked the Commission to think about whether they wanted to allow ADUs on a property with a duplex or not. Hardy asked who said that Newport had a shortage of housing that required this over intensification of population. Tokos explained that they were short units based on the housing needs analysis but a lot of the push on this, and the reason there was legislation, was because of a statewide shortage of housing. Hardy stated that as a property manager she didn't see this.

**B. Potential Cancellation of the December 28, 2020 Planning Commission Meetings.** No discussion was heard.

**4. Adjourn.** The meeting adjourned at 6:59 p.m.

Respectfully submitted,

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Sherri Marineau,  
Executive Assistant

*Draft* MINUTES  
City of Newport Planning Commission  
Regular Session  
Newport City Hall Council Chambers by Video Conference  
December 14, 2020

**Planning Commissioners Present by Video Conference:** Jim Patrick, Lee Hardy, Jim Hanselman, Bill Branigan, Gary East, Bob Berman, and Mike Franklin.

**City Staff Present by Video Conference:** Community Development Director (CDD), Derrick Tokos; and Executive Assistant, Sherri Marineau.

**Public Members Present by Video Conference:** Aaron Murphy, Casey Fischer, Dave Larsen, Jerry Anderson, Kelsey Ingalls, Lisa Phipps, Matt Hughart, Mercedes Serra, Michael Robinson, Polly Studley, Terry Lettenmaier, and Kristin Yuille.

1. **Call to Order & Roll Call.** Chair Patrick called the meeting to order in the City Hall Council Chambers at 7:00 p.m. On roll call, Commissioners Hardy, Hanselman, Branigan, East, Berman, Franklin, and Patrick were present.

2. **Approval of Minutes.**

A. Approval of the Planning Commission Work and Regular Session Meeting Minutes of November 23, 2020.

**MOTION** was made by Commissioner Berman, seconded by Commissioner Franklin to approve the Planning Commission Work and Regular Session Meeting Minutes of November 23, 2020 with minor corrections. The motion carried unanimously in a voice vote.

3. **Citizen/Public Comment.** None were heard.

4. **Action Items.** None were heard.

5. **Public Hearings.** At 7:02 p.m. Chair Patrick opened the public hearing portion of the meeting.

Chair Patrick read the statement of rights and relevance. He asked the Commissioners for declarations of conflicts of interest, ex parte contacts, bias, or site visits. Berman and Hanselman reported a brief discussion with one another concerning the hearing item. Franklin reported a drive-by. Patrick called for objections to any member of the Planning Commission or the Commission as a whole hearing this matter; and none were heard.

A. **File 1-UGB-20/1-CP-20.**

Tokos pointed out that the Commission was making a recommendation to the City Council who would be making a decision. The approval would then go to the County and they would have their own process to approve with the County Commissioners. Tokos acknowledged a public comment letter that Oregon Coast Alliance submitted through their attorney, Sean Malone. They thought the land swap complied with the requirements. There was an email submitted by Jean Daulquist with the Fair Housing Council stating they didn't have any issues at this point. There was also an email exchange with Kristin Yuille about the transportation related standards that was shared with the Commission as well.

Tokos explained that if there was a favorable recommendation, prior to the City Council hearing they would put together an ordinance with explicate findings of facts and address any inconsistencies that might exist

between the applicant's findings and our analysis. He reviewed the staff report and explained how the land swap to adjust the Urban Growth Boundary (UGB) would bring 43.4 acres off of NE Harney Street into the UGB, and remove 71.4 acres in the undeveloped Wolf Tree Destination Resort south of the airport.

Hanselman asked if there was any geological information on the 43.4 acres. Tokos reported there was and it fell within an area where they had historic mapping from the State Department of Geology and Mineral Industries. There were geologic hazards in the area but they only fell just north of this property. Berman asked if there would be any more analysis when the time came to look at annexation. Tokos didn't believe there would be. The way the geologic hazards would be done would be more on a macro level by the State instead of site specific. Berman asked if they would be required to do a geologic report for the property. Tokos reported they wouldn't. Depending how the lots were developed, there would be some degree of analysis there. A lot of it would be triggered under building code, not the geologic hazards code.

Berman noted on Findings A3 there was wording that said there would be a "substantial equivalent" land swap. He asked if this was substantially equivalent or if it exceeded the threshold behind the work. Tokos clarified it was substantially equivalent in the context that it qualified for the land swap provisions in terms of the number of dwellings that could be built there. The big difference was the property to the south had no way of getting city services anytime soon. Branigan asked if the property in the R-4 zone was annexed into the city, could the zoning be changed at that time. Tokos explained they couldn't go to a R-1 zone because the nature of the State's rules allowed the city to go forth with a UGB proposal under the criteria as long as what was coming in has the same designation as what was going out. Tokos explained the R-4 was a flex zone. If it went through and they got the R-4 zoning at that time, they could build at a lower density. Tokos reported that the applicant's intent was to do some development with the property that was consistent with and complimentary to the property next to it in Lakewood Hills. This could be addressed in a development agreement at the time of annexation.

**Proponents:** Michael Robinson addressed the Commission and noted that he was a land use lawyer working for the applicant and the planning firm. He stated that they agreed with the staff findings and recommendations, and thought the Commission should give their approval to the City Council. Robinson noted that the applicant's intention was to provide workforce housing. Once they were past the UGB adjustment and on to annexation, they would work with the city to come up with an agreement on how they would handle workforce housing. They hoped the Commission would follow the staff recommendation to give a favorable recommendation to the Council for the land swap and comprehensive plan map amendment.

Mercedes Serra with 3J Consulting Firm addressed the Commission and she stated she represented the applicant on this project. She presented a slideshow to the Commission that included images of both properties boundaries that were part of the land swap; current size and zoning of each property; the housing potential; the public facilities for sewer, water, transportation for both sites; and the recreation needs and park inventory for the sites and their existing service levels.

Berman asked for the general idea of the number of units between single family detached and multi-family dwellings they envisioned. Serra reported that the vision was for single family detached with the option for single family attached. They were initially looking at around a 200 unit trip cap but they needed to see the final Transportation System Plan (TSP) to see what would be supported in the area. Casey Fisher, representative of the owner Boston Timber Opportunities, LLC addressed the Commission and reported that their desire was to meet what the city needed and planned to meet with the city to determine what this should be. They thought that single family units would be more prevalent in the development. Robinson added that the development would be limited to the traffic analysis requirements.

Branigan asked if there were any plans to divert traffic to Big Creek Road. Matt Hughart from Kittelson and Associates reported that when they scoped and prepared the study there, They made a number of assumptions. Given the current design, width and configuration of Big Creek Road, it was assumed that



there likely would be a very small percentage of trips generated from the future development that would use Big Creek Road in the south direction given that it was a directional street in its current state. Hughart explained they discussed with city staff about the likelihood of that road being updated. From the city's perspective they wanted to see the road upgraded but it wasn't clear there was a likelihood it would be done in the current time period. Tokos reported that the feedback the city was getting from public on the TSP update showed that they liked Big Creek Road as a one way south. If they could get a Harney extension put in around Forest Park there was a lot of support to see it more vehicle oriented and then have an ability to have Big Creek Road be more of a bike/pedestrian alignment. Work on these roads would happen further in the future. If this went forward, there would likely be a discussion on how it linked up on potential signalization on 36th Street. This was already a priority and candidate for signalization. Tokos reported that this wasn't the only development that would contribute to the vehicle trips. There was also 66 multi-family units currently under constructions to the south, and other properties to the north and south that would develop multi-family. Currently the city was collecting system development funds to help share in the cost for of the signalization of 36th Street. They expected people to use this signalization at this intersection to get onto Highway 101.

Berman noted that a bypass on Harney Street could be used to direct traffic off of Highway 101. He asked how they took this into account when they did their traffic study when there might be more traffic on Harney Street. Hughart explained they did their best with the information they had at the time. The study they prepared had to make some assumptions because some of the new information on the TSP wasn't available to them at that time. They expected that when the TSP was completed they would have to make adjustments at the TPR stage. Hughart noted they had more work to do but would work with city staff to make sure everything was accounted for. Hanselman thought that the traffic study said signals would be required at 35th and 31st Streets. He thought this put signals only a quarter of a mile apart on a busy road. Hanselman thought moving traffic on Highway 101 would be even more difficult due to this additional traffic. He hoped that future studies could come up with other allotments of trips because of this. Hughart reminded that the findings were preliminary and based on the information they had at that time. They understood that the TSP was looking at some revisions to the circulation network there. One of the things that would be made clear was if 35th Street was signalized, and the city didn't look at doing other signals in close proximity such as 31st Street, traffic probably wouldn't be the easiest at maneuvering at certain times of the year. They would have to adjust their study and redistribute more trips to the 36th Street intersection, and there may need to be some enhancements for capacity improvements at those intersections to accommodate an increase of trips due to this potential future development. This would be done post TSP. Tokos added that the traffic study Kittlesen did looked at the reasonably worst case scenario, and thought it was important to keep in mind when they would realistically expect that level of development to happen. The key was they had the ability to work with the developer and put in place thresholds of development and trip caps until it was signalized. This would be something similar to the Wilder development, and this would ensure that the TSP could take on the trips allowed underneath the cap.

Franklin noted that the properties north of NE Harney Street property were owned by Hancock Forest Management. He asked if the only reason they were adding the 43.4 acres property in at this time was because they stayed under the trip cap for a signal to go in. Robinson explained that the conceptual site plan illustrated how they could provide connections. He reported that they and the city were bound by State law on how much land they could bring in and be approved for.

**Opponents:** Dave Larsen addressed the Commission and reported that he lived in the neighborhood at Lakewood Hills. He wanted to get across the message that the discussion on where people would go on 36th Street was very naïve. When people wanted to go south it was easier to use the Big Creek Road. Larsen thought they should take into consideration that Big Creek Road was a problem road to start with, and there was another development currently being built with potential for another two developments in that area. This would increase the traffic on Big Creek Road dramatically and putting a light on 35th and 31st Street wouldn't change this. To think that Big Creek Road wouldn't have a ton a traffic with the increase in houses was extremely ignorant.

Polly Studley addressed the Commission and reported that she had owned her property for 30 years on Lakewood Drive and lived at it for 25 years. She asked if when they were talking about the water and sewer being adequate were they taking into account the apartment complexes currently being built and the others that were being proposed. Studley noted that you couldn't walk or ride your bikes on the narrow road there. She asked if there was any plans to widen the roads, and noted there were no shoulders. Studley reported that as far as Harney Street being expanded, they were told when they bought their property 30 years ago that Harney would go through. Because of this they shouldn't count on this happening in the future. Studley asked why they wouldn't change the zoning for Site "B" before it was brought into the city so they could bring it in as a R-1 or R-2 so they weren't in the data with more apartments. She thought traffic would be a big headache.

Tokos explained that with respect to the wastewater system, the lift stations were the big ticket items there. They had been upsized at Big Creek and Schooner Creek and could handle the wastewater affluent. They did take in consideration the apartment complex under construction and the other two sites that could go under construction for that purpose. Tokos reported that the water distribution in this area was capable of servicing quite a bit more than what it presently was. They did factor this in but it didn't mean the applicant wouldn't be on the hook to do some improvements. A lot of this would be internal to their own property and they talked about this in terms of lift stations. Tokos explained that in terms of the bike/pedestrian aspect, there was an existing trail system in and around Big Creek. The expectation was that there would be some improvements particularly for bikes and pedestrians, and there was a desire through the TSP update that there would be a parallel system so people wouldn't have to go out to Highway 101 because it wasn't the most desirable location to be walking or cycling. The applicant's role would be determined and they would have some responsibility in this, but not the sole responsibility. Tokos explained that in respect to transportation, this UGB amendment and comprehensive plan designation didn't get them to a point that they were ready to or could develop. The next step would be an annexation with zoning being applied. This was where they would have the trip cap and a development agreement in place that would spell out a lot of the details relative to this. The transportation planning rule that they would have to meet at that time requires that the transportation system be capable of accommodating the traffic. Tokos noted that with respect to the apartments, the applicant had said they were looking more at single family detached and attached units there, which were more conducive with the terrain at this property. Apartments or multi-family were more challenging in the steeper terrain. Tokos didn't believe they were going to see a whole lot of apartment development as part of this because it wasn't how this project was framed originally. He confirmed that the process for a land swap was mapped out to be a like for like zoning of R-4 because of state rules.

Studley said that Lakeview Hills has been a community that has come before the Council and the Planning Committee before to keep our road open and to not allow the apartment complex to have extra height. This is during a pandemic right now. Normally neighbors get together and knock on each other's doors and tell them what's been going on. We have not been able to do that. She was kind of surprised they didn't have as many neighbors there tonight. If they really wanted input during a pandemic and a holiday season, she didn't think they would get as much input as you would in their neighborhood. Studley stated she opposed this. She didn't mind single family homes. She thought this would be good but didn't agree with bringing it in as high density because they could change their minds and put in more apartments. Casey Fisher explained that it was never their intent to put in more apartments, it had always been single family and potentially attached. Their hope was to get more single-family housing for the city. She saw zero chance of apartments at any point.

Patrick added that this was a recommendation to the Council and there would be another opportunity to give additional testimony.

Kristin Yuile addressed the Commission. She stated, "Good evening Commission members. My name is Kristen Yuile and I am a resident of Lakewood Hills neighborhood. I reviewed the application. I do have several concerns that several neighbors have brought up as well regarding this development. Mainly around

just the safety and livability for the residents in that area. The main concern is the traffic impact study needs to be done before any more steps are taken in this process. Whether the applicant is allowed to defer it at this step is really not appropriate for this type of development because it's fundamental to determine whether this project should move forward. As a resident of the Big Creek area for several years I use the alternate route to 101, Big Creek Road on a daily basis, as does the majority of local residents in the area. I agree with previous comments by Dr. Larsen. There has been assumptions stated today regarding what routes our residents take and with little clue as to what is occurring. That's why you do a traffic impact study. Big Creek Road is not adequate currently to carry the traffic. There has been significant sliding on the last few years. The city has spent money to repair and yet it remains a one lane travel road. When I reached out to city staff they indicated that Big Creek Road would likely be converted into pedestrian and bike use only. If that's accurate and the plans are not to improve it, then a traffic study is even more imperative. As current residents and future residents we'll have no alternate route to and from town as 101 will be their only access. Originally the city carefully considered amending the UGB to include Site B, the 71.4 acres parcel. Now it's being swapped, hastily changed after a few months after you had already approved it. The criteria under land exchanges OAR 660.24.70 has not been met under sub A, meaning that the land is not substantially equivalent to the amount of residential buildable land that is being removed. In the application it identifies only 28 acres that may accommodate development. In this application they identify 12 acres as containing slopes that would prohibit any kind of development. So that would only leave around 28 acres. DLCD also indicated in their email that there is geological concerns in need of further work because of landslide topography. This will likely lead to even more land that would not be developable of the 28 acres that currently exist on Site A. Under ORS 197.298, land that is prone to landslide should not be included in the UGB and the portion of the 28 acres should be excluded. So, you know, we are going to be back here again, maybe go through the same process that you went through for Site B and then eventually part of this is not even going to be considered because it's not going to be developable. That's why this, our front work, needs to be done now by the developer. You know, as Planning Commission members you guys have discretion when reviewing land use applications. You can waive factors such as safety and livability for your residents. The applicant hasn't done it's necessary front end work to show that this proposal should be considered, let alone be approved. I request that you continue this hearing and require the applicant complete at a minimum a traffic impact study before recommendation is made to the City Council."

**Rebuttal:** Robinson thanked the public who gave testimony during the hearing. He noted that they heard what they were saying and he hoped to answer some questions. Robinson thought it was fair to say that there was an opportunity to talk to these public members personally by phone or Zoom and would try to set this up. He reminded that there would be further options to gain public testimony. Robinson explained that regarding Ms. Yuile's testimony on ORS 197.298 regarding landslide hazards, there is substantial evidence in the record that this was not a mapped or an identified landslide hazard area. If they believed that there were landslides here, historic or otherwise, they would have done more for the application in that regard. Robinson noted they heard testimony that DOGAMI did not include this in their mapping and thought this was substantial evidence there was not that kind of gap. He thought it was worth talking about why they hadn't completed the transportation planning rule. The State requires for the transportation planning rule that they match up land impacts with transportation needs. When you are dealing with a UGB map amendment like this the State law expressly allows you to defer it to a later stage. They wanted to wait until the zoning stage to have a better opportunity of what they intended to do with respect to development. The traffic study itself, demonstrating compliance with the TPR, would be better. They also wanted to see more work on TSP and by waiting they would have a traffic study that better related to the TSP. Robinson also noted that this gave them more time to coordinate with transportation within the city, which they intended to do. Because they heard the neighbors' concerns, they would do their best to talk to them. They would be working with the city and the state to make sure that their traffic study was accurate and demonstrated when the trips would go. If they are obligated to make improvements they would have to do so.

Robinson explained this was a two stage process. Right now they were recommending to the Council that they bring the property into the UGB. The second stage would be when they would provide roads and what their contributions would be to the public improvements. This didn't happen at the UGB stage. Robinson

noted that Site B wouldn't have an opportunity to meet the housing needs analysis because it wasn't in the city. This property owner had no desire to do anything with the property other than his home. Site A has sufficient land to do single family homes and was is an appropriate area because of its proximity to roads and public facilities to meet that housing needs. Robinson explained that OAR 660.024.0070(3)(A) said that the amount of UGB to meet a specific type of residential need should be substantially equivalent to the residential land removed. He thought that Tokos' staff report was correct and asked everyone to remember that what they were also talking about was the number of dwelling units. They could work with the parcel they were bringing in to make sure what the number of dwelling units would be, and this was what they would be looking at during the next stage. Robinson added that they had an obligation to do a full traffic study at the appropriate time, and they intended to do this. There would be a trip cap and a development agreement that they fully intended to do. All of this would be a public process with additional opportunities to talk to the Commission. Robinson would talk to his client about reaching out to folks as soon as it was reasonable. They thought the evidence was sufficient to give a favorable recommendation to the Council.

Chair Patrick closed the hearing at 8:22 p.m.

East thought swapping out Section A for Section B was a good idea because Section B no longer wanted to develop that property. Leaving it within the UGB wouldn't do us any good. It was too expensive to develop the property due to the lack of public facilities. It was a good time to swap the properties out and add Section A into the UGB where it would do some good.

Branigan thought the proposed findings satisfied the criteria. The biggest issue he had was with the traffic as the area continued to grow. Before they really proceeded the traffic impact analysis would be key to the process. Since this was just the UGB, they would have several other opportunities to understand the traffic impact before any final developments.

Franklin thought the swap was a perfect fit. He thought the traffic impact in that community was a valid concern. Franklin wanted the people who gave testimony to talk to their neighbors to allow more people to voice their opinion at the Council level. He thought the developers did a good job of communicating with them thus far. Franklin would vote to approve it.

Berman saw two major problems ultimately, but not in this phase. The first problem was the traffic. It sounded like they could analyze this with more information on how people used the roads. Berman was worried about Lisa Phipps' memo that noted that a review of the course level did show landslide typography on the whole site. The fact that this may not require any formal review bothered him and he thought they could address this when the time came. Berman thought this would help with housing which was a very high priority. He would recommend it.

Hanselman thought housing was needed in the community. This was in an area in town that had drawn attention for development. Transportation had been repeatedly mentioned as a problem up there. The geologic was the most important to him. Hanselman didn't want to see a property included that could become a liability. The geology might limit the number of houses that could be put out and they didn't know what it was yet. A report would have been helpful. Hanselman thought the trade of 43 to 71 acres stood up with what was needed by the community. It would be good to use the TSP time to help with improvement in that area because it was going to be developed. Hanselman would recommend this to the Council and reminded the public would still be able speak to the Council.

Hardy didn't have a problem with the application. She agreed there was a lot more due diligence that was needed as they went through the next steps that would be required from the standpoint of protecting not only the investor's interest but the community interest as well. There was a number of impacts in this neighborhood that people were concerned about. If these were addressed directly and clearly it would resolve some of these problems. Hardy had no problem forwarding this to Council.

Patrick didn't have a problem recommending this to the Council. He didn't have a problem with the substitution because they were trading an area they couldn't serve with something they could. The problem was that they had this giant chunk of ground in Newport that they counted as part of a reserve in Wolf Tree but it wasn't developable or wouldn't be developed anytime within the next 10 or 15 years. Patrick noted that a lot of the R-4 land in Newport was single family. He knew the transportation was an issue and didn't think they should be doing the traffic analysis when they didn't know what they were doing. He was in favor of making a recommendation.

**MOTION** was made by Commissioner Berman, seconded by Commissioner Hanselman to approve File 1-UGB-20/1-CP-20 with a positive recommendation to the City Council. The motion carried unanimously in a voice vote.

Franklin asked if the request to continue the hearing had any impact on the recommendation. Tokos explained that they were just making a recommendation at this point and didn't have an obligation at this point to continue the hearing. Before a final decision was made by the Council, an open record could be requested, but that would be with the Council.

6. **New Business.** None were heard.

7. **Unfinished Business.** None were heard.

8. **Director Comments.** Tokos asked if there were any objections to not having a meeting on December 28th. The Commission have no objections. Tokos explained they would reconvene after the first of the year.

The Commission thanked Franklin for his service.

9. **Adjournment.** Having no further business, the meeting adjourned at 8:35 p.m.

Respectfully submitted,

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Sherri Marineau  
Executive Assistant

## Memorandum

To: Planning Commission

From: Derrick I. Tokos, AICP, Community Development Director 

Date: January 8, 2021

Re: Review / Score Consultant Proposals for Preparing a South Beach / US 101  
Commercial-Industrial Corridor Refinement Plan

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Proposals are due at close of business on January 15, 2021, and considering the inquiries we have received I am optimistic that we will receive a number of responses. The City will be pulling a small group together to review and score the proposals, and I am looking for 1 or 2 Commission members to assist with that effort. The group would meet toward the end of the week of January 18<sup>th</sup> or early the week of January 25<sup>th</sup>.

Attachment

RFP for South Beach / US 101 Commercial-Industrial Corridor Refinement Plan

CITY OF NEWPORT

169 SW COAST HWY

NEWPORT, OREGON 97365

COAST GUARD CITY, USA



phone: 541.574.0629

fax: 541.574.0644

<http://newportoregon.gov>

mombetsu, japan, sister city

## **CITY OF NEWPORT, OREGON**

### **REQUEST FOR PROPOSALS**

**for**

### **CONSULTING SERVICES TO PREPARE A REFINEMENT PLAN FOR THE SOUTH BEACH / US 101 COMMERCIAL-INDUSTRIAL CORRIDOR**

**PROPOSALS DUE: January 15, 2021 by 5:00 pm**

#### **SUBMIT PROPOSAL TO:**

**Derrick I. Tokos, AICP  
Community Development Director  
City of Newport  
169 SW Coast Highway  
Newport, Oregon 97365**

## **CITY OF NEWPORT, OREGON**

### **Request for Proposals Consulting Services to Prepare a Refinement Plan for the South Beach / US 101 Commercial-Industrial Corridor**

#### **1. INTRODUCTION**

The City of Newport is seeking proposals from qualified individuals, firms, teams (hereinafter referred to as Consultant), with demonstrated experience in preparing land use, infrastructure, and financing plans for the redevelopment and adaptive reuse of property through a process of active public engagement.

#### **2. PROJECT OBJECTIVES**

The purpose of this project is to assess commercial and industrial lands along the US 101 corridor from the south end of the Yaquina Bay bridge to the Newport Municipal Airport to identify infrastructure development or land acquisition opportunities, determine if changes to land use requirements are needed to facilitate revitalization of the area, and inform the final round of urban renewal investments from the South Beach Urban Renewal District before it closes to new projects at the end of 2025 (ref: Attachment No. 1).

Additionally, this planning process will evaluate redevelopment opportunities for the 2.3-acre Newport Urban Renewal Agency ("Agency") owned property at the northeast corner of 35th and US 101 (ref: Attachment No. 2) so that it can be positioned for resale once upcoming intersection and highway improvements are completed.

The highway and intersection improvements are a joint Agency / Oregon Department of Transportation endeavor that includes the relocation of a traffic signal from SE 32<sup>nd</sup> to SE 35<sup>th</sup>, a new intersection at 35<sup>th</sup> Street, sidewalk on both sides of US 101, new multi-use pathway connections, utility undergrounding, and a rehabilitated highway street section (ref: Attachment No. 3). This \$4.71 million project is fully funded and will go under construction in the spring/summer of 2021. This planning project will identify how the Agency can best invest its remaining \$4.5 to \$9 million in uncommitted funds in a manner that complements these infrastructure improvements.

#### **3. DRAFT SCOPE OF WORK**

This draft scope of work represents the City's best estimate of the work needed to accomplish the objectives for this project. The City is open to alternative approaches that may deviate from this scope to better meet project objectives.

- A. Project Kick-off. Staff will provide Consultant with relevant background information in an electronic format, where available. This may include, but is not limited to:
1. South Beach Urban Renewal Plan
  2. Urban Renewal Budget, Debt Schedule, and Projected Revenues through Closeout
  3. Parks, Water, Wastewater, Stormwater and Transportation Facility Plans



4. Property Ownership Information and Maps
5. Vision 2040 Strategies and Comprehensive Plan Policies/Maps
6. Zoning Regulations and Maps
7. Plans for Utility Undergrounding and 32<sup>nd</sup> to 35<sup>th</sup> Street Signal Relocation Projects
8. Surveys, Environmental Reports, Permit Records, Leases and Other Information Relevant to the Future Redevelopment of Agency's property at the NE corner of US 101 and SE 35<sup>th</sup> Street
9. Tax Lot, Contour, Aerial Imagery, Zoning, Utilities, Natural Features and Other GIS Data Relevant to the Project Area

Consultant shall review the background materials and participate in a conference call with City staff to clarify study objectives and confirm key policies and background information that could inform the work. At this meeting, consultant and staff will also confirm the range of key stakeholders that will need to be engaged, public outreach opportunities that will be pursued, and any other issues necessary to clarify the scope and schedule.

Product: Scoping Memo documenting any additional data collection needs, communication protocol, discussion points, decisions, and any refinements to the scope of work and schedule.

- B. Site Reconnaissance. Consultant will conduct an initial site visit with staff to gain familiarity with the project area and take photographs for use in subsequent tasks.

Product: Meeting notes and electronic copies of photos.

- C. Public Engagement Plan. Consultant is to develop a pandemic appropriate public engagement plan that anticipates an initial round of up to 12 stakeholder interviews to develop an understanding of community needs, 4-6 meetings with a Technical Advisory Committee through the course of the project, 2-3 briefings with the Agency, and at least a couple of rounds of online preference surveys to vet initial concepts and preferred alternatives. Consultant should assume that meetings will be held by phone or videoconference. Additional property owner engagement will be needed when evaluating site for potential acquisition. City staff will prepare amendments to the Urban Renewal Plan and land use ordinances with consultant serving in a support role.

Product: Public engagement plan and schedule.

- D. Opportunities and Constraints Report. Consultant is to evaluate opportunities for additional infrastructure investments and strategic land acquisitions that might catalyze new private development or redevelopment. The final, and as yet uncommitted, phase of South Beach Urban Renewal Plan projects and infrastructure projects identified in the City's facility plans that are within the urban renewal area shall serve as a baseline when assessing infrastructure investment opportunities. Consultant is to identify relative strengths and weaknesses of the different opportunities. Information is to be formatted such that it can be used in an online preference survey and/or other suitable outreach methods to gauge public interest before being placed in a report format.

Product: Online informational materials and report and maps.

- E. Project Concept Memo. Consultant will take the concepts it vetted with the public and work them into a list of potential projects with planning level estimates. Project concepts are to be supported with maps sufficient to convey the nature and extent of the envisioned activity. Custom mock-up drawings may be needed to adequately describe some concepts, and Consultant should anticipate the need to prepare up to five (5) such drawings. Information is to be formatted such that it can be used in a follow-up online preference survey to assist with project prioritization.

Product: Memo, maps, and drawings outlining project concepts with planning level estimates and preference survey feedback.

- F. Commercial/Industrial Land Use Code Audit. Consultant will evaluate the City of Newport's Comprehensive Plan policies and land use regulations for commercial and industrial property between the Yaquina Bay Bridge and Newport Municipal Airport and provide recommendations for how they might be revised to better complement Agency infrastructure investments, facilitate redevelopment, and incentivize annexation of unincorporated lands. Recommendations may include potential revisions to the number or type of zone districts and zoning map boundaries. Substantial changes are to be framed such that they can be vetted with the public and policymaking bodies in conjunction with project concepts. Recommendations shall be specific enough that they can be readily incorporated by city staff into draft implementing ordinances or related documents.

Product: Audit document outlining recommended edits to the Comprehensive Plan policies, land use regulations and/or accompanying maps.

- G. Redevelopment Concepts for NE Corner of US 101 and SE 35 Street. Consultant is to develop up to three (3) concepts for how the 2.3-acre Agency owned property at the NE corner of US 101 and SE 35<sup>th</sup> Street could be redeveloped once the highway and intersection improvements are completed towards the end of 2021. Emphasis should be given to projects that will enhance the tax base and economic vitality of the area. The Agency has also expressed an interest in attracting service uses to support South Beach residents, employers, and guests. Project concepts are to be drafted such that they can be readily incorporated into a Request for Proposals to be issued by the Agency at a later date. Concepts are to be formatted such that they can be used in a follow-up online preference survey.

Product: Description and graphics sufficient to convey the redevelopment concepts.

- H. Final Report. Consultant shall prepare a final report encapsulating the work from the previous tasks. The report must summarize the public engagement process, alternatives considered, and rationale for choosing the selected projects. Sections of the report are also to be reserved for the land use code audit and the redevelopment concept(s) for the Urban Renewal Agency owned parcel at the NE corner of 35<sup>th</sup> and US 101. Planning level cost estimates shall be refined as needed, such that they are suitable for use in updating the City's Capital Improvement Plan and South Beach Urban Renewal Plan. The report shall also be formatted such that the graphics and text can be readily incorporated by the City into other planning and project documents. Consultant shall provide a draft of the report to the City for one round of edits, and shall be available for presentation of the final report to the Newport City Council / Urban Renewal Agency.

Product: An electronic copy and six (6) hardcopies of the final report.

Consultant shall coordinate as needed with City staff throughout the process. Unless otherwise specified, it is the City's preference that work product be delivered in an electronic format. Should Consultant develop any GIS data layers in conjunction with this project, such data shall be provided to the City with delivery of the final report. For infrastructure projects, it is the City's expectation that Consultant will be able to utilize technical data from City's existing facility plans, although some targeted storm drainage modeling may be needed.

#### **4. PROJECT SCHEDULE**

Tasks are to be completed no later than December 1, 2021 so that ordinances can be considered and adopted, as needed, to inform the preparation of the fiscal year 2022/2023 budget process.

#### **5. TASKS TO BE PERFORMED BY CITY**

City staff will coordinate advisory committee meetings, and prepare meeting summaries, outreach materials, and implementation ordinances. Staff will also provide Consultant with technical assistance at all stages of the project.

#### **6. BUDGET AND SOURCE OF FUNDS**

A total of \$100,000 has been budgeted for this project. The funds draw from tax increment generated from the South Beach Urban Renewal District. There are no state or federal dollars associated with this project.

#### **7. PROJECT PROPOSAL REQUIREMENTS**

Proposals should be organized in the following format:

- A. Cover Letter. Provide a cover letter, signed by a duly constituted official legally authorized to bind the proposer to both its proposal and cost estimate. The cover letter must include the name, address, and telephone number of the proposer submitting the proposal and the name, title, address, telephone number, fax number, and email address of the person, or persons, to contact whom are authorized to represent the proposer and to whom correspondence should be directed.
- B. Project Approach and Understanding. Provide a detailed description of the Consultant's proposed approach demonstrating how the City's objectives will be accomplished as outlined in the above draft Scope of Work. Clearly describe and explain the reason for any proposed modifications to the methods, tasks and products identified in the draft Scope of Work outlined in Section 3 of this RFP.
- C. Project Organization and Team Qualifications. Identification of all services to be provided by the principal firm and those proposed to be provided by subcontractors and information regarding the firm(s) assigned to the project including size of firm(s) and overall capabilities of each as considered relevant to this project. Provide information regarding all personnel assigned as team members to this project including names, prior experience, position, role and level of responsibility in the project. The City reserves the right to reject any proposed firm or team member or to request their reassignment. The project manager shall be identified by name and shall not be changed without written approval by the City. The principal

consulting firm must assume responsibility for any sub-consultant work and shall be responsible for the day to day management and direction of the project.

- D. Project Timeline. Proposed timeline for accomplishing the project, including critical paths and milestones, and specific consulting staff by task based on the draft Scope of Work.
- E. Project Coordination and Monitoring. Describe the process for ensuring effective communication between the Consultant, Stakeholders, and the City, and for monitoring progress to ensure compliance with approved timeline, budget, staffing and deliverables.
- F. Proposed Cost of Services. Provide a budget summary broken down by task, time, personnel, and hourly rate, number of hours and cost for each team member including those employed by subcontractors. Fee information should be formatted to correspond to tasks identified in this RFP; however, this format may be modified to suit the consultant's approach to this project. The summary shall include a budget for reimbursable expenses. The final cost of consulting services may be based on a negotiated detailed scope of work. The budget summary shall also include all required materials and other direct costs, administrative support, overhead and profit that will apply.
- G. Similar Project Experience. Specific examples of comparable work which best demonstrate the qualifications and ability of the team to accomplish the overall goals of the project under financial and time constraints. Provide names, addresses and telephone numbers of clients associated with each of these projects. Through submission of a proposal, all respondents specifically agree to and release the City of Newport to solicit, secure and confirm information provided.

## 8. SELECTION OF PROPOSALS

Proposals will be evaluated based on the following criteria:

Thoroughness, quality and conciseness of submittal.	20 pts.
Project understanding and approach for accomplishing the City's objectives.	20 pts.
Qualifications of the project manager and project team, and proven ability to successfully complete projects of similar scope.	20 pts.
Proposed cost of services.	15 pts.
Ability to complete the Scope of Work by December 1, 2021 or earlier.	10 pts.
References from past and present clients.	15 pts.
<b>Total</b>	<b>100 pts.</b>

## 9. PROPOSAL SUBMITTAL AND SCHEDULE

Parties interested in submitting a proposal should contact Derrick Tokos, Newport Community Development Director, to indicate their interest in submitting a proposal and specify the manner to receive any amendments to the RFP.

Four (4) copies of the proposal shall be submitted to the City of Newport, Attention: Derrick I. Tokos, AICP, Community Development Director, 169 SW Coast Highway, Newport, Oregon 97365, **no later than 5:00 P.M., January 15, 2021**. Envelopes should be marked: "Newport South Beach / US 101 Commercial-Industrial Study."

**Proposals must be submitted in a sealed envelope.** All proposals must be completed in ink or typewritten. Facsimile proposals will not be accepted. Questions may be addressed to Derrick I. Tokos, AICP, Community Development Director, (541) 574-0626, [d.tokos@newportoregon.gov](mailto:d.tokos@newportoregon.gov).

Any amendments to this RFP will be in writing and will be issued to all persons or businesses that have indicated an interest to receive RFP amendments. No proposal will be considered if it is not responsive to any issued amendments.

## Attachment No.1 – South Beach Urban Renewal District Fact Sheet



# South Beach Urban Renewal District

The South Beach Urban Renewal District was established in 1983 and extended at a reduced size in 2009 for the purpose of upgrading the infrastructure and acquiring land to support economic development. With public input, a new project list was developed with the 2009 extension, to be funded with revenue bonds over three, 6 year phases. Urban renewal projects constructed or budgeted since the 2009 amendment, and subsequent amendments, have leveraged over \$8.8 million from federal, state, and private sources. Those dollars are in addition to the urban renewal funding figures listed below.

### QUICK FACTS (AMENDMENT NO. 13)

SIZE:	1,169 acres (Incorporated and Unincorporated)
DURATION:	44 years
USE DESIGNATIONS	
COMMERCIAL:	1.21%
INDUSTRIAL:	14.03%
WATER-RELATED INDUSTRIAL:	32.37%
RESIDENTIAL	15.85%
PUBLIC:	36.54%
MAX. INDEBTEDNESS:	\$38,750,000
REMAINING FOR PROJECTS:	\$9,864,000
EST. INCREMENT OVER LIFE OF AMENDMENT:	\$40,619,593
PORTION INCREMENT CITY TAXES:	37.56%

### PROJECT DETAILS (COMPLETED)

MARINE SCIENCE DRIVE CIRCULATION AND STREETScape ENHANCEMENTS:	\$2,154,000
COHO BRANT REFINEMENT PLAN:	\$60,000
COASTAL GULLY OPEN SPACE:	\$225,000
SAFE HAVEN HILL TSUNAMI EVACUATION ASSEMBLY AREA IMPROVEMENTS:	\$272,500
ASH STREET IMPROVEMENTS:	\$355,000
US 101 – 40 <sup>TH</sup> TO 50 <sup>TH</sup> WATER AND SEWER LINE IMPROVEMENTS:	\$797,000
SE FERRY SLIP ROAD STREET AND PATHWAY IMPROVEMENTS:	\$1,354,900
SW ABALONE, SW 30 <sup>TH</sup> , SW 27 <sup>TH</sup> , AND SW BRANT STREET IMPROVEMENTS:	\$2,038,700
PURCHASE NE CORNER 35 <sup>TH</sup> / US 101:	\$1,540,000

### BUDGETED PROJECTS

US 101 – SE 32 <sup>ND</sup> TO SE 35 <sup>TH</sup> SIGNAL RELOCATION AND STREETScape ENHANCEMENT PROJECT:	\$2,495,100
SE FERRY SLIP / US 101 UTILITY UNDERGROUNDING:	\$1,000,000
SE 50 <sup>TH</sup> AND SE 62 <sup>ND</sup> ROW ACQUISITION:	\$200,000
SE CHESTNUT TRAIL EASEMENT:	\$50,000
US 101 CORRIDOR REFINEMENT PLAN:	\$100,000

### PRIORITIES FOR FINAL PROJECT PHASE

SIGNALIZE SE 40 <sup>TH</sup> AND US 101:	\$1,750,000
INSTALL REDUNDANT YAQUINA BAY WATER PIPELINE CROSSING:	\$2,800,000
EXTEND SEWER SERVICE TO NEWPORT MUNICIPAL AIRPORT:	\$3,000,000

City Limits (Lt. Grey)



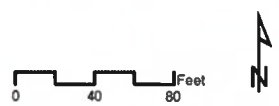
Attachment No. 2 – Agency Property at the NE Corner of SE 35<sup>th</sup> and US 101



**NEWPORT**  
 City of Newport  
 Community Development Department  
 188 SW Coast Highway  
 Newport, OR 97385  
 Phone: 1.541.574.0629  
 Fax: 1.541.574.0644

**Newport Urban Renewal Agency Property  
 NE Corner of SE 35th / US 101 Intersection**

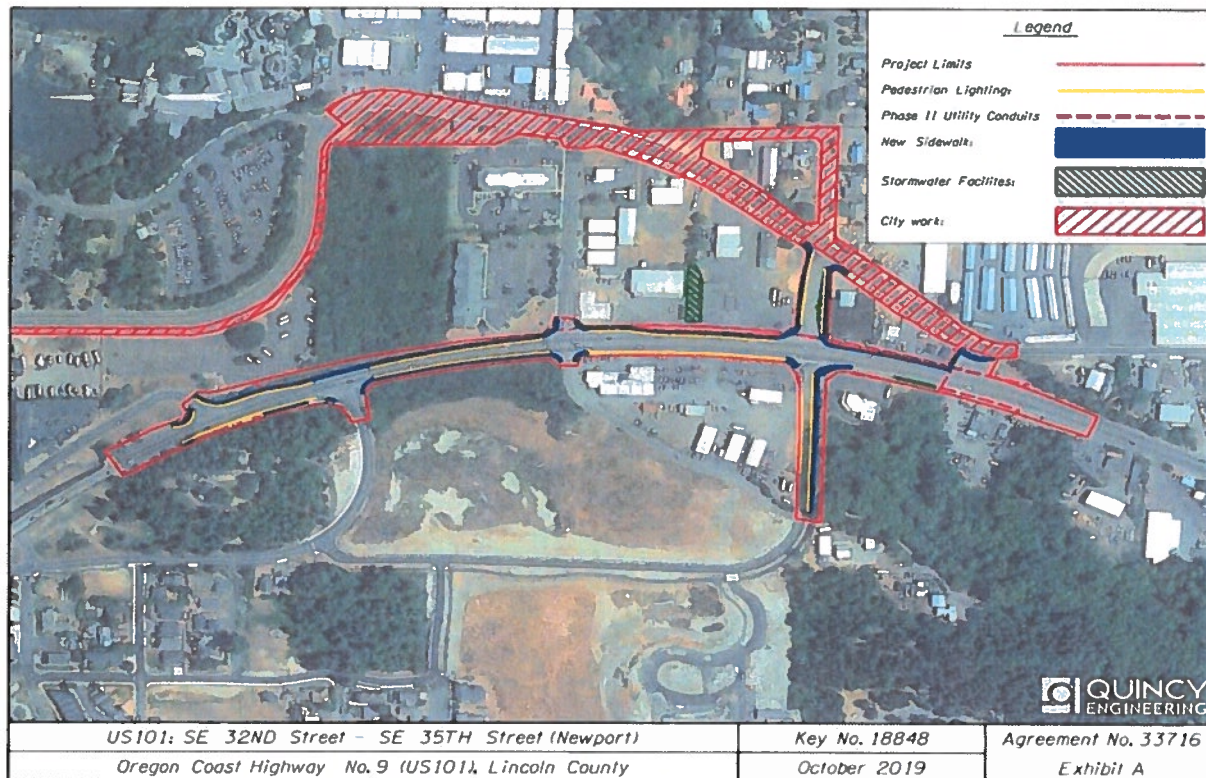
Image Taken July 2018  
 4-inch, 4-band Digital Orthophotos  
 Quantum Spatial, Inc. Corvallis, OR



This map is for informational use only, and has not been prepared for, nor is it suitable for, legal, engineering, or surveying purposes. It includes data from multiple sources. The City of Newport assumes no responsibility for its completion or use and users of this information are cautioned to verify all information with the City of Newport Community Development Department.

Attachment No. 3 – Hwy 101/ 32<sup>nd</sup> to 35<sup>th</sup> Street Signal Relocation Project

## City/ODOT – Hwy 101/32nd St Signal Relocation Project



- ◆ Signal to be relocated from SE 32<sup>nd</sup> to SE 35<sup>th</sup> and US 101
- ◆ New 35<sup>th</sup> St to be built from Abalone to SE Ferry Slip Rd
- ◆ SE Ferry Slip Rd approach onto US 101 to be closed and landscaped
- ◆ Sidewalk to be constructed on both sides of US 101 from bridge to SE Ferry Slip Rd
- ◆ Multi-use path to be extended from Abalone across US 101 at 35<sup>th</sup> St signal to existing path at SE Ferry Slip Rd
- ◆ Utilities to be undergrounded along Ferry Slip (red hatch on map) and along US 101
- ◆ US 101 paved areas to be rebuilt from bridge to SE Ferry Slip Rd
- ◆ Construction begins Dec/Jan and to finish Fall of 2021
- ◆ Budget \$4.71 Million (\$2.36 Million from Agency)



# Memorandum

To: Planning Commission

From: Derrick I. Tokos, AICP, Community Development Director 

Date: January 8, 2021

Re: Council Adoption of Newport Addendum to the Lincoln County Multi-Jurisdictional Natural Hazards Mitigation Plan (Informational Item)

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On January 4, 2021, the City Council adopted Resolution No. 3906, approving the Newport Addendum to the Lincoln County Multi-Jurisdictional Natural Hazards Mitigation Plan. Work on updating the County Plan and Newport Addendum started in 2019. A final draft was forwarded to FEMA in September, and the Agency approved the documents, pending local adoption, in early December.

This is an all hazards, strategic planning document that local governments must formally update every five years. You will see that one of the City's action items was to put in place a tsunami hazards overlay, a work item that the Planning Commission recently completed. City's must have a plan like this in place in order to be eligible for FEMA pre and post hazard mitigation funds. Copies of the resolution and addendum are enclosed. This is an informational item and no action is being request of the Commission at this time.

Attachment

Resolution No. 3906

Newport Addendum, dated December 2020

**CITY OF NEWPORT**

**RESOLUTION NO. 3906**

**ADOPTING THE CITY OF NEWPORT  
REPRESENTATION IN THE UPDATES TO THE  
LINCOLN COUNTY MULTI-JURISDICTIONAL  
NATURAL HAZARDS MITIGATION PLAN**

**WHEREAS**, the City of Newport recognizes the threat that natural hazards pose to people, property and infrastructure within our community; and

**WHEREAS**, undertaking hazard mitigation actions will reduce the potential for harm to people, property and infrastructure from future hazard occurrences; and

**WHEREAS**, an adopted Natural Hazards Mitigation Plan ("NHMP") is required as a condition of future funding for mitigation projects under multiple FEMA pre- and post-disaster mitigation grant programs; and

**WHEREAS**, the City of Newport has fully participated in the FEMA prescribed mitigation planning process to prepare the *Lincoln County Multi-Jurisdictional Natural Hazard Mitigation Plan*, which has established a comprehensive, coordinated planning process to eliminate or minimize these vulnerabilities; and

**WHEREAS**, the City of Newport has identified natural hazard risks and prioritized a number of proposed actions and programs needed to mitigate the vulnerabilities of the City of Newport to the impacts of future disasters within the *Lincoln County Multi-Jurisdictional Natural Hazard Mitigation Plan*; and

**WHEREAS**, these proposed projects and programs have been incorporated into the *Lincoln County, Multi-Jurisdictional Natural Hazard Mitigation Plan* that has been prepared and promulgated for consideration and implementation by the cities and special districts of Lincoln County; and

**WHEREAS**, the Oregon Office of Emergency Management and Federal Emergency Management Agency, Region X officials have reviewed the City of Newport addendum to the *Lincoln County Multi-Jurisdictional Natural Hazard Mitigation Plan* and pre-approved it (dated, December 9, 2020) contingent upon this official adoption of the participating governments and entities; and

**WHEREAS**, the NHMP is comprised of three volumes: Volume I: Basic Plan, Volume II: Jurisdictional Addenda, and Volume III: Appendices, collectively referred to herein as the NHMP; and

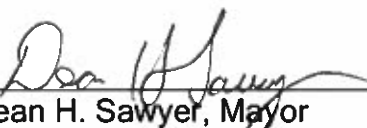
**WHEREAS**, the NHMP is in an on-going cycle of development and revision to improve its effectiveness; and

**WHEREAS**, City of Newport adopts the NHMP and directs the City Manager to develop, approve, and implement the mitigation strategies and any administrative changes to the NHMP.

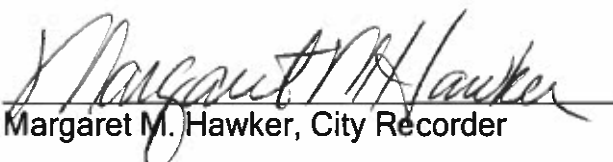
**THE CITY OF NEWPORT RESOLVES AS FOLLOWS:**

1. The City of Newport adopts the *Lincoln County Multi-Jurisdictional Natural Hazards Mitigation Plan* as an official plan; and
2. The City of Newport will submit this Adoption Resolution to the Oregon Office of Emergency Management and Federal Emergency Management Agency, Region X officials to enable final approval of the *Lincoln County Multi-Jurisdictional Natural Hazards Mitigation Plan*.

Adopted by the City Council of the City of Newport this 4<sup>th</sup> day of January, 2021.

  
\_\_\_\_\_  
Dean H. Sawyer, Mayor

ATTEST:

  
\_\_\_\_\_  
Margaret M. Hawker, City Recorder

# City of Newport Addendum to the Lincoln County Multi-Jurisdictional Hazard Mitigation Plan



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December 2020

Volume II: Newport Addendum



Prepared for:  
City of Newport

Prepared by:  
University of Oregon  
Institute for Policy Research and Engagement  
Oregon Partnership for Disaster Resilience

This Natural Hazard Mitigation Plan was prepared by:



UNIVERSITY OF  
OREGON

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# TABLE OF CONTENTS

<b>Purpose, Mission, and Goals</b> .....	<b>1</b>
<b>Process and Participation</b> .....	<b>2</b>
<b>Implementation and Maintenance</b> .....	<b>3</b>
<b>Mitigation Strategy</b> .....	<b>8</b>
<b>Risk Assessment</b> .....	<b>11</b>
<b>Hazard Analysis</b> .....	<b>12</b>
<b>Community Characteristics</b> .....	<b>13</b>
<b>Asset Identification</b> .....	<b>17</b>
Cultural and Historic Resources .....	17
Critical Facilities & Infrastructure .....	17
Community Organizations and Programs .....	22
<b>Hazard Profiles</b> .....	<b>22</b>
Coastal Erosion .....	22
Drought .....	25
Earthquake.....	26
Tsunami.....	36
Flood .....	44
Landslide .....	48
Severe Weather .....	51
Windstorm .....	52
Winter Storm (Snow/ Ice) .....	53
Volcanic Event.....	53
Wildfire .....	54
<b>Attachment A: Action Item Forms</b> .....	<b>57</b>
<b>Attachment B:Public Involvement Summary</b> .....	<b>84</b>
<b>Attachment C: Action Item Form Template</b> .....	<b>87</b>

## List of Tables

Table NA-1 City of Newport Action Items .....	10
Table NA-2 Hazard Analysis Matrix – City of Newport .....	12
Table NA-3 Probability and Vulnerability Comparison .....	13
Table NA-4 Community Characteristics.....	16
Table NA-5 Potentially Displaced Residents and Exposed Buildings, Coastal Erosion .....	25
Table NA-6 Rapid Visual Survey Scores .....	33
Table NA-7 Potentially Displaced Residents and Exposed Buildings, Earthquake .....	35
Table NA-8 Potentially Displaced Residents and Exposed Buildings, Tsunami .....	43
Table NA-9 Potentially Displaced Residents and Exposed Buildings, Flood .....	47
Table NA-10 Flood Insurance Detail .....	48
Table NA-11 Potentially Displaced Residents and Exposed Buildings, Landslide.....	51
Table NA-12 Potentially Displaced Residents and Exposed Buildings, Wildfire .....	56
Table NA-13 Action Item Timelines, Status, High Priority and Related Hazards.....	57
Table NA-14 County Specified Actions that the City is Partner .....	60

## List of Figures

Figure NA-1 Understanding Risk.....	11
Figure NA-2 Comprehensive Plan Map .....	15
Figure NA-3 Newport Functional Classification of Roads.....	19
Figure NA-4 Oregon Bridges and Structurally Deficient Bridges .....	20
Figure NA-5 Coastal Erosion Hazard .....	24
Figure NA-6 Relative Amplification Hazard Map .....	28
Figure NA-7 Relative Liquefaction Hazard Map .....	29
Figure NA-8 Earthquake Induced Landslides.....	30
Figure NA-9 Relative Earthquake Hazard .....	31
Figure NA-10 Regulatory (SB 379) Tsunami Inundation Line .....	38
Figure NA-11 Tsunami Inundation Map (M and XXL Scenarios) .....	39
Figure LA-11 South Newport evacuation routes & distance to tsunami safety, symbolized into survivability classes. (CSZ earthquake XXL inundation zone).....	42
Figure NA-13 Flood Hazard Zones (100- and 500-year floodplains) .....	45
Figure NA-14 Landslide Susceptibility Exposure .....	50
Figure NA-15 Overall Wildfire Risk .....	55

## Purpose

This is the 2020 update of the City of Newport addendum to the Lincoln County Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP). The City of Newport's original addendum to Lincoln County's NHMP was completed and approved by FEMA in 2009 (updated in 2015). This addendum supplements information contained in Volume I (Basic Plan) which serves as the NHMP foundation, and Volume III (Appendices) which provide additional information. This addendum meets the following requirements:

- Multi-jurisdictional **Plan Adoption** §201.6(c)(5),
- Multi-jurisdictional **Participation** §201.6(a)(3),
- Multi-jurisdictional **Mitigation Strategy** §201.6(c)(3)(iv), and
- Multi-Jurisdictional **Risk Assessment** §201.6(c)(2)(iii).

Updates to Newport's addendum are further discussed throughout the NHMP, and within Volume III, Appendix B, which provides an overview of alterations to the document that took place during the update process.

Newport adopted their addendum to the Lincoln County Multi-jurisdictional NHMP on [Date, 2020]. FEMA Region X approved the Lincoln County NHMP on [Date, 2020] and the City's addendum on [Date, 2020]. With approval of this NHMP the City is now eligible to apply for the Robert T. Stafford Disaster Relief and Emergency Assistance Act's hazard mitigation project grants through [Date, 2025].

## Mitigation Plan Mission

The NHMP mission states the purpose and defines the primary functions of the NHMP. It is intended to be adaptable to any future changes made to the NHMP and need not change unless the community's environment or priorities change.

The City concurs with the mission statement developed during the Lincoln County planning process (Volume I, Section 3):

***To promote public policy and mitigation activities which will enhance the safety to life and property from natural hazards.***

The 2020 NHMP update Steering Committee reviewed the 2015 plan mission statement and agreed it accurately describes the overall purpose and intent of this plan. This is the exact wording that was present in the 2009 and 2015 plan. The Steering Committee believes the concise nature of the mission statement allows for a comprehensive approach to mitigation planning.

## Mitigation Plan Goals

Mitigation plan goals are more specific statements of direction that Lincoln County citizens, and public, and private partners can take while working to reduce the City's risk from natural hazards. These statements of direction form a bridge between the broad mission statement, and serve as checkpoints, as agencies, and organizations begin implementing mitigation action items.



The City concurs with the goals developed during the Lincoln County planning process (Volume I, Section 3). All NHMP goals are important and are listed below in no order of priority. Establishing community priorities within action items neither negates nor eliminates any goals, but it establishes which action items to consider implementing first, should funding become available.

**Goal 1:** Protect life and reduce injuries resulting from natural hazards.

**Goal 2:** Minimize public and private property damages and the disruption of essential infrastructure and services from natural hazards.

**Goal 3:** Implement strategies to mitigate the effects of natural hazards and increase the quality of life and resilience of economies in Lincoln County.

**Goal 4:** Minimize the impact of natural hazards while protecting, restoring, and sustaining environmental processes.

**Goal 5:** Enhance and maintain local capability to implement a comprehensive hazard loss reduction strategy.

**Goal 6:** Document and evaluate progress in achieving hazard mitigation strategies and action items.

**Goal 7:** Motivate the public, private sector, and government agencies to mitigate the effects of natural hazards through information and education.

**Goal 8:** Apply development standards that mitigate or eliminate the potential impacts of natural hazards.

**Goal 9:** Mitigate damage to historic and cultural resources from natural hazards.

**Goal 10:** Increase communication, collaboration, and coordination among agencies at all levels of government and the private sector to mitigate natural hazards.

**Goal 11:** Integrate local NHMPs with comprehensive plans and implementing measures.

*(Note: although numbered the goals are not prioritized.)*

## Process and Participation

This section of the NHMP addendum addresses 44 CFR 201.6(a)(3), *Participation*.

In addition to establishing a comprehensive community-level mitigation strategy, the Disaster Mitigation Act of 2000 (DMA2K), and the regulations contained in 44 CFR 201, require that jurisdictions maintain an approved NHMP to receive federal funds for mitigation projects. Local adoption, and federal approval of this NHMP ensures that the city will remain eligible for pre-, and post-disaster mitigation project grants.

The Oregon Partnership for Disaster Resilience (OPDR) at the University of Oregon's Institute for Policy Research and Engagement (IPRE) collaborated with the Department of Land Conservation and Development, Oregon Office of Emergency Management (OEM), Lincoln County, and Newport to update their NHMP. This project is funded through the Federal Emergency Management Agency's (FEMA) Fiscal-Year 2017 (FY17) Pre-Disaster Mitigation (PDM) Competitive Grant Program OR-2018-001 (PDMC-PL-10-OR-2017-02).

Members of the Newport NHMP Steering committee also participated in the County NHMP update process (Volume III, Appendix B).

The Lincoln County NHMP, and Newport addendum, are the result of a collaborative effort between citizens, public agencies, non-profit organizations, the private sector, and regional organizations. The Newport NHMP Steering Committee guided the process of developing the NHMP.

### Convener and Committee

The Newport Community Development Director serves as the NHMP addendum convener. The convener of the NHMP will take the lead in implementing, maintaining, and updating the addendum to the Lincoln County NHMP in collaboration with the designated conveners of the Lincoln County NHMP (Lincoln County Planning Director and Emergency Manager).

Representatives from the City of Newport steering committee met formally, and informally, to discuss updates to their addendum (Volume III, Appendix B). The steering committee reviewed and revised the city's addendum, with focus on the plan's risk assessment and mitigation strategy (action items).

The current version of the addendum reflects changes decided upon at the designated meetings and through subsequent work and communication with OPDR. The changes are highlighted with more detail throughout this document and within Volume III, Appendix B. Other documented changes include revisions to the city's Risk Assessment and Hazard Identification sections, Action Items, and Community Profile.

The Newport Steering Committee was comprised of the following representatives:

- Convener, Derek Tokos, Community Development Director
- Rachel Cotton, Associate Planner
- Regina Martinez, Planner
- Tim Gross, Public Works Director

### Public Participation

Public participation was achieved by posting the NHMP publicly and providing community members the opportunity to make comments and suggestions during the review process. Community members were also provided an opportunity for comment via a survey administered by IPRE (Volume III, Appendix F). During the public review period (Attachment B) there were no comments provided.

## **Implementation and Maintenance**

The City Council will be responsible for adopting the Newport addendum to the Lincoln County NHMP. This addendum designates a steering committee and a convener to oversee the development and implementation of action items. Because the city addendum is part of the county's multi-jurisdictional NHMP, the city will look for opportunities to partner with the county. The city's steering committee will convene after re-adoption of the City of Newport addendum on an annual schedule; the county is meeting on a quarterly basis and will provide opportunities for the jurisdictions (cities and special districts) to report on NHMP implementation and maintenance during their meetings. The city's Community Development Director will serve as the convener and will be responsible for assembling the

steering committee. The steering committee will be responsible for identifying new risk assessment data, reviewing status of mitigation actions, identifying new actions, and seeking funding to implement the city's mitigation strategy (actions). The steering committee will be responsible for:

- Reviewing existing action items to determine suitability of funding;
- Reviewing existing, and new risk assessment data to identify issues that may not have been identified at NHMP creation;
- Educating, and training new steering committee members on the NHMP, and mitigation actions in general;
- Assisting in the development of funding proposals for priority action items;
- Discussing methods for continued public involvement; and
- Documenting successes, and lessons learned during the year.

The convener will also remain active in the County's implementation, and maintenance process (Volume I, Section 4).

The City will utilize the same action item prioritization process as the County (Volume I, Section 4).

## Implementation through Existing Programs

This NHMP is strategic and non-regulatory in nature, meaning that it does not necessarily set forth any new policy. It does, however, provide: (1) a foundation for coordination and collaboration among agencies and the public in the city; (2) identification and prioritization of future mitigation activities; and (3) aid in meeting federal planning requirements and qualifying for assistance programs. The mitigation plan works in conjunction with other city plans and programs including the Comprehensive Land Use Plan, Capital Improvements Plan, and Building Codes, as well as the [Lincoln County NHMP](#), and the [State of Oregon NHMP](#).

The mitigation actions described herein (and priority actions in Attachment A) are intended to be implemented through existing plans and programs within the city. Plans and policies already in existence have support from residents, businesses and policy makers. Where possible, Newport will implement the NHMP's recommended actions through existing plans and policies. Many land-use, comprehensive and strategic plans get updated regularly, allowing them to adapt to changing conditions and needs. Implementing the NHMP's action items through such plans and policies increases their likelihood of being supported and implemented. Implementation opportunities are further defined in action items when applicable.

Future development without proper planning may result in worsening problems associated with natural hazards. Newport's acknowledged comprehensive plan is the City of Newport Comprehensive Plan. The City implements the plan through the Community Development Code.

## Existing Plans and Policies

Communities often have existing plans and policies that guide and influence land use, land development, and population growth. Such existing plans and policies can include comprehensive plans, zoning ordinances, and technical reports or studies. Plans and policies

already in existence have support from residents, businesses and policy makers. Many land-use, comprehensive, and strategic plans get updated regularly, and can adapt easily to changing conditions and needs.

Newport's Addendum includes a range of recommended action items that, when implemented, will reduce the city's vulnerability to natural hazards. Many of these recommendations are consistent with the goals and objectives of the city's existing plans and policies. Linking existing plans and policies to the addendum helps identify what resources already exist that can be used to implement the action items identified in Newport's Addendum. Implementing the city's mitigation actions through existing plans and policies increases their likelihood of being supported and getting updated and maximizes the city's resources.

The following are Newport's existing plans and policies that relate to natural hazards:

- **Comprehensive Plan, last amended 2020:** A document stating the general, long-range policies that will govern a local community's future development.

*Relation to Natural Hazard Mitigation:* Contains city-specific information regarding natural hazards within the city's jurisdictional boundaries. Ordinance 2166 (2020) updated the Natural Features Section of the Comprehensive Plan related to tsunami's and earthquakes.

- **Zoning Ordinance, Newport Municipal Code Title XIV:** Establishes land use zones to regulate the location of building structure and the use of land within the city of Newport.

*Relation to Natural Hazard Mitigation:* Contains city-specific hazard related requirements for the placement and construction of the buildings. Issues such as floodplain development (Flood Hazard Area, Ch. 14.20), fire resistant materials, geologic hazards (Geologic Hazard Overlay, Ch. 14.21), etc. The City has adopted Ordinances No. 2105 and No. 2121 to establish standards for the construction of vertical evacuation structures in tsunami inundation areas and is in the process of adopting Ordinance No. 2166: establishing a Tsunami Hazards Overlay Zone to minimize risks to essential facilities, and special occupancy structures serving high risk populations within a tsunami inundation area. Further, the Tsunami Hazards Overlay Zone creates design standards for new, or substantial improved, multifamily, commercial, industrial, or institutional development to enhance resiliency by requiring all-weather pedestrian access from buildings to adjacent rights-of-way or evacuation routes, directional signage to evacuation routes, and the posting of emergency evacuation information within buildings.

- **Subdivision Ordinance:** An ordinance prescribing regulations governing the subdivision of land.

*Relation to Natural Hazard Mitigation:* Contains city-specific hazard related requirements for the subdivision of parcels. Issues such as floodplain development, protection from fire, etc.

- **Newport Transportation System Plan, 2012** (update in process): Guides the management of existing transportation facilities and the design and implementation of future facilities.

*Relation to Natural Hazard Mitigation:* Mitigation principles and strategies can be incorporated into Transportation Systems Plans to protect key transportation infrastructure from natural hazards.

- **Newport Access Management Plan, 1997:** The purpose of this document is to define an effective access management program that will enhance mobility and improve the safety of roadways in the city of Newport

*Relation to Natural Hazard Mitigation:* Mitigation principles and strategies can be incorporated into access management plans to protect key transportation infrastructure from natural hazards.

- **Lincoln County Community Wildfire Protection Plan, 2018:** Assists Newport clarify and refine priorities for protection of life, property, and critical infrastructure in the wildland-urban interface on public and private lands.

*Relation to Natural Hazard Mitigation:* Enhances the NHMP risk assessment, identification of hazard zones, and includes mitigation actions to reduce risk to wildfire.

## Government Structure

The City Council is the policy making body for the city of Newport. Members of the Council serve as Council representatives on many boards and commissions of the city, other local governments, agencies, and the state. The mayor appoints all city boards and commissions. The Mayor and Councilors appoint the city administrator, city attorney, and municipal judge. The city manager supervises department directors, implements policies, goals and objectives of the City Council and oversees the protection of organization assets. The city manager is often required to be the final administrative arbitrator of the rules and ordinances that govern the city.

The city of Newport currently staffs the following departments:

**City Manager's Office:** The city manager supervises department directors, implements policies, goals and objectives of the City Council and oversees the protection of organization assets. The city manager is often required to be the final administrative arbitrator of the rules and ordinances that govern the city. In this roll, the city manager must maintain a careful balance between being an ombudsman for a constituent, protecting the broader public interest, risk management for the organization and ensuring consistency and fairness in the application of city policy.

**Community Development:** The Community Development Department is responsible for land use planning, zoning administration, urban renewal, building inspection, development code enforcement, building and electrical code compliance, and historic preservation. Currently the Community Development Department houses four staff members, a Community Development Director, a Building Official, an Associate Planner, and an Administrative Secretary.

**Public Works Department:** Major areas of responsibility for the city of Newport's Public Works Department include planning, designing, constructing, operating, maintaining and improving the city's utility and transportation systems. Currently the Public Works Department has 33 employees, the supervisory wing of which includes a public works

director/city engineer, assistant city engineer, administrative secretary, streets division superintendent, wastewater division superintendent, and a water division superintendent.

**Finance Department:** The Finance Department is the hub of all financial activities for the city. Billings and receipts for utilities and assessments, lien searches and customer service are all included in this department. This department provides central accounting services for all city departments within the city of Newport. The Finance Department is responsible for accounts receivable, accounts payable, risk management, purchasing, and payroll. The Finance Department is also responsible for coordination of the city's annual budget and audit processes, grant administration, fixed assets, financial reporting and investment of city funds. Currently the Finance Department has six employees including the finance director.

**Police Department:** The Newport Police Department provides law enforcement services for the city's residents and visitors 24 hours every day and places emphasis on responding to the community's calls for service, investigating crimes and traffic enforcement. Currently, the Police Department has 20 sworn officers, five civilian staff members, and 40 volunteers.

**Fire Department:** The Newport Fire Department serves the citizens of the City of Newport, the Newport Rural Fire Protection District, and the community's visitors and guests. The Fire Department consists of 12 career staff and over 35 volunteer firefighters. Services provided include fire suppression, fire prevention, emergency medical services, rescues, and mutual aid to surrounding communities.

**Parks and Recreation:** The Newport Parks and Recreation Department maintains the City's Recreation Center, 60+ Senior Center, Aquatic Facility (under construction), and various parks, trails, and open spaces. Currently, the Parks and Recreation Department has 20 full-time equivalent employees.

**Library:** The Library Department operates the City's municipal library building. Currently, the department employs 12 full time equivalent staff members.

**Airport:** The City of Newport operates a municipal airport that includes a fixed base operations building, two runways (3,000 and 5,400 feet in length), instrument control aids, taxi-ways, hangars and a fueling station. The airport is operated by three full time employees.

## Continued Public Participation

An open public involvement process is essential to the development of an effective NHMP. To develop a comprehensive approach to reducing the effects of natural disasters, the planning process shall include opportunities for the public, neighboring communities, local, and regional agencies, as well as, private, and non-profit entities to comment on the NHMP during review. Keeping the public informed of efforts to reduce its risk to future natural hazard events is important for successful NHMP implementation, and maintenance. As such, the City is committed to involving the public in the NHMP review and update process (Volume I, Section 4). The City posted the plan update for public comment before FEMA approval, and after approval will maintain their addendum to the NHMP on the City's website: <https://www.newportoregon.gov/>

In addition, natural hazards information dissemination is conducted throughout the year when opportunities present themselves via the city offices and website.

## NHMP Maintenance

The Lincoln County Multijurisdictional Natural Hazard Mitigation Plan and city addendum will be updated every five years in accordance with the update schedule outlined in the Disaster Mitigation Act of 2000. During the county plan update process, the city will also review and update its addendum. The convener will be responsible for convening the steering committee to address the questions outlined below.

- Are there new partners that should be brought to the table?
- Are there new local, regional, state, or federal policies influencing natural hazards that should be addressed?
- Has the community successfully implemented any mitigation activities since the plan was last updated?
- Have new issues or problems related to hazards been identified in the community?
- Are the actions still appropriate given current resources?
- Have there been any changes in development patterns that could influence the effects of hazards?
- Have there been any significant changes in the community's demographics that could influence the effects of hazards?
- Are there new studies or data available that would enhance the risk assessment?
- Has the community been affected by any disasters? Did the plan accurately address the impacts of this event?

These questions will help the steering committee determine what components of the mitigation plan need updating. The steering committee will be responsible for updating any deficiencies found in the plan.

## Mitigation Strategy

This section of the NHMP addendum addresses 44 CFR 201.6(c)(3)(iv), *Mitigation Strategy*.

The City's action items were first developed through a two-stage process during the 2009 NHMP development and revised in 2015. In stage one, OPDR facilitated a work session with the steering committee to discuss the city's risk and to identify potential issues. In the second stage, OPDR, working with the local steering committee, developed potential actions based on the hazards and the issues identified by the steering committee. During the 2019-2020 update process OPDR re-evaluated the Action Items with the county and local steering committees and updated actions, noting what accomplishments had been made and if the actions were still relevant; any new action items were identified at this time. For additional information see the discussion near the end of this document.

The City's actions are listed in Table NA-1. For more detailed information on each action, see the action forms within Attachment A of this addendum.

In addition, there are 14 County Action Items that include the city as an "Affected Jurisdiction" (Table NA-14). For more detailed information on the county actions that involve city participation, see Volume I, Section 3 and the action item forms within Volume III, Appendix A.

### Priority Action Items

Table NA-1 presents a list of mitigation actions. The steering committee decided to modify the prioritization of action items in this update to reflect current conditions (risk assessment), needs, and capacity. High priority actions are shown in bold text with grey highlight. The City will focus their attention, and resource availability, upon these achievable, high leverage, activities over the next five-years. Although this methodology provides a guide for the steering committee in terms of implementation, the steering committee has the option to implement any of the action items at any time. This option to consider all action items for implementation allows the committee to consider mitigation strategies as new opportunities arise, such as capitalizing on funding sources that could pertain to an action item that is not currently listed as the highest priority. Refer to Attachment A for detailed information for each high priority action.



**Table NA-I City of Newport Action Items**

Natural Hazard Action ID	Action Item	Coordinating Organization (Lead)	Cost	Timing
Newport #1	Secure the City of Newport’s existing domestic water supply.	Public Works	H	Short
Newport #2	Implement structural mitigation projects as recommended in the engineering report assessing the condition and mitigation options for the Big Creek Dams (upper/ lower).	Public Works	H	Medium
Newport #3	Seismically retrofit vulnerable structures and critical facilities.	Community Development, Public Works	H	Long
Newport #4	Implement actions identified in the Stormwater element of the Newport Comprehensive Plan.	Public Works	L to H	Medium
Newport #5	Continue compliance with the National Flood Insurance Program	Community Development	L	Ongoing
Newport #6	Pursue partnerships with DOGAMI, Lincoln County and others to improve understanding of areas subject to coastal erosion and landslides and implement actions to reduce vulnerability.	Community Development	M to H	Ongoing
Newport #7	Educate residents, tourists, and/or business owners within the tsunami inundation zone on evacuation routes and tsunami assembly areas	Fire Department	L	Ongoing
Newport #8	Encourage electric utility providers to convert existing overhead lines to underground lines.	Community Development, Public Works	M to H	Ongoing
Newport #9	Develop and implement education programs aimed at mitigating risk posed by hazards.	Fire Department	L	Ongoing
Newport #10	Assess and determine appropriate mitigation projects for culverts on Nye Creek.	Public Works	M	Long
Newport #11	Establish secondary power distribution system	Central Lincoln PUD	M to H	Medium
Newport #12	Increase reliability of emergency network communication systems and data redundancy	Information Technology	M	Long
Newport #13	Create and adopt a Tsunami Hazard Overlay Zone (THOZ) and Tsunami Evacuation Facilities Improvement Plan (TEFIP)	Community Development	M	Short

Source: City of Newport NHMP Steering Committee, 2020.

Cost: L (less than \$50,000), M (\$50,000-\$100,000), H (more than \$100,000)

Timing: Ongoing (continuous), Short (1-4 years), Medium (4-10 years), Long (10 or more years)

# Risk Assessment

This section of the NHMP addendum addresses 44 CFR 201.6(b)(2) - Risk Assessment. In addition, this chapter can serve as the factual basis for addressing Oregon Statewide Planning Goal 7 – Areas Subject to Natural Hazards. Assessing natural hazard risk has three phases:

- **Phase 1:** Identify hazards that can impact the jurisdiction. This includes an evaluation of potential hazard impacts – type, location, extent, etc.
- **Phase 2:** Identify important community assets and system vulnerabilities. Example vulnerabilities include people, businesses, homes, roads, historic places and drinking water sources.
- **Phase 3:** Evaluate the extent to which the identified hazards overlap with, or have an impact on, the important assets identified by the community.

The local level rationale for the identified mitigation strategies (action items) is presented herein, and within Volume I, Section 2, and Volume III, Appendix C. The risk assessment process is graphically depicted in Figure NA-1. Ultimately, the goal of hazard mitigation is to reduce the area of risk, where hazards overlap vulnerable systems.

**Figure NA-1 Understanding Risk**



## Hazard Analysis

The Newport NHMP steering committee reviewed and revised the plan’s Hazard Analysis and Risk Assessment section. Changes from their previous HVA and the County’s HVA were made where appropriate to reflect distinctions in probability, vulnerability, and risk from natural hazards unique to the City of Newport, which are discussed throughout this addendum.

Table NA-2 shows the hazard analysis matrix for Newport listing each hazard in rank order from high to low. The table shows that hazard scores are influenced by each of the four categories combined. For local governments, conducting the hazard analysis is a useful step in planning for hazard mitigation, response, and recovery. The method provides the jurisdiction with sense of hazard priorities but does not predict the occurrence of a hazard. See Volume I, Section 2: Risk Assessment of the Lincoln County NHMP for a description of the methodology.

Two catastrophic hazard (Cascadia Subduction Zone earthquake and tsunami) and three chronic hazards (windstorm, winter storm (snow/ice), and landslide) rank as the top hazard threats to the City (Top Tier). Coastal erosion, drought, and coastal and riverine floods comprise the next highest ranked hazards (Middle Tier). Wildfire, distant tsunami, tornado, crustal earthquake, and volcanic event comprise the lowest ranked hazards (Bottom Tier).

**Table NA-2 Hazard Analysis Matrix – City of Newport**

Hazard	Maximum				Total Threat Score	Hazard Rank	Hazard Tiers
	History	Vulnerability	Threat	Probability			
Windstorm	20	50	100	70	240	#1	Top Tier
Winter Storm (Snow/Ice)	18	50	90	70	228	#2	
Landslide	20	40	80	70	210	#3	
Earthquake (Cascadia)	10	50	100	49	209	#4	
Tsunami (Local)	2	40	100	49	191	#5	
Coastal Erosion	20	20	70	70	180	#6	Middle Tier
Drought	16	45	60	56	177	#7	
Flood (Coastal)	20	15	50	70	155	#8	
Flood (Riverine)	20	10	40	70	140	#9	
Wildfire	10	15	40	49	114	#10	Bottom Tier
Tsunami (Distant)	10	15	50	35	110	#11	
Tornado	8	10	30	56	104	#11	
Earthquake (Crustal)	10	20	40	21	91	#12	
Volcanic Events	2	5	40	7	54	#13	

Source: City of Newport NHMP Steering Committee (2020)

Table NA-3 categorizes the probability and vulnerability scores from the hazard analysis for the city and compares the results to the assessment completed by the Lincoln County NHMP Steering Committee (areas of differences are noted with **bold** text within the city ratings).

**Table NA-3 Probability and Vulnerability Comparison**

Hazard	Newport		County	
	Probability	Vulnerability	Probability	Vulnerability
Coastal Erosion	High	Moderate	High	Low
Drought	High	High	High	Moderate
Earthquake (Cascadia)	Moderate	High	Moderate	High
Earthquake (Crustal)	Low	Moderate	Low	Moderate
Flood (Coastal)	High	Low	High	Moderate
Flood (Riverine)	High	Low	High	Moderate
Landslide	High	High	High	High
Tornado	High	Low	High	Low
Tsunami (Distant)	Moderate	Low	Moderate	Low
Tsunami (Local)	Moderate	High	Moderate	High
Volcanic Event	Low	Low	Low	Low
Wildfire	Moderate	Low	High	Moderate
Windstorm	High	High	High	High
Winter Storm (Snow/Ice)	High	High	High	Moderate

Source: City of Newport NHMP Steering Committee and Lincoln County NHMP Steering Committee (2020)

## Community Characteristics

Table NA-4, Appendix C (Volume III), and the following section provide information on City specific demographics and assets. Many of these community characteristics can affect how natural hazards impact communities, and how communities choose to plan for natural hazard mitigation. Considering the city specific assets during the planning process can assist in identifying appropriate measures for natural hazard mitigation. Between 2012 and 2019 the City grew by 135 people (1%).<sup>1</sup> According to the State’s official coordinated population forecast, between 2019 and 2040 the City’s population is forecast to grow by 29% to 13,241.<sup>2</sup> Median household income decreased by 21% between 2012 and 2017.<sup>3</sup> The City has an educated population with 92% of residents 25 years, and older holding a high school degree, 28% have a bachelor’s degree or higher. As of 2019, Newport and Lincoln County School District have high school graduation rates of 82% and 76% respectively.

Development in Newport spans a total of 10.6 square miles. Newport’s city limits and urban growth boundary extend north and south along Highway 101 and east and west along US 20 (see Figure NA-2). Newport includes industrial and commercial development but is zoned primarily residential. Populated areas outside city limits include Idaho Point, the neighborhood of Holiday Beach, and a commercial area in South Beach near SE 42<sup>nd</sup> St. Commercial development is concentrated along both highway corridors, in the historic Bayfront and Nye Beach areas. Portions of the city north of the Yaquina Bay Bridge are substantially developed, meaning most of the City’s growth opportunities lie south of the bridge. The downtown core includes government offices and additional retail use and is concentrated between Olive and Fall Street. The downtown grid of streets in Newport is the

<sup>1</sup> Portland State University, Population Research Center, "Annual Population Estimates", 2019.

<sup>2</sup> Portland State University, Population Research Center, "Oregon Population Forecast Program Cycle 1 (2014-2017)". 2017.

<sup>3</sup> Social Explorer, Table T57, U.S. Census Bureau, 2013-2017 and 2008-2012 American Community Survey Estimates.

basic footprint of the original town's extent. Newport's high school, middle school, and two elementary schools are in the northeast portion of the city. The fairgrounds and several ball fields are also in this same vicinity. There is a heavy concentration of established residential development on both sides of the highway between NE 25th Street and the Yaquina Bay Bridge.

The city's Comprehensive Plan identifies land use needs within the city and the Urban Growth Boundary. The city's Comprehensive Plan identifies land use needs within the city and its urban growth boundary. Figure NA-2 shows the city of Newport's comprehensive plan map.

Since the previous NHMP (2015) the city has annexed 323 acres surrounding the Big Creek Reservoirs along with adjoining portions of Big Creek Road. In addition, the OMSI Coastal Discovery Center at Camp Gray opened in 2016 (3400 SE Abalone St), Samaritan Pacific Hospital was remodeled (Phase I 2019, Phase II 2020), OSU opened their Marine Studies Initiative Building including a vertical evacuation structure and assembly area (2020 SE Marine Science Dr), Wilder subdivision was constructed off SE 40<sup>th</sup> St and Harborton St in South Beach (40 single family home sites and 28 multifamily rental units), Surf View Village constructed 110 affordable rental housing units at NE 60<sup>th</sup> St and Hwy 101, Wyndhaven Ridge is constructing 66 market rate rental units at NE 36<sup>th</sup> St and Harney St (occupancy expected 2021) and the Yaquina Industrial Park is under construction (1430 SE Bay Blvd/International Terminal). New development has complied with the standards of the [Oregon Building Code](#), and the city's development code including their floodplain ordinance.

## Economy

Newport's commercial areas developed along primary routes and residential development followed nearby (see Figure NA-2).

Newport is the largest incorporated community in Lincoln County. Most workers residing in the city (55%, 2,591 people) travel outside of the city for work primarily to Portland metro area, Salem, Lincoln City, Corvallis, Toledo, and Albany.<sup>4</sup> A significant population of people travel to the city for work, (69% of the workforce, 4,828 people) primarily from Portland metro area, Salem, Lincoln City, Corvallis, Toledo, and Albany.<sup>5</sup>

Just over 56% of the resident population 16 and over is in the labor force (4,749 people) and are employed in a variety of occupations including professional and related (17%), office and administrative support (12%), food preparation and serving (11%), management, business, and financial operations (11%), and sales (10%) occupations.<sup>6</sup>

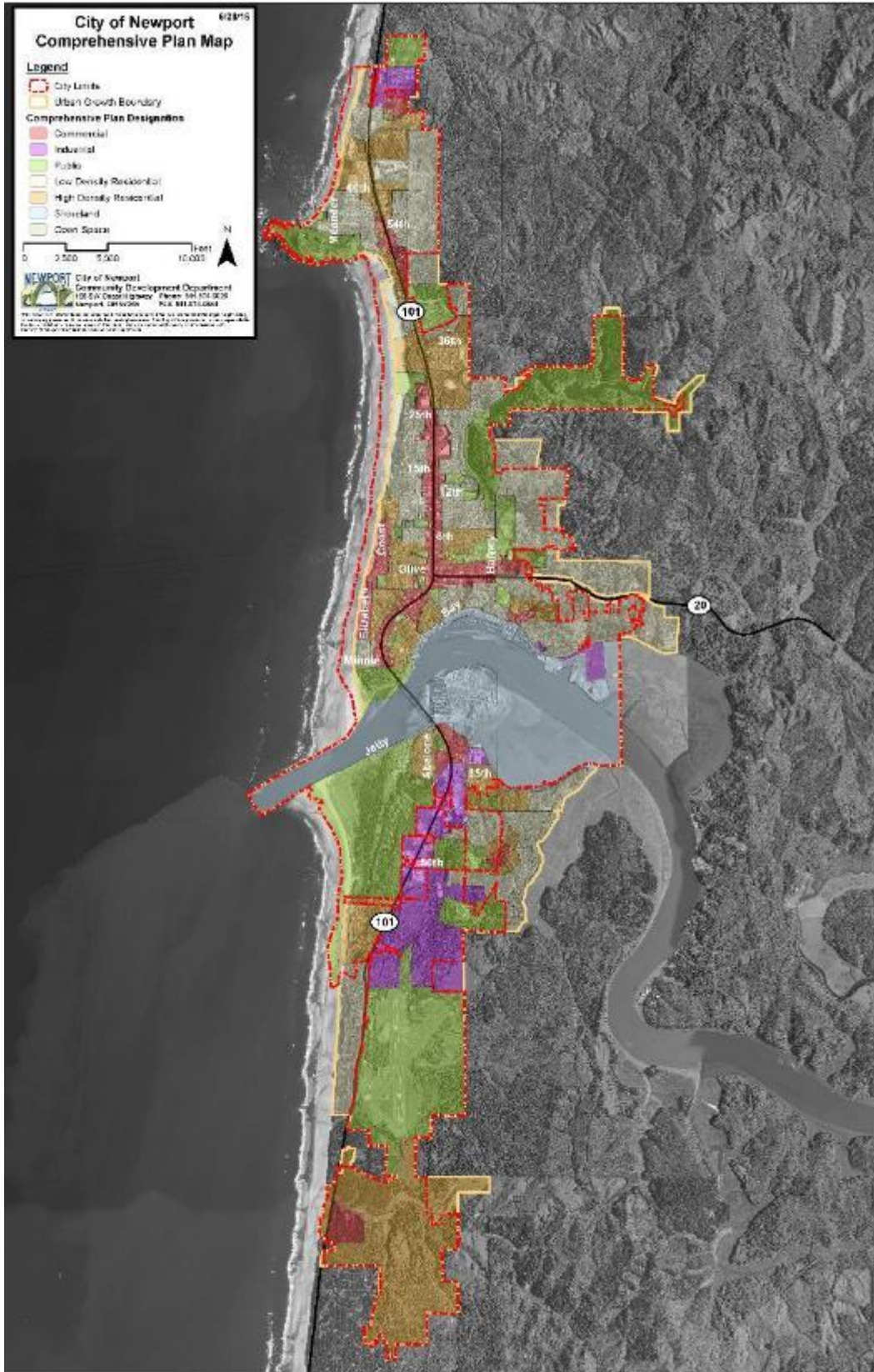
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<sup>4</sup> U.S. Census Bureau. LEHD Origin-Destination Employment Statistics (2002-2017). Longitudinal-Employer Household Dynamics Program, accessed on April 25, 2020 at <https://onthemap.ces.census.gov>.

<sup>5</sup> U.S. Census Bureau. LEHD Origin-Destination Employment Statistics (2002-2017). Longitudinal-Employer Household Dynamics Program, accessed on April 25, 2020 at <https://onthemap.ces.census.gov>.

<sup>6</sup> Social Explorer, Tables A17008 & A17002, U.S. Census Bureau, 2013-2017 American Community Survey Estimates.

Figure NA-2 Comprehensive Plan Map



Source: City of Newport

**Table NA-4 Community Characteristics**

Population Characteristics		
<b>2012 Population</b>	10,150	
<b>2019 Population</b>	10,285	
<b>2040 Forecasted Population</b>	13,241	
Race (non-hispanic or latino) and Ethnicity (Hispanic)		
White	75%	
Black/ African American	1%	
American Indian and Alaska Native	1%	
Asian	1%	
Native Hawaiian and Other Pacific Islander	1%	
Some Other Race	0%	
Two or More Races	5%	
Hispanic or Latino (of any race)	17%	
<b>Limited or No English Spoken</b>	611	6%
Vulnerable Age Groups		
Less than 15 Years	1,705	17%
65 Years and Over	2,399	23%
Age Dependency Ratio		3.95
Disability Status		
Total Population	1,544	15%
Children (Under 18)	29	1%
Working Age (18 to 64)	774	14%
Seniors (65 and older)	741	31%
Income Characteristics		
Households by Income Category		
Less than \$15,000	634	14%
\$15,000-\$29,999	1,005	22%
\$30,000-\$44,999	806	18%
\$45,000-\$59,999	500	11%
\$60,000-\$74,999	483	11%
\$75,000-\$99,999	443	10%
\$100,000-\$199,999	576	13%
\$200,000 or more	73	2%
<b>Median Household Income</b>		\$39,870
Poverty Rates		
Total Population	1,944	19%
Children (Under 18)	649	32%
Working Age (18 to 64)	1,093	19%
Seniors (65 and older)	202	9%
Housing Cost Burden (Cost > 30% of household income)		
Owners with Mortgage	460	20%
Renters	1,029	46%

Source: U.S. Census Bureau, 2013-2017 American Community Survey; Portland State University, Population Research Center, "Annual Population Estimates", 2019. Portland State University, Population Research Center, "Oregon Population Forecast Program Cycle 1 (2014-2017)". 2017.

Housing Characteristics		
Housing Units		
Single-Family	3,461	61%
Multi-Family	1,689	30%
Mobile Homes	573	10%
Year Structure Built		
Pre-1970	1,918	34%
1970-1989	2,193	38%
1990-2009	1,525	27%
2010 or later	87	10%
Housing Tenure and Vacancy		
Owner-occupied	2,300	40%
Renter-occupied	2,220	39%
Seasonal	865	15%
Vacant	338	6%

The city's topography is both a mix of relatively flat areas and steeper sloped areas such as those near Yaquina Bay and along the Ocean, and the Coast Range is east of the city. Nearby bodies of water include the Pacific Ocean, Yaquina Bay, and Big Creek Reservoir.

The climate in Newport is moderate. Average monthly temperatures range from lows of 39-42° F (November through April) to highs of 65° F (July through September) degrees. The driest months are July and August (average about 0.8 inches of precipitation per month) the wettest months are November through January (average about 10.5 inches of precipitation per month). Newport has an average annual precipitation of approximately 67.5 inches (71%, 47.6 inches fall November through March).

## Asset Identification

The following assets identified by the City of Newport were first gathered from the Asset Identification meetings held with community members in 2007. These assets were confirmed and updated by the City steering committee during the 2019-2020 update process.

## Cultural and Historic Resources

Historic and cultural resources such as historic structures and landmarks can help to define a community and may also be sources of tourism dollars. Because of their role in defining and supporting the community, protecting these resources from the impact of disasters is important. The National Register of Historic Places and the State Historic Preservation Office lists historic sites and properties within the city:<sup>7</sup>

- Yaquina Head Lighthouse,
- Charles and Theresa Roper House,
- Old Yaquina Bay Lighthouse, and
- New Cliff House.

Additional recreational amenities and attractions (among many) include:

- Newport's Bayfront,
- Nye Beach Commercial District
- Agate Beach Golf Course,
- Mariner's Square,
- Newport Performing Arts Center,
- Newport Visual Arts Center,
- Hatfield Marine Science Center,
- Oregon Coast Aquarium, and
- fishing and sightseeing charters.

## Critical Facilities & Infrastructure

Critical facilities are those that support government and first responders' ability to act in an emergency. They are a top priority in any comprehensive hazard mitigation plan. Individual communities should inventory their critical facilities to include locally designated shelters and other essential assets, such as fire stations, and water and wastewater treatment facilities.

Newport has the following critical facilities (**bold** indicates facility was included in the Risk Report [DOGAMI, O-20-11](#)):

- Three fire stations:
  - **Main Station 3200:** 245 NW 10th St
  - South Beach Station 3300: 145 SE 72<sup>nd</sup> St
  - **Agate Beach Station 3400:** 225 NE 73<sup>rd</sup> St

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<sup>7</sup> Oregon Historic Sites Database, <http://heritagedata.prd.state.or.us/historic/>, accessed July 17, 2020.



- One hospital and two clinics
  - **Samaritan Pacific Communities Hospital:** 930 SW Abbey St
  - Samaritan Walk-in Clinic: 740 SW 9<sup>th</sup> St
  - Samaritan Health Center: 1010 SW Coast Hwy
- Four Schools
  - **Sam Case Elementary:** 459 NE 12<sup>th</sup> St
  - **Yaquina Elementary:** 351 SE Harney St
  - **Newport Middle:** 825 NE 7<sup>th</sup> St
  - **Newport High:** 311 NE Eads St (West), 322 NE Eads St (East)
- **City Police Department/City Hall:** 169 SE Coast Hwy
- **City Public Works:** 845 NE 3<sup>rd</sup> St
- **Water treatment plant/Big Creek Reservoir:** 2810 NE Big Creek Rd
  - See [Utility Lifelines](#) for additional system details
- Wastewater plant (and collection system): SE 50<sup>th</sup> St
  - See [Utility Lifelines](#) for additional system details
- **Municipal airport:** 135 SE 84<sup>th</sup> St
- **Port of Newport:** 1510 SE Bay Blvd/ SE Bay Blvd
- **County Planning:** 210 SW 2<sup>nd</sup> St
- **County Public Works:** 880 NE 7<sup>th</sup> St
- **County Sheriff's Office:** 225 W Olive St
- **Oregon National Guard Armory:** 541 SW Coast Hwy
- **Oregon State Police:** 52 NE 73<sup>rd</sup> St

## Transportation

Mobility plays an important role in Newport, and the daily experience of its residents, and businesses. Motor vehicles represent the dominant mode of travel through, and within the City. Newport is also served by Lincoln County Transit Routes 491, 493, 495, and 497 with service running seven days a week with stops in Newport. The Coast to Valley Express provides public transit service between Newport and Corvallis. Caravan Airport Transportation also provides service from the City to Portland International Airport.

### Roads/Seismic lifelines

Seismic lifeline routes help maintain transportation facilities for public safety and resilience in the case of natural disasters. Following a major earthquake, it is important for response and recovery agencies to know which roadways are most prepared for a major seismic event. The Oregon Department of Transportation has identified lifeline routes to provide a secure lifeline network of streets, highways, and bridges to facilitate emergency services response after a disaster.<sup>8</sup>

System connectivity and key geographical features were used to identify a three-tiered seismic lifeline system. Routes identified as Tier 1 are considered the most significant and necessary to ensure a functioning statewide transportation network. The Tier 2 system provides additional connectivity to the Tier 1 system, it allows for direct access to more

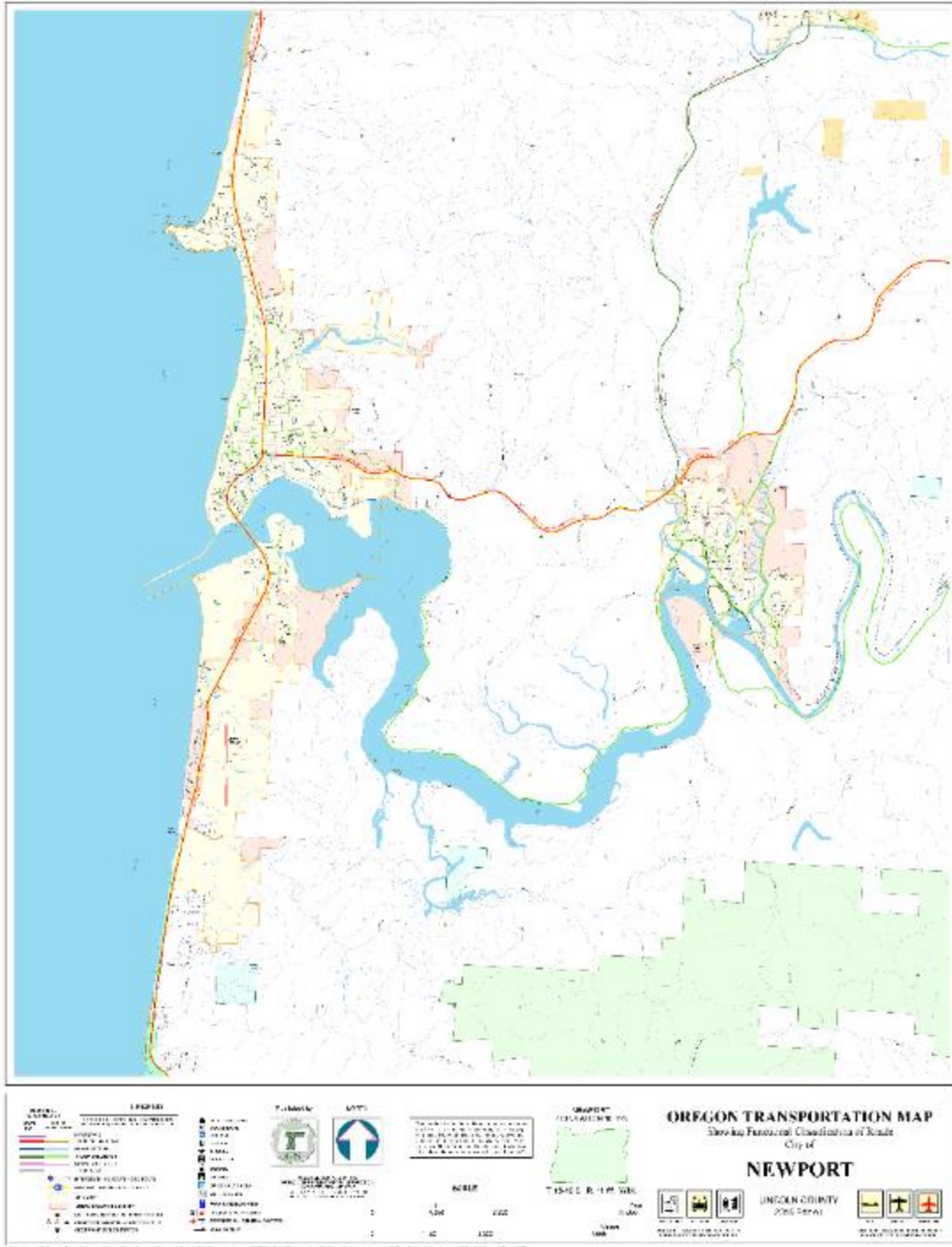
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<sup>8</sup> Oregon Department of Transportation. Oregon Seismic Lifeline Evaluation, Vulnerability Synthesis, and Identification, *Oregon Seismic Lifeline Routes*, May 15 2012.

locations and increased traffic volume capacity. The Tier 3 lifeline routes provide additional connectivity to the systems provided by Tiers 1 and 2.

Highway 101 (Tier I) is the major north-south transportation route through the City (see Figure NA-3). Highway 20 (Tier III) and Highway 18 (Tier I, north of Lincoln City) are the major east-west transportation routes connecting the coast to the Willamette Valley.

**Figure NA-3 Newport Functional Classification of Roads**



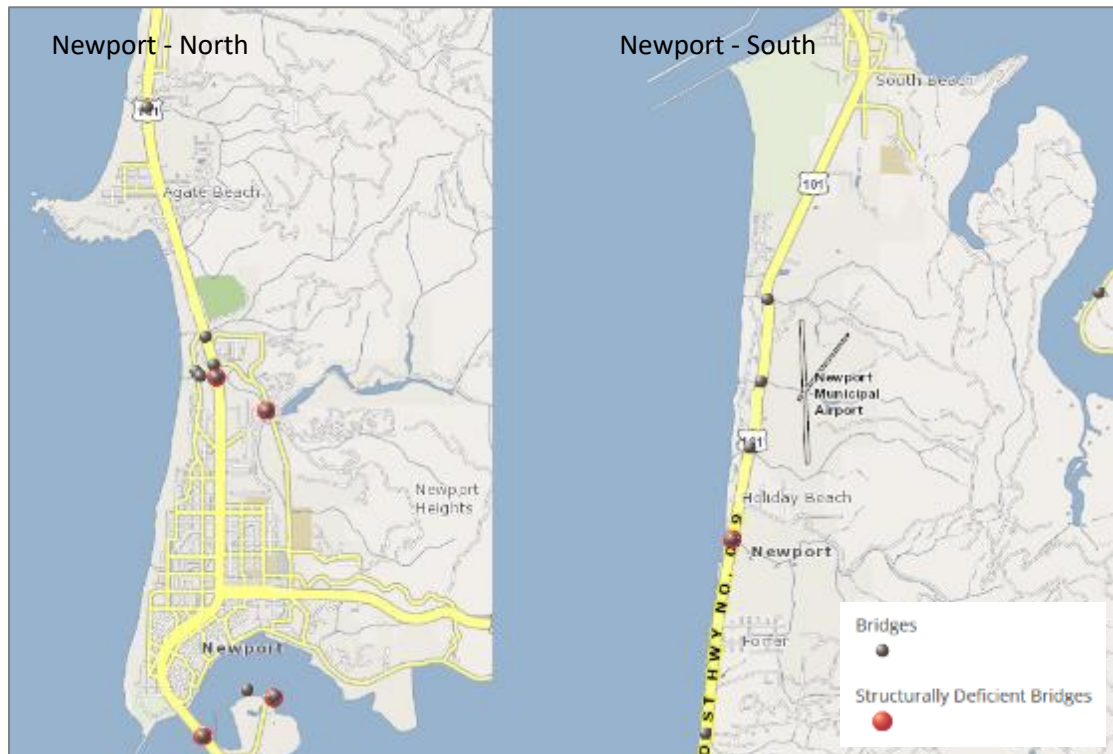
Source: Oregon Department of Transportation

## Bridges

Because of earthquake risk, the seismic vulnerability of the city's bridges is an important issue. Non-functional bridges can disrupt emergency operations, sever lifelines, and disrupt local and freight traffic. These disruptions may exacerbate local economic losses if industries are unable to transport goods. Bridges within the city that are critical or essential include (see Figure NA-4):

- (culvert) Schooner Creek, US 101 (1947), (Bridge ID 04153A)
- (culvert) Little Creek, US 101 @ MP 138.51 (1952), (Bridge ID 01160A)
- (ped underpass) Ped Underpass/Machinery Pass, US 101 (1952), (Bridge ID 07412)
- (culvert) Big Creek, US 101 (1952), (Bridge ID 04155A) – Structurally Deficient
- (bridge) Big Creek, Big Creek Rd (1961), (Bridge ID 012087) – Structurally Deficient
- (bridge) Yaquina Bay Bridge (1934), (Bridge ID 01820) – Structurally Deficient
- (culvert) Henderson Creek, US 101 (1928), (Bridge ID 04157)

**Figure NA-4 Oregon Bridges and Structurally Deficient Bridges**



Source: Oregon Department of Transportation, ODOT TransGIS, accessed August 3, 2020

More information on Seismic Design of bridges is on the ODOT website:

<https://www.oregon.gov/odot/Bridge/Pages/Seismic.aspx>

## Railroads

There are no railroads in Newport.

## Airports

The Newport Municipal Airport is the nearest airport (located in South Beach). The city has no commercial service airports. The nearest commercial airports are in Eugene and Portland.

## Ports

The International Port of Newport is located on SE Bay Blvd. The Port accommodates a wide variety of users to retain and create jobs and increase economic development.

## Utility Lifelines

Utility lifelines are the resources that the public relies on daily such as, electricity, fuel and communication lines. If these lines fail or are disrupted, the essential functions of the community can become severely impaired. Utility lifelines are closely related to physical infrastructures, like dams and power plants, as they transmit the power generated from these facilities.

Generally, the network of electricity transmission lines running throughout the city is operated by Central Lincoln PUD. The Williams Gas Pipeline provides natural gas that is delivered to customers in the city by Northwest Natural Gas. These lines may be vulnerable as infrequent natural hazards, like earthquakes, could disrupt service to natural gas consumers across the region.

The city water, wastewater, and stormwater (culvert) systems include the following:

### Water Infrastructure

- Water treatment plant/Big Creek Reservoir (upper/lower): 2810 NE Big Creek Rd

#### Holding Tanks, storing 9.25 million gallons (MG):

- Main Tank #1 (2.0 MG), built 1972
- Main Tank #2 (2.0 MG), built 1978
- Smith Tank (0.25 MG), built 1958 (refurbished in late 1990s)
- Yaquina Heights Tank (1.6 MG), built 1993
- South Beach Tank (1.3 MG) built 1998
- (2) City Shops Tanks (1.1 MG), built 1910
- 71st Street Tank (1.0 MG), built 2015

#### Pump Stations:

- Candletree Pump Station, NE 7<sup>th</sup> Street
- NE 54<sup>th</sup> Street Booster Pump Station, NE 54<sup>th</sup> Street
- Yaquina Heights Booster Pump Station, at Yaquina Heights Tank
- Lakewood Booster Pump Station, NE Lakewood Drive
- Salmon Run Booster Pump Station, NE 71st Street
- OCCC Booster Pump Station, SE 40th Street

### Wastewater Infrastructure

- Wastewater Treatment Plant: SE 50<sup>th</sup> St
  - Lift Station (“HMSC Pump Station”), SE Marine Science Dr
  - Lift Station (“Bay Front Pump Station”), SW Bay Blvd
  - Lift Station (“Nye Beach Pump Station”), NW Beach Dr
  - Lift Station (“Big Creek Pump Station”), NW Oceanview Dr
  - Lift Station (“Northside Pump Station”), NW Nye St
  - Lift Station (“NW 48<sup>th</sup> Street Pump Station”), NW 48<sup>th</sup> St
  - Lift Station (“Schooner Creek Pump Station”), NW 68<sup>th</sup> St
  - Lift Station (“Influent Pump Station”), SE 50<sup>th</sup> St
  - Lift Station (“Running Springs Pump Station”), SE Running Springs Dr

### Stormwater Infrastructure (e.g. Culverts)

The City of Newport's existing storm drain system encompasses 43 drainage basins and includes approximately 32 miles of gravity piping in a range of sizes from 6-inches to 144-inches diameter. Pipes are constructed from a variety of materials including concrete, corrugated steel, polyvinyl chloride (PVC), high density polyethylene (HDPE), and others.

## **Community Organizations and Programs**

Social systems can be defined as community organizations and programs that provide social and community-based services, such as health care or housing assistance, to the public. In planning for natural hazard mitigation, it is important to know what social systems exist within the community because of their existing connections to the public. Often, actions identified by the plan involve communicating with the public or specific subgroups within the population (e.g. elderly, children, low income). The county and cities can use existing social systems as resources for implementing such communication-related activities because these service providers already work directly with the public on several issues, one of which could be natural hazard preparedness and mitigation. The countywide community organizations that are active within the city and county and may be potential partners for implementing mitigation actions can be found in Appendix C: Community Profile.

## **Lincoln County School District**

The Lincoln County School District has four schools in Newport including Sam Case Elementary, Yaquina Head Elementary, Newport Middle, and Newport High. For more information on School District assets see their addendum in Volume II.

## **Hazard Profiles**

The following sections briefly describe relevant information for each profiled hazard. More information on Lincoln County hazards can be found in Volume I, Section 2 *Risk Assessment* and in the [Risk Assessment for Region 1, Oregon Coast, Oregon SNHMP \(2020\)](#).

In addition, the Oregon Department of Geology and Mineral Industries (DOGAMI) conducted a multi-hazard risk assessment (Risk Report) for Lincoln County, including the City of Newport. The study was funded through the FEMA Risk MAP program and was completed in 2020. The Risk Report provides a quantitative risk assessment that informs communities of their risk related to the following natural hazards: coastal erosion, Cascadia Subduction Zone earthquake and tsunami, flood, landslide, and wildfire (summarized herein). The City hereby incorporates the Risk Report into this NHMP addendum by reference ([DOGAMI, O-20-11](#)).

## **Coastal Erosion**

The steering committee determined that the city's probability for coastal erosion is **high**, meaning at least one incident is likely within the next 35 years and that their vulnerability to coastal erosion is **moderate**, meaning it is expected that between 1% and 10% of the City's population or property could be affected by a major coastal erosion event. *These ratings have not changed since the previous NHMP.*

Volume I, Section 2 describes the characteristics of coastal erosion hazards, as well as the history, location, extent, and probability of a potential event. Coastal erosion is a natural process that continually affects coastal areas; in Newport and elsewhere along the Pacific, coastal erosion becomes a hazard when lives and properties are at risk of death, injury, or damage. Coastal erosion is typically a gradual process, which can be greatly accelerated in the event of a storm or climate factors that increase the potential for coastal erosion. One catastrophic event has occurred within the city of Newport: Jump off Joe. In this event, a landslide that began moving in the 1920's was accelerated by ocean wave attack in the mid 1940's. Roadways, drainpipes, and 15 houses were moved seaward.

Future Climate Projection:

According to OCCRI report "*Future Climate Projections: Lincoln County*" (Appendix G) the risk of coastal erosion is expected to increase due to sea level rise and changing wave dynamics.

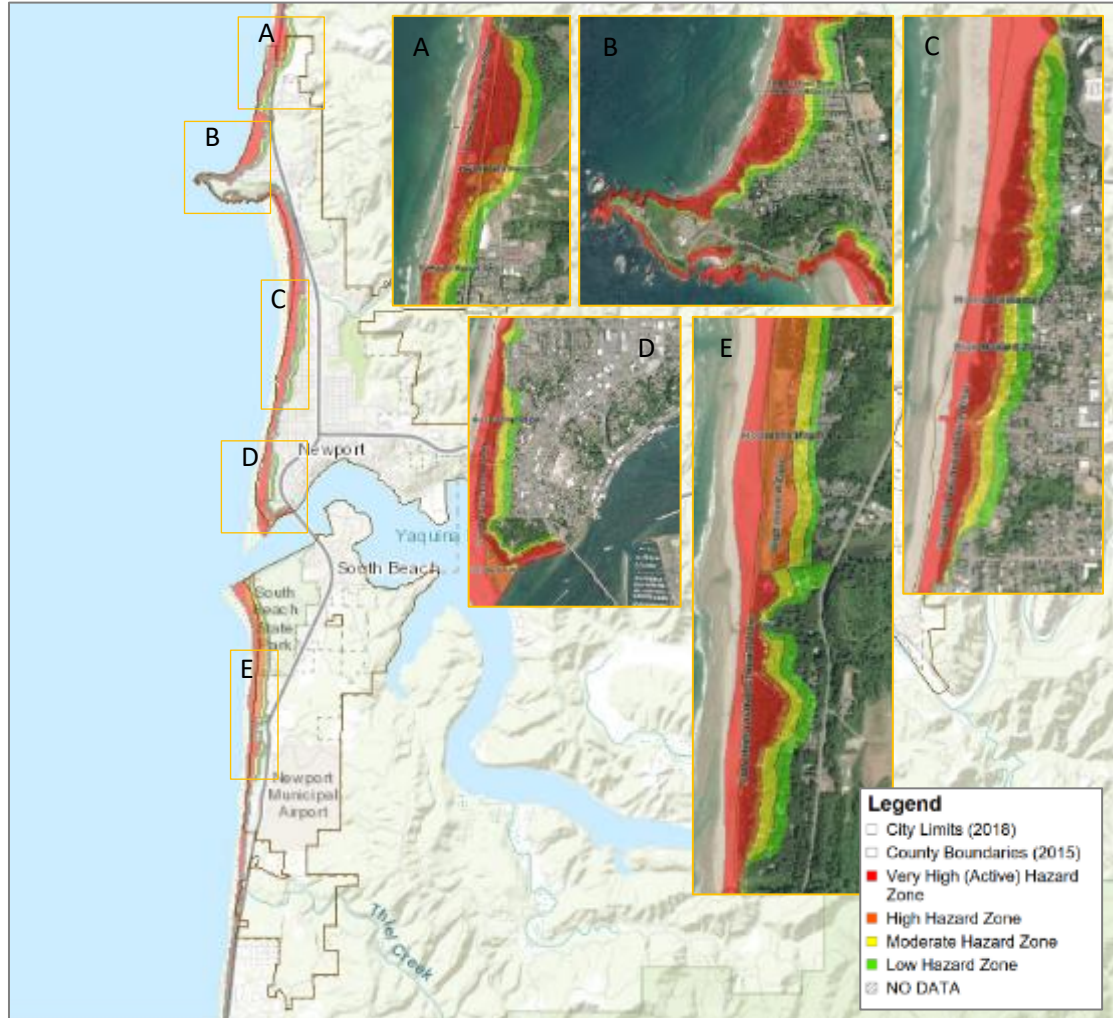
## Vulnerability Assessment

Records of damages are not available at this time; however, events may have occurred in tandem with previous storms. The Newport Steering Committee identified the areas near Yaquina Head Lighthouse and Moolack Beach as particularly vulnerable spots.

Potential community-related impacts, including shoreline reduction, economic (tourism-related) impacts, and property/infrastructural damage, are adequately described within the Volume I, Section 2 of the NHMP. See Figure NA-5 for locations of the city's coastal erosion hazard along coastal bluffs on the city's western edge.

To address the risk for coastal erosion, and other geologic hazards (earthquakes, landslides, expansive soils, fault displacement and subsidence), Newport enacted Ordinance No. 2017 amending the zoning ordinance Geologic Hazards Overlay section effective August 17, 2011.

**Figure NA-5 Coastal Erosion Hazard**



Source: [Oregon Explorer: Map Viewer](#) – To explore and view map detail click hyperlink to left.

### Natural Hazard Risk Report for Lincoln County

The **Risk Report** ([DOGAMI, O-20-11](#)) provides hazard analysis summary tables that identify populations and property within Lincoln County that are vulnerable to coastal erosion. The Risk Report provides a distinct profile for Newport.

The Risk Report provides an analysis of dune-backed beaches and bluff-backed shorelines to identify the general level of susceptibility due to storm-induced erosion, sea level rise, and subsidence due to CSZ earthquake event. The Risk Report performed an analysis of buildings, including critical facilities, to determine exposure for each community. According to the Risk Report the following resident population and property (public and private) within Newport may be impacted by profiled coastal erosion scenario (Table NA-5).

Just under three percent of the City's population (260 people) may be displaced by coastal erosion. These people are expected to have mobility or access issues and/or may have their residences impacted by coastal erosion. Properties that are most vulnerable to the coastal erosion hazard are those that are developed in an area of steep dunes or cliffs. About five percent (264 buildings) of all buildings (residential, commercial, industrial) are exposed to

the high coastal erosion hazard zone. The value of exposed buildings is \$100.7 million (about 8% of total building value). It is important to note that impact from coastal erosion may vary depending on areas that are impacted during an event.

**Table NA-5 Potentially Displaced Residents and Exposed Buildings, Coastal Erosion**

Community Overview: Newport						
Population		Buildings		Critical Facilities	Total Building Value (\$)	
9,989		5,602		16	1,243,095,000	
Exposure Analysis: Coastal Erosion High Hazard Scenario						
Potentially Displaced Residents		Exposed Buildings			Exposed Building Value	
Number	Percent	Number	Percent	Critical Facilities	Value (\$)	Percent
260	2.6%	264	4.7%	0	100,712,000	8.1%

Source: IPRE. Data adapted from DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table A-18. Note: City population based on the 2010 Census population.

Critical Facility Vulnerability<sup>9</sup>

There are no critical facilities exposed to the profiled coastal erosion scenario.

## Drought

The steering committee determined that the city’s probability for drought is **high**, meaning at least one incident is likely within the next 10 to 35 years and that their vulnerability to drought is **high**, meaning more than 10% of the city’s population or property could be affected by a major drought event. *These ratings have increased since the previous NHMP.*

Volume I, Section 2 of Lincoln County’s NHMP adequately describes the causes and characteristics of drought hazards, as well as the history, location, extent, and probability of a potential event. Due to a cool, wet climate, past and present weather conditions have generally spared coastal communities from the effects of a drought.

Newport’s primary water supply comes from the Big Creek Reservoir, and additional supply is available through water rights to the Blattner Creek and Siletz River. The city has two storage reservoirs, and seven tanks with about 9 million gallons of treated water storage capacity. During hot summer months the only water right that is capable of providing the City with water is from the Siletz River, at 6.0 cfs, due to inadequate flows in Big Creek and Blattner Creek; system demand during these times is met through stored water.<sup>10</sup> The water treatment plant has allowed the city to treat about 7 million gallons per day (up to 10 million) which will enable Newport to meet future demands. The Oregon Water Resources Department, coordinates with municipalities to implement water conservation or curtailment plans when drought emergencies are declared. The city’s [Water System Master](#)

<sup>9</sup> DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table A-19.

<sup>10</sup> City of Newport, Water System Master Plan (2008)



[Plan](#) addresses conservation and rationing protocols and includes a [Water Management and Conservation Plan](#).

#### Future Climate Projection:

According to OCCRI report “*Future Climate Projections: Lincoln County*” (Appendix G) the probability of future drought conditions (low summer soil moisture, low spring snowpack, low summer runoff, low summer precipitation, and high summer evaporation) is expected to be more frequent by the 2050s.

## Vulnerability Assessment

Due to insufficient data and resources, Newport is currently unable to perform a quantitative risk assessment, or exposure analysis, for this hazard. State-wide droughts have historically occurred in Oregon, and as it is a region-wide phenomenon, all residents are equally at risk. Structural damage from drought is not expected; rather the risks apply to humans and resources. Industries important to the City of Newport’s local economy such as fishing have historically been affected, and any future droughts would have tangible economic and potentially human impacts.

In addition to reduced water supplies, a drought will increase the chances of wildfire and significantly reduce tourism activities. If hotels, for example, are unable to accommodate guests, the city’s economy would greatly suffer. Currently, the city has a water curtailment plan that will go into effect in the event of a drought.

## Earthquake

The steering committee determined that the city’s probability for a Cascadia Subduction Zone (CSZ) Earthquake event is **moderate**, meaning one incident may occur within the next 35 to 75 years and that their vulnerability to a CSZ event is **high**, meaning that more than 10% of the City’s population or property could be affected by a major CSZ earthquake event. The steering committee determined that the city’s probability for a crustal earthquake event is **low**, meaning one incident may occur within the next 100 years and that their vulnerability to a Crustal Earthquake event is **moderate**, meaning that between 1% and 10% of the city’s population or property could be affected by a major crustal earthquake event. *The city’s probability to crustal earthquake was decreased since the previous NHMP, all other ratings have remained the same.*

Volume I, Section 2 of Lincoln County’s NHMP adequately describes the causes and characteristics of earthquake hazards, as well as the history, location, extent, and probability of a potential event. Earthquake-induced damages are difficult to predict, and depend on the size, type, and location of the earthquake, as well as site-specific building and soil characteristics. Presently, it is not possible to accurately forecast the location or size of earthquakes, but it is possible to predict the behavior of soil at any site. In many major earthquakes, damages have primarily been caused by the behavior of the soil.

The Pacific Northwest experienced a subduction zone earthquake estimated at magnitude 9 on January 26, 1700. The earthquake generated a tsunami that caused damage as far away as Japan. Cascadia subduction zone earthquakes and associated tsunamis have occurred on average every 500 years over the last 3,500 years in the Pacific Northwest. The time between events has been as short as 100 to 200 years and as long as 1,000 years. The

geologic record indicates that over the last 10,000 years approximately 42 tsunamis have been generated off the Oregon Coast in connection to ruptures of the CSZ (19 of the events were full-margin ruptures and arrived approximately 15-20 minutes after the earthquake).<sup>11</sup>

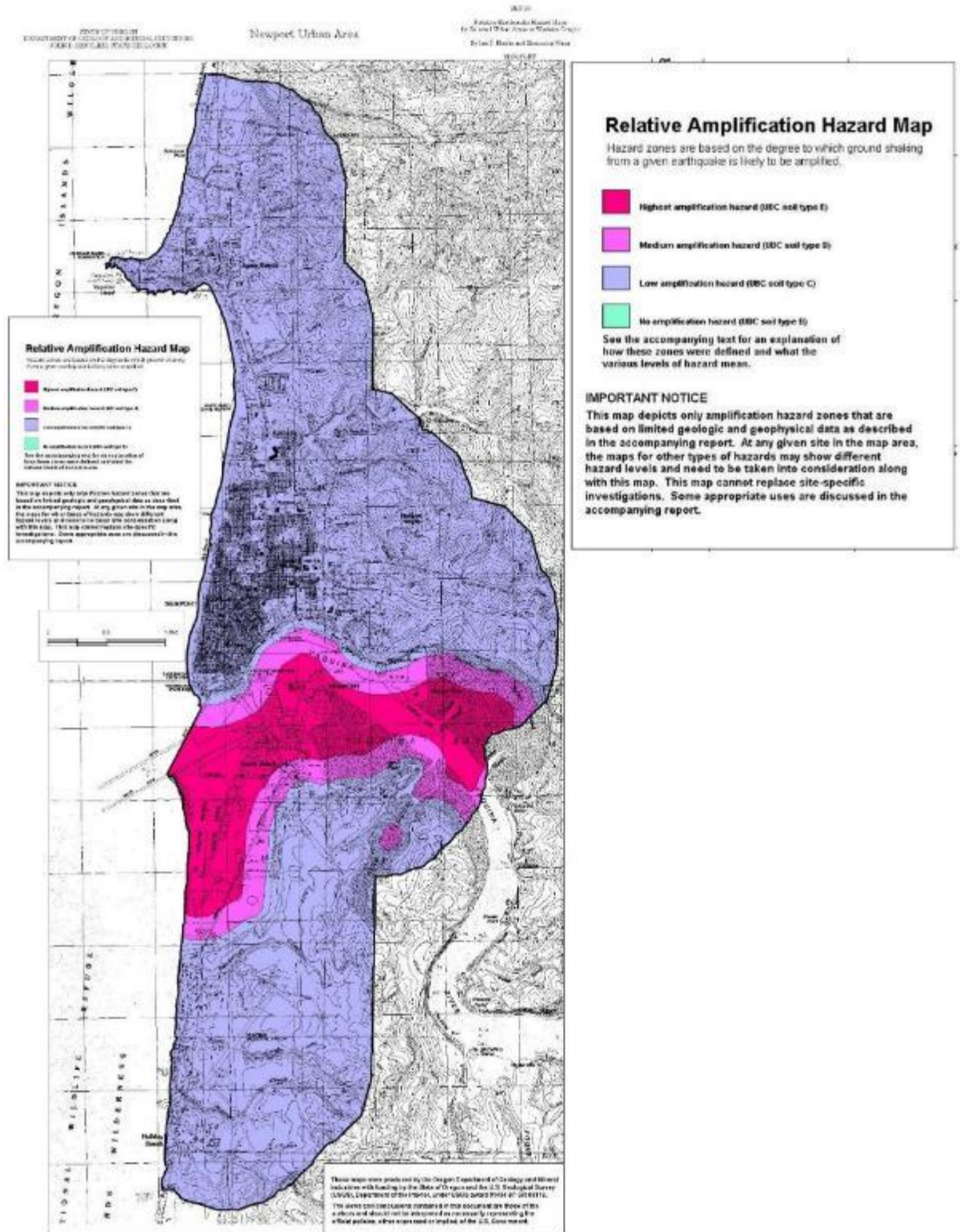
The Oregon Department of Geology and Mineral Industries (DOGAMI), in partnership with other state and federal agencies, has undertaken a rigorous program in Oregon to identify seismic hazards, including active fault identification, bedrock shaking, tsunami inundation zones, ground motion amplification, liquefaction, and earthquake induced landslides.

The figures below show earthquake hazards that affect the city, including relative amplification hazards (Figure NA-6), relative liquefaction hazard (Figure NA-7), areas subject to earthquake-induced landslides (Figure NA-8), and hazard zones based on the combined effects of ground shaking (Figure NA-9). As shown in each of the maps, the area of greatest concern within the city of Newport is along the Yaquina Bay. The Bayfront area of Newport and the highly populated tourist spots are in this area. The extent of the damage to structures and injury and death to people will depend upon the type of earthquake, proximity to the epicenter and the magnitude and duration of the event.

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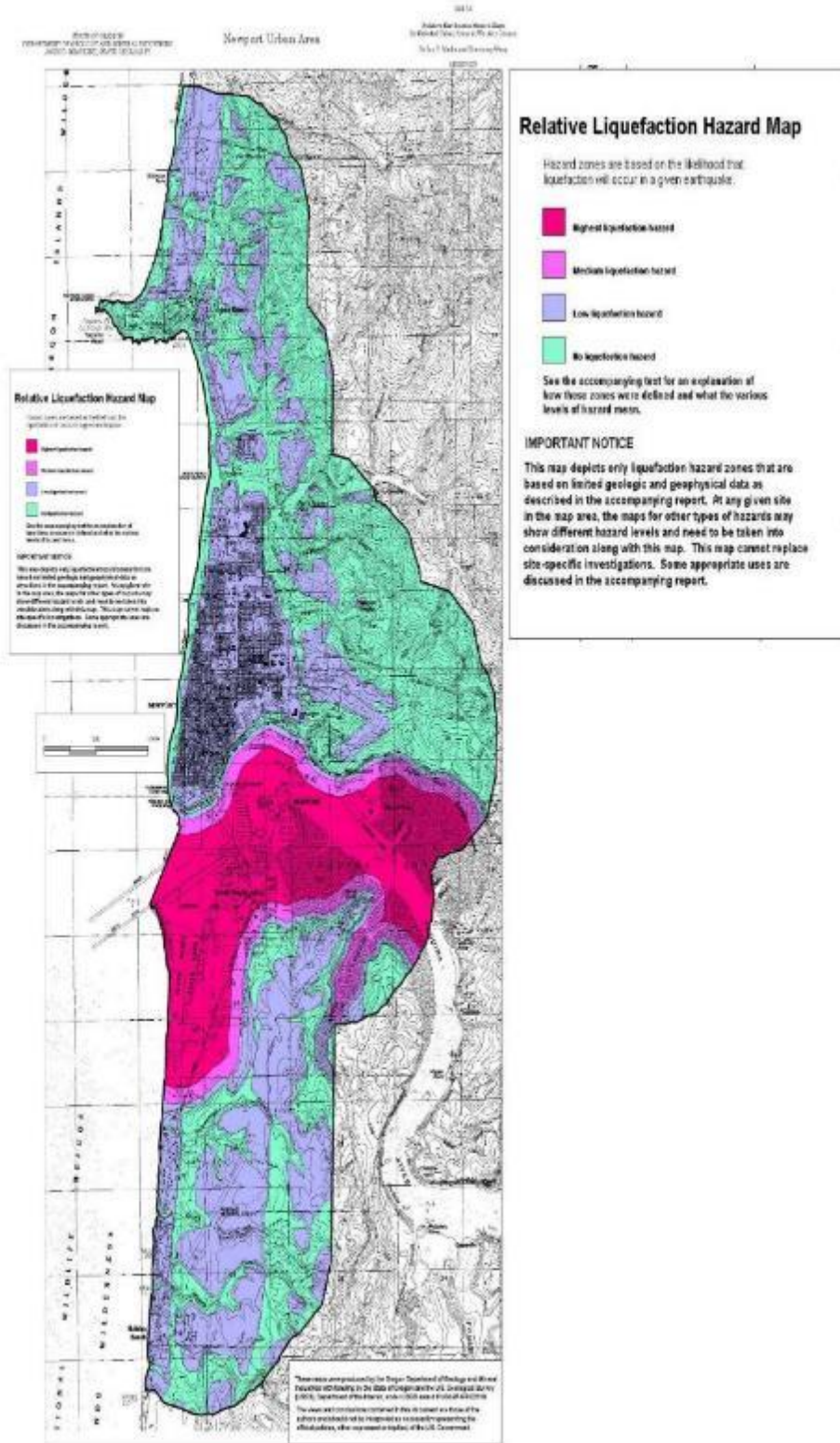
<sup>11</sup> DLCD. *Oregon State Natural Hazard Mitigation Plan*. 2020 (Draft).

Figure NA-6 Relative Amplification Hazard Map



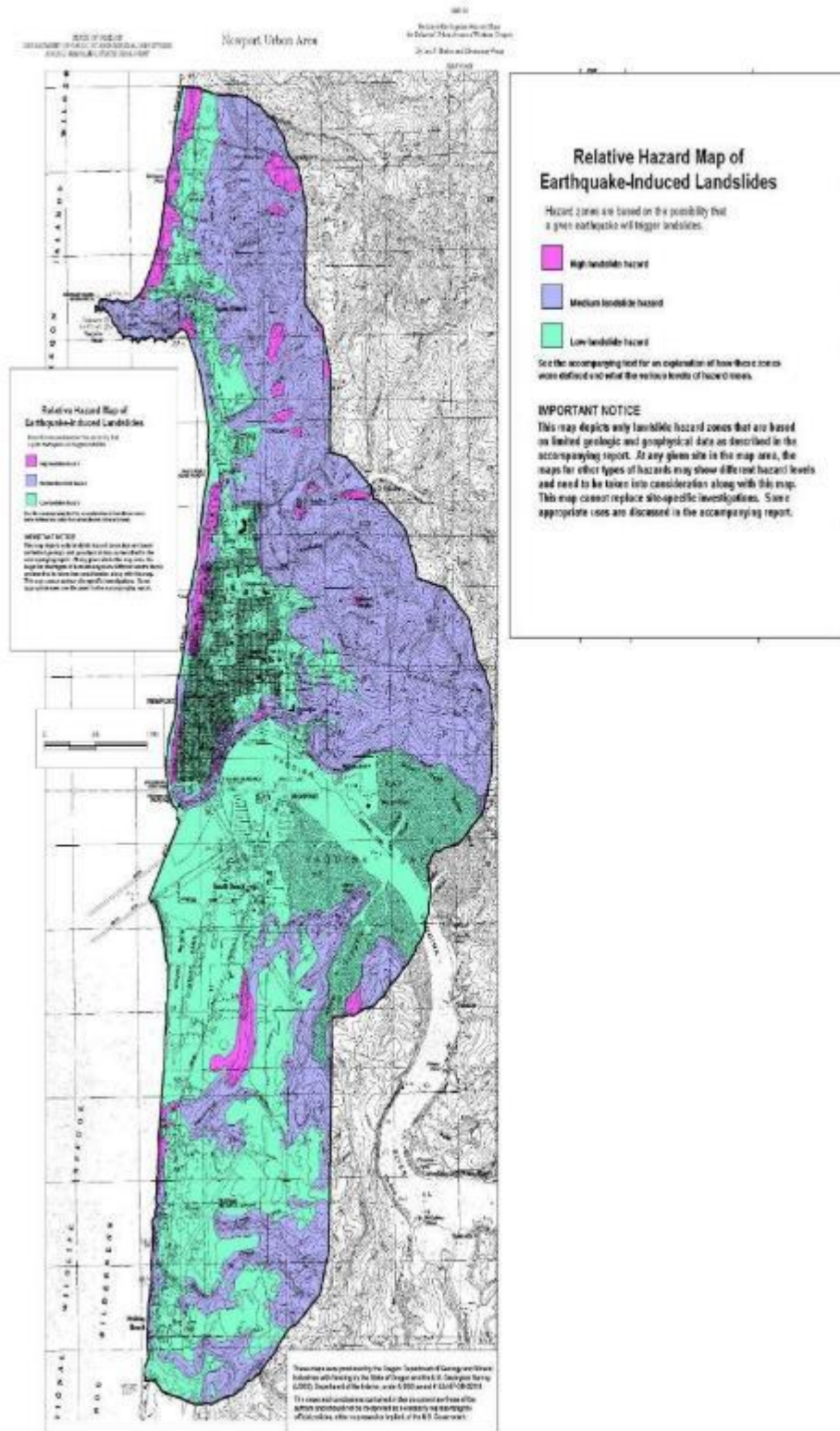
Source: DOGAMI

**Figure NA-7 Relative Liquefaction Hazard Map**



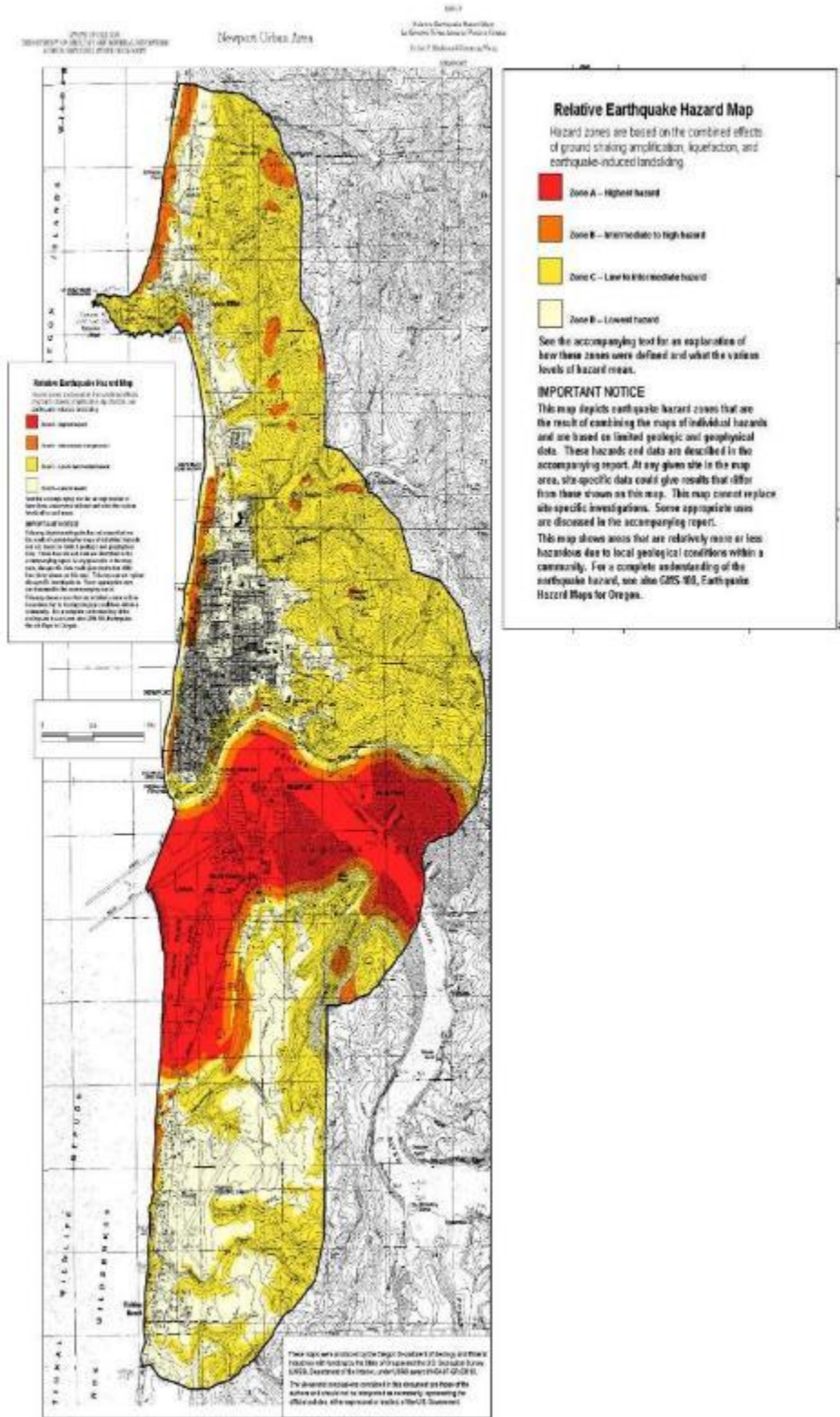
Source: DOGAMI

**Figure NA-8 Earthquake Induced Landslides**



Source: DOGAMI

**Figure NA-9 Relative Earthquake Hazard**



Source: DOGAMI

## Vulnerability Assessment

The city's concentrated population and resources, as well as the soil characteristics and relative earthquake hazards described above are cause for significant effort toward mitigating the earthquake hazard. The city's infrastructure is highly vulnerable to a severe earthquake event. Sewer lines, water lines, power lines, water tanks, reservoirs, cell towers, the Samaritan North Lincoln Hospital, and City Hall were identified by the Steering Committee as vulnerable assets. The city would expect significant damage to roads and bridges following a Cascadia Subduction Zone event, as well as deaths and severe injuries region wide. Education and outreach regarding earthquakes (and resultant tsunami) is an ongoing endeavor in Newport.

### 2007 Rapid Visual Survey

Building codes were implemented in Oregon in the 1970s, however, stricter standards did not take effect until 1991 and early 2000s. As noted in the community characteristics section (Table NA-4), approximately 72% of residential buildings were built prior to 1990, which increases the City's vulnerability to the earthquake hazard (according to the Risk Report 63% of all buildings are pre-code and 16% are low code)<sup>12</sup>. Information on specific public buildings' (schools and public safety) estimated seismic resistance, determined by DOGAMI in 2007, is shown in Table NA-6; each "X" represents one building within that ranking category. Of the facilities evaluated by DOGAMI, that have not been retrofitted, using their Rapid Visual Survey (RVS), no buildings have a very high (100% chance) collapse potential, while one (1) building has a high (greater than 10% chance) collapse potential. To fully assess a buildings potential for collapse, a more detailed engineering study completed by a qualified professional is required, but the RVS study can help to prioritize which buildings to survey.

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<sup>12</sup> DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table D-2.

**Table NA-6 Rapid Visual Survey Scores**

Facility	Site ID*	Level of Collapse Potential			
		Low (< 1%)	Moderate (>1%)	High (>10%)	Very High (100%)
<b>Schools</b>					
Sam Case Elementary** (459 NE 12th Street)	Linc_sch02			<b>SRGP 2015-2017 Phase II: \$1,498,424</b>	
Yaquina View Elementary** (351 SE Harney Street)	Linc_sch08		XXX		
Newport Middle (former Newton Magnet)** (825 NE 7th Street)	Linc_sch17	X			
Newport High - East** (322 NE Eads Street)	Linc_sch09	X	XX		
Newport High - West** (311 NE Eads Street)	Linc_sch22			<b>SRGP 2015-2017 Phase II: \$1,500,000</b>	
Newport Early Childhood Center (420 NE 12th Street)	Linc_sch13	X			
<b>Public Safety</b>					
Lincoln County Communications Agency (815 SW Lee Street)	Linc_eoc01		X		
Newport FD - Station 1** (245 NW 10th Street)	Linc_sch07			<b>SRGP 2013-2014 \$1,491,223</b>	
Lincoln County Sheriff's Office** (225 W Olive Street)	Linc_pol02	X	X		
Newport Police Department** (169 SW Coast Highway)	Linc_pol04			X	
<b>Hospitals</b>					
Samaritan Pacific Communities Hospital** (930 SW Abbey Street)	Linc_hos01	X			

Source: [DOGAMI 2007. Open File Report 0-07-02. Statewide Seismic Needs Assessment Using Rapid Visual Assessment](#). Notes: “\*” – Site ID is referenced on the [RVS Lincoln County Map](#); “\*\*” – Facility determined to be vulnerable to CSZ earthquake and should expect moderate to complete damage (> 50% probability). DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020).

**Mitigation Activities**

Earthquake mitigation activities listed here include current mitigation programs and activities that are being implemented by Newport agencies or organizations.

A primary mitigation objective of the city is to construct or upgrade critical and essential facilities and infrastructure to withstand future earthquake events. Seismic retrofit grant awards per the [Seismic Rehabilitation Grant Program](#)<sup>13</sup> have been funded to retrofit the Newport Fire District Station 1 (2013-14 grant award, \$1,491,223), Sam Case Elementary School (2015-17, Phase II grant award, \$1,498,424), and the Newport High School gym (2015-17, Phase II grant award, \$1,500,000). Samaritan Pacific Communities Hospital included seismic retrofits when it was remodeled and expanded in 2019 (Phase I) and 2020

<sup>13</sup> The Seismic Rehabilitation Grant Program (SRGP) is a state of Oregon competitive grant program that provides funding for the seismic rehabilitation of critical public buildings, particularly public schools and emergency services facilities.



(Phase II). Additionally, the School District has retrofitted at risk schools through local resources (see the Lincoln County School District addendum for more information).

### Natural Hazard Risk Report for Lincoln County

The **Risk Report** ([DOGAMI, O-20-11](#)) provides hazard analysis summary tables that identify populations and property within Lincoln County that are vulnerable to earthquake. The Risk Report provides a distinct profile for Newport.

According to the Risk Report the following resident population and property (public and private) within the study area may be impacted by the profiled magnitude 9.0 Cascadia Subduction Zone (CSZ) event. *Note: Due to the simultaneous nature of a CSZ earthquake and tsunami, loss estimates have been separated in the following tables to avoid double counting. Building losses within the tsunami zone are considered total. See the tsunami section for additional information.*

The Risk Report performed an analysis of buildings, including critical facilities, to determine exposure for each community. According to the Risk Report the following resident population and property (public and private) within Newport may be impacted by the profiled earthquake scenarios (Table NA-7). *Note: Due to the simultaneous nature of a CSZ earthquake and tsunami, loss estimates have been separated in the following tables to avoid double counting. Building losses within the tsunami zone are considered total. See the tsunami section for additional information.*<sup>14</sup>

Approximately 22% of the City's population (2,088 people) may be displaced by a magnitude 9.0 CSZ earthquake and tsunami event. Of those, less than 1% will be impacted by the accompanying tsunami. *Note: The data does not include potentially impacted visitor populations that may be lodging or at a public venue during a CSZ earthquake and tsunami event.* Earthquakes will impact every building in the City, to some degree, by a CSZ magnitude 9.0 earthquake and tsunami. Building damage (loss) estimates are reported for buildings expected to be damaged by the earthquake outside of the tsunami inundation zone (medium-sized). Additional exposure information is provided for buildings within the tsunami inundation zone to obtain the combined total damage (loss) estimate. Buildings reported as "damaged" in the area *outside* the tsunami zone include yellow tagged (extensive, limited habitability) and red tagged (complete, uninhabitable) buildings, while 100% of buildings exposed *inside* the tsunami inundation area are considered "damaged" (complete, uninhabitable). The City has 2,088 buildings that are expected to be damaged by the CSZ earthquake and tsunami event. The combined (earthquake and tsunami) value of building damage losses are \$452.4 million.

The Risk Report estimated losses show that the age of the building stock is the primary metric of earthquake vulnerability. Communities with older building stock are expected to have higher losses. However, if buildings were retrofitted to at least "moderate code" standards the impact of the event would be reduced. The Risk Report concludes that loss estimates for the City drop from 24% to 14% (\$122 million decrease in loss) when all buildings are upgraded to at least moderate code level.<sup>15</sup> *Note: earthquake vulnerability*

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<sup>14</sup> DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Tables A-18.

<sup>15</sup> Ibid, Table B-2.

retrofit benefits are minimized in areas of liquefaction and landslide where additional geotechnical mitigation would be needed.

**Table NA-7 Potentially Displaced Residents and Exposed Buildings, Earthquake**

Community Overview: Newport						
Population		Buildings		Critical Facilities	Total Building Value (\$)	
9,989		5,602		16	1,243,095,000	
Exposure Analysis: Earthquake CSZ M9.0 (Deterministic) Scenario						
Potentially Displaced Residents		Damaged Buildings			Exposed Building Value	
Number	Percent	Number	Percent	Critical Facilities	Loss Estimate (\$)	Loss Ratio
2,122	21.2%	1,902	34.0%	15	294,327,000	23.7%
Exposure Analysis (within Tsunami Zone - Medium)						
73	0.7%	186	3.3%	1	158,074,000	12.7%
Total Exposure						
2,195	22.0%	2,088	37.3%	16	452,401,000	36.4%

Source: IPRE. Data adapted from DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table A-18. Note: City population based on the 2010 Census population.

Critical Facility Vulnerability<sup>16</sup>

- Public Works (Newport)
- Fire Station No. [3200] (Newport)
- Fire Station No. 3400 (Newport)
- Municipal Airport (Newport)
- Police Department (Newport)
- Water Treatment Plant (Newport)
- Public Works (Lincoln County)
- Sheriff’s Office (Lincoln County)
- Oregon State Police (Oregon)
- Oregon National Guard Armory (Oregon)
- Port of Newport (Port)
- Samaritan Pacific Communities Hospital (Hospital)
- Sam Case Elementary School (Lincoln Co. School District)
- Yaquina View Elementary School (Lincoln Co. School District)
- Newport Middle School (Lincoln Co. School District)
- Newport High School (Lincoln Co. School District)

The following vulnerable critical facilities were identified by the County but not included in the Risk Report analysis:

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<sup>16</sup> Ibid, Table A-19.

- Lincoln County Fair Grounds (633 NE 3<sup>rd</sup> St) – new facility in process (TBD)

Note: It is expected that bridges in the area may be impassable by vehicles for over 24 months. As such bringing resources into Newport by sea and air will be necessary.

For more information, see the following DOGAMI reports:

- Analysis of earthquake and tsunami impacts for people and structures inside the tsunami zone for five Oregon coastal communities: Gearhart, Rockaway Beach, Lincoln City, Newport, and Port Orford (2020, [O-20-03](#))
- Oregon Coastal Hospital Resilience Project (2020, [O-20-02](#))

## Tsunami

The steering committee determined that the city’s probability for a distant tsunami event is **moderate** meaning one incident may occur within the next 35 to 75 years and that their vulnerability to a distant tsunami event is **low**, meaning that less than 1% of the city’s population or property could be affected by a major distant tsunami event. The steering committee determined that the city’s probability for a local tsunami event is **moderate**, meaning one incident may occur within the next 35 to 75 years and that their vulnerability to a local tsunami event is **high**, meaning that more than 10% of the City’s population or property could be affected by a major local tsunami event. *The city’s probability and vulnerability ratings to distant tsunami decreased since the previous NHMP, all other ratings have remained the same.*

Volume I, Section 2 of Lincoln County’s NHMP adequately describes the causes and characteristics of tsunami hazards, as well as the history, location, extent, and probability of a potential event. The Pacific Northwest experienced a subduction zone earthquake estimated at magnitude 9 on January 26, 1700. The earthquake generated a tsunami that caused damage as far away as Japan. Cascadia subduction zone earthquakes and associated tsunamis have occurred on average every 500 years over the last 3,500 years in the Pacific Northwest. The time between events has been as short as 100 to 200 years and as long as 1,000 years. The geologic record indicates that over the last 10,000 years approximately 42 tsunamis have been generated off the Oregon Coast in connection to ruptures of the CSZ (19 of the events were full-margin ruptures and arrived approximately 15-20 minutes after the earthquake).<sup>17</sup> Distant tsunamis happen more regularly than CSZ related local tsunamis.

It is difficult to predict when the next tsunami will occur. According to the Oregon NHMP the coast has experienced 25 distant tsunamis in the last 145 years with only three causing measurable damage. Thus, the average recurrence interval for tsunamis on the Oregon coast from distant sources would be about six (6) years. However, the time interval between events has been as little as one year and as much as 73 years. Since only a few tsunamis caused measurable damage, a recurrence interval for distant tsunamis does not have much meaning for the City.

A 9.0 magnitude earthquake originating from Japan caused approximately \$7.1 million worth of damages along the Oregon Coast. Particularly, there was extensive damage to the Port of Brookings (Curry County; \$6.7 million), as well as the Port of Newport (Lincoln

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<sup>17</sup> Oregon Natural Hazard Mitigation Plan. Department of Land Conservation and Development. 2015

County; \$182,000), and Charleston Harbor (Coos County; \$200,000); Salmon Harbor on Winchester Bay (Douglas County) and the South Beach Marina in Newport (Lincoln County) were also affected. On March 15, 2011 Governor Kitzhaber declared a State of Emergency was declared by Executive Order in Curry County. Approximately 40% of all docks at the Port of Brookings were destroyed or rendered unusable (including a dock leased by the U.S. Coast Guard) compromising commercial fishing and U.S. Coast Guard operations. Along the Oregon Coast local official activated the Emergency Alert System and sirens, implemented “reverse 9-1-1” and conducted door-to-door notices in order to evacuate people from the tsunami inundation zone. Local governments activate their Emergency Operations Centers and the state activated its Emergency Coordination Center. For more information view Volume II, Hazard Annex.

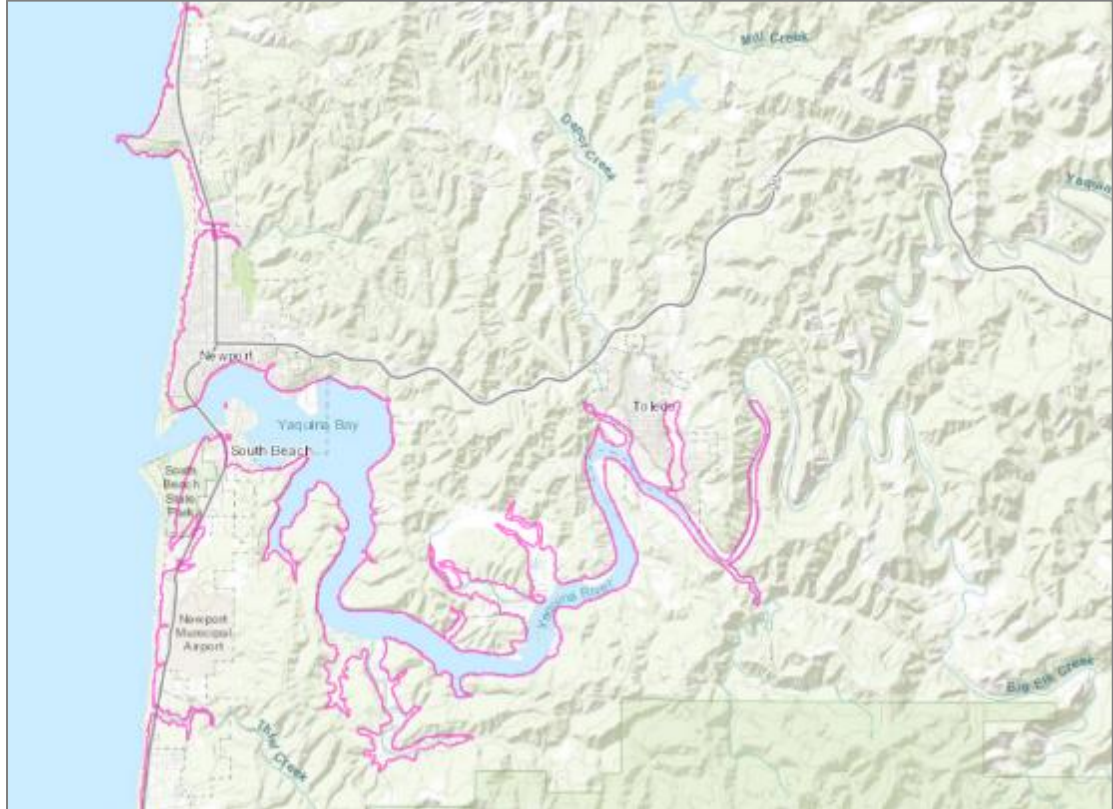
In 1995, the Department of Geology and Mineral Industries (DOGAMI) conducted an analysis resulting in extensive mapping along the Oregon Coast. The maps depict the expected inundation for tsunamis produced by a magnitude 8.8 to 8.9 undersea earthquake. The tsunami maps were produced to help implement Senate Bill 379 (SB 379); digitized in 2014 ([O-14-09](#)). SB 379, implemented as Oregon Revised Statutes (ORS) 455.446 and 455.447, and Oregon Administrative Rules (OAR) 632-005, limit construction of new essential facilities and special occupancy structures in tsunami flooding zones. Figure NA-10 shows the regulatory tsunami inundation line showing the much of the residential development west of Highway 101, and areas in, and adjacent to, the harbor are vulnerable to tsunami. It should be noted that the updated tsunami inundation maps (described below) show an increased vulnerability in many areas (Figure NA-11). Note: HB 3309 (2019) effective January 1, 2020 repealed the ban on building “new essential facilities, hazardous facilities, major structures, and special occupancy structures” inside the tsunami inundation zone (SB 379 line):<sup>18</sup>

The city of Newport has put forth much effort to educate and inform citizens of tsunami hazards found within the city. Street signs below 50ft have red bands, and those above 50 ft have blue bands. Evacuation signs are posted throughout the city and can also be found on the city’s website. Severe damage is expected to occur on various properties, roads, bridges, communication systems, and critical infrastructure within Newport, among other assets described in the county’s plan. The city is particularly concerned with the continued operability of the Yaquina Bay Bridge. The city of Newport recognizes the importance of continuing education and outreach, especially to the transient populations (i.e., tourists), and plans to implement greater outreach in the future.

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<sup>18</sup> Oregon Legislature. HB 3309 (2019).  
<https://olis.leg.state.or.us/liz/2019R1/Downloads/MeasureDocument/HB3309>

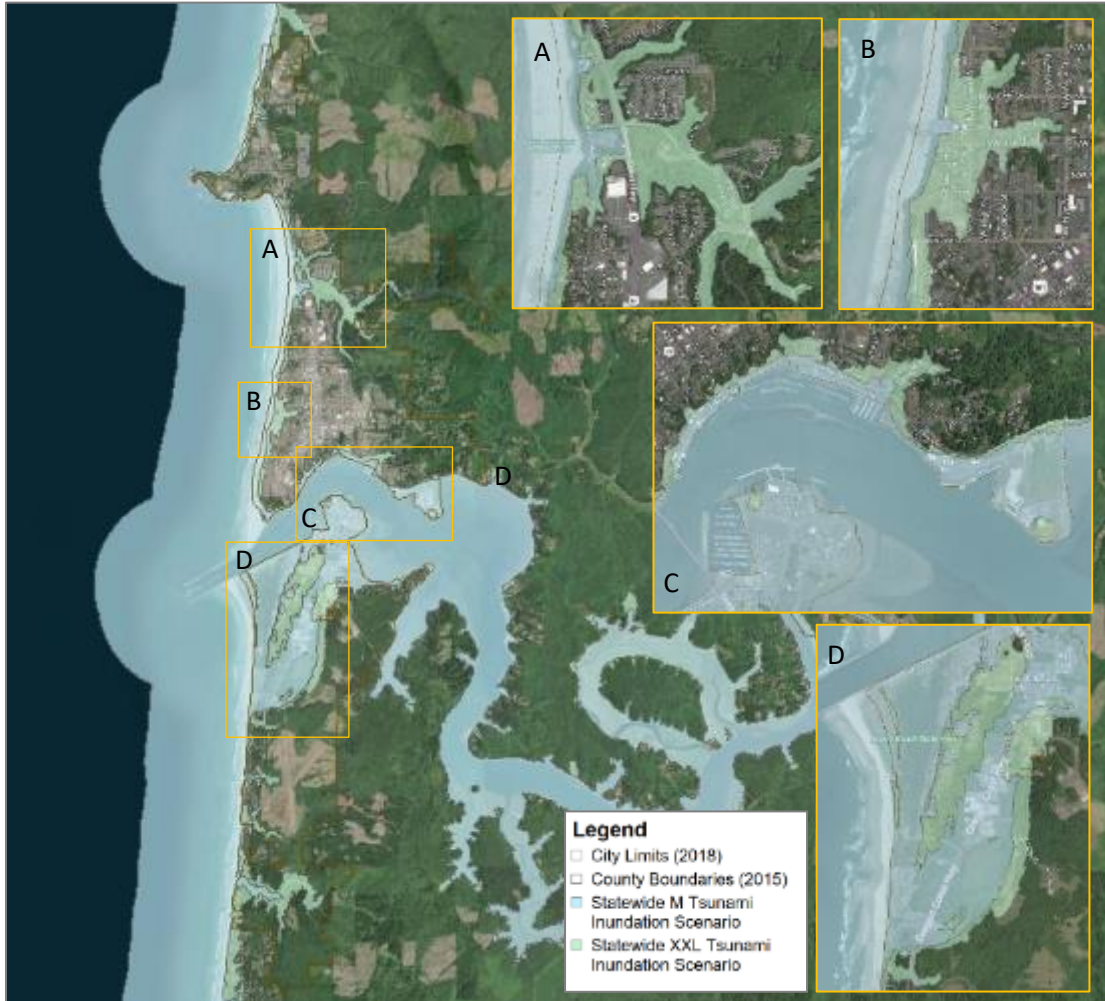
**Figure NA-10 Regulatory (SB 379) Tsunami Inundation Line**



Source: [Oregon HazVu: Statewide Geohazards Viewer](#) – To explore and view map detail click hyperlink to left.

Tsunami inundation maps were created by the Department of Geology and Mineral Industries (DOGAMI) to be used for emergency response planning for coastal communities. Maps were created for local and distant source tsunami events. The local source tsunami inundation maps display the output of computer modeling showing five tsunami event scenarios shown as “T-shirt” sizes S, M, L, XL, and XXL. Figure NA-11 shows the M and XXL tsunami inundation scenarios. The distant source tsunami inundation maps show the potential impacts of tsunamis generated by earthquakes along the “Ring of Fire” (the Circum-Pacific belt, the zone of earthquake activity surrounding the Pacific Ocean). The distant tsunami inundation maps model the 1964 Prince William Sound event (Alaska M9.2) and a hypothetical Alaska Maximum event scenario; only the Alaska Maximum Wet/ Dry Zone is shown on the map. Both the local and distant source tsunami inundation maps show simulated wave heights and inundation extents for the various scenarios.

**Figure NA-I I Tsunami Inundation Map (M and XXL Scenarios)**



Source: [Oregon Explorer: Map Viewer](#) – To explore and view map detail click hyperlink to left.

For more information on the regulatory and non-regulatory maps visit the Oregon Tsunami Clearinghouse resource library:

Regulatory (SB 379) - <http://www.oregongeology.org/tsuclearinghouse/pubs-regmaps.htm>  
(Note: HB 3309, effective January 1, 2020, repealed ban on building essential facilities within the tsunami inundation zone, SB 379 line.)

Non-Regulatory Tsunami-Inundation Maps:

<http://www.oregongeology.org/tsuclearinghouse/pubs-inumaps.htm>

Evacuation maps (brochures) are available for the populated areas of Lincoln County. The Department of Geology and Mineral Industries (DOGAMI) developed the evacuation zones in consultation with local officials; local officials developed the routes that were reviewed by the Oregon Department of Emergency Management (OEM). The maps show the worst-case scenario for a local source and distant source tsunami event and are not intended for land-use planning or engineering purposes.

For more information on the evacuation brochures visit the Oregon Tsunami Clearinghouse resource library:

<http://www.oregongeology.org/tsuclearinghouse/pubs-evacbro.htm>

A free application is also available that displays the evacuation routes in coastal areas of Oregon: [http://www.nanoos.org/mobile/tsunami\\_evac\\_app.php](http://www.nanoos.org/mobile/tsunami_evac_app.php)

## Vulnerability Assessment

In 2013, DOGAMI produced new Tsunami Inundation Maps (TIMs) for the entire Oregon coast. The TIMs identify both local and distant Tsunami Inundation Zones (TIZs) by event size. The maps also tabulate the affected buildings located within the local and distant source tsunami inundation zones. The sections below discuss recent USGS and DOGAMI reports including the Risk Report which provides detailed information on the impact to the City from a CSZ earthquake and medium tsunami.

Severe damage could occur to low-lying areas of the city in a local source tsunami event, including roads, bridges, communication systems, and infrastructure within Newport, particularly surrounding, and including facilities within South Beach (e.g., Hatfield Marine Science Center, Southshore neighborhood, South Beach State Park), near creeks (Big Creek, Grant Creek, Henderson Creek, Moore Creek, Schooner Creek, and Thiel Creek), Nye Beach, and the Port of Newport (see Figure NA-11). Some damage is also expected in a large distant source tsunami event (such as the 2011 Tohoku tsunami).

As shown in Table NA-4 there are about 573 manufactured housing units (mobile homes) in Newport. Manufactured homes built prior to 2003 are subject to slipping off their foundations potentially compromising the occupants' ability to exit. The compromised egress may hinder timely evacuation. Three manufactured housing parks are in the tsunami zone: Surf Sounds Court (4623 Oregon Coast Hwy), Harbor Village RV Park (923 SE Bay Blvd), and Surfside Mobile Village (392 NW 3<sup>rd</sup> St).<sup>19</sup>

Population vulnerability is characterized in terms of exposure, demographic sensitivity, and short-term resilience of at-risk individuals. Nate Wood, et al. (USGS) performed a cluster analysis of the data for coastal communities in the Pacific Northwest to identify the most vulnerable communities in the region.<sup>20</sup> Wood, et al. conducted a comprehensive analysis to derive overall community clusters based on (1) the number of people and businesses in the tsunami hazard zone, (2) the demographic characteristics of residents in the zone, and (3) the number of people and businesses that may have insufficient time to evacuate based on slow and fast walking speeds. According to the study Lincoln County (including Newport) has relatively low numbers of "residents, employees, or customer-heavy businesses" inside the tsunami hazard zones and will likely have enough time to reach high ground before a tsunami wave arrives.

In 2020, DOGAMI published an analysis of people and structures impacted by a CSZ earthquake and tsunami for the M, L, and XXL event scenarios.<sup>21</sup> This report provides an analysis of building damage and impact to residents and tourists (including injury and fatality estimates). The study included a tsunami evacuation analysis using the XXL

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<sup>19</sup> DOGAMI, Open-Fire Report O-20-03. Section 8.4.8.

<sup>20</sup> Nathan J. Wood, Jeanne Jones, Seth Spielman, and Mathew C. Schmidlein. "Community clusters of tsunami vulnerability in the US Pacific Northwest", PNAS 2015 112 (17) 5354-5359.

<sup>21</sup> DOGAMI, Open-File Report O-20-03, Section 8.4 Newport.

inundation zone which covers the largest CSZ event likely to occur based on the historical record. Safety is reached when evacuees have reached “high ground”, or 20 feet beyond the limit of tsunami inundation. According to the analysis the first waves arrive in Newport 30 minutes after the start of earthquake shaking. Most of Newport, except for areas in South Beach, has significant high ground that will accommodate evacuees traveling at a moderate walking speed of 4 feet per second (fps) or less (2.7 mph).

Within South Beach areas of greatest concern include South Beach State Park, the Southshore neighborhood, and the Hatfield Marine Science Center where residences, commercial areas, and recreation areas (including campsites) are more than one mile from high ground (Safe Haven Hill). People in the Hatfield Marine Science Center area should have the ability to walk to Safe Haven Hill at a moderate pace (4 fps for people less than 65 years, and 3.2 fps for folks 65 and older) or to the vertical evacuation structure located in the marine science center (see Figure LA-12). Evacuees within the Southshore neighborhood and South Beach State Park, particularly at locations further southwest from Safe Haven Hill, will need to move faster in order to beat the wave and make it to high ground. Furthermore, the analysis determines that more than 90% South Beach State Park visitors will have difficulty reaching high ground during an XXL tsunami scenario even if they depart within 5-10 minutes of ground shaking (the ability to reach high ground is greatly increased for all other tsunami scenarios, e.g., only about 5-10% of visitors will have difficulty in a L tsunami inundation). *Note: the study assumes that visitors will know the optimal route to Safe Haven Hill and does not account for visitors taking less than optimal routes or have difficulty navigating beaches or streets.*

It is important to note that tourists and temporary residents greatly outnumber residents during peak summer weekends (within the XXL1 inundation zone it is estimated that temporary residents outnumber permanent residents approximately 7:1). Since the areas temporary residents typically reside in locations that are closer to the ocean and farther from high ground (VRBOs, hotels, campsites, etc.) they are particularly vulnerable to tsunami. In addition, approximately 27% of jobs are estimated to be within the XXL1 tsunami zone including folks who work in Accommodation and Food Services and Manufacturing.<sup>22</sup>

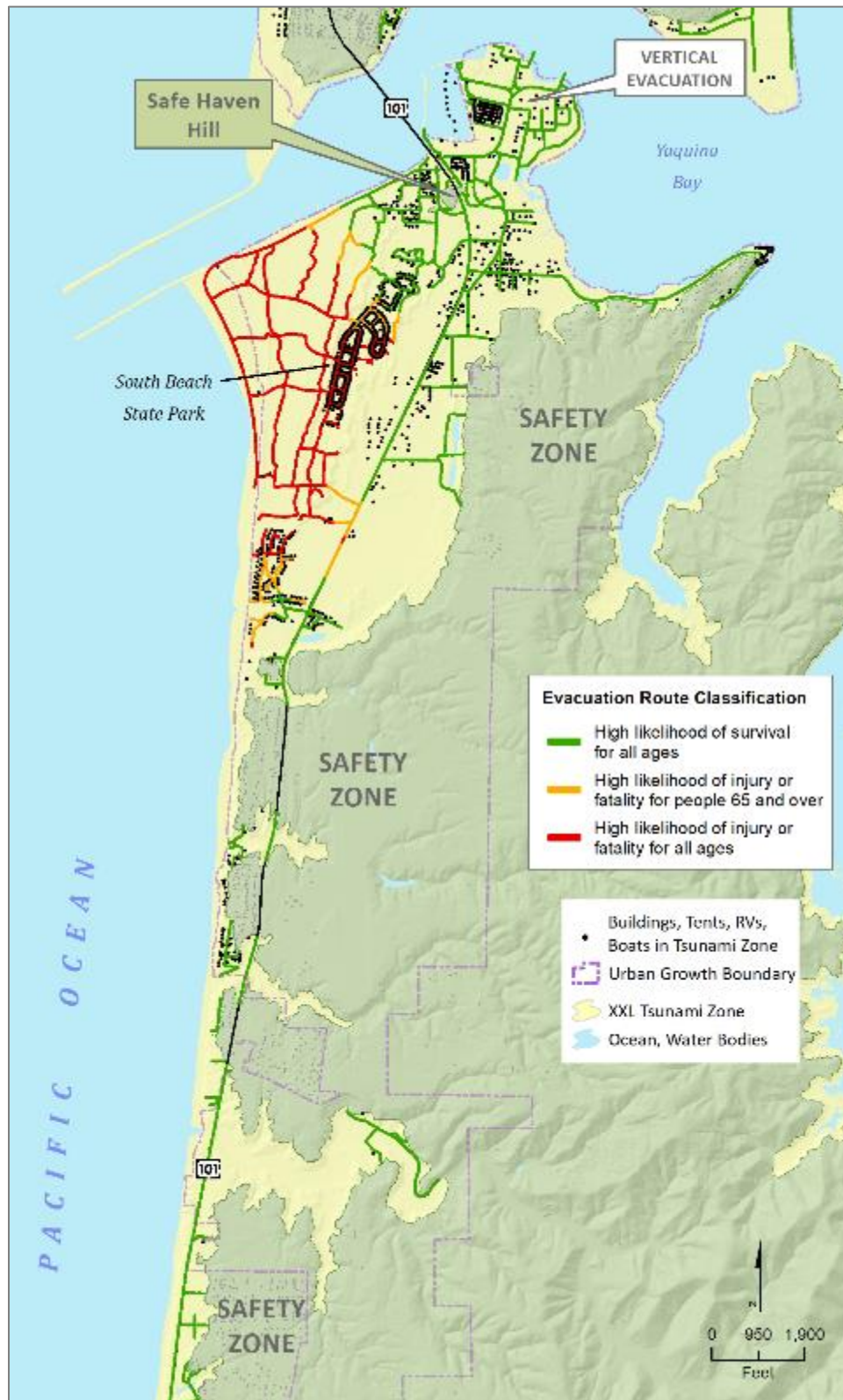
The report includes additional information on earthquake and building damage, injuries and fatalities, and displaced population which are, in part, included in the Risk Report information below. For more information, see *Analysis of Earthquake and Tsunami Impacts for People and Structures inside the Tsunami Zone for Five Coastal Communities* (DOGAMI, 2020, [O-20-03](#)).

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<sup>22</sup> Ibid. Section 8.4.6.



**Figure LA-12 South Newport evacuation routes & distance to tsunami safety, symbolized into survivability classes. (CSZ earthquake XXL inundation zone)**



Source: DOGAMI, Open-File Report O-20-03. Figure assumes a moderate walking pace of 4 fps for people less than 65 years and 3.2 fps for people 65 and older. It also assumes a wave arrival time at the tsunami runup line of 30 minutes.

## Natural Hazard Risk Report for Lincoln County

The **Risk Report** ([DOGAMI, O-20-11](#)) provides hazard analysis summary tables that identify populations and property within Lincoln County that are vulnerable to tsunami. The Risk Report provides a distinct profile for Newport.

The Risk Report performed an analysis of buildings, including critical facilities, to determine exposure for each community. According to the Risk Report the following resident population and property (public and private) within Newport may be impacted by the profiled tsunami scenario (Table NA-8).

Just under three percent of the city’s population (271 people) may be displaced by a magnitude 9.0 CSZ tsunami event (note there are additional people that will be displaced by the earthquake). This is slightly more people than those exposed within the Senate Bill 379 line (217 people). *Note: The data does not include potentially impacted visitor populations that may be lodging or at a public venue during a CSZ earthquake and tsunami event (for more information on temporary residents see DOGAMI O-20-03 referenced in the previous section).* Building damage (loss) estimates are reported for buildings expected to be damaged by the tsunami inundation zone (medium-sized and SB 379). All 271 buildings exposed *inside* the tsunami inundation area are considered “damaged” (complete, uninhabitable); the number of buildings damaged is slightly lower under the SB 379 scenario (217 buildings). One critical facility (the Port of Newport) is expected to be damaged under both the CSZ M9.0 and SB 379 scenarios.

**Table NA-8 Potentially Displaced Residents and Exposed Buildings, Tsunami**

Community Overview: Newport						
Population		Buildings		Critical Facilities	Total Building Value (\$)	
9,989		5,602		16	1,243,095,000	
Exposure Analysis: Tsunami CSZ M9.0 (Deterministic) Scenario						
Potentially Displaced		Exposed Buildings			Exposed Building	
Number	Percent	Number	Percent	Critical Facilities	Value (\$)	Percent
271	2.7%	436	7.8%	1	330,953,000	26.6%
Exposure Analysis: Tsunami SB 379 Regulatory Line						
217	2.2%	348	6.2%	1	291,629,000	23.5%

Source: IPRE. Data adapted from DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table A-18. Note: City population based on the 2010 Census population.

### Critical Facility Vulnerability<sup>23</sup>

- Port of Newport (Port)

Note 1: DOGAMI, Open-Fire Report O-20-03 includes the following key infrastructure facilities in the tsunami zone (XXL):<sup>24</sup>

<sup>23</sup> DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table A-19.

<sup>24</sup> DOGAMI, Open-File Report O-20-03. Section 8.4.5.

- Essential facilities
  - U.S. Coast Guard Station Yaquina Bay
- Special facilities
  - Oregon Coast Aquarium (“Sleep in the Deep” program, ~80 children)
  - Camp Gray (~140 children in dormitories/classrooms), 3400 SW Abalone St
  - Bayside at South Beach Memory Care Facility, 411 SE 35<sup>th</sup> St (42 beds)
- Key infrastructure
  - Lift Station (“HMSC Pump Station”), SE Marine Science Dr
  - Lift Station (“Bay Front Pump Station”), SW Bay Blvd
  - Lift Station (“Nye Beach Pump Station”), NW Beach Dr
  - Big Creek Reservoir and Water Treatment Plant, 2810 NE Big Creek Rd
  - US Customs and Border Protection Port of Entry, 61 SE Bay Blvd
  - Electrical substation, SE 40 St, east of SE Ash St
  - Cellular tower, Verizon Wireless, 3087 SE Ash St
  - Cellular Tower, 4627 S Coast Highway
  - FM Transmission Towers, Northwest Natural Gas Company, Callsigns WCE 997, WCE 998, near McClean Point

Note 2: Although critical facilities are not exposed to the profiled tsunami scenarios it is expected that bridges in the area may be impassable by vehicles for over 24 months. As such bringing resources into Newport by sea and air will be necessary.

For more information, see the following DOGAMI reports:

- Analysis of earthquake and tsunami impacts for people and structures inside the tsunami zone for five Oregon coastal communities: Gearhart, Rockaway Beach, Lincoln City, Newport, and Port Orford (2020, [O-20-03](#))
- Oregon Coastal Hospital Resilience Project (2020, [O-20-02](#))

## Flood

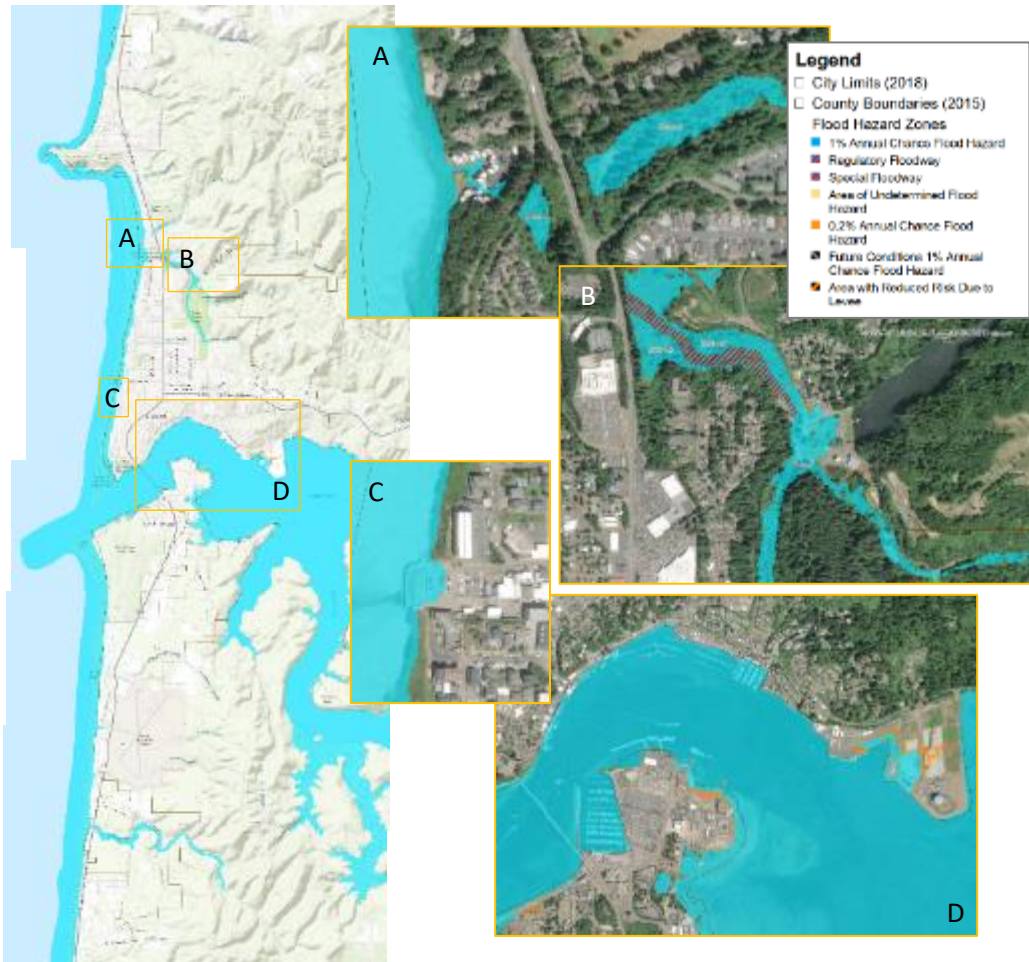
The steering committee determined that the city’s probability for riverine or coastal flood is **high**, meaning at least one incident is likely within the next 35-year period and that their vulnerability to coastal or riverine flood is **moderate**, meaning that between 1% and 10% of the City’s population or property could be affected by a major coastal or riverine flood event. *The vulnerability rating decreased, and the probability rating has not changed since the previous NHMP.*

Volume I, Section 2 of Lincoln County’s NHMP adequately describes the causes and characteristics of coastal and riverine flood hazards, as well as the history, location, extent, and probability of a potential event. The Yaquina River is the city’s primary source of flooding. Due to the River’s width, flooding rarely occurs. The River is affected more by tides than fluctuations in rainfall. Within the city, undersized culverts occasionally present problems. Newport recently updated its stormwater master plan, and culvert inadequacies will be addressed via mitigation in that plan.

FEMA has mapped most of the flood-prone streams in Oregon for 100- and 500-year flood events. A 100-year flood (a flood with a one percent probability of occurring within any given year) is used as the standard for floodplain management in the United States and is referred to as a base flood; also known as the Special Flood Hazard Area (SFHA). The SFHA is

the area where the National Flood Insurance Program's (NFIP's) floodplain management regulations must be enforced and the area where the mandatory purchase of flood insurance applies. Flood Insurance Rate Maps (FIRMs) prepared by FEMA provide the most readily available source of information for 100-year floods (Figure NA-13). These maps are used to support the NFIP. FIRMs delineate 100- and 500-year (a flood with a 0.2-percent probability of occurring within any given year) floodplain boundaries for identified flood hazards. These maps represent a snapshot in time, and do not account for later changes which occurred in the floodplains. According to Oregon Explorer about 21% of the City is within the 100-year floodplain (see Figure NA-13). In addition, about 2% of the City is within the 500-year floodplain.

**Figure NA-13 Flood Hazard Zones (100- and 500-year floodplains)**



Source: [Oregon Explorer: Map Viewer](#) – To explore and view map detail click hyperlink to left.

**Future Climate Projection:**

According to OCCRI report “*Future Climate Projections: Lincoln County*” (Appendix G) the intensity of extreme precipitation is expected to increase as the atmosphere warms. The magnitude of the wettest days and the wettest consecutive five days is expected to increase by about 13% (range 4% to 28%) by the 2050s under the higher emissions scenario relative to historical baselines. The probability of winter flood risk will increase within coastal rain-dominated watersheds (such as the Siletz River) due to projected greater winter

precipitation and warmer winter temperatures that will cause precipitation to fall more as rain than snow. There will also be an increase in atmospheric river events. Additionally, coastal flooding is expected to increase due to sea level rise (SLR) and changing wave dynamics. Sea level is projected to rise by 1.7 to 5.7 feet by 2100. Tidal wetlands and estuaries throughout the county are also expected to experience changes to their composition and area, thereby impacting their ability to naturally mitigate flood events.

## Vulnerability Assessment

A floodplain vulnerability assessment combines the floodplain boundary, generated through hazard identification, with an inventory of the property within the floodplain. Understanding the population and property exposed to natural hazards will assist in reducing risk and preventing loss from future events.

### Natural Hazard Risk Report for Lincoln County

The **Risk Report** ([DOGAMI, O-20-11](#)) provides hazard analysis summary tables that identify populations and property within Lincoln County that are vulnerable to flood. The Risk Report provides a distinct profile for Newport.

The Risk Report provides a flood analysis for four flood scenarios (10-, 50-, 100-, and 500-year). The 100-year flood scenario is used for reporting since it is commonly used as a reference level for flooding and is the standard FEMA uses for regulatory purposes. In addition to the riverine flood scenarios coastal flooding information is available for the 100-year flood scenario for the city. The Risk Report only analyzed buildings within a flood zone, or within 500 feet of a flood zone. First-floor building height and presence of basements was also considered. Buildings with a first-floor height above the flood level were not included in the flood loss estimate, however, their assumed building occupants (residents) were counted as potentially displaced. According to the Risk Report the following resident population and property (public and private) within Newport may be impacted by the profiled flood scenario (Table NA-9).

Very few residents of the City (10 people) may be displaced by flooding. These people are expected to have mobility or access issues due to surrounding water. Likewise, only a few of the City's buildings (13 buildings) are exposed to the flood hazard and may be damaged. The loss estimate for exposed buildings is almost \$2 million (less than one percent of total building value).

**Table NA-9 Potentially Displaced Residents and Exposed Buildings, Flood**

Community Overview: Newport						
Population		Buildings		Critical Facilities	Total Building Value (\$)	
9,989		5,602		16	1,243,095,000	
Exposure Analysis: Flood (1% Annual Chance)						
Potentially Displaced Residents		Damaged Buildings			Exposed Building Value	
Number	Percent	Number	Percent	Critical Facilities	Loss Estimate (\$)	Loss Ratio
10	0.1%	13	0.2%	0	1,973,000	0.2%

Source: IPRE. Data adapted from DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table A-18. Note: City population based on the 2010 Census population.

Critical Facility Vulnerability<sup>25</sup>

There are no critical facilities exposed to the profiled flood scenario.

**National Flood Insurance Program (NFIP)**

FEMA’s Flood Insurance Study (FIS) and Flood Insurance Rate Maps (FIRMs) are effective as of October 10, 2019. Table NA-10 shows that as of August 2019, the City has 161 National Flood Insurance Program (NFIP) policies in force, representing almost \$48.9 million in coverage. Of those, 53 are for properties that were constructed before the initial FIRMs. The last Community Assistance Visit (CAV) for the City was June 29, 2006. The table shows that most flood insurance policies are for residential structures, primarily single-family homes. Flood insurance covers only the improved land, or the actual building structure. There have been 0 paid flood insurance claims.

The City complies with the NFIP through enforcement of their flood damage prevention ordinance and their floodplain management program.

The NFIP’s Community Rating System (CRS) recognizes jurisdictions for participating in floodplain management practices that exceed NFIP minimum requirements. The City does not participate in the CRS and, therefore, does not receive discounted flood insurance premiums for residents in a special flood hazard zone.

The Community Repetitive Loss record for Newport identifies no Repetitive Loss Properties<sup>26</sup> or Severe Repetitive Loss Properties<sup>27</sup>.

<sup>25</sup> DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table A-19.

<sup>26</sup> A Repetitive Loss (RL) property is any insurable building for which two or more claims of more than \$1,000 were paid by the National Flood Insurance Program (NFIP) within any rolling ten-year period, since 1978. A RL property may or may not be currently insured by the NFIP.

<sup>27</sup> A Severe Repetitive Loss (SRL) property is a single family property (consisting of 1 to 4 residences) that is covered under flood insurance by the NFIP, and has incurred flood-related damage for which 4 or more separate claims payments have been paid under flood insurance coverage, with the amount of each claim payment exceeding \$5,000, and with cumulative amount of such claims payments exceeding \$20,000; or for which at least

**Table NA-10 Flood Insurance Detail**

	Lincoln County	Newport
Effective FIRM and FIS	10/18/2019	10/18/2019
Initial FIRM Date	-	4/15/1980
Total Policies	2,325	161
Pre-FIRM Policies	1,067	53
<b>Policies by Building Type</b>		
Single Family	1,685	93
2 to 4 Family	57	15
Other Residential	462	15
Non-Residential	121	38
Minus Rated A Zone	98	12
Minus Rated V Zone	3	0
Insurance in Force	\$585,856,500	\$48,886,600
Total Paid Claims	343	0
Pre-FIRM Claims Paid	265	0
Substantial Damage Claims	53	0
Total Paid Amount	\$5,479,221	\$0
Repetitive Loss Structures	64	0
Severe Repetitive Loss Properties	12	0
CRS Class Rating	NP	NP
Last Community Assistance Visit	-	8/27/2019

Source: Department of Land Conservation and Development, August 2019. Repetitive Flood Loss information provided by FEMA correspondence on September 10, 2020. NP = Not Participating.

## Landslide

The steering committee determined that the city's probability for landslide is **high**, meaning at least one incident is likely within the next 35-year period, and that their vulnerability to landslide is **high**, meaning that more than 10% of the City's population or property could be affected by a major landslide event. *These ratings have not changed since the previous NHMP.*

Volume I, Section 2 of Lincoln County's NHMP adequately describes the causes and characteristics of landslide hazards, as well as the history, location, extent, and probability of a potential event.

The severity or extent of landslides is typically a function of geology and the landslide triggering mechanism. Rainfall initiated landslides tend to be smaller and earthquake induced landslides may be very large. Even small slides can cause property damage, result in

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<sup>2</sup> separate claims payments have been made with the cumulative amount of such claims exceeding the reported value of the property.

injuries or take lives. The city of Newport occasionally sees minor landslides behind buildings along the bay front (i.e., steep slopes). Small slides tend to occur during the rainy season, and the city has seen damage to homes and streets at the west end of NW 57th Street. South of the Bay, the topography is relatively flat, and landslides are generally of less concern.

Landslide susceptibility exposure for Newport is shown in Figure NA-14. Approximately 36% of the City has very high or high, and 20% moderate, landslide susceptibility exposure.<sup>28</sup> In general, the areas of greater risk are located adjacent to rivers and creeks and indicate potential areas of erosion. *Note that even if a City has a high percentage of area in a high or very high landslide exposure susceptibility zone, this does not mean there is a high risk, because risk is the intersection of hazard and assets.*

To address the risk for landslide, and other geologic hazards (earthquakes, erosion, expansive soils, fault displacement and subsidence), Newport enacted Ordinance No. 2017 amending the zoning ordinance Geologic Hazards Overlay section effective August 17, 2011.

#### Future Climate Projection:

According to OCCRI report “*Future Climate Projections: Lincoln County*” (Appendix G) the intensity of extreme precipitation is expected to increase as the atmosphere warms. The magnitude of the wettest days and the wettest consecutive five days is expected to increase by about 13% (range 4% to 28%) by the 2050s under the higher emissions scenario relative to historical baselines. Landslide risk is not expected to change significantly.

## Vulnerability Assessment

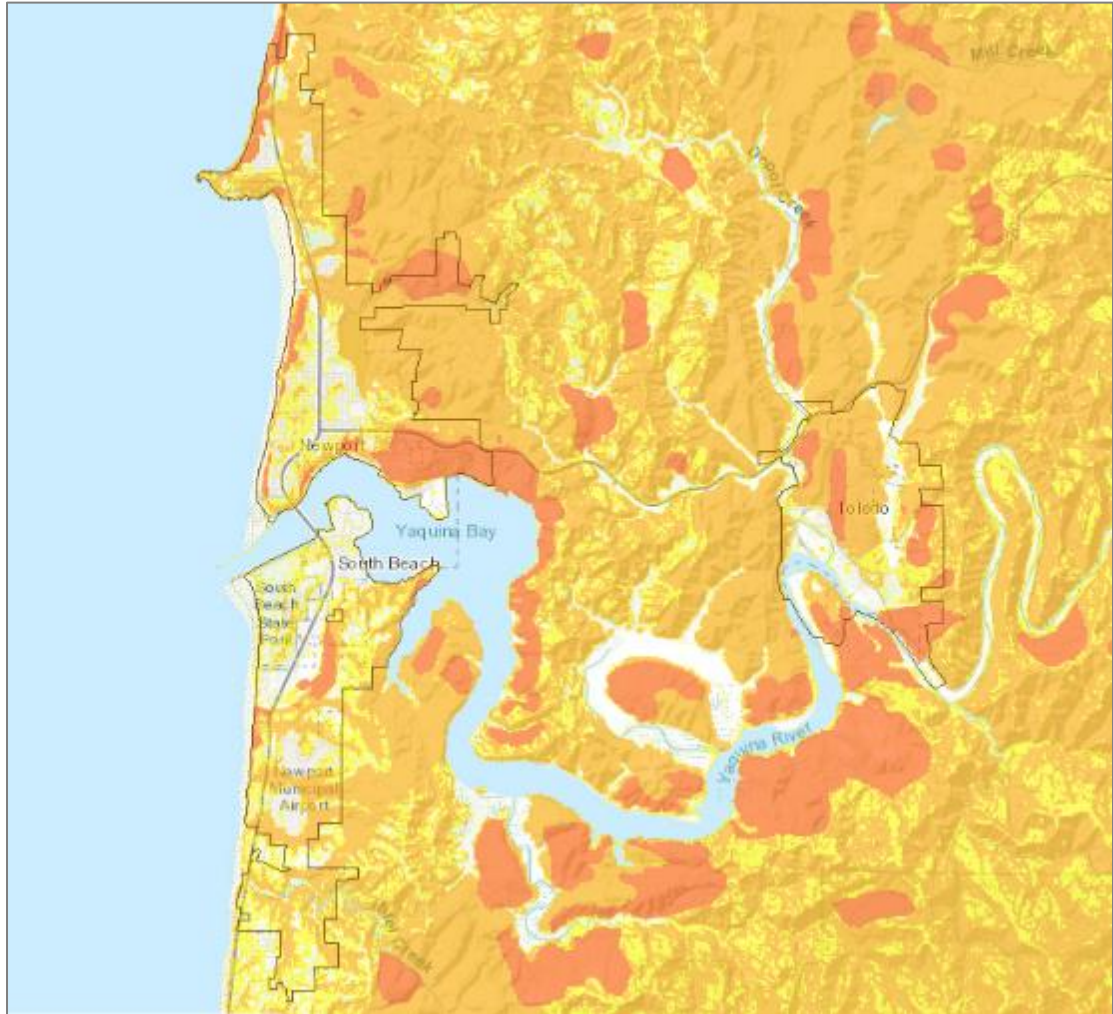
Potential landslide-related impacts are adequately described within the county’s plan, and include infrastructure damages, economic impacts (due to isolation and/or arterial road closures), property damages, and obstruction to evacuation routes. Rain-induced landslides and debris flows can potentially occur during any winter in Lincoln County, and thoroughfares beyond city limits are susceptible to obstruction as well. As such, Newport is vulnerable to isolation for an extended period.

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<sup>28</sup> DOGAMI. [Open-File Report, O-16-02](#), *Landslide Susceptibility Overview Map of Oregon* (2016)



**Figure NA-I4 Landslide Susceptibility Exposure**



Low	Landsliding unlikely. Areas classified as Landslide Density = Low (less than 7%) and areas classified as Slopes Prone to Landsliding = Low.
Moderate	Landsliding possible. Areas classified as Landslide Density = Low to Moderate (less than 17%) and areas classified as Slopes Prone to Landsliding = Moderate OR areas classified as Landslide Density = Moderate (7%-17%) and areas classified as Slopes Prone to Landsliding = Low.
High	Landsliding likely. Areas classified as Landslide Density = High (greater than 17%) and areas classified as Slopes Prone to Landsliding = Low and Moderate OR areas classified as Landslide Density = Low and Moderate (less than 17%) and areas classified as Slopes Prone to Landsliding = High.
Very High	Existing landslides Landslide Density and Slopes Prone to Landsliding data were not considered in this category. Note: the quality of landslide inventory (existing landslides) mapping varies across the state.

Source: [Oregon Explorer: Map Viewer](#) – To explore and view map detail click hyperlink to left.

Natural Hazard Risk Report for Lincoln County

The **Risk Report** ([DOGAMI, O-20-11](#)) provides hazard analysis summary tables that identify populations and property within Lincoln County that are vulnerable to landslide. The Risk Report provides a distinct profile for Newport.

The Risk Report provides an analysis of landslide susceptibility to identify the general level of susceptibility to landslide hazards, primarily shallow and deep landslides. The Risk Report performed an analysis of buildings, including critical facilities, to determine exposure for the City. According to the Risk Report the following resident population and property (public and private) within the city may be impacted by the profiled landslide scenario (Table NA-11).

Approximately 24% of the City’s population (2,418 people) may be displaced by landslides. These people are expected to have mobility or access issues and/or may have their residences impacted by a landslide. It is important to note that impact from landslides may vary depending on the specific area that experiences landslides during an event. Properties that are most vulnerable to the landslide hazard are those that are developed in an area of, or at the base of, moderate to steep slopes. Approximately 26% of all buildings (1,453 buildings) within the City are exposed to the High or Very High landslide susceptibility zones (see Figure NA-14). The value of exposed buildings is just under \$284 million (about 23% of total building value).

**Table NA-11 Potentially Displaced Residents and Exposed Buildings, Landslide**

Community Overview: Newport						
Population		Buildings		Critical Facilities	Total Building Value (\$)	
9,989		5,602		16	1,243,095,000	
Exposure Analysis: Landslide High & Very High Susceptibility						
Potentially Displaced		Exposed Buildings			Exposed Building	
Number	Percent	Number	Percent	Critical Facilities	Value (\$)	Percent
2,417	24.2%	1,453	25.9%	4	283,580,000	22.8%

Source: IPRE. Data adapted from DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table A-18. Note: City population based on the 2010 Census population.

Critical Facility Vulnerability<sup>29</sup>

- Public Works (Newport)
- Fire Station No. 3400 (Newport)
- Municipal Airport (Newport)
- Water Treatment Plant (Newport)

## Severe Weather

Severe wind events may occur throughout Oregon during all seasons. Often originating in the Pacific Ocean, westerly winds pummel the coast, slowing as they cross the Coastal mountain range and head into the inland valleys. Similarly, severe winter storms consisting of rain, freezing rain, ice, snow, cold temperatures, and wind originate from troughs of low pressure offshore in the Gulf of Alaska or in the central Pacific Ocean that ride along the jet

<sup>29</sup> DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table A-19.

stream during fall, winter, and early spring months.<sup>30</sup> In summer, the most common wind directions are from the west or northwest; in winter, they are from the south and east. Local topography, however, plays a major role in affecting wind direction.

### Future Climate Projections

Oregon and the Pacific Northwest experience a variety of extreme weather incidents ranging from severe winter storms and floods to drought and dust storms, often resulting in morbidity and mortality among people living in the impacted regions. According to the Oregon Climate Change Research Institute, climate change is expected to increase the frequency and intensity of some weather incidents.<sup>31</sup>

Climate change poses risks for increased injuries, illnesses and deaths from both direct and indirect effects. Incidents of extreme weather (such as floods, droughts, severe storms, heat waves and fires) can directly affect human health as well as cause serious environmental and economic impacts. Indirect impacts can occur when climate change alters or disrupts natural systems.

According to OCCRI report “*Future Climate Projections: Lincoln County*” (Appendix G) windstorm events are not expected to increase, however, air temperatures on the coldest day of the year will increase by about 5°F by the 2050s under the higher emissions scenario relative to historical baselines.

## Windstorm

The steering committee determined that the city’s probability for windstorm is **high** (the probability of tornado is also high), meaning at least one severe incident is likely within the next 35-year period, and that their vulnerability to windstorm is **high**, meaning that more than 10% of the City’s population or property could be affected by a major windstorm event. The Steering Committee rated the County as having a “**low**” **vulnerability to a tornado hazard**, meaning that less than 1% of the City’s population or property could be affected by a major tornado event. *The windstorm ratings have not changed since the previous NHMP. The tornado ratings are new with this version of the NHMP.*

Volume I, Section 2 of Lincoln County’s NHMP adequately describes the causes and characteristics of windstorm hazards, as well as the history, location, extent, and probability of a potential event. Because coastal windstorms typically occur during winter months, ice, freezing rain, flooding, and very rarely, snow sometimes accompany them. More than likely, however, the coast’s winter will just be windy, cold, and wet.

## Vulnerability Assessment

Due to insufficient data and resources, Newport is currently unable to perform a quantitative risk assessment, or exposure analysis, for this hazard. In Newport, power outages are the greatest concern during windstorms. Building codes require new developments to place power lines below ground; currently, however, new construction

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<sup>30</sup> Interagency Hazard Mitigation Team. 2000. State Hazard Mitigation Plan. Salem, OR: Oregon Office of Emergency Management.

<sup>31</sup> Oregon Climate Change Research Institute <http://occri.net/wp-content/uploads/2011/04/chapter9ocar.pdf> Page 412.

only accounts for about 5% of the city's total development. Without power, communication is lost, and fuel and food stores shut down.

## Winter Storm (Snow/ Ice)

The steering committee determined that the city's probability for winter storm is **high**, meaning at least one severe incident is likely within the next 35-year period, and that their vulnerability to winter storm is **high**, meaning that more than 10% of the city's population or property could be affected by a major winter storm event. *These ratings have not changed since the previous NHMP.*

Volume I, Section 2 of Lincoln County's NHMP adequately describes the causes and characteristics of winter storm hazards, as well as the history, location, extent, and probability of a potential event. Severe winter storms can consist of rain, freezing rain, ice, snow, cold temperatures, and wind. They originate from troughs of low pressure offshore that ride along the jet stream during fall, winter, and early spring months. Severe winter storms affecting the city typically originate in the Gulf of Alaska or in the central Pacific Ocean. These storms are most common from October through March. More than likely, however, the coast's winter will just be windy, cold, and wet.

## Vulnerability Assessment

Due to insufficient data and resources, Newport is currently unable to perform a quantitative risk assessment, or exposure analysis, for this hazard. Major winter storms can and have occurred in the Newport area, and while they typically do not cause significant damage; they are frequent and have the potential to impact economic activity. Road closures on Highway 101, or the passes to the Willamette Valley (Hwy 18 and 20), due to winter weather are an uncommon occurrence, but can interrupt commuter and large truck traffic.

## Volcanic Event

The steering committee determined that the city's probability for volcanic event is **low**, meaning one incident is likely within the next 75 to 100-year period, and that their vulnerability to volcanic event is **low**, meaning that less than 1% of the city's population or property would be affected by a major volcanic event (ash/lahar). *These ratings have not changed since the previous NHMP.*

Volume I, Section 2 of Lincoln County's NHMP adequately describes the causes and characteristics of volcanic event hazards, as well as the history, location, extent, and probability of a potential event. Generally, an event that affects the county is likely to affect Newport as well.

## Vulnerability Assessment

Due to insufficient data and resources, Newport is currently unable to perform a quantitative risk assessment, or exposure analysis, for this hazard. Newport is very unlikely to experience anything more than volcanic ash during a volcanic event. When Mt. Saint Helens erupted in 1980, the city received small amounts of ashfall, but not enough to cause significant health and/or economic damages.

## Wildfire

The steering committee determined that the city's probability for wildfire is **moderate**, meaning one incident is likely within the next 35 to 75-year period, and that their vulnerability to wildfire is **low**, meaning that less than 1% of the City's population or property could be affected by a major wildfire event. *The vulnerability rating has decreased since the previous NHMP.*

The [Lincoln County Community Wildfire Protection Plan \(CWPP\)](#) was completed in 2010 and revised in 2018. CWPP is hereby incorporated into this NHMP addendum by reference, and it will serve to supplement the wildfire section in this addendum.

Volume I, Section 2 of Lincoln County's NHMP adequately describes the causes and characteristics of wildfire hazards, as well as the history, location, extent, and probability of a potential event. The location and extent of a wildfire vary depending on fuel, topography, and weather conditions. Wildfires in 1849 and 1936 were particularly devastating in Lincoln County, but since then, there have been few large events. As shown in Figure NA-15 the City has mostly low, with some moderate, overall wildfire risk. Areas of concern include the eastern side of the city (where forestland borders development), and some of the open spaces within the city's limits. Due to the prevailing wind patterns (i.e., from the north or south), the city's steering committee felt that the east and south ends of the city might be the most vulnerable. Power, natural gas, and phone lines run through the forest to the east of the city and would be affected in the event of a wildfire. Likewise, active commercial logging occurs just outside the city, and slash burns are a potential wildfire concern.

### Future Climate Projection:

According to OCCRI report "*Future Climate Projections: Lincoln County*" (Appendix G) wildfire risk is expected to increase as the frequency of higher fire danger days per year increases by 37% by the 2050s under the higher emissions scenario compared with the historical baseline.

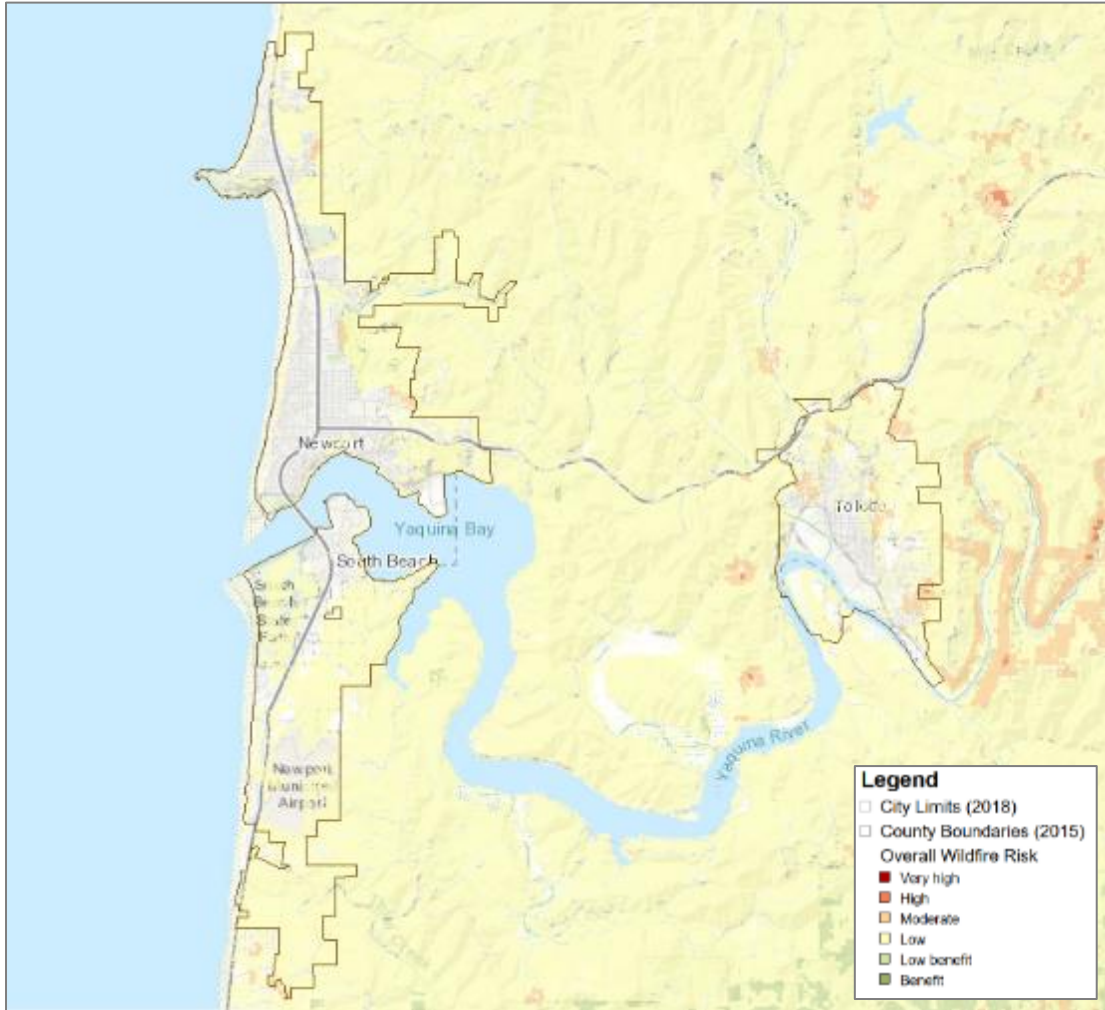
## Vulnerability Assessment

Overall, the city, and its watershed, has low to moderate overall wildfire risk, however, the forested areas have the potential for large wildfires and a wildfire within the watershed could impact the city's water supply and quality.

Property can be damaged or destroyed with one fire as structures, vegetation, and other flammables easily merge to become unpredictable, and hard to manage. Other factors that affect ability to effectively respond to a wildfire include access to the location, and to water, response time from the fire station, availability of personnel, and equipment, and weather (e.g., heat, low humidity, high winds, and drought).

Exposed infrastructure including wastewater main lines, major water lines, natural gas pipeline and fiber optic lines are buried, decreasing their vulnerability to damage from wildfire hazards. However, wildfire conditions could potentially limit or delay access for the purposes of operation or repair.

**Figure NA-15 Overall Wildfire Risk**



Source: [Oregon Explorer: Map Viewer](#) – To explore and view map detail click hyperlink to left.

### Natural Hazard Risk Report for Lincoln County

The **Risk Report** ([DOGAMI, O-20-11](#)) provides hazard analysis summary tables that identify populations and property within Lincoln County that are vulnerable to landslide. The Risk Report provides a distinct profile for Newport.

The Risk Report provides an analysis of the West Wide Wildfire Risk Assessment’s Fire Risk Index (FRI) High Hazard category to identify the general level of susceptibility to the wildfire hazard. The Risk Report performed an analysis of buildings, including critical facilities, to determine exposure for the City. According to the Risk Report the following resident population and property (public and private) within the City may be impacted by the profiled wildfire scenario (Table NA-12).

Approximately one percent of the City’s population (94 people) may be displaced by wildfires. These people are expected to have mobility or access issues and/or may have their residences impacted by a wildfire (more people may also be impacted by smoke and traffic disruptions that are not accounted for within this analysis). It is important to note that impact from wildfires may vary depending on the specific area that experiences a wildfire.

The value of exposed buildings (81 buildings) is just under \$23 million (less than two percent of total building value).

**Table NA-12 Potentially Displaced Residents and Exposed Buildings, Wildfire**

Community Overview: Newport						
Population		Buildings		Critical Facilities	Total Building Value (\$)	
9,989		5,602		16	1,243,095,000	
Exposure Analysis: Wildfire High-Hazard						
Potentially Displaced		Exposed Buildings			Exposed Building	
Number	Percent	Number	Percent	Critical Facilities	Value (\$)	Percent
94	0.9%	81	1.4%	1	22,783,000	1.8%

Source: IPRE. Data adapted from DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table A-18. Note: City population based on the 2010 Census population.

Critical Facility Vulnerability<sup>32</sup>

- Oregon State Police (Oregon)

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<sup>32</sup> DOGAMI, Open-File Report O-20-11, Lincoln County Natural Hazard Risk Report (2020), Table A-19.

# ATTACHMENT A: ACTION ITEM FORMS

Table NA-1 and Table NA-13 provide a summary list of actions for the city. Each high priority action item has a corresponding action item worksheet describing the activity, identifying the rationale for the project, identifying potential ideas for implementation, and assigning coordinating and partner organizations. The action item worksheets can assist the community in pre-packaging potential projects for grant funding. The worksheet components are described below.

**Table NA-13 Action Item Timelines, Status, High Priority and Related Hazards**

Action Item	Priority	Timeline	Status	Related Hazard												
				Coastal Erosion	Drought	Earthquake	Flood	Landslide	Tsunami	Volcano	Wildfire	Windstorm	Winter Storm			
Newport #1	X	Short	Ongoing		X											
Newport #2	X	Medium	Ongoing			X	X									
Newport #3	X	Long	Ongoing			X										
Newport #4		Medium	Ongoing				X		X							
Newport #5		Ongoing	Ongoing				X									
Newport #6		Ongoing	Ongoing	X				X								
Newport #7		Ongoing	Ongoing						X							
Newport #8		Ongoing	Ongoing										X	X		
Newport #9		Ongoing	Ongoing	X	X	X	X	X	X	X	X	X	X	X	X	X
Newport #10		Long	Ongoing				X									
Newport #11		Medium	New			X		X	X		X	X	X	X	X	
Newport #12		Long	New	X	X	X	X	X	X	X	X	X	X	X	X	X
Newport #13		Short	New						X							

Previous NHMP Actions Completed:

**Newport #12** (2015): “Retrofit Safe Haven Hill Tsunami Evacuation Assembly Area in South Beach” is considered complete. Improvements to Safe Haven Hill were completed in 2016.

**Newport #13** (2015): “Automate addressing” is considered complete.

Previous NHMP Actions Removed/Deleted:

**Newport #8** (2015): “Continue to post ‘high-wind’ warning signs on Yaquina Bay Bridge” was removed since the City does not own the bridge, the action is not considered mitigation, and the responsibility belongs to a state agency (ODOT).



Note: 2015 Actions were renamed as follows:

<b>2015 Action Item</b>	<b>2020 Action Item</b>
Newport #1	Newport #1
Newport #2	Newport #3
Newport #3	Newport #4
Newport #4	Newport #5
Newport #5	Newport #6
Newport #6	Newport #7
Newport #7	Newport #8
Newport #9	Newport #9
Newport #10	Newport #2
Newport #11	Newport #11

### **ALIGNMENT WITH EXISTING PLANS/POLICIES**

The City NHMP includes a range of action items that, when implemented, will reduce loss from hazard events in the City. Existing programs and other resources that might be used to implement these action items are identified. The City addresses statewide planning goals and legislative requirements through its comprehensive land use plan, capital improvements plan, mandated standards and building codes. To the extent possible, the City will work to incorporate the recommended mitigation action items into existing programs and procedures. Each action item identifies related existing plans and policies.

### **STATUS/RATIONALE FOR PROPOSED ACTION ITEM**

Action items should be fact-based and tied directly to issues or needs identified throughout the planning process. Action items can be developed at any time during the planning process and can come from several sources, including participants in the planning process, noted deficiencies in local capability, or issues identified through the risk assessment. The rationale for proposed action items is based on the information documented in this addendum and within Volume I, Section 2. The worksheet provides information on the activities that have occurred since the previous plan for each action item.

### **IDEAS FOR IMPLEMENTATION**

The ideas for implementation offer a transition from theory to practice and serve as a starting point for this plan. This component of the action item is dynamic, since some ideas may prove to not be feasible, and new ideas may be added during the plan maintenance process. Ideas for implementation include such things as collaboration with relevant organizations, grant programs, tax incentives, human resources, education and outreach, research, and physical manipulation of buildings and infrastructure.

### **COORDINATING (LEAD) ORGANIZATION:**

The coordinating organization is the public agency with the regulatory responsibility to address natural hazards, or that is willing and able to organize resources, find appropriate funding, or oversee activity implementation, monitoring and evaluation.

**INTERNAL AND EXTERNAL PARTNERS:**

The internal and external partner organizations listed in the Action Item Worksheets are potential partners recommended by the project steering committee but not necessarily contacted during the development of the plan. The coordinating organization should contact the identified partner organizations to see if they are capable of and interested in participation. This initial contact is also to gain a commitment of time and/or resources toward completion of the action items.

Internal partner organizations are departments within the City or other participating jurisdiction that may be able to assist in the implementation of action items by providing relevant resources to the coordinating organization.

External partner organizations can assist the coordinating organization in implementing the action items in various functions and may include local, regional, state, or federal agencies, as well as local and regional public and private sector organizations.

**PLAN GOALS ADDRESSED:**

The plan goals addressed by each action item are identified as a means for monitoring and evaluating how well the mitigation plan is achieving its goals, following implementation.

**TIMELINE:**

All broad scale action items have been determined to be ongoing, as opposed to short (1 to 4 years), medium (4-10 years), or long (10 or more years). This is because the action items are broad ideas, and although actions may be implemented to address the broad ideas, the efforts should be ongoing.

**POTENTIAL FUNDING SOURCE**

Where possible potential funding sources have been identified. Example funding sources may include: Federal Hazard Mitigation Assistance programs, state funding sources such as the Oregon Seismic Rehabilitation Grant Program, or local funding sources such as capital improvement or general funds. An action item may include several potential funding sources.

**ESTIMATED COST**

A rough estimate of the cost for implementing each action item is included. Costs are shown in general categories showing low, medium, or high cost. The estimated cost for each category is outlined below:

Low - Less than \$50,000

Medium - \$50,000 – \$100,000

High - More than \$100,000

**STATUS**

The 2020 status of each action item is indicated: new actions were developed in 2020, ongoing actions are those carried over from the previous plan, and deferred actions are those that are carried over from the previous plan but had limited or no activity.

County level actions that the city is listed as a partner are shown in Table NA-14. These actions are led by the County; however, the City will incorporate elements of the action that are applicable to their jurisdiction.

**Table NA-14 County Specified Actions that the City is Partner**

Action Item (2015 NHMP)	City Partner	Action Item
MH #1	Yes	Consider Local Energy Assurance Planning for critical areas countywide
MH #2	Yes	Improve technology capacity of communities, agencies and responders needed to adequately map hazard areas, broadcast warnings, inform, and educate residents and visitors of natural hazard dangers
MH #3	Yes	Develop, enhance, and implement strategies for debris management and/or removal after natural hazard events.
MH #4	Yes	Work with coastal communities, citizen groups, property owners, recreation areas, emergency responders, schools and businesses in promoting natural hazard mitigation opportunities.
MH #5		Encourage purchase of hazard insurance for business and homeowners by forming partnerships with the insurance and real estate industries.
MH #6	Yes	Integrate the NHMP into County and City comprehensive plans.
MH #7	Yes	Prepare long-term catastrophic recovery plan
MH #8		Review recommended mitigation strategies identified in DOGAMI reports (including O-19-06, O-20-03, O-20-11) and make recommendations to BOC for consideration as long-term mitigation strategies.
CE #1		Improve knowledge of effects of climate change and understanding of vulnerability and risk to life and property in hazard prone areas.
CE #2		Evaluate revising existing county coastal hazard area regulations based on the DOGAMI risk zone mapping.
EQ #1	Yes	Integrate new earthquake hazard mapping data for Lincoln County and improve technical analysis of earthquake hazards.
EQ #2	Yes	Identify, inventory, and retrofit critical facilities for seismic and tsunami rehabilitation (consider both structural and non-structural retrofit options).
EQ #3	Yes	Stay apprised of new earthquake and landslide data and perform mitigation of infrastructure where possible to increase resilience of critical transportation links to the valley and along the coast during earthquake events.
TS #1		Relocate county controlled critical/essential facilities and key resources, and encourage the relocation of other critical facilities and key resources that house vulnerable populations (e.g.,

Action Item (2015 NHMP)	City Partner	Action Item
		hospitals, nursing homes, etc.) that are within the tsunami inundation zone and likely to be impacted by tsunami.
TS #2		Implement land use strategies and options to increase community resilience
FL #1		Explore steps needed to qualify Lincoln County for participation in the NFIP Community Rating System (CRS)
FL #2		Update the Lower Siletz Flood Mitigation Action Plan; develop flood mitigation action plan(s) for the lower Alsea and Salmon River, and Drift Creek and other areas.
FL #3		Work with affected property owners to elevate or relocate non-conforming, pre-FIRM structures in flood hazard areas
FL #4	Yes	Continue compliance with the National Flood Insurance Program (NFIP).
LS #1	Yes	Encourage construction, site location and design that can be applied to steep slopes to reduce the potential threat of landslides.
LS #2	Yes	Protect existing development in landslide-prone areas.
LS #3		Collaborate with the Oregon Department of Geology and Mineral Industries to work on landslide risk reduction.
SW #1	Yes	Develop and implement programs to keep trees from threatening lives, property, and public infrastructure during severe weather events (windstorms, tornados, and winter storms).
SW #2		Continue and enhance severe weather (windstorm, tornado, winter storm) resistant construction methods where possible to reduce damage to utilities and critical facilities from windstorms and winter storms (snow/ice). In part, this may be accomplished by encouraging electric utility providers to convert existing overhead lines to underground lines.
WF #1	Yes	Implement actions identified within the Lincoln County Community Wildfire Protection Plan (CWPP) and continue to participate with ongoing maintenance and updates.

<b>Mitigation Action: Newport #1</b> (What do we want to do?)	<b>Alignment with Plan Goals:</b>	<b>High Priority Action Item?</b>
Secure the City of Newport’s existing domestic water supply.	<input checked="" type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10 <input type="checkbox"/> 11	<input checked="" type="checkbox"/> Yes
<b>Alignment with Existing Plans/Policies:</b>		
Water System Master Plan, Seismic Evaluation of Big Creek Dams No. 1 and No. 2, Phase 3 – Engineering Evaluation and Corrective Action Alternatives (completed June 2015),		
<b>Rationale for Proposal (Why is this important?):</b>		
<p>Newport’s primary water supply comes from the Big Creek Reservoir, and additional supply is available through water rights to the Siletz River. The city has two storage reservoirs, and seven tanks with about 9 million gallons of treated water storage capacity. The city recently constructed a new water treatment facility downstream of its storage reservoirs. As part of that effort, it discovered that both reservoir dams will likely fail in the event of a moderate to severe earthquake. Should those reservoirs fail, then lives would be lost and homes immediately downstream destroyed. Further, the city would be left without a enough domestic water supply for its citizens.</p> <p>The Disaster Mitigation Act of 2000 requires communities to identify actions and projects that reduce the effects of hazards on the community [201.6(c)(3)(ii)]. Addressing structural deficiencies in the reservoirs prevents the loss of life and property, and will ensure a continued water source for the city of Newport</p>		
<b>Ideas for Implementation (How will it get done?):</b>	<b>Action Status Report</b>	
<p>Secure funding for repair work for upper/lower Big Creek dams.</p> <p>Implement interim repair work on Big Creek Reservoir.</p>	<p><u>2020 Update:</u></p> <p>Detailed geotechnical and alternatives analysis has been performed, with the recommendation being to replace the reservoirs with a single roller compacted dam. City is securing funds to complete the design and environmental permitting. Significant supplemental funding from the state and federal government is being sought. Construction costs are anticipated to be in the order of \$70 million. Given the challenges in funding the replacement of the reservoirs the city is looking into interim steps that can be taken to increase safety of the reservoirs until replacement funding is secured. See Newport #2 for related action seeking to replace the dams.</p> <p><u>2015 Update:</u></p> <p>In consultation and partnership with the Oregon Department of Water Resources (ODWR), the city is conducting a thorough subsurface investigation of each reservoir to ascertain the full scope of the problem and range of potential solutions. Additionally, city is taking steps to secure properties</p>	

		and annex the reservoirs and surrounding watershed in order to simplify the jurisdictional/permitting environment in advance of the repair or reconstruction effort. Once a preferred solution is identified, then funding will need to be secured. Construction will likely be phased over several years.	
<b>Champion/ Responsible Organization:</b>	Public Works		
<b>Internal Partners:</b>		<b>External Partners:</b>	
City Manager, Community Development		OWRD, Lincoln County	
<b>Potential Funding Sources:</b>		<b>Estimated cost:</b>	<b>Timeline:</b>
Local Funding Resources, ODWR, FEMA, State and Federal resources		High	<input type="checkbox"/> Ongoing <input checked="" type="checkbox"/> Short Term (1-4 years) <input type="checkbox"/> Medium Term (4-10 years) <input type="checkbox"/> Long-Term (10+ years)
<b>Form Submitted by:</b>	Newport Steering Committee, revised 2020		
<b>Action Item Status:</b>	Ongoing		

<b>Mitigation Action: Newport #2</b> (What do we want to do?)		<b>Alignment with Plan Goals:</b>				<b>High Priority Action Item?</b>
Implement structural mitigation projects as recommended in the engineering report assessing the condition and mitigation options for the Big Creek Dams (upper/ lower).		<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input type="checkbox"/> 3	<input checked="" type="checkbox"/> 4	<input checked="" type="checkbox"/> Yes
		<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	
		<input type="checkbox"/> 9	<input type="checkbox"/> 10	<input type="checkbox"/> 11		
<b>Alignment with Existing Plans/Policies:</b>						
Water System Master Plan, Seismic Evaluation of Big Creek Dams No. 1 and No. 2, Phase 3 – Engineering Evaluation and Corrective Action Alternatives (completed June 2015),						
<b>Rationale for Proposal (Why is this important?):</b>						
The lower and upper Big Creek Dams have structural resiliency limitations that will likely lead to their failure in the event of an earthquake event. This will result in a loss of life and property damage, and eliminates City’s capability of providing domestic water to its citizens. The Big Creek dams are ranked No. 2 and No. 3 in the State of Oregon inventory of high hazard dam structures.						
<b>Ideas for Implementation (How will it get done?):</b>			<b>Action Status Report</b>			
<p>Implement mitigation recommendations resulting from the above referenced report.</p> <p>Replace both existing earthen dams with a single roller compacted concrete structure.</p> <p>Initiate preliminary design to refine cost estimates.</p> <p>Develop strategy for securing financial assistance as the cost likely exceeds funding resources available at the local level.</p> <p>Acquire additional land that will be inundated by the new reservoir.</p>			<p><u>2020 Update:</u></p> <p>Options for mitigating structural limitations inherent to the upper and lower Big Creek dams have been assessed and it has determined that the only viable option is to replace the two structures with a single, roller compacted dam. The two existing earthen dams will be monitored while work progresses on the design of the new dam, and corrective action will be taken when appropriate and feasible.</p> <p>See Newport #1 for related action seeking interim repair work until funding can be secured.</p>			
<b>Champion/ Responsible Organization:</b>		Public Works				
<b>Internal Partners:</b>			<b>External Partners:</b>			
Planning, Building, County			USACE, FEMA, OWRD, Bureau of Reclamation, Oregon Department of Health (Drinking Water Division)			
<b>Potential Funding Sources:</b>			<b>Estimated cost:</b>		<b>Timeline:</b>	
OWRD grants, city general obligation bonds, city revenue bonds, State and Federal resources			High \$30 - \$70 million dollars		<input type="checkbox"/> Ongoing <input type="checkbox"/> Short Term (1-4 years) <input checked="" type="checkbox"/> Medium Term (4-10 years) <input type="checkbox"/> Long-Term (10+ years)	
<b>Form Submitted by:</b>		2015 Newport Steering Committee, revised 2020				
<b>Action Item Status:</b>		Ongoing				

Mitigation Action: Newport #3 (What do we want to do?)	Alignment with Plan Goals:				High Priority Action Item?
Seismically retrofit vulnerable structures and critical facilities.	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> Yes
	<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	
	<input checked="" type="checkbox"/> 9	<input type="checkbox"/> 10	<input type="checkbox"/> 11		
<b>Alignment with Existing Plans/Policies:</b>					
<b>Rationale for Proposal (Why is this important?):</b>					
<p>The city of Newport believes that its vulnerability to a high magnitude earthquake would be ‘high,’ meaning more than 10% of the population or regional assets would be affected by an event. The city’s concentrated population and resources, as well as the soil characteristics and relative earthquake hazards are cause for further study and significant effort toward mitigating the earthquake hazard.</p> <p>"For governments, less damage to government structures will mean continued services and normal processes or at least minimal interruptions. If government structures come through an earthquake with little or no damage, agencies will not have to relocate services, and public officials can respond to the immediate and long-term demands placed on them by the event. In short, seismic rehabilitation as a pre-event mitigation strategy actually will improve post-event response by lessening life loss, injury, damage, and disruption." Source: FEMA. Chapter 1: Why Seismic Rehabilitation? <a href="http://www.fema.gov/plan/prevent/earthquake/pdf/fema-275-06-ch-1.pdf">http://www.fema.gov/plan/prevent/earthquake/pdf/fema-275-06-ch-1.pdf</a>. October 12, 2006.</p> <p>DOGAMI conducted a rapid visual assessment for public school buildings, acute inpatient care facilities, fire stations, police stations, sheriffs’ offices and other law enforcement agency buildings. Buildings were ranked for the “probability of collapse” due to the maximum possible earthquake for any given area.</p> <p>City has since hired Foundation Engineering to perform a site specific geotechnical investigation of the main fire station property because the structure was constructed on fill. The study, completed September 12, 2014, confirmed that to be the case, and concluded that the fire station could be compromised as a result of liquefaction and associated liquefaction-induced settlement.</p> <p>School District Priorities are included in their addendum. Below are facilities within Newport that are listed as vulnerable to earthquake in the DOGAMI Risk Report, ownership is listed in parentheses.</p> <ul style="list-style-type: none"> <li>• Public Works (Newport)</li> <li>• Fire Station No. [3200] (Newport)</li> <li>• Fire Station No. 3400 (Newport)</li> <li>• Municipal Airport (Newport)</li> <li>• Police Department (Newport)</li> <li>• Water Treatment Plant (Newport)</li> <li>• Public Works (Lincoln County)</li> <li>• Sheriff’s Office (Lincoln County)</li> <li>• Oregon State Police (Oregon)</li> <li>• Oregon National Guard Armory (Oregon)</li> <li>• Port of Newport (Port)</li> <li>• Samaritan Pacific Communities Hospital (Hospital)</li> </ul>					



<b>Ideas for Implementation (How will it get done?):</b>		<b>Action Status Report</b>	
<p>Develop a comprehensive outreach program to educate businesses and residents about Newport's vulnerability to earthquakes and non-structural and structural retrofits they can implement to reduce the impact of a future earthquake event.</p> <p>Develop an inventory of public (i.e., city hall) and large commercial buildings/employers that may be particularly vulnerable to earthquake damage.</p> <p>Improve local capabilities to perform earthquake building safety evaluations.</p> <p>Create a local rehabilitation and retrofit program for existing buildings.</p>		<p><u>2020 Update:</u></p> <p>Seismic retrofit of Newport Fire Station completed in 2017. Seismic upgrade of Newport High gym completed in 2018. Seismic upgrade of Sam Case school completed in 2019. Seismic retrofit of Samaritan Hospital completed in 2020. Seismic work on Yaquina Bay Bridge in progress. City of Newport assessing viability of seismic upgrades of City Hall, currently housing Police and Emergency Operations.</p> <p><u>2015 Update:</u></p> <p>City recently secured funding through Oregon Emergency Management to seismically retrofit the main fire station and is in the process of hiring a firm to design and implement the changes. It is likely that the improvement will be completed within the next couple of years. City will explore opportunities to retrofit other critical city facilities as grant resources become available or the facilities are programmed for major renovation or replacement.</p>	
<b>Champion/ Responsible Organization:</b>	Community Development & Public Works		
<b>Internal Partners:</b>		<b>External Partners:</b>	
Finance, Newport Fire Department		School District; ODOT, Oregon Emergency Management, DOGAMI, OBDD-IFA	
<b>Potential Funding Sources:</b>		<b>Estimated cost:</b>	<b>Timeline:</b>
Seismic Rehabilitation Grant Program, Local Funding Resources		High	<input type="checkbox"/> Ongoing <input type="checkbox"/> Short Term (1-4 years) <input type="checkbox"/> Medium Term (4-10 years) <input checked="" type="checkbox"/> Long-Term (10+ years)
<b>Form Submitted by:</b>	Newport Steering Committee, revised 2020		
<b>Action Item Status:</b>	Ongoing		

<b>Mitigation Action: Newport #4</b> (What do we want to do?)		<b>Alignment with Plan Goals:</b>			<b>High Priority Action Item?</b>	
Implement actions identified in the Stormwater element of the Newport Comprehensive Plan.		<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input type="checkbox"/> 3	<input checked="" type="checkbox"/> 4	<input type="checkbox"/> Yes
		<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input checked="" type="checkbox"/> 8	
		<input type="checkbox"/> 9	<input type="checkbox"/> 10	<input type="checkbox"/> 11		
<b>Alignment with Existing Plans/Policies:</b>						
Stormwater Master Plan						
<b>Rationale for Proposal (Why is this important?):</b>						
<p>Within the city, undersized and dated storm drainage structures occasionally present problems (i.e., road closures, erosion, localized flooding). Newport has developed a stormwater master plan for a portion of its South Beach neighborhood; however, that plan is more than 10 years old. The City has never prepared a plan for the balance of its neighborhoods. Work on a comprehensive Stormwater Master Plan was completed in 2016 and it was formally adopted into the stormwater element of the Newport Comprehensive Plan in 2020 (Ordinance No. 2169). The plan identifies deficiencies in the storm drainage system and measures for addressing those deficiencies.</p> <p>The Disaster Mitigation Act of 2000 requires communities to identify actions and projects that reduce the effects of hazards on the community [201.6(c)(3)(ii)]. Identifying deficiencies in the City's storm drainage system that contribute to localized flooding, along with an action plan for addressing the shortcomings, will lessen the effect of flooding within Newport</p>						
<b>Ideas for Implementation (How will it get done?):</b>			<b>Action Status Report</b>			
Implement actions identified in the Stormwater element of the Newport Comprehensive Plan.			<u>2020 Update:</u> Actions to be implemented as staff and funding is available. Priority projects will be those in areas where there is an identified lack of capacity within the system to handle flows attributed to existing and future conditions.			
<b>Champion/ Responsible Organization:</b>		Public Works				
<b>Internal Partners:</b>			<b>External Partners:</b>			
Community Development Department			ODOT, ODFW, ODF, NIMS, ACOE, DSL			
<b>Potential Funding Sources:</b>			<b>Estimated cost:</b>		<b>Timeline:</b>	
Local Funding Resources			Low to High		<input type="checkbox"/> Ongoing <input type="checkbox"/> Short Term (1-4 years) <input checked="" type="checkbox"/> Medium Term (4-10 years) <input type="checkbox"/> Long-Term (10+ years)	
<b>Form Submitted by:</b>		Newport Steering Committee, revised 2020				
<b>Action Item Status:</b>		Ongoing				

<b>Mitigation Action: Newport #5</b> (What do we want to do?)	<b>Alignment with Plan Goals:</b>	<b>High Priority Action Item?</b>
Continue compliance with the National Flood Insurance Program	<input checked="" type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input checked="" type="checkbox"/> 8 <input checked="" type="checkbox"/> 9 <input type="checkbox"/> 10 <input type="checkbox"/> 11	<input type="checkbox"/> Yes
<b>Alignment with Existing Plans/Policies:</b>		
Comprehensive Plan, Development Code		
<b>Rationale for Proposal (Why is this important?):</b>		
<p>The National Flood Insurance Program (NFIP) provides communities with federally backed flood insurance, provided that communities develop and enforce adequate floodplain management measures. According to the NFIP, buildings constructed in compliance with NFIP building standards suffer approximately 80 percent less damage annually than those not built in compliance.</p> <p>The Disaster Mitigation Act of 2000 requires that communities identify actions and projects that reduce the impact of a natural hazard on the community, particularly to new and existing buildings and infrastructure [201.6(c)(3)(ii)]. Continued participation in the NFIP will diminish flood damage to new and existing buildings in communities while providing homeowners, renters, and business owners additional flood insurance protection.</p>		
<b>Ideas for Implementation (How will it get done?):</b>	<b>Action Status Report</b>	
<p>Actively participate with DLCD and FEMA during Community Assistance Visits. The Community Assisted Visit (CAV) is a scheduled visit to a community participating in the NFIP for the purpose of: 1) conducting a comprehensive assessment of the community's floodplain management program; 2) assisting the community and its staff in understanding the NFIP and its requirements; and 3) assisting the community in implementing effective flood loss reduction measures when program deficiencies or violations are discovered.</p> <p>Assess Newport floodplain ordinances to ensure they reflect current flood hazards.</p> <p>Explore the possibility of updating the county's FEMA Flood Insurance Rate Map.</p> <p>Continue to participate in the NFIP. Explore participation in the National Flood Insurance Program's Community Rating System (CRS).</p> <p>Educate residents in Newport about flood issues and actions they can implement to mitigate the flood risk.</p>	<p><u>2020 Update:</u></p> <p>On 4/18/19 FEMA issued a final flood hazard determination letter, advising the City that the new flood insurance rate maps (FIRM) and study are effective as of 10/18/19. FEMA conducted a Community Assistance Visit on 8/27/19 and requested updates to the City's flood hazard code on 9/2/19. The updated code and FIRM maps were adopted by the City on 10/7/19.</p> <p><u>2015 Update:</u></p> <p>City is actively participating in the NFIP and coordinates with state and federal agencies as needed. Participated in the update of their FIRMs and FIS, as well as the county's Risk Report.</p>	

<b>Champion/ Responsible Organization:</b>	Community Development		
<b>Internal Partners:</b>	<b>External Partners:</b>		
Public Works	FEMA, DLCD		
<b>Potential Funding Sources:</b>	<b>Estimated cost:</b>	<b>Timeline:</b>	
Local Funding Resources	Low	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Short Term (1-4 years) <input type="checkbox"/> Medium Term (4-10 years) <input type="checkbox"/> Long-Term (10+ years)	
<b>Form Submitted by:</b>	Newport Steering Committee, revised 2020		
<b>Action Item Status:</b>	Ongoing		

<b>Mitigation Action: Newport #6</b> (What do we want to do?)	<b>Alignment with Plan Goals:</b>	<b>High Priority Action Item?</b>
Pursue partnerships with DOGAMI, Lincoln County and others to improve understanding of areas subject to coastal erosion and landslides and implement actions to reduce vulnerability.	<input checked="" type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input checked="" type="checkbox"/> 5 <input type="checkbox"/> 6 <input checked="" type="checkbox"/> 7 <input checked="" type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10 <input checked="" type="checkbox"/> 11	<input type="checkbox"/> Yes
<b>Alignment with Existing Plans/Policies:</b>		
DOGAMI Open File Reports		
<b>Rationale for Proposal (Why is this important?):</b>		
<p>LIDAR (light detection and ranging) is a mapping tool that can provide very precise, accurate, and high-resolution images of the surface of the earth, vegetation, and the built environment. It can be used to study landforms and identify areas, especially landslide areas that may be susceptible to future occurrences. The Oregon Department of Geology and Mineral Industries (DOGAMI) has been working with communities to develop large-scale LIDAR maps of entire regions.</p> <p>The Disaster Mitigation Act of 2000 requires that communities identify actions and projects that reduce the impact of a natural hazard on the community, particularly to new and existing buildings and infrastructure [201.6(c)(3)(ii)]. Partnering with DOGAMI, Lincoln County and others to investigate areas that may be prone to landslides will help in understanding areas and landforms susceptible to landslide events to protect new and existing buildings, and infrastructure.</p>		
<b>Ideas for Implementation (How will it get done?):</b>	<b>Action Status Report</b>	
<p>Monitor ground movement in high susceptible areas, especially during or after large storms.</p> <p>Maintain erosion control structures that are already in place.</p> <p>Identify critical facilities and infrastructure near high coastal erosion areas.</p> <p>Consider land value losses due to coastal erosion in future risk assessments.</p> <p>Create modern landslide inventory and susceptibility maps and use in planning and regulations for future development.</p> <p>Control storm water in landslide-prone areas.</p> <p>Monitor ground movement in high susceptibility areas.</p> <p>Implement grading codes, especially in high susceptibility areas.</p>	<p><u>2020 Update:</u></p> <p>DOGAMI published <a href="#">Open-File Report, O-16-02, Landslide Susceptibility Overview Map of Oregon</a> which maps existing landslide data for Lincoln Co and Newport. No additional work has been done on this action item.</p> <p><u>2015 Update:</u></p> <p>LIDAR mapping has been completed, and the resulting data has been used by DOGAMI to update its coastal erosion maps. This has allowed the city to use DOGAMI's maps to regulate development in areas prone to coastal erosion in order to minimize risks. While the LIDAR mapping has identified inland areas that may be subject to landslides, DOGAMI lacks the resources to adequately study these lands. Partnering with DOGAMI and Lincoln County to secure funding to conduct this work, would provide better information on landslide risks and the steps that can be taken to reduce the loss of life and destruction of property associated with such events.</p>	

<p>Utilize the DLCD report <a href="#">Preparing for Landslide Hazards, A Land Use Guide for Oregon Communities</a> (October 2019)</p> <p>Progress will be dependent upon available resources. Partnerships could include a joint application for grant funding where DOGAMI would take the lead in conducting initial studies. Priority would be given to landslide risk areas where there are concentrations of development or that are in the vicinity of critical infrastructure. The city and county are key stakeholders to help inform the analysis and the resulting recommendations. Further, the city and county are positioned to use the information to guide new development and redevelopment in a manner that minimizes loss of life and property as a result of a landslide event.</p>			
<b>Champion/ Responsible Organization:</b>		Community Development	
<b>Internal Partners:</b>		<b>External Partners:</b>	
		DOGAMI, FEMA, OEM, Lincoln County, Lincoln County communities	
<b>Potential Funding Sources:</b>		<b>Estimated cost:</b>	<b>Timeline:</b>
Seek funding opportunities through FEMA, OEM, and DOGAMI		Medium to High	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Short Term (1-4 years) <input type="checkbox"/> Medium Term (4-10 years) <input type="checkbox"/> Long-Term (10+ years)
<b>Form Submitted by:</b>	Newport Steering Committee, revised 2020		
<b>Action Item Status:</b>	Ongoing		

Mitigation Action: Newport #7 (What do we want to do?)	Alignment with Plan Goals:	High Priority Action Item?
Educate residents, tourists, and/or business owners within the tsunami inundation zone on evacuation routes and tsunami assembly areas	<input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input checked="" type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10 <input type="checkbox"/> 11	<input type="checkbox"/> Yes
<b>Alignment with Existing Plans/Policies:</b>		
<b>Rationale for Proposal (Why is this important?):</b>		
<p>DOGAMI has updated tsunami evacuation route and assembly area maps for the entire coast. The maps for Newport, effective December 2012, illustrate that a substantial portion of South Beach, the Bayfront, and Nye Beach will be inundated in the event of a near shore Cascadia event. This impacts a substantial number of homes, businesses and recreational areas frequented by tourists. It is estimated that individuals will have 20-30 minutes to evacuate out of the tsunami inundation zone. Educating business owners, tourists, and residents will increase the likelihood that most will be able to evacuate in time and find their way to assembly areas where support resources are more likely to be available. This will reduce loss of life.</p> <p>Three manufactured housing parks are in the tsunami zone: Surf Sounds Court (4623 Oregon Coast Hwy), Harbor Village RV Park (923 SE Bay Blvd), and Surfside Mobile Village (392 NW 3<sup>rd</sup> St). Manufactured homes built prior to 2003 are subject to slipping off their foundations potentially compromising the occupants' ability to exit. The compromised egress may hinder timely evacuation.</p>		
<b>Ideas for Implementation (How will it get done?):</b>	<b>Action Status Report</b>	
<p>Improve and increase saturation of tsunami wayfinding signage to direct people (particularly tourists) along core routes to make their way to high ground following an earthquake event.</p> <p>Continue program that requires tsunami evacuation route information be included in vacation rentals and expand program to include hotels.</p> <p>Attend business association meetings and encourage local businesses to share tsunami evacuation route information with employees.</p> <p>Continue participation in annual tsunami evacuation drills (with effective media coverage), such as the one conducted at the Hatfield Marine Science Center.</p> <p>Secure additional supplies to stock emergency supply caches so that resources are available to the public in the event of a near shore Cascadia event.</p>	<p><u>2020 Update:</u></p> <p>The City created an Emergency Preparedness coordinator position in 2016. Among the duties of this position is ongoing community outreach to vulnerable populations regarding emergency preparedness. Newport Fire and Lincoln County Emergency Management have also facilitated several presentations throughout the County on this topic, and will continue to do so. Tsunami evacuation route maps are available at City Hall and on the City's website. Through grants awarded by DOGAMI, the City has been able to install tsunami evacuation route wayfinding signage and thermoplastic pavement markers citywide and will have "Beat the Wave" maps available in late 2019. Adoption of an ordinance is in progress that will require all lodging establishments to post emergency information, including information about tsunami inundation and evacuation.</p>	

<p>Conduct door-to-door outreach within the tsunami inundation zone.</p> <p>Educate manufactured homeowners of the slippage potential and encourage them to store large crowbars and sledgehammers near potentially compromised doors to facilitate emergency exiting.</p>		<p><u>2015 Update:</u></p> <p>DOGAMI has updated tsunami evacuation route and assembly area maps for the entire coast, effective December 2012.</p>	
<p><b>Champion/ Responsible Organization:</b></p>		<p>Fire Department</p>	
<p><b>Internal Partners:</b></p>		<p><b>External Partners:</b></p>	
<p>Community Development, Police Department, Public Works</p>		<p>Chamber of Commerce, business associations, local utility providers, Hatfield Marine Science Center and other large employers</p>	
<p><b>Potential Funding Sources:</b></p>		<p><b>Estimated cost:</b></p>	<p><b>Timeline:</b></p>
<p>Local Funding Resources</p>		<p>Low</p>	<p><input checked="" type="checkbox"/> Ongoing</p> <p><input type="checkbox"/> Short Term (1-4 years)</p> <p><input type="checkbox"/> Medium Term (4-10 years)</p> <p><input type="checkbox"/> Long-Term (10+ years)</p>
<p><b>Form Submitted by:</b></p>	<p>Newport Steering Committee, revised 2020</p>		
<p><b>Action Item Status:</b></p>	<p>Ongoing</p>		



<b>Mitigation Action: Newport #8</b> (What do we want to do?)	<b>Alignment with Plan Goals:</b>	<b>High Priority Action Item?</b>
Encourage electric utility providers to convert existing overhead lines to underground lines.	<input checked="" type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input checked="" type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10 <input type="checkbox"/> 11	<input type="checkbox"/> Yes
<b>Alignment with Existing Plans/Policies:</b>		
<b>Rationale for Proposal (Why is this important?):</b>		
<p>A windstorm is generally a short duration event involving straight-line winds and/or gusts in excess of 50 mph. Although windstorms can affect the entirety of Lincoln County, they are especially dangerous in developed areas with significant tree stands and major infrastructure, especially above ground utility lines. A windstorm will frequently knock down trees and power lines, damage homes, businesses, public facilities, and create tons of storm related debris.</p> <p>The windstorm and winter storm hazard risk assessment rates Newport as having a high vulnerability to windstorm and high probability of a future windstorm or winter storm occurring. Supporting and encouraging the electric utility providers (in particular the consumer-owned electric utility providers) to use underground construction methods to reduce power outages from storms will reduce the impact of future windstorms and winter storms.</p> <p>The Disaster Mitigation Act of 2000 requires communities to develop comprehensive actions to reduce the impacts of natural hazards.[201.6(c)(3)(ii)]. Supporting and encouraging the electric utility providers to underground existing utility lines to reduce power outages from storms will reduce the impact of future windstorms and winter storms.</p>		
<b>Ideas for Implementation (How will it get done?):</b>	<b>Action Status Report</b>	
<p>Work with the consumer-owned electric utility providers to identify “undergrounding districts” so that they can plan for future investments in the area to be undergrounded. Utilize utility franchise fees, urban renewal funds and other resources, including grants, to underground existing overhead lines. Continue to require that utilities be undergrounded with new subdivision approvals.</p> <p>In both rural and urban areas, identify overhead power circuits particularly vulnerable to downed trees (where are power outages are likely to occur). Areas that are difficult to access by power repair crews will be considered when prioritizing these areas for undergrounding power lines.</p>	<p><u>2020 Update:</u></p> <p>Ferry Slip Road and South Beach/US 101 utility undergrounding project design is complete, with construction anticipated to begin in 2020. City is working with Central Lincoln PUD to establish undergrounding districts as part of an updated franchise agreement.</p> <p><u>2015 Update:</u></p> <p>No action in Newport during this period, however, utilities have completed, and are in process of completing, projects in the unincorporated county.</p>	

<b>Champion/ Responsible Organization:</b>	Community Development, Public Works		
<b>Internal Partners:</b>	<b>External Partners:</b>		
	Central Lincoln People’s Utility District, Consumers Power, Inc.		
<b>Potential Funding Sources:</b>	<b>Estimated cost:</b>	<b>Timeline:</b>	
Local Funding Resources, Utility Funding Resources, FEMA	Moderate to High	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Short Term (1-4 years) <input type="checkbox"/> Medium Term (4-10 years) <input type="checkbox"/> Long-Term (10+ years)	
<b>Form Submitted by:</b>	Newport Steering Committee, revised 2020		
<b>Action Item Status:</b>	Ongoing		

<b>Mitigation Action: Newport #9</b> (What do we want to do?)		<b>Alignment with Plan Goals:</b>				<b>High Priority Action Item?</b>
Develop and implement education programs aimed at mitigating risk posed by hazards.		<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> Yes
		<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input checked="" type="checkbox"/> 7	<input type="checkbox"/> 8	
		<input type="checkbox"/> 9	<input type="checkbox"/> 10	<input type="checkbox"/> 11		
<b>Alignment with Existing Plans/Policies:</b>						
<b>Rationale for Proposal (Why is this important?):</b>						
<p>The city of Newport is vulnerable to coastal erosion hazards, drought, earthquakes, flood, landslides, tsunamis, volcanic eruptions, wildfires, and wind and winter storms. Hazards of concern include earthquakes, tsunamis, and windstorms.</p> <p>Education programs play a pivotal role in reducing risk from coastal hazards. Techniques used for hazard preparedness by an individual are primarily a function of their level of awareness. Realistic perceptions can minimize potential risk by influencing siting and design decisions. An educated community has a greater likelihood of making decisions that will reduce risk in coastal hazard situations.</p> <p>Source: Oregon Technical Resource Guide. July 2000. Community Planning Workshop. Eugene, OR: University of Oregon. p. 6-26.</p> <p>The Disaster Mitigation Act of 2000 requires that communities continue to involve the public beyond the original planning process [201.6(c)(4)(ii)]. Developing public education programs for hazard risk mitigation would be a way to keep the public informed of, and involved in, the city's actions to mitigate hazards.</p> <p>To increase natural hazard mitigation and emergency preparedness in a community, "residents must be aware of the risk and know what they should do before and after the disaster occurs. Outreach and awareness campaigns need to be carefully organized and developed to ensure that residents receive critical information.</p>						
<b>Ideas for Implementation (How will it get done?):</b>			<b>Action Status Report</b>			
<p>Partner with CERT to implement a variety of education and outreach programs along the coast.</p> <p>Partner with DOGAMI's Tsunami Advisory Committee to support grassroots education and outreach programs within the community.</p> <p>Conduct awareness campaigns to encourage home and business owners to perform seismic retrofits.</p>			<p><u>2020 Update:</u></p> <p>Newport has active CERT and LISTOS (Spanish language) programs.</p> <p><u>2015 Update:</u></p> <p>Ongoing activity of city in partnership with CERT, and partners listed herein.</p>			
<b>Champion/ Responsible Organization:</b>		Fire Department				
<b>Internal Partners:</b>			<b>External Partners:</b>			

Police Department, Community Development, Public Works	Lincoln County Community Emergency Response Team (CERT), Central Oregon Coast Association, Lincoln County Public Schools	
<b>Potential Funding Sources:</b>	<b>Estimated cost:</b>	<b>Timeline:</b>
Local Funding Resources, DOGAMI, DLCD, OEM	Low	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Short Term (1-4 years) <input type="checkbox"/> Medium Term (4-10 years) <input type="checkbox"/> Long-Term (10+ years)
<b>Form Submitted by:</b>	Newport Steering Committee, revised 2020	
<b>Action Item Status:</b>	Ongoing	

<b>Mitigation Action: Newport #10</b> (What do we want to do?)		<b>Alignment with Plan Goals:</b>				<b>High Priority Action Item?</b>
Assess and determine appropriate mitigation projects for culverts on Nye Creek.		<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> Yes
		<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	
		<input type="checkbox"/> 9	<input type="checkbox"/> 10	<input type="checkbox"/> 11		
<b>Alignment with Existing Plans/Policies:</b>						
Stormwater Master Plan (expected 2015)						
<b>Rationale for Proposal (Why is this important?):</b>						
The Nye Creek drainage courses through the oldest sections of Newport. It was channelized and piped in the late 1800's and early 1900's. The system was cobbled together over the years without any type of coherent design. Culvert pipes are undersized in many areas and several were placed underneath buildings making them difficult to access. Given the age of the system it is not uncommon for culverts to collapse and the system is overwhelmed during severe storm events. This has resulted in localized flooding (including US 101) and damage to area businesses.						
<b>Ideas for Implementation (How will it get done?):</b>				<b>Action Status Report</b>		
Implement recommendations contained in the stormwater master plan. This will likely occur in phases over several years and as funding becomes available.				<u>2020 Update:</u> Funds are budgeted to assess opportunities to construct storm water detention facilities so that downstream flooding is minimized during severe storm events. The assessment will take about a year to complete and is to be flowed by 2-3 years of construction at various locations.		
<b>Champion/ Responsible Organization:</b>		Public Works				
<b>Internal Partners:</b>			<b>External Partners:</b>			
Planning, Building			OWRD, DEQ, ODOT, FEMA			
<b>Potential Funding Sources:</b>			<b>Estimated cost:</b>		<b>Timeline:</b>	
City revenue bonds and DEQ loans			Medium		<input type="checkbox"/> Ongoing <input type="checkbox"/> Short Term (1-4 years) <input type="checkbox"/> Medium Term (4-10 years) <input checked="" type="checkbox"/> Long-Term (10+ years)	
<b>Form Submitted by:</b>		2015 Newport Steering Committee, revised 2020				
<b>Action Item Status:</b>		Ongoing				

<b>Mitigation Action: Newport #11</b> (What do we want to do?)		<b>Alignment with Plan Goals:</b>			<b>High Priority Action Item?</b>	
Establish secondary power distribution system		<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> Yes
		<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	
		<input type="checkbox"/> 9	<input type="checkbox"/> 10	<input type="checkbox"/> 11		
<b>Alignment with Existing Plans/Policies:</b>						
<b>Rationale for Proposal (Why is this important?):</b>						
Having a secondary power system will help to mitigate the effects of natural hazards and increase community resilience.						
<b>Ideas for Implementation (How will it get done?):</b>			<b>Action Status Report</b>			
CLPUD currently working with the City to identify an alignment for a secondary distribution system			<u>2020 Update:</u> New			
<b>Champion/ Responsible Organization:</b>		Central Lincoln PUD				
<b>Internal Partners:</b>			<b>External Partners:</b>			
Public Works, Planning						
<b>Potential Funding Sources:</b>			<b>Estimated cost:</b>		<b>Timeline:</b>	
Local Funding Resources (City/PUD)			Medium to High		<input type="checkbox"/> Ongoing <input type="checkbox"/> Short Term (1-4 years) <input checked="" type="checkbox"/> Medium Term (4-10 years) <input type="checkbox"/> Long-Term (10+ years)	
<b>Form Submitted by:</b>		2020 Newport Steering Committee				
<b>Action Item Status:</b>		New				

<b>Mitigation Action: Newport #12</b> (What do we want to do?)		<b>Alignment with Plan Goals:</b>				<b>High Priority Action Item?</b>
Increase reliability of emergency network communication systems and data redundancy		<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> Yes
		<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	
		<input type="checkbox"/> 9	<input type="checkbox"/> 10	<input type="checkbox"/> 11		
<b>Alignment with Existing Plans/Policies:</b>						
<b>Rationale for Proposal (Why is this important?):</b>						
Having reliable network communications during emergencies is critical for emergency response and recovery efforts. Redundant and recoverable Information Systems are critical to increasing post-disaster community resilience.						
<b>Ideas for Implementation (How will it get done?):</b>			<b>Action Status Report</b>			
City is enrolled in FirstNet and GETS systems and is partnering with others to pursue redundant fiber capabilities.			<u>2020 Update:</u> New			
<b>Champion/ Responsible Organization:</b>		Information Technology				
<b>Internal Partners:</b>			<b>External Partners:</b>			
			CLPUD, Samaritan Hospital, Lincoln County, Centurylink, CoastCom, FirstNet, GETS			
<b>Potential Funding Sources:</b>			<b>Estimated cost:</b>		<b>Timeline:</b>	
Local Funding Resources			Medium		<input type="checkbox"/> Ongoing <input type="checkbox"/> Short Term (1-4 years) <input type="checkbox"/> Medium Term (4-10 years) <input checked="" type="checkbox"/> Long-Term (10+ years)	
<b>Form Submitted by:</b>		2020 Newport Steering Committee				
<b>Action Item Status:</b>		New				

<b>Mitigation Action: Newport #13</b> (What do we want to do?)		<b>Alignment with Plan Goals:</b>			<b>High Priority Action Item?</b>
Create and adopt a Tsunami Hazard Overlay Zone (THOZ) and Tsunami Evacuation Facilities Improvement Plan (TEFIP)		<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/> 3	<input type="checkbox"/> 4
		<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 6	<input checked="" type="checkbox"/> 7	<input checked="" type="checkbox"/> 8
		<input type="checkbox"/> 9	<input type="checkbox"/> 10	<input checked="" type="checkbox"/> 11	<input type="checkbox"/> Yes
<b>Alignment with Existing Plans/Policies:</b>					
Transportation System Plan, Park System Master Plan					
<b>Rationale for Proposal (Why is this important?):</b>					
In June of 2019 the Governor signed HB 3309, which repeals the ORS Chapter 455 prohibitions on new essential facilities and special occupancy uses within tsunami inundation areas. Following this legislation, the Newport Planning Commission expressed the desire to prohibit new essential facilities and certain special occupancy uses within tsunami inundation areas via a zoning overlay. In its model code for the THOZ, DLCD recommends the creation of a TEFIP to effectively develop and implement evacuation routes in conjunction with the land use review and approval process.					
<b>Ideas for Implementation (How will it get done?):</b>			<b>Action Status Report</b>		
<p>Planning Commission work sessions have been held to develop draft code for the THOZ. The City will partner with DLCD and release an RFQ to solicit technical assistance for development of the TEFIP.</p> <p>Work with Oregon State Parks and community leaders of South Beach State Park and Southshore neighborhood area to evaluate additional trails leading out of the campground toward high ground east of Highway 101 (Gabel and others, 2019a) Also, consider the feasibility of a vertical evacuation shelter for South Beach State Park.</p>			<p><u>2020 Update:</u></p> <p>New</p>		
<b>Champion/ Responsible Organization:</b>		Community Development			
<b>Internal Partners:</b>			<b>External Partners:</b>		
			DLCD, DOGAMI		
<b>Potential Funding Sources:</b>			<b>Estimated cost:</b>		<b>Timeline:</b>
Local Funding Resources, DLCD Technical Assistance Grant (Coastal)			Medium		<input type="checkbox"/> Ongoing <input checked="" type="checkbox"/> Short Term (1-4 years) <input type="checkbox"/> Medium Term (4-10 years) <input type="checkbox"/> Long-Term (10+ years)



<b>Form Submitted by:</b>	2020 Newport Steering Committee
<b>Action Item Status:</b>	New

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# ATTACHMENT B: PUBLIC INVOLVEMENT SUMMARY

Members of the steering committee provided edits and updates to the NHMP prior to the public review period as reflected in the final document.

To provide the public information regarding the draft NHMP addendum, and provide an opportunity for comment, an announcement (see text below) was announced on the county's website and reference on the city's social media and feedback form was provided for public comment.

During the public review period there were no comments provided.

The screenshot shows the Lincoln County website's 'Planning & Development' section. The main heading is 'Community Input Needed - Natural Hazards Mitigation Plan Renewal'. The page contains the following information:

- Navigation:** County Home, Contact Us, Search.
- Left Sidebar:**
  - Planning Division
  - Building Division
  - Onsite Waste Management Division
  - Planning Commission
  - Code Compliance
  - Links
  - Marijuana
  - FAQs
  - Staff Directory
  - Community Input Needed - Natural Hazards Mitigation Plan Renewal
  - Fee Schedule - All County Departments
- Contact Information:** Department of Planning & Development, Onno Husing, Director.
- Main Content:**
  - Community Input Needed - Natural Hazards Mitigation Plan Renewal:** The first phase of the renewal process was to solicit feedback from community members to identify what is important to them regarding our local natural hazard risks and planning goals. This was completed in September of 2019. Since 2019 our Steering Committee made up of our local City, Tribal, Public Safety Agencies and our Addendum Partners have finalized our draft plan for our next renewal period. Our next step is to send our final draft to our community members for their feedback and input then to the State of Oregon, then to FEMA and lastly to our Lincoln County Board of Commissioners.
  - Community Member Input:**
    - Community members are invited to provide feedback by submitting comments or questions by Friday, October 2nd using the survey link below
    - Survey Link - CLICK HERE**
  - Natural Hazards Mitigation Plan - September 2020 Renewal Plan:**
    - The September 2020 page is separated down into 3 sections (I, II, III)
  - Volume I - Basic Plan**
  - Volume II - Jurisdictional Addenda**
    - Depoe Bay
    - Lincoln City
    - Newport
    - Siletz
    - Toledo
    - Waldport
    - Yachats
    - Central Lincoln PUD
    - Lincoln Co. School District
    - Seal Rock Water District
  - Volume III - Appendices**
    - CLICK HERE** for current plan - September 2015
  - Questions - need more information?**
    - Planning and Development Department - 541-265-4192
    - County Emergency Management - 541-265-4199
    - Michael Howard, Director for the Oregon Partnership for Disaster Resilience at mrhoward@uoregon.edu
  - Seal Rock Water District and Lincoln Co. School District addenda are forthcoming.
  - SUPPORTING DOCUMENTS:**
    - central\_lincoln\_pud\_addendum\_review\_draft.pdf (2 MB)
    - depoe\_bay\_addendum\_review\_draft.pdf (3 MB)
    - lincoln\_city\_addendum\_review\_draft.pdf (4 MB)
    - lincoln\_co\_nhmp\_-\_volume\_i\_review\_draft.pdf (5 MB)
    - lincoln\_co\_nhmp\_-\_volume\_ii\_review\_draft.pdf (8 MB)
    - newport\_addendum\_review\_draft.pdf (3 MB)
    - siletz\_addendum\_review\_draft.pdf (3 MB)
    - toledo\_addendum\_review\_draft.pdf (4 MB)
    - waldport\_addendum\_review\_draft.pdf (3 MB)
    - yachats\_addendum\_review\_draft.pdf (3 MB)
    - Media Release - Community Feedback Needed - Natural Hazards Mitigation Plan (17 KB)
    - seal\_rock\_wd\_addendum\_review\_draft.pdf (2 MB)
    - lincolnsd\_addendum\_review\_draft.pdf (5 MB)
  - WEB LINKS:**
    - September NHMP - Separated down into 3 sections (I, II, III)

### Natural Hazard Mitigation Plan Public Feedback Survey

Please provide feedback for the September 2020 Natural Hazard Mitigation Plan Renewal in the box provided below.

Thank you.  
Emergency Management  
541-265-4199

Natural Hazard Mitigation Plan Feedback

Name (Optional)

Contact Phone Number (optional)

Contact Email (optional)

Zip Code (Optional)

Send me a copy of my responses

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## ATTACHMENT C: ACTION ITEM FORM TEMPLATE

Mitigation Action: Newport # (What do we want to do?)	Alignment with Plan Goals:	High Priority Action Item?
	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10 <input type="checkbox"/> 11	<input type="checkbox"/> Yes
<b>Alignment with Existing Plans/Policies:</b>		
<b>Rationale for Proposal (Why is this important?):</b>		
<b>Ideas for Implementation (How will it get done?):</b>	<b>Action Status Report</b>	
<b>Champion/ Responsible Organization:</b>		
<b>Internal Partners:</b>	<b>External Partners:</b>	
<b>Potential Funding Sources:</b>	<b>Estimated cost:</b>	<b>Timeline:</b>
		<input type="checkbox"/> Ongoing <input type="checkbox"/> Short Term (1-4 years) <input type="checkbox"/> Medium Term (4-10 years) <input type="checkbox"/> Long-Term (10+ years)
<b>Form Submitted by:</b>		
<b>Action Item Status:</b>		


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# City of Newport

## Community Development Department

# Memorandum

To: Planning Commission

From: Derrick I. Tokos, AICP, Community Development Director 

Date: January 8, 2021

Re: Ad-Hoc Work Group to Develop Options for Distributing Affordable Housing CET Funds  
(Informational Item)

On January 4, 2021, the City Council adopted Resolution No. 3907, creating an Ad-Hoc Work Group to assist with developing options for distributing affordable housing CET funds the City has been collecting since the tax was established, with a favorable recommendation from the Planning Commission, in 2017. The ordinance establishing the tax called for the creation of such a work group. Now that the City has a little more than two full fiscal years of collections, it is in a position to understand how available dollars can be best leveraged to address affordable housing needs (summary of CET collections enclosed). Accordingly, it is timely that the work group be pulled together.

In addition to adopting the resolution, the Council appointed the following individuals to the work group:

Affordable Housing Representative	Kathy Kowtko, Housing Authority of Lincoln County
Non-Profit Representative	Lauren (Lola) Jones, Samaritan House
Market Rate Housing Representative	Todd Woodley, Wyndhaven Ridge Apartments
Commercial Real Estate	Freddy Saxton, Advantage Real Estate
Residential Real Estate	Doretta Smith, Martek Realty
Residential/Commercial Design	Dustin Capri, Capri Architecture
Land Use/Real Estate Legal Expertise	Jeff Waarvick, Waarvick & Waarvick, Attorneys
Institutional Representative	Rich Belloni, Lincoln County School District
Vision 2040 Representative	TBD
Planning Commission	Jim Patrick, Chair
City Council	Dean Sawyer, Mayor

The Planning Commission may have a role in the distribution of these funds, and a work session will be scheduled with the Commission once the work group makes its preliminary recommendations in the coming months. This agenda item is informational only, and no action is being requested of the Commission at this time.

Attachment  
Resolution No. 3907  
Summary of CET Collections



**CITY OF NEWPORT**  
**RESOLUTION NO. 3907**

**UPDATING COMPOSITION OF AN AD-HOC WORK GROUP  
TO DEVELOP OPTIONS FOR DISTRIBUTING NEWPORT'S  
AFFORDABLE HOUSING CONSTRUCTION EXCISE TAX FUNDS  
AND REPEALING RESOLUTION NO. 3798 IN ITS ENTIRETY**

**WHEREAS**, On August 7, 2017, the Newport City Council adopted Ordinance No. 2114 establishing a Construction Excise Tax for Affordable Housing consistent with authority granted by the Oregon Legislature with Senate Bill 1533 (2016); and

**WHEREAS**, that same evening, the City Council adopted Resolution No. 3787 establishing the percentage rate of the excise tax to be levied on the value of commercial, industrial, and residential improvements to fund affordable housing; and

**WHEREAS**, Resolution No. 3787 further identifies that an Ad-Hoc Work Group be formed, and approved by the City Council, to determine how to distribute funds collected pursuant to the resolution; and

**WHEREAS**, stakeholder groups to be represented on the Ad-Hoc Work Group were identified with Resolution No. 3798, adopted on April 2, 2018, with individuals representing each group to be ratified by motion of the City Council; and

**WHEREAS**, now that the City has a little more than two full fiscal years of construction excise tax collections, it is in a position to understand how available dollars can be best leveraged to address affordable housing needs; and

**WHEREAS**, at a November 16, 2020 work session the City Council expressed an interest in expanding the composition of the Ad-Hoc Work Group and moving forward with identifying individuals to assist with the effort.

**THE CITY OF NEWPORT RESOLVES AS FOLLOWS:**

**Section 1.** An Ad-Hoc Work Group to assist the City in determining how to distribute affordable housing construction excise tax funds, pursuant to Ordinance No. 2114 and Resolution No. 3787, shall consist of an individual representing each of the following stakeholder groups:

Affordable Housing Representative  
Non-Profit Representative  
Market Rate Housing Representative  
Commercial Real Estate  
Residential Real Estate  
Residential/Commercial Design

Land Use/Real Estate Legal Expertise  
Institutional Representative  
Planning Commission  
Vision 2040 Representative  
City Council

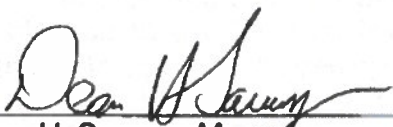
**Section 2.** City Manager, or designee, will identify interested individuals from each stakeholder group, and a list of the individuals representing the stakeholder groups outlined in Section 1 shall be ratified by motion of the City Council.

**Section 3.** The foregoing appointments are for the duration of the project.

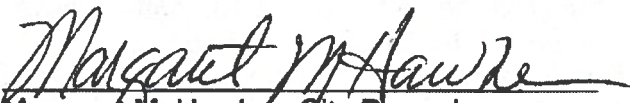
**Section 4.** Resolution No. 3798 is repealed in its entirety.

**Section 5.** This resolution shall be effective immediately upon passage.

Adopted by the City Council of the City of Newport this 4<sup>th</sup> day of January, 2021.

  
\_\_\_\_\_  
Dean H. Sawyer, Mayor

ATTEST:

  
\_\_\_\_\_  
Margaret M. Hawker, City Recorder

## Housing Funds - Revenue & Expenditures Summary

	2017-2018	2018-2019	2019-2020	2020-2021 <sup>1</sup>
<b>CET Affordable Housing Admin (Acct #101-1900-46429)<sup>2</sup></b>	<b>\$ 2,536.00</b>	<b>\$ 2,167.00</b>	<b>\$ 2,462.94</b>	<b>\$ 3,833.96</b>
<b>Housing Fund 251</b>				
<b>Affordable Housing General (Dept 4710)</b>				
<b>Beginning Fund Balance<sup>3</sup></b>	<b>\$ 112,742.00</b>	<b>\$ 135,433.00</b>	<b>\$ 146,615.00</b>	<b>\$ 153,697.00</b>
<b>Revenue</b>				
CET Affordable Housing - Flexible Use <sup>4</sup>	\$ 20,797.00	\$ 18,256.00	\$ 20,689.00	\$ 32,205.00
Interest on Investments	\$ 2,122.00	\$ 3,951.00	\$ 3,675.00	\$ 591.00
<b>Total Revenue</b>	<b>\$ 22,919.00</b>	<b>\$ 22,207.00</b>	<b>\$ 24,364.00</b>	<b>\$ 32,796.00</b>
<b>Other Financing Sources</b>				
Transfer from General Fund <sup>5</sup>	\$ 6,278.00	\$ 6,278.00	\$ -	\$ -
<b>Total Other Financing Sources</b>	<b>\$ 6,278.00</b>	<b>\$ 6,278.00</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Amount Available for Appropriation</b>	<b>\$ 141,939.00</b>	<b>\$ 163,918.00</b>	<b>\$ 170,979.00</b>	<b>\$ 186,493.00</b>
<b>Expenditures</b>				
Financial Professional Services	\$ 132.00	\$ 203.00	\$ 164.00	\$ 69.00
Other Operating Expenses <sup>6</sup>	\$ -	\$ 16,600.00	\$ 16,600.00	\$ -
Services Provided by General Fund	\$ 6,374.00	\$ 500.00	\$ 518.00	\$ 180.00
<b>Total Expenditures</b>	<b>\$ 6,506.00</b>	<b>\$ 17,303.00</b>	<b>\$ 17,282.00</b>	<b>\$ 249.00</b>
<b>Ending Fund Balance</b>	<b>\$ 135,433.00</b>	<b>\$ 146,615.00</b>	<b>\$ 153,697.00</b>	<b>\$ 186,244.00</b>
<b>Oregon Housing and Community Services (Dept 4720)</b>				
<b>Beginning Fund Balance</b>	<b>\$ -</b>	<b>\$ 7,752.00</b>	<b>\$ 15,630.00</b>	<b>\$ -</b>
<b>Revenue</b>				
CET OHCS Down Payment Assistance	\$ 7,752.00	\$ 7,878.00	\$ 10,592.00	\$ 13,802.00
<b>Total Revenue</b>	<b>\$ 7,752.00</b>	<b>\$ 7,878.00</b>	<b>\$ 10,592.00</b>	<b>\$ 13,802.00</b>
<b>Amount Available for Appropriation</b>	<b>\$ 7,752.00</b>	<b>\$ 15,630.00</b>	<b>\$ 26,222.00</b>	<b>\$ 13,802.00</b>
<b>Expenditures</b>				
CET Expense (OHCS Remittance) <sup>7</sup>	\$ -	\$ -	\$ 26,222.00	\$ -
<b>Total Expenditures</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 26,222.00</b>	<b>\$ -</b>
<b>Ending Fund Balance</b>	<b>\$ 7,752.00</b>	<b>\$ 15,630.00</b>	<b>\$ -</b>	<b>\$ 13,802.00</b>
<b>Affordable Housing Development Incentives (Dept 4730)</b>				
<b>Beginning Fund Balance</b>	<b>\$ -</b>	<b>\$ 26,561.00</b>	<b>\$ 52,568.00</b>	<b>\$ 85,177.00</b>
<b>Revenue</b>				
CET Affordable Housing - Restricted <sup>8</sup>	\$ 26,561.00	\$ 26,007.00	\$ 32,609.00	\$ 46,008.00
<b>Total Revenue</b>	<b>\$ 26,561.00</b>	<b>\$ 26,007.00</b>	<b>\$ 32,609.00</b>	<b>\$ 46,008.00</b>
<b>Amount Available for Appropriation</b>	<b>\$ 26,561.00</b>	<b>\$ 52,568.00</b>	<b>\$ 85,177.00</b>	<b>\$ 131,185.00</b>
<b>Expenditures</b>				
CET Expense	\$ -	\$ -	\$ -	\$ -
<b>Total Expenditures</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Ending Fund Balance</b>	<b>\$ 26,561.00</b>	<b>\$ 52,568.00</b>	<b>\$ 85,177.00</b>	<b>\$ 131,185.00</b>

<sup>1</sup> Reflects actual collections/expenses through 11/5/20.

<sup>2</sup> This revenue account is the 4% the City is allowed by law to take out of CET collections to cover its administrative expenses.

<sup>3</sup> FY 17/18 balance is what was left from the original Housing Fund seed money that were proceeds from the sale of a property.

<sup>4</sup> Represents 35% of CET collections, less administrative expenses. May be used for affordable housing programs or projects as defined by the City.

<sup>5</sup> Transfer was made to offset "Services Provided by General Fund" expenditure to avoid draining down what at that time was a Housing Fund that did not have a dedicated revenue stream.

<sup>6</sup> FY 18/19 and FY 19/20 were match for Proud Ground's state funding for down-payment assistance grants.

<sup>7</sup> Represents 15% of CET collections, less administrative expenses. Must be sent to OHCS who then makes it available for down-payment assistance in Newport.

<sup>8</sup> Represents 50% of CET collections, less administrative expenses. Must be used to reduce development fees, pay down property taxes, or other financial incentives to developers to construct housing at 80% MFI or less.